Planning, Design and Access Statement

Sep 25, 2026

PROPOSED EXTENSION TO THE AREA OF THE EXISTING TOURING CARAVAN AND MOTORHOME PARK (NO INCREASE IN PITCH NUMBERS) AND PROVISION OF A MOVEABLE MODULAR AMENITY BLOCK

Mapplewell Meadows Farm, 142 Hill End Road, Mapplewell, Barnsley S75 6DX

Applicant: Northern Services Ltd · Agent: White Agus Ltd, Office One, Drill Hall, 11 Eastgate, Barnsley S70 2EU · Job ref 20-117

1. Introduction

This statement supports a full planning application by Northern Services to increase the area only of the established touring caravan and motorhome park at Mapplewell Meadows Farm. There is no proposal to increase the number of pitches.

The proposals will reduce the number of pitched to a maximum of 20 touring caravans/motorhome

Pitches, arranged as shown on the submitted drawings served from the existing access road and passing

points from the main entrance from Hill End Road

The existing site was approved for up to 25 touring caravans/motorhomes under application 2021/1686 (decision 9 September 2022). The personal and temporary conditions attached to that consent were removed under application 2025/0670 (decision 8 October 2025), so the use is now permanent. The site has operated successfully since September 2022 and demand exceeds the 20 pitches that will be available.

The application is accompanied by:

- Drawing 20-117-01J – Site Plan (1:500) and Location Plan (1:2500), sheet 1 of 2
- Drawing 20-117-02B – Location Plan, sheet 2 of 2 (southern part of the Mapplewell Meadows holding)
- Drawing 20-117-03A – Proposed Modular Amenity Block, plans and elevations (1:50 and 1:100)
- Updated ecological report and habitat mapping by Whitcher Wildlife Ltd (2026), building on the Preliminary Ecological Appraisal dated 26 January 2022 (ref 220178)
- This Planning, Design and Access Statement

This statement describes the site and its planning history, the way the existing site has been run, the proposals, and their compliance with the National Planning Policy Framework (NPPF) and the Barnsley Local Plan (adopted January 2019). Particular attention is given to the Green Belt, which was the sole issue raised by Officers when the original application was considered.

2. The site and its surroundings

Mapplewell Meadows is an extensive area of open land, grassland, scrub and young woodland to the south-east of Mapplewell, between Mapplewell to the north, Darton to the west, Wilthorpe to the south and Smithies to the east. The land was formerly part of the National Coal Board network of mines and associated workings. Following the contraction of the mining industry it was remediated, with extensive tree planting and a network of footpaths and rides, and it is now used by the local community for walking, horse riding, dog training, cross-country events and fishing. A café/coffee shop with outdoor seating operates near the entrance (approved under 2019/1347 and 2021/1469).

The existing caravan park occupies a clearing of managed grassland roughly 0.135 ha in extent, enclosed on all sides by dense scrub and semi-mature trees (silver birch, oak, cherry, blackthorn, alder, broom and bramble). The application site comprises that clearing together with the adjoining grassland to the west and south-west, which is managed by regular cutting in the same way and is enclosed by the same belt of scrub. The extended area for caravans/motorhomes is approximately 3290 sqm.

The area of land within the red line is within existing grassland; no trees or scrub are affected, and the red line was amended during 2026 in consultation with Whitcher Wildlife Ltd specifically to exclude the scrub to the north and east.

The site is reached from Hill End Road via the existing farm entrance and a gravel track with passing places and also serves the café, paddocks and the wider holding.

Hill End Road is an unclassified rural road subject to a 7.5 tonne weight limit (except for access). The nearest dwellings are on Hill End Road, more than 200m from the caravan park, and there are no residential properties adjoining the site. The River Dearne lies some 300m to the south.

The site is within the Green Belt as defined on the Barnsley Local Plan Policies Map. It lies within the River Dearne Valley green infrastructure corridor (Policy GI1), although the Council's ecologist confirmed in 2022 that, given the distance from the river and the small size and nature of the proposals, this did not need to be taken into account.

