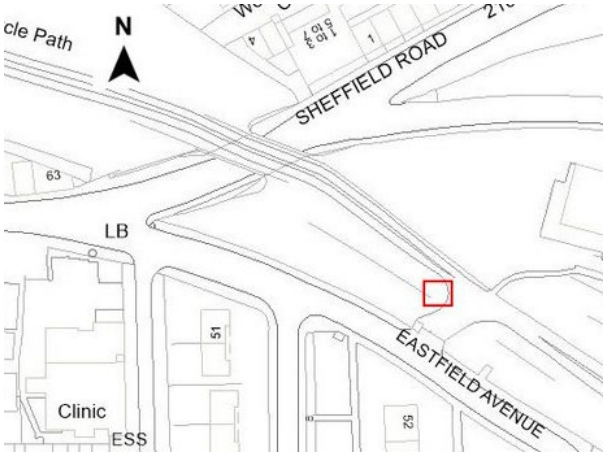
2022/1314

Applicant: Fiona O'Brien (BMBC Urban Centre Projects Manager)

Proposal: Erection of Sheep Sculpture

Site address: Land Near Penistone Train Station, Penistone, Sheffield, S36 6HP
Sheep Statue

Site Description & Location



The area of land is located adjacent to the Trans Pennine Trail, with access from Eastfield Avenue or via a pedestrian bridge leading to Penistone train station.

