

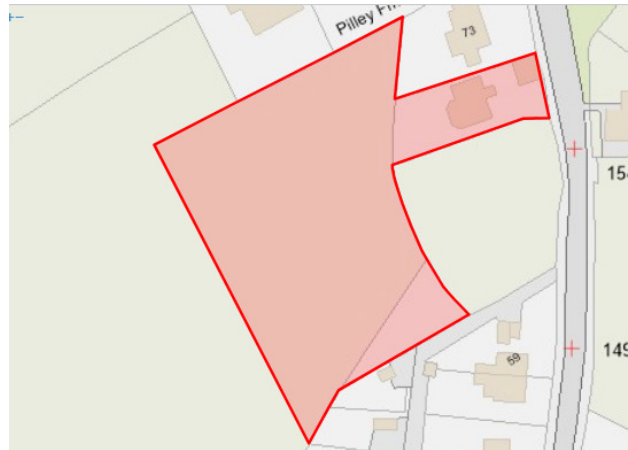
## **Planning statement**

### **Resubmission of withdrawn planning application 21/1098**

#### **The erection of a stable on land rear of**

**71 Pilley Green  
Tannersley  
Barnsley  
S75 3AB**

**16<sup>th</sup> March 2023**



## **Description**

The site forms part of land to the West of Pilley village to the rear of 71 Pilley Green.

The field is bounded to the west by a post and rail fence with stone boundary walls adjacent 73 Pilley Green Pilley Farm Bungalow and 10 Wharncliffe court to the north west and there are a number of trees along the site boundary to the south east

There is an existing access by way of 71 Pilley Green which is an unclassified road into the field.

## **Proposed Development**

The proposal involves the erection of a modest stable preferably constructed in 100mm blockwork for security and retaining land levels then clad in tanalised timber shiplap boarding to look like a traditional stable with a fibre cement sheet roof all materials typical of stables well known and approved by Barnsley planning for private use. The stables are L shaped and measure approximately 12.7m in length, 4.3 m in width (max) returning 6m x 4m and 2.4m in height to the eaves reducing towards the North boundary in height to approximately 1.7m. The building would provide 2 stables, 1 storage room, 1 tack room and a covered walkway. The design has taken advantage of sloping ground levels by cutting the floor level in such that the overall height from adjacent ground level is reduced at the rear and sides. As a consequence a substantial part will be screened by fencing and planting. The stables are located within an area of former farm land that was ploughed and set for corn on rotation with rape seed and haylage then grassed for grazing on transfer of ownership. Historically the site was outcropped for coal, the site is now owned by the applicant for the purpose of keeping ponies for personal enjoyment and is not for any commercial purpose. It is not the intention to construct an exercise yard or other designated area and there will be no form of flood lighting erected

Additional planting by way of a hawthorn hedge some 100m plus long has commenced along the boundary of the grazing land in front of the post and rail fence to provide screening and wildlife habitat and an order has been placed with a local contractor to erect a 2m high screening fence along the field side boundary with Pilley Farm Bungalow and 73 Pilley Green along with further tree planting and screening, The site is not within a conservation or other designated area

The proposal is to utilize this area of paddock for the keeping of ponies for the use of the

applicant's family. This is an appropriate country side use and seeing ponies grazing would be entirely expected in a paddock of this size in this setting.

Due to the distances involved and the small scale of the proposal and screening this proposed development would not result in a significant loss of privacy or amenity for nearby residents. Loss of a view and impact on property values are not material considerations.

In addition there is no reason to believe that vehicle movements associated with small private stable use would have any significant impact on the amenity of nearby residents.

## **Policy Context**

The new Local Plan was adopted at the full Council meeting held on the 3rd January 2019 after it was found to be sound by the appointed Planning Inspector following the examination process. This means that it now takes on full weight for decision making process in planning law terms as the development plan for the Borough, superseding the remaining saved. Policies from the Unitary Development Plan (adopted in the year 2000) and the Core Strategy (adopted in 2011).