There are no statutory designated sites within 2km. The nearest Local Wildlife Sites are Barnsley Canal at Wilthorpe (440m) and Mapplewell Tip (1.2km). The site is not within a Conservation Area, there are no listed buildings nearby, and it is understood to lie within Flood Zone 1 [confirm].

3. Planning history

Reference	Proposal	Outcome
2025/0670	Removal of condition 1 (personal to the applicant and limited to 5 years) of 2021/1686	Granted 8 October 2025. The use is now permanent. Conditions retained: development in accordance with approved plans, CEMP and BEMP; passing place on the access track to be retained;

Reference	Proposal	Outcome
		boundary treatment to be retained as approved.
2021/1686	Change of use of site for touring caravans and motorhomes (up to 25)	Granted 9 September 2022. Officers recommended refusal on Green Belt grounds alone; Planning Board resolved to approve on 7 June 2022 by 16 votes to 3, recording that there would be very little effect on the Green Belt due to the size of the site and that the site would bring economic benefits to the local area.
2021/1469	Café/coffee shop with embankment, Mapplewell Meadows Farm	Approved
2019/1347	Retrospective coffee shop (amendment)	Approved

Two points from this history are material to the present application.

First, in 2022 officers accepted that highways, ecology, residential amenity and landscape matters were all acceptable, subject to conditions; the only objection was the principle of the use in the Green Belt. Members disagreed and approved the scheme. In 2025 the Council, having asked for a justification of a permanent permission "given its Green Belt location" and evidence of how the site had operated, granted a permanent, unrestricted permission at officer level. The Council has therefore itself concluded that a touring caravan use of this kind, in this location, is acceptable in Green Belt terms.

Second, the 2022 committee report and the original Design and Access Statement both anticipated that, if the site were successful, a toilet/shower block would follow by way of a further application. The original statement stated that no such block was proposed "at the moment but if successful this will be considered with the appropriate applications to the L.P.A." The site has been successful, and this application brings that facility forward, in the most modest and reversible form available.

4. The established use

The caravan park opened on 20 September 2022, once the works required by the 2022 conditions (relocated entrance gates, passing places and speed humps on the track, and the post-and-rope boundary treatment) had been carried out. It has been operated every season since without complaint or enforcement action.

By July 2025 the site had received more than 200 UK bookings, with a further 25 booked for the remainder of that season, and more than 20 bookings from overseas visitors, which led the operator to

add a translation facility to the website. [Paul to update with 2025 and 2026 season totals, occupancy on peak weekends and the number of enquiries turned away for lack of space.]

The site is run to a clear management regime:

- All stays are booked in advance through www.mapplewellmeadowsfarm.co.uk, with name, address, email, vehicle registration and payment taken at the time of booking.
- A dedicated member of staff checks every booking. Only genuine holidaymakers with private vehicles are accepted. Commercial vehicles, vans, pick-ups, sign-written vehicles and vehicles carrying goods or fare-paying passengers are refused, as are tents.
- On arrival visitors are directed to the caravan area, sited by staff, and given the site rules and an explanation of the facilities.
- Only touring caravans and motorhomes are accepted. There are no static caravans and none are proposed.

The site has brought visitors to Mapplewell and Barnsley who would not otherwise have stayed in the borough. Local businesses have confirmed in writing (July 2025) that they regularly serve guests staying at Mapplewell Meadows, including The Old Bakery, Bottle & Co micro bar, and the Talbot Inn and Wentworth Arms (Nailmaker Pub Co). Bottle & Co noted the shortage of hotel and self-catering accommodation in the area and that "if you can increase the capacity of your camp site, then that can only have a positive effect for everyone in Mapplewell and the surrounding area." Copies of this correspondence were submitted with application 2025/0670 and can be supplied again on request.