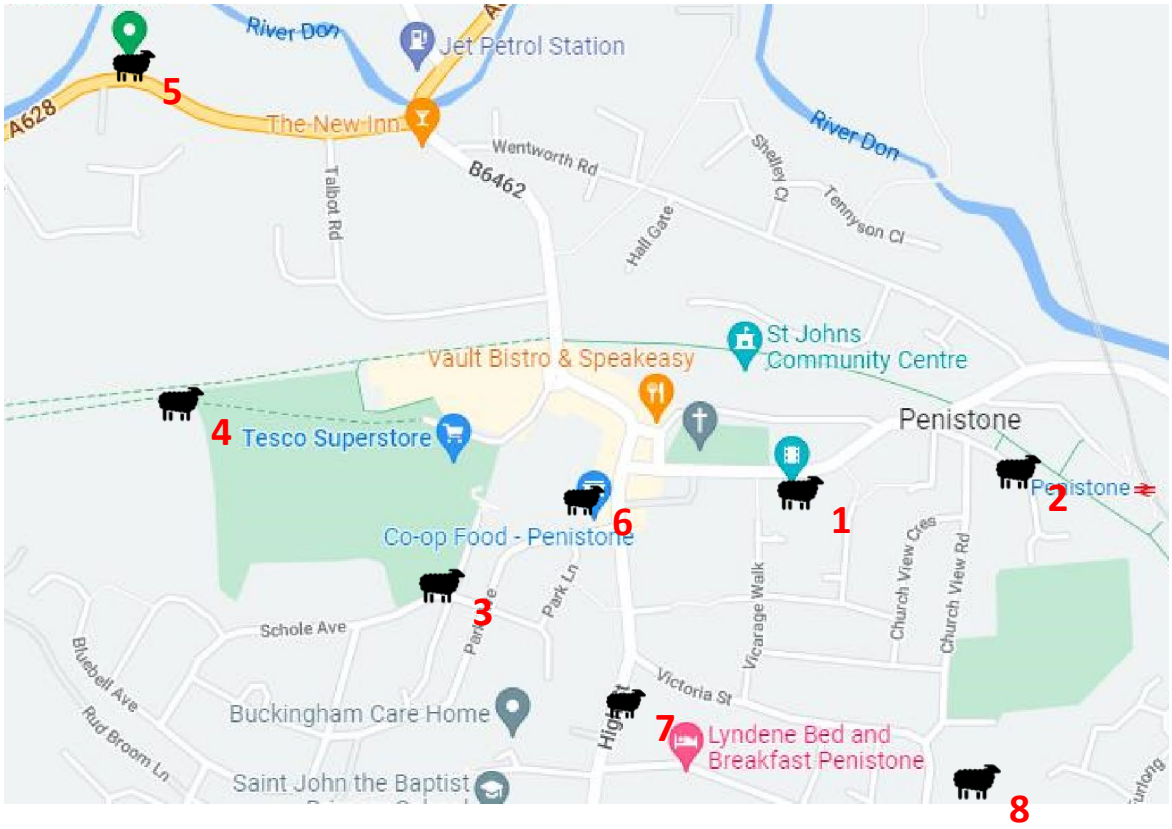
Planning History

B/94/1231/PU: Formation of multi-user recreational routeway for walkers/ cyclists/horse riders - Former Woodhead Railway – Approved 30th November 1994

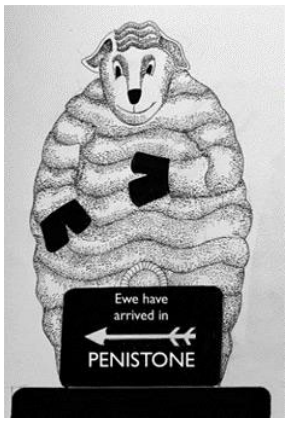
Proposed Development

The proposal is part of a wider scheme arranged by the BMBC Urban projects team to install eight pieces of new public artwork within the town of Penistone. Information from supporting documentation provided by the applicant, illustrate how the principle of such public artwork has been in place since 2019. The idea arose in collaboration with school children, taking inspiration from the temporary public art installation titled 'The Herd of Sheffield', which saw 58 large, brightly coloured elephant sculptures located citywide in 2016.

The proposal is to install a visually functional piece of public artwork on a piece of land adjacent to the Trans Pennine Way. The proposed artwork is the second of a collection of eight sheep sculptures proposed to be located around the town of Penistone, indicatively shown as number 2 on the map below.



The proposed artwork is a sheep sculpture called ‘Travelling’ which features an accompanying sign welcoming people to Penistone and directing people towards Penistone. This design provides a new piece of public art which also functions as a wayfinding sign for Penistone and the Trans Pennine Trail. In common with the other statues of the proposed Penistone Sheep collection, the colours used are muted and reflective of an actual Sheep.



Travelling upright sheep – 1200mm tall – SE 249 033

Policy Context

Planning decisions should be made in accordance with the development plan unless material considerations indicate otherwise and the NPPF does not change the statutory status of the development plan as the starting point for decision making. The Local Plan was adopted in January 2019 and is also now accompanied by seven masterplan frameworks which apply to the largest site allocations (housing, employment and mixed-use sites). In addition, the Council has adopted a series of Supplementary Planning Documents and Neighbourhood Plans which provide supporting guidance and specific local policies and are a material consideration in the decision-making process.

The Local Plan review was approved at the full Council meeting held 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.

<u>Penistone Neighbourhood Development Plan 2018 – 2033</u>

CGI 1: Local Green Infrastructure Corridors

The identified local green infrastructure corridors linking the principal settlements of the parish will be maintained in order to promote and maintain links between communities and to surrounding countryside. Identified corridors, as shown in detail in appendix 6 which is entitled Penistone Local Green Infrastructure Corridors, will be protected from development which would restrict their operation as multifunctional wildlife, amenity and/or recreational resources.

LE1: Increase the vitality of Penistone town centre

LE4: Increase tourism and the local visitor economy

Visitor attractions and facilities that offer opportunities to interpret, conserve and enhance the area's local heritage and landscapes.

<u>Local Plan</u>

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.

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 GS1: Green Space: Proposals that result in the loss of green space, or land that was last used as green space, will not normally be allowed unless:

- An assessment shows that there is too much of that particular type of green space in the area which it serves and its loss would not affect the existing and potential green space needs of the borough; or

- The proposal is for small scale facilities needed to support or improve the proper function of the green space; or

- An appropriate replacement green space of equivalent or improved quality, quantity and accessibility is provided which would outweigh the loss.

