

2025/0982

Mr Dean Foster

Erection of steel frame agricultural feed and vehicle store

Land to the West of Byre Cottage, 7 Midhope Court, Mortimer Road, Sheffield

Site Description

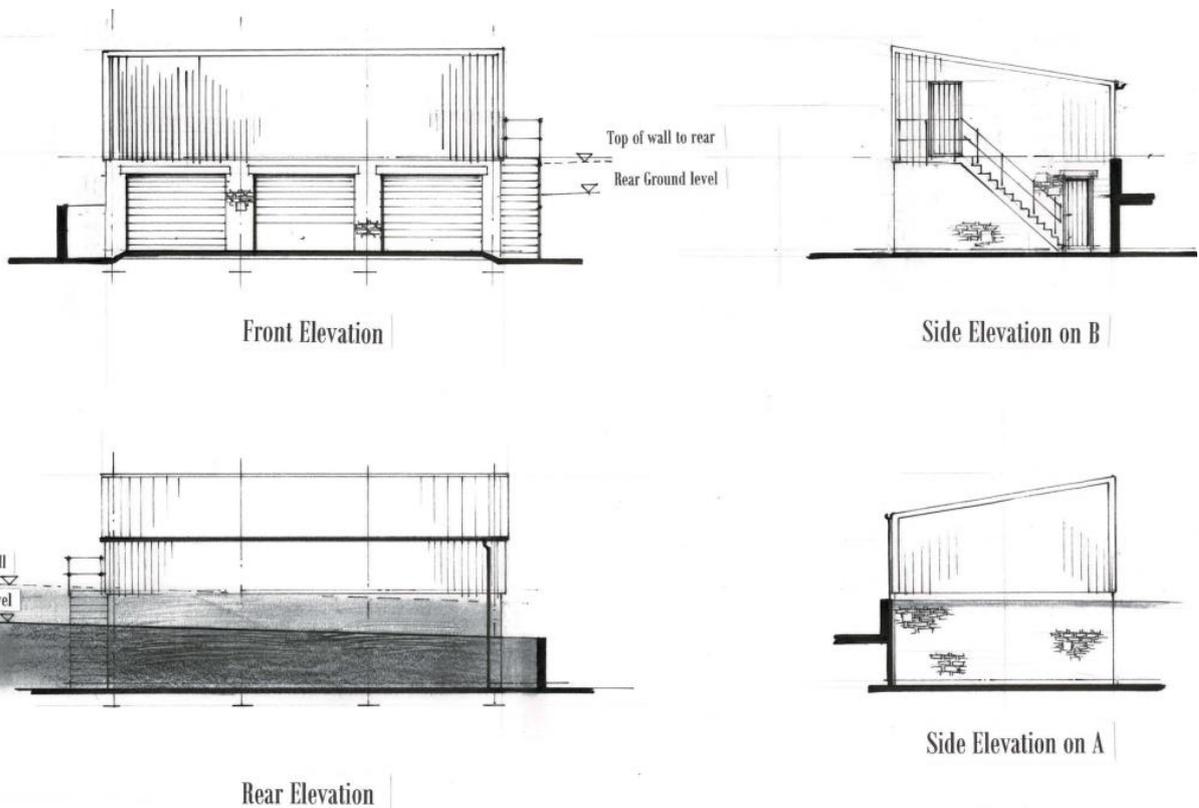
The site is in a rural location close to Langsett, Sheffield. The site is currently grassed over and forms part of the curtilage with 7 Midhope Court. The site is surrounded mainly by open countryside fields and other rural dwellings.

Planning History

There is no relevant site history.

Proposed Development

This application seeks permission to erect an agricultural storage building to the west of Byre Cottage. Below is a copy of the plans:



Proposed Elevations

1 : 100 @ A3

Relevant Policies

The Development Plan

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires proposals to be determined in accordance with the development plan unless material considerations indicate otherwise. The development plan for Barnsley consists of the Barnsley Local Plan (adopted January 2019).

The Local Plan review was approved at the full Council meeting on 24th November 2022. The review determined that the Local Plan remains fit for purpose and is adequately delivering its objectives. This means no updates to the Local Plan, in whole or in part, are to be carried out ahead of a further review. The next review is due to take place in 2027 or earlier if circumstances, require it.

Local Plan Allocation – Green Belt

To the extent that development plan policies are material to an application for planning permission the decision on the application must be taken in accordance with the development plan unless there are material considerations that indicate otherwise (section 70(2) of the Town and Country Planning Act 1990 and section 38(6) of the Planning and Compulsory Purchase Act 2004). In reference to this application, the following policies are relevant:

Policy SD1: Presumption in favour of Sustainable Development – States that proposals for development will be approved where there will be no significant adverse effect on the living conditions and residential amenity of existing and future residents. Development will be expected to be compatible with neighbouring land and will not significantly prejudice the current or future use of neighbouring land. Policy GD1 below will be applied to all development.

Policy GD1: General Development – Development will be approved if there will be no significant adverse effect on the living conditions and residential amenity of existing and future residents. Development will be expected to be compatible with neighbouring land and will not significantly prejudice the current or future use of neighbouring land.

Policy D1: High quality design and place making – Development is expected to be of a high-quality design and will be expected to respect, take advantage of and reinforce the distinctive, local character and other features of Barnsley.

Policy GB1: Protection of Green Belt – We will seek to protect the Green Belt in accordance with the NPPF.

Policy BIO1: Biodiversity and Geodiversity – Development will be expected to conserve and enhance the biodiversity and geological features of the borough.