5. The proposals

The application seeks permission for:

1. The change of use of approximately 0.33 ha of managed grassland adjoining the existing caravan park to provide pitches for a maximum of 20 touring caravans and motorhomes
2. A 5m wide gravel access track forming a one-way loop through the extension, connecting to the existing gravel track at the north-west corner of the site, with the pitches arranged either side of it.
3. A central grassed amenity area within the loop for the use of guests.
4. A single-storey modular amenity block of 10m x 7m (70 m^2) providing male and female toilets and showers, an accessible shower and WC, a plant and store room, a bin store, and a small food preparation and wash-up area. The unit stands on adjustable legs or skids so that it can be moved or removed without excavation or foundations.
5. Boundary fencing to the extended perimeter to match the existing timber post-and-rope treatment approved in 2022, and additional screen planting using native species already present on the site.

The site was originally 'engineered' which included heavy compaction of materials This can lead to the formation of soft areas in wet conditions, Subsequently the trafficked areas can become muddy.

The new layout includes gravel pitches and access track, which will improve the ground conditions to trafficked areas.

Pitches will be set out to meet the accepted 6m separation standard between units, and the layout on drawing 20-117-01J allows generous spacing beyond that minimum. Electric hook-ups will be provided by a shallow trench backfilled with the excavated soil, as was done on the existing site under the approved CEMP.

A fresh potable water supply will be extended to the new area and to the amenity block. Foul drainage from the amenity block will be [connected to the existing foul drainage serving the café.

Chemical toilet waste from the caravans will continue to be emptied to the existing sealed collection tank, which is emptied periodically by a licensed contractor; the provision of proper WCs in the amenity block is expected to reduce reliance on chemical toilets.

No static caravans are proposed. The extended area will be booked, vetted, managed and policed in the same way as the existing site .

External lighting will be limited to low-level bollard or wall-mounted fittings at the amenity block and track junctions, directed downward, and switched off between [23:00 and 06:00].

The applicant would accept a condition to that effect.

6. Design

Layout. The extension follows the shape of the existing grassland clearing so that every pitch, the track and the amenity block sit on land that is already open, mown grass. The loop track keeps caravan movements orderly and avoids reversing, with pitches angled off it.

The amenity block is placed at the north-west corner, where the new loop meets the existing gravel track, so that it is closest to the point of arrival, equally convenient for guests on the existing and the extended areas, and set against the backdrop of the existing scrub rather than in the middle of the open ground. The red line and the layout were both adjusted during 2026 to avoid the scrub belt that encloses the clearing.

Scale. Touring caravans and motorhomes are by their nature transient, low (typically under 3m high) and are present only while guests are staying. The amenity block is a single-storey unit of 70 m² with a shallow-pitched roof and an eaves height of about 2.4m and, comparable in footprint and height to a large motorhome and smaller than the existing café unit near the entrance.

Appearance. The amenity block is to be finished in vertical timber boarding, stained a natural or dark brown tone, with a profiled metal sheet roof in a dark recessive colour and timber-framed windows. The intention is a simple, agricultural or forestry-style unit that reads as part of the working landscape of the Meadows rather than as a domestic or commercial building. The block stands on legs or skids and has no plinth, so it can be removed leaving no trace if the use ever ceases.

Landscaping. The existing belt of birch, oak, cherry, blackthorn, alder and bramble scrub around the clearing is retained in full and is the principal means of screening. Additional native screen planting, using the same species, is proposed along the western and southern edges of the extended area to thicken the enclosure where it is currently thinnest. The perimeter will be defined by the same low timber post-and-rope line used on the existing site, which is visually light and consistent with the

approved boundary treatment. The central amenity area remains as mown grass. A landscape scheme can be secured by condition.

Sustainability. The proposal makes use of existing grassland, existing access and existing services, and involves no new permanent building.

Water-saving fittings and low-energy LED lighting will be used in the amenity block, and hot water will be provided by [electric / air-source – confirm] heating.

