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DESIGN AND ACCESS STATEMENT

ERECTION OF A STABLE BLOCK
ON LAND AT
LEE LANE, ROYSTON, BARNSLEY

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BACKGROUND

This Design and Access Statement (DAS) has been prepared to support a planning application for the erection of a stable block and associated facilities at Lee Lane, Royston.

The proposed development consists of eight stables for use by the applicant and his immediate family only (there will be no livery), including an associated tack room / food store. The site itself is a triangular-shaped former goods yard area associated with a now disused adjacent railway line to the east. The proposed stables are set in the rear corner (north-west) of the site.

The site lies within the green belt adjacent to a disused railway line that is now a Multi-User Recreational Routeway. There are a number of buildings and stable blocks in the green belt to the east along this section of Lee Lane as it heads towards the built-up area of Royston. The site is also a registered smallholding (SBI 119145856 and CPH 47/607/0559).

PLANNING CONTEXT

National planning policy is now provided by the National Planning Policy Framework (NPPF).

In relation to the proposed development, the site of which lies within the green belt, the most relevant section of the NPPF is Section 9 "Protecting Green Belt land". At paragraph 87 it states that –

"87. As with previous Green Belt policy, inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances."

However, at paragraph 89, it states that –

"89. A local planning authority should regard the construction of new buildings as inappropriate in Green Belt. Exceptions to this are:

.....

- *provision of appropriate facilities for outdoor sport, outdoor recreation and for cemeteries, as long as it preserves the openness of the Green Belt and does not conflict with the purposes of including land within it;*

....."

The proposed development is considered to be an "appropriate facility" for "outdoor recreation", in that it facilitates equine use within this semi-rural area, and this use does not "conflict with the purposes of including land within it (the green belt)".

Therefore, it is contended that the proposed development is not "inappropriate" by virtue of paragraph 87 as it is an "exception" under paragraph 89. Consideration of the proposed development should be assessed in relation to whether the proposal "preserves the openness of the green belt", and it is argued that information contained within this DAS indicates how the openness of the green belt has been preserved as far as possible.

Local planning policy is provided by the Replacement Barnsley Unitary Development Plan (RUDP) and the saved policies contained therein. Policies GS7, GS8 and GS9 of the RUDP in relation to development within the green belt have not been saved, as national planning policy on green belts are deemed to provide the necessary policy guidance on this issue. Therefore, the principle of development should be judged in the light of the NPPF.

DESIGN

Amount

The proposed development will incorporate eight stables and a tack room / food store within a single storey building.

The applicant has a need for eight stables because of the number of horses owned by him and his immediate family. He and his family currently own eight horses, and these are kept at a location outside the area in Ossett and they are all in livery. Therefore, the need for eight stables is consistent with current horse ownership and the desire to have horses closer and not in livery.

Layout

The layout of the proposed stable block comprises a three-sided building with a south facing courtyard. This layout serves two purposes – firstly, it allows for protection from adverse weather for the stable openings and, secondly, it allows a design of building that achieves a non-linear footprint which, it is argued, would have a greater impact on the openness of the green belt in this location.

Scale

The physical scale of the proposed development has been minimised as far as practicable to reduce the bulk and massing of the building yet still retaining the required accommodation for horses. This minimisation has been increased by the siting of the proposed building which sits in the lowest part of the site.

Landscaping

In order to mitigate the visual impact of the proposed development when viewed from the west, it is proposed to supplement the existing western and northern boundaries with further native hedgerows and trees. These will also provide a shelter belt to the building which, when combined with its lower ground level, will reduce the visual impact of the proposed development, particularly when viewed from the west from Lee.

A new post and rail fence will be provided along the boundary of the site with the Multi-User Recreational Routeway

Appearance

The building has been designed using traditional materials and in a traditional design format. The use of natural stone for the walls will allow the building to blend into the landscape in an appropriate manner and the roofing materials (when approved) will do the same. Therefore, it is argued that the proposed building will make a positive contribution to the area.

Use

It is contended that use of the proposed development for the applicant and his immediate family only is acceptable in this location and that the use is therefore not an inappropriate use in the green belt.

Whilst this land is not allocated as derelict or degraded land within the RUDP, it is not agricultural land. As a former goods yard associated with the disused railway, it serves no agricultural purpose and has re-vegetated due to a long period of neglect. Therefore, the use of the site as a smallholding containing stables will improve the look of the site and bring it into a practical and efficient use.

ACCESS

Access to the proposed development will be from the existing gated access to the site. There is an apron (to be improved) in front of these gates that will allow vehicles entering the site to wait off the highway if a vehicle is exiting. Whilst the speed limit on this section of Lee Lane is 60mph, sight lines in both directions are very good and the apron in front of the gates allows for vehicles to pull off the highway before entering the site. As the site is for the personal use of the owner (ie no livery) there should be no highways conflicts between the users of the site.

A new access track with passing places (using materials such as crushed limestone - to be agreed) will be provided to serve the proposed development.

CONCLUSION

It is therefore concluded that the proposed development is not inappropriate development in the context of Section 9 of the NPPF and that it preserves the openness of the green belt by its detailed siting / design and for a use that is consistent with the use of land within the green belt.

By bringing the area back into an efficient and effective use, the overall scheme will not only meet the needs of the applicant in providing safe accommodation for his horses but will also improve what is a degraded piece of land in the green belt on the edge of Royston.