Policy POLL1: Pollution Control and Protection – Development will be expected to demonstrate that it is not likely to result, directly or indirectly, in an increase in air, surface water and groundwater, noise, smell, dust, vibration, light or other pollution which would unacceptably affect or cause a nuisance to the natural and built environment or to people.

Policy T4: New Development and Transport Safety – New development will be expected to be designed and built to provide all transport users within and surrounding the development with safe, secure and convenient access and movement.

Supplementary Planning Documents:

In line with the Town and Country Planning (Local Planning) (England) Regulations 2012, Barnsley has adopted twenty eight Supplementary Planning Documents (SPDs) following the adoption of the Local Plan in January 2019.

The most pertinent SPD's in this case are:

- Biodiversity and Geodiversity

The adopted SPDs should be treated as material considerations in decision making and are afforded full weight.

National Planning Policy Framework

The NPPF sets out the Government's planning policies and how these are expected to be applied. The core of this is a presumption in favour of sustainable development. Proposals that align with the Local Plan should be approved unless material considerations indicate otherwise. In respect of this application, relevant policies include:

- Section 12: Achieving well designed places
- Section 13: Protecting Green Belt Land
- Section 15: Conserving and Enhancing the Natural Environment

Consultations

The application has been advertised in accordance with Article 15 of the Town and Country Planning Development Management Procedure (England) Order 2015.

Consultee	Summary of comments
Parish Council	No objection
Biodiversity	No objection subject to condition
Highways	No objection subject to condition
Local Ward Councillors	No comments received

Representations

Neighbour notification letters were sent to surrounding properties and a site notice was posted adjacent to the site. No representations have been received.

Assessment

The main issues for consideration are as follows:

- The principle of the development
- The impact on visual amenity and openness of the green belt
- The impact on neighbouring amenity
- The impact on highways safety

For the purposes of considering the balance in this application the following planning weight is referred to in this report using the following scale unless the NPPF states otherwise:

- Substantial
- Considerable

- Significant
- Moderate
- Modest
- Limited
- Little or no

Principle of Development

The application site is within the green belt. The NPPF is clear that inappropriate development is by definition harmful to the Green Belt. Development is regarded as inappropriate unless one of the exceptions listed in Paragraph 154 of the NPPF applies. In this case, most relevant to this application is exception (a) which is for the erection of buildings for agricultural or forestry purposes.

The proposal is therefore acceptable in principle provided that it meets other development plan policies in terms of its design/visual appearance, impact on residential amenity, highways safety and biodiversity.

Visual Amenity and Green Belt

Policy D1 states that Development is expected to be of high quality design and will be expected to respect, take advantage of and reinforce the distinctive, local character and features of Barnsley including heritage and town scape.

There will be no harmful impact to visual amenity character of the local area from the proposed building. The form of the proposed building is typical of an agricultural building and reflects the rural character of the site. The materials proposed will integrate seamlessly with the existing buildings on the site and wider surroundings.

It is no taller than the surrounding buildings and is in close proximity to the other built form on the site and will therefore have limited impact on the openness of the green belt.

The proposal is therefore acceptable in terms of visual amenity and impact upon the character of the area in accordance with the policies GD1 and D1 of the Local Plan. This weighs moderately in favour of the proposal.

Residential Amenity

Policy GD1 states that proposals for development will be approved if:

- There will be no significant adverse effect on the living conditions and residential amenity of existing and future residents;

There will be no significantly detrimental impact upon residential amenity. The proposed building is set away from any surrounding neighbours within its own grounds.

As such, the proposal will unlikely cause harm to neighbour amenity by virtue of noise or disturbance. The proposal is considered to be in compliance with Local Plan Policy GD1: General Development and is acceptable in terms of residential amenity. This weighs significantly in favour of the proposal.

Highway Safety

Policy T4 of the Local Plan states that new development will be expected to be designed and built to provide all transport users within and surrounding the development safe, secure and convenient access and movement.

It is stated within the supporting information that the applicant currently utilises storage areas remote from the site and that agricultural feed and equipment is transported by the applicants' vehicles which requires the undertaking of frequent trips. As such, it is indicated within the Design and Access Statement that the proposals would result in a decrease in vehicular movements to and from the site.

The proposed size of the agricultural building along with its positioning towards the western boundary would result in adequate parking and turning provision being retained within the site.

In view of the above, it is considered that the proposals would not result in an unacceptable impact on highway safety and meets the requirements set out in policy T4 of the Local Plan. This weighs significantly in favour of the development proposals.

Ecology/Biodiversity

Policy BIO1 of the Local Plan states that development will be expected to conserve and enhance the biodiversity and geological features of the borough by protecting and improving habitats and species, maximising biodiversity and geodiversity opportunities in and around new developments and encouraging provision of biodiversity enhancements.

The development is exempt from the mandatory biodiversity net gain requirements however should still include biodiversity/ecological enhancements. These will be secured via condition.

Overall, the proposal is not considered to harmfully impact ecology or biodiversity and suitable enhancements will be secured via condition. Therefore the proposal fully accords with policy BIO1 of the Local Plan and this weighs significantly in favour of the development proposals.

Conclusion

Having balanced all material planning considerations, the proposal will not be significantly harmful to residential and visual amenity, nor will it negatively impact upon highway safety. As a consequence, the positive aspects of the proposal outlined above are not outweighed by any other material planning considerations. The proposal is therefore, on balance, recommended for approval.

Recommendation

Approve with conditions