7. Access

Vehicular access. Access is via the existing entrance to Mapplewell Meadows Farm from Hill End Road. In 2022 Highways Development Control raised no objection to the principle of a 25-pitch site and asked only that the entrance gates be set back so that towing vehicles and motorhomes could pull clear of the highway; the gates were relocated accordingly and are fixed open whenever the site is occupied. A dedicated passing place and speed humps were provided on the access track before the site opened and are retained under condition 2 of 2025/0670. No change to the site access or the track is proposed.

Traffic. Touring caravan sites generate low and dispersed traffic, mainly at the beginning and end of a stay, and it is typical for guests to leave the car and caravan on the pitch for much of their visit. A maximum of 20 pitches will not produce any additional movements on a road that already serves the café, paddocks and recreational users of the Meadows. Guests booking through the website are given directions that route them along Hill End Road from the A637.

Internal circulation. The new 5m gravel loop gives a one-way route past every pitch, wide enough for a car and caravan to be maneuvered without reversing across the site, and returns to the existing track. The amenity block is reached on foot along the track from every pitch, the furthest being about 60m.

Inclusive access. The amenity block includes a fully accessible shower and WC with level access and a ramp from the adjoining track, and the food preparation and wash-up area is at ground level. Pitches nearest to the amenity block can be allocated to guests with mobility needs at the time of booking. The whole of the site is level or gently sloping and the gravel track provides a firm surface.

Public rights of way. No public right of way crosses the application site. The informal paths and rides through the wider Meadows are unaffected, and the site remains enclosed from them by the scrub belt and the post-and-rope boundary.

8. Planning policy context

National Planning Policy Framework (December 2024, as updated). The relevant provisions are:

- Paragraph 88, which requires planning decisions to enable “the sustainable growth and expansion of all types of business in rural areas”, “the development and diversification of agricultural and other land-based rural businesses” and “sustainable rural tourism and leisure developments which respect the character of the countryside”.
- Paragraph 89, which recognises that sites to meet local business needs in rural areas may have to be found beyond existing settlements and in locations not well served by public transport,

provided development is sensitive to its surroundings and does not have an unacceptable impact on local roads.

- Paragraph 153, which requires substantial weight to be given to any harm to the Green Belt and provides that inappropriate development should not be approved except in very special circumstances.
- Paragraph 154(b), under which the provision of "appropriate facilities (in connection with the existing use of land or a change of use), including buildings, for outdoor sport, outdoor recreation" is not inappropriate development "as long as the facilities preserve the openness of the Green Belt and do not conflict with the purposes of including land within it".
- Paragraph 154(h)(v), under which "material changes in the use of land (such as changes of use for outdoor sport or recreation …)" are not inappropriate provided they preserve openness and do not conflict with the purposes of the Green Belt.

Barnsley Local Plan (adopted January 2019). The policies applied by the Council in 2022, and relevant again now, are:

Policy	Subject	Relevance
GB1	Protection of Green Belt	Green Belt to be protected from inappropriate development in accordance with national policy
E5	Promoting Tourism	Supports tourism development that contributes to the visitor economy
E6	Rural Economy	Supports the diversification of rural businesses and rural tourism
GD1	General Development	Residential amenity, compatibility with neighbouring uses, landscaping, environmental effects
D1	High Quality Design and Place Making	Layout, scale, appearance and landscaping
LC1	Landscape Character	Development to respect and enhance local landscape character
BIO1	Biodiversity and Geodiversity	Conserve and enhance biodiversity; net gain
GI1	Green Infrastructure	River Dearne Valley corridor

Policy	Subject	Relevance
T3 / T4	New Development and Sustainable Travel / Transport Safety	Safe access and acceptable impact on the highway

Barnsley Destination Management Plan (2026). The Council's Destination Management Plan, taken to Cabinet on 21 January 2026, records that tourism generated over £382 million for the borough in 2024, with 3.9 million visits, 1.3 million overnight stays and more than 3,370 full-time-equivalent jobs, and sets targets to reach 4.8 million visitors a year by 2030 and to increase overnight stays and visitor spend. Additional visitor accommodation of the kind proposed is directly aligned with that corporate objective.