The site is set within the Green Belt as shown on the Proposals Map of the Adopted Local Plan

## **NPPF**

In respect of this application, relevant policies include:

Section 13 - Protecting Green Belt Land

Paragraph 149 states:-

A local planning authority should regard the construction of new buildings as inappropriate in the Green Belt, exceptions to this are:

- buildings for agriculture and forestry;
- the provision of appropriate facilities (in connection with the existing use of land or a change of use) for outdoor sport, outdoor recreation, cemeteries and burial grounds and allotments; as long as the facilities preserve the openness of the Green Belt and do not conflict with the purposes of including land within it;
- the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building;
- the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces;
- limited infilling in villages;
- limited affordable housing for local community needs under policies set out in the development plan (including policies for rural exception sites); and
- limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing use (excluding temporary buildings), which would:

- not have a greater impact on the openness of the Green Belt than the existing development; or
- not cause substantial harm to the openness of the Green Belt, where the development would re-use previously developed land and contribute to meeting an identified affordable housing need within the area of the local planning authority.

## **Adopted Local Plan 2019**

Policy GD1 General Development

Policy T4 New Development and Transport Safety Policy D1 High Quality Design and Place Making Policy GB1 Protection of Green Belt

Policy HE1 – The Historic Environment

Policy HE2 – Heritage Statements and general application procedures

## **Principle of Development**

Timber clad stables such as the one proposed, are a feature of the countryside, and the use of land within the Green Belt for the grazing of horses is typical within the area and accepted by the NPPF as being an acceptable use and development within the Green Belt.

## **Visual Amenity**

The size and design of the stables are considered to be typical and prevalent throughout the borough. The stables are to be constructed in masonry for security and to accommodate ground levels then faced with ship lap timber cladding with a sheet roof or other materials as agreed with planning. The number of stables is necessary for the stabling / shelter of the ponies and the tack / storage rooms will mean that no further buildings will be required for feed etc. The building is a fairly low structure as sloping ground levels allow for the floor level to be kept below adjacent ground levels. The stable would be constructed externally of timber cladding which would reduce its overall prominence. Stables are a feature of the Green Belt, therefore the building would not appear out of keeping within this setting.

The stables would be sited within the north western corner of the field so as not to prejudice the openness of the greenbelt but at a distance that may look inclusive of a village settlement and for security and servicing. The stables would not be visible from the highway and be at such a level and distance as to have no adverse effect on other property however it should be noted that further screening and planting is underway and imminent,

The proposed stables are an acceptable design, sited in a location that would not cause sufficient detriment to the openness or visual amenity of the Green Belt in compliance with Local Plan policy GB1. In context of the wider green belt to the west of Tankersley the development is negligible and has no adverse effect on communities with defined boundaries.

The proposed design is clearly of a low key and restrained character. Materials and the overall appearance are functional but recessive and this will not appear out of place in the landscape. Please note that stables of this nature are (whilst technically permanent in the planning sense) are in fact relatively ephemeral in the longer term.

The proposal is therefore acceptable when measured against policies D1 and HE1 of the Local Plan.

### **Residential Amenity**

Equestrian uses and activity is often found in the Green Belt and as the stables are for personal use, the proposal in conjunction with the proposed screening / planting would not have a significant impact upon the adjacent residents.

### **Highway Safety**

The applicant's property is set adjacent to the site with its own private driveway and the site has its own existing access off Pilley Green an unclassified road. The proposal is for a private facility and as such it will not generate any significant increase in traffic or parking to local roads, with little impact on the free and safe flow of traffic and highway safety to roads in the surrounding area. The field access is from within the curtilage 71 Pilley Green and the proposals do not result in any alterations to the current access arrangements of the site whereby the amenity of the field could be used to house animals as it exists, without the erection of a structure and result in the same, or increased, vehicular movements, or activity.

### **Conclusions**

The land offers an opportunity to deliver an attractive and high quality stabling scheme for hobby use for the occupants of 71 Pilley Green.

The assessment of the site and relevant policies suggest that the principle that equestrian use and building would be appropriate in the green belt.

It is considered that the proposal would be a sustainable development in terms of the three overarching objectives set out in the NPPF and the development would make appropriate use of the site in a sensitive way.

The site plan shows how the proposed stable block would be accommodated on the site whilst maintaining the amenity of the countryside and the openness of the green belt. The proposed development would not have a significant impact on the wider landscape or character of the area.

The amenity of the neighboring properties would be preserved and there would be no impact on any existing trees or ecology.

Use of the existing access to serve the stable block can be achieved without unacceptable impact on highway safety or the road network.

In conclusion the development would be sustainable and accord with local and national policy which allows for appropriate uses in the green belt. The proposal also accords with the local plan policies and should be recommended for approval.