9. Green Belt assessment

The use is not inappropriate development. The stationing of touring caravans on grassland is a material change in the use of land for outdoor recreation. It involves no permanent building, no hardstanding beyond a permeable gravel areas and t track and no engineering operation of substance. It therefore falls within NPPF paragraph 154(h)(v), and is not inappropriate development, if it preserves the openness of the Green Belt and does not conflict with the purposes of including land within it. The amenity block is a facility provided in connection with that outdoor recreational use and falls within paragraph 154(b), subject to the same two tests.

Openness – spatial. The extension area is a mown grass clearing of about 0.4 ha within a much larger area of scrub and young woodland. The only built form proposed is a single moveable unit of 70 m² standing on legs, with a footprint smaller than many agricultural field shelters. The caravans themselves are chattels which come and go; at any one time the site may hold anything from none to 20 units, and outside the season it is empty grass.

In spatial terms the effect on openness is very limited and no greater in kind than that already accepted on the adjoining consented site.

Openness – visual. The clearing is enclosed on every side by a dense belt of birch, oak, cherry, blackthorn, alder and bramble which is retained and will be thickened with the same species. The land falls away towards the Dearne to the south, and the surrounding urban edges of Mapplewell, Darton and Smithies are separated from the site by that scrub and by intervening woodland, tracks and paddocks.

The existing 25-pitch site has been in use for four seasons and is not visible from any public road or from the housing on Hill End Road; the same is true of the extension, which lies further into the clearing and further from the entrance. Views from the informal paths within the Meadows are filtered by the scrub and are, in any event, views experienced by people using the land for the very recreational purposes of which the caravan park forms part. Low-level, downward-directed lighting at the amenity block and a curfew on external lighting will prevent any night-time glow.

Purposes of the Green Belt. The five purposes at NPPF paragraph 143 are not offended:

- Unrestricted sprawl of large built-up areas: no building of any permanence is proposed and the site is detached from the built-up area by woodland, scrub and paddocks.

- Neighboring towns merging: the site does not narrow the gap between Mapplewell/Darton and Barnsley in any perceptible way; it is a temporary use within an existing clearing.
- Encroachment into the countryside: the land is already in recreational use and managed as mown grass for the pony club and dog-training club; the proposal changes the intensity of an existing recreational use rather than introducing an urban one.
- Setting and special character of historic towns: not engaged.
- Urban regeneration and recycling of derelict land: not engaged; the site is itself reclaimed colliery land.

The Council's own position. In 2025 the Council required the applicant to justify a permanent permission "given its Green Belt location" and to evidence how the site had operated. Having considered that evidence, it granted permanent permission under delegated powers. The Planning Board in 2022 had already concluded that a site of this size would have very little effect on the Green Belt. The present application extends the same use, in the same clearing, on the same operating model, and adds the one facility that the Council itself anticipated would be needed. It would be inconsistent for the Council now to treat the same use as harmful in principle.

Very special circumstances, in the alternative. If, contrary to the above, the Council considers any element of the scheme to be inappropriate development, the following considerations, taken together, clearly outweigh the limited harm by reason of inappropriateness and any other harm:

1. The use is established, permanent and successful, and there is demonstrable unmet demand for touring pitches in the borough: bookings have exceeded the 25 pitches available and there is a recognised shortage of visitor accommodation in the Mapplewell area.
2. The extension delivers visitor spend in direct support of the Council's Destination Management Plan targets and Local Plan policies E5 and E6, with written support from local businesses.
3. The amenity block improves the standard of the facility, provides accessible showers and WCs for the first time, reduces reliance on chemical toilets, and was expressly foreseen when the original permission was granted.
4. There is no harm to highway safety, residential amenity, ecology, landscape character or flood risk, and net gain in biodiversity will be delivered.
5. The development is wholly reversible
6. The site is on reclaimed colliery land in a location with no public visibility, adjoining an existing consented use, and could not be accommodated on land outside the Green Belt, since it depends on the Meadows themselves.

For these reasons the proposal complies with Local Plan Policy GB1 and Chapter 13 of the NPPF.

10. Landscape, character and visual impact

The character of Mapplewell Meadows is that of reclaimed colliery land: a mosaic of mown grass clearings, rides, scrub and young plantation woodland on thin soils, threaded with informal paths and used daily for informal recreation. A touring caravan site within one of those clearings is a use in keeping with that recreational character. The proposal does not introduce any building of permanence, any change in ground level, any hard boundary or any feature that would read as urban.

The extension is contained within the same enclosed clearing as the existing site. The retained and reinforced scrub belt provides an immediate visual stop in every direction, and there are no long views into the site from public vantage points. The amenity block is single-storey, timber-clad in a dark recessive finish, and tucked against the scrub at the junction with the existing track. Additional planting of species already present will strengthen the enclosure on the western and southern sides.

The proposals therefore respect and, through the additional planting, enhance local landscape character, in accordance with Policies LC1, D1 and GD1.

11. Ecology and biodiversity net gain

Whitcher Wildlife Ltd carried out a Preliminary Ecological Appraisal of the site and surrounding land on 24 January 2022 (ref 220178). It found the caravan park clearing to be improved (modified) grassland in poor condition, regularly cut and disturbed by vehicles, horse trailers and dog training, enclosed by dense scrub with a dry ditch adjacent. No badger setts or field signs, no water vole habitat and no protected species were found within the survey area. The Council's ecologist initially asked for great crested newt surveys of nearby ponds but subsequently confirmed that no further assessment was required, subject to a Construction Environmental Management Plan. A CEMP (29 July 2022) and a Biodiversity and Enhancements Management Plan (5 August 2022, ref 220178/BEMP/REV1) were approved and implemented; the BEMP delivered an 8.75% net gain through the sowing of a 75 m² wildflower verge along the access track.

Whitcher Wildlife Ltd has re-surveyed the site and mapped the habitats in 2026 for this application. The red line and layout were amended on their advice so that the extension, the track and the amenity block sit entirely on the mown grassland and do not encroach on the scrub. The updated report accompanies the application.

Biodiversity net gain. The scheme affects modified grassland of low distinctiveness and poor condition. The applicant will deliver the statutory 10% biodiversity net gain required under Schedule 7A of the Town and Country Planning Act 1990, calculated using the Statutory Biodiversity Metric, and will submit a Biodiversity Gain Plan for approval before commencement, in accordance with the biodiversity gain condition.

On-site enhancements are proposed through the native screen planting and through extending the wildflower management to further lengths of the track verge and the margins of the central amenity area, managed in accordance with the existing BEMP regime.

The proposals accord with Policy BIO1 and the Council's Biodiversity and Geodiversity SPD.

12. Highways, residential amenity, drainage and other matters

Highways. Highways Development Control raised no objection to the principle of 25 pitches in 2022, noting that a touring site would also allow existing visitors to the Meadows to stay overnight so that not all traffic would be new to the network. The relocated gates and the passing place secured then remain in place. The proposal will not alter the character of traffic on Hill End Road, and the applicant would accept a condition retaining the passing place and gate arrangement. The proposals accord with Policies T3 and T4.

Residential amenity. The nearest dwellings are more than 200m away on Hill End Road, with the café, paddocks and woodland between. The Council concluded in 2022 that a 25-pitch site complied with Policy GD1 in amenity terms, and no neighbors objected. The extension lies further from those dwellings than the existing site. The management regime (advance booking, vetting, site rules, no commercial vehicles or tents) will continue to apply. There will be no significant adverse effect on the living conditions of any resident.

Drainage and flood risk. The site is understood to lie within Flood Zone 1 [confirm]. The gravel track and pitches are permeable, and there is no increase in impermeable area other than the 70 m² roof of the amenity block, from which rainwater will discharge to a soakaway or to the adjacent dry ditch .

Foul drainage from the amenity block will be connected to the existing foul system serving the café / discharged to a package treatment plant to British Water Flows and Loads.. Chemical toilet waste will continue to be emptied to the existing sealed tank.

Coal mining. The site is within a coal mining reporting area. No foundations or excavations are proposed other than shallow service trenches, and the amenity block stands on adjustable legs or skids. The Coal Authority standing advice will be followed and any mining feature encountered will be reported.

Caravan site licence. The extended site will require a variation of the site licence under the Caravan Sites and Control of Development Act 1960. Pitch spacing, fire points and the amenity block will comply with the model standards for touring sites, and the applicant will apply for the license variation on grant of planning permission.

13. Economic and tourism benefits

The existing 25-pitch site has demonstrated, over four seasons, that Mapplewell Meadows attracts touring visitors from across the UK and from overseas who spend in the village and the borough. Mapplewell has a range of pubs, bars, cafes and shops within walking distance of the entrance, and the site is within 20 minutes' drive of Cannon Hall, Wentworth Castle Gardens, the Yorkshire Sculpture Park, Elsecar Heritage Centre, the Metrodome, Locke Park and Barnsley town centre. Local businesses have confirmed in writing that they serve guests from the site and have asked for its capacity to be increased.

The extension will:

- almost double the number of overnight stays the site can offer, in a borough where the Council's Destination Management Plan identifies growth in overnight stays as a priority;
- support additional part-time and seasonal employment at Mapplewell Meadows Farm in site management, cleaning and maintenance of the amenity block [Paul to confirm numbers];
- increase spend in Mapplewell's pubs, cafes and shops and at attractions across the borough;
- provide accessible facilities that widen the range of visitors the site can accommodate;
- diversify and strengthen a land-based rural business on reclaimed colliery land, as Policies E5 and E6 and NPPF paragraphs 88 and 89 encourage.

These benefits attract significant weight in the planning balance.

14. Conclusion

The application extends an established, permanent and well-managed touring caravan park within the same enclosed grassland clearing, and provides the modest, moveable amenity block that the Council itself anticipated when the original permission was granted.

The change of use of land for outdoor recreation, and the provision of an ancillary facility for that use, are not inappropriate development in the Green Belt under NPPF paragraph 154(b) and (h)(v). The proposals preserve the openness of the Green Belt in both spatial and visual terms and do not conflict with any of the purposes of including land within it. The Council has already accepted, by granting a permanent permission in 2025, that this use in this location is acceptable in Green Belt terms. Should the Council take a different view on any element, the established demand, the economic and tourism benefits recognised in the Local Plan and the Destination Management Plan, the absence of any other harm, and the wholly reversible nature of the development together amount to very special circumstances.

Highways, ecology, landscape, residential amenity and drainage matters are all acceptable, as they were found to be in 2022, and biodiversity net gain will be delivered. The proposals comply with Policies GB1, E5, E6, GD1, D1, LC1, BIO1, T3 and T4 of the Barnsley Local Plan and with the NPPF, and the applicant respectfully requests that planning permission be granted.

White Agus Ltd, September 2026

Sources

- Barnsley MBC decision notices 2021/1686 (9 September 2022) and 2025/0670 (8 October 2025)
- Barnsley MBC Planning Regulatory Board report, application 2021/1686, June 2022
- White Agus Design and Access Statement (rev 27 January 2022) and Statement in support of 2025/0670 (July 2025)
- Whitcher Wildlife Ltd, Preliminary Ecological Appraisal Rev 1 (26 January 2022), CEMP (29 July 2022) and BEMP Rev 1 (5 August 2022)
- National Planning Policy Framework, chapter 13 Protecting Green Belt land and chapter 6 Building a strong, competitive economy
- Barnsley MBC, New Destination Management Plan, 13 January 2026
- Letters of support from The Old Bakery, Bottle & Co and Nailmaker Pub Co, July 2025