Policy E5: Promoting Tourism and encouraging Cultural Provision We will promote tourism and encourage the growth and development of cultural provision

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.

NPPF

The National Planning Policy Framework sets out the Government's planning policies for England and how these are expected to be applied. At the heart is a presumption in favour of sustainable development. Development proposals that accord with the development plan should be approved unless material considerations indicate otherwise.

Consultations

Highways DC – As the proposed sculpture would be located well away from the highway, highways confirmed that it would not adversely affect any sight lines/visibility. They also note that due to its location on a bridleway, the Public Rights of Way officer would provide further consultation.

Public Rights of Way Officer – Initially there was concerns about the exact location of the proposed bench. This has now been resolved and the officer is satisfied with the location. They would provide representatives to support the final installation and correct placing of the bench.

Trans Pennine Trail National Office – declared that they support the application but wanted to ensure that the Trail was not detrimentally affected or blocked during construction

Penistone Town Council – Have objected to all the sculptures on the following grounds:

- Their view is that the sculptures are "hideous" and in their opinion fear they may cause Penistone to become a "laughing stock"
- There is an allegation of no consultation was made with the community regarding the design or suitability of the proposed statues.
- Following on from lack of alleged lack of community involvement, the council believe the Penistone Sheep were imposed upon them.

- There is concern about potential graffiti appearing on the structures and ultimate responsibility for maintenance.
- There is a concern about public liability insurance, if for instance a child hurts themselves.
- They believe the Principal Towns Funding could have been better spent.

The above comments were passed on to the applicant to respond to. The issue of the appearance of the structures will be addressed in the main body of the report. The applicant has provided evidence that community consultation, including with children of the community was undertaken in or prior to 2019. The concern over graffiti and public liability are genuine concerns but beyond believing the statues would be solidly constructed and installed correctly, as the plans suggest, ongoing maintenance and liability is not a planning consideration. Finally, again the allocation of finance is not a planning issue, but whilst there will be a cost to the installation of the structures, artwork such as the Penistone sheep may also have potential to boost the local economy

Representations

Neighbour notification letters were sent to neighbouring premises, with a site notice placed nearby. No comments were received.

Assessment

Principle of Development

The proposed development would not materially alter the appearance or use of the Trans Pennie Tail, it's multiple uses as a green corridor, bridleway, or public right of way. The closest residential dwellings are located away from the proposed site on Eastfield Avenue. However, there would be no harm caused to the living conditions or residential amity of current or future residents of Eastfield Avenue or within the broader local area.

The proposal would not affect, harm or otherwise negatively interfere with the Green Infrastructure Corridor. This proposed small development would firstly enhance community facilities through public art. Secondly, residents and visitors would be supported with an easily understandable waypoint marker, directing people to the town centre. As such the development would comply with Neighbourhood Development Plan policy CGL1. In In addition, in consideration of the proposed artwork not having a detrimental effect on the local green space but instead providing additional community benefit in the form of public art, it can be considered as a small scale facility that supports the open space and therefore would not be considered contrary to Local Plan Policy GS1, or the Penistone Neighbourhood Plan

Visual Amenity

The artwork has been designed as functional piece of public artwork, with a design welcoming people to Penistone and directing people to the town centre. Due to its muted colours, there would be no harm to the immediate or broader area where the statue would be installed.

It is recognised not everybody would appreciate the design or obtain pleasure from the artwork but hopefully the principle of providing public artwork or the reflection of Penistone's history within the artwork may help appease those who do not instantaneously appreciate the works.

In comparison to both the elephant artworks which inspired the Penistone Sheep and other recent art installations across Barnsley, the sheep artworks are smaller, more subtle and in the case of this specific sculpture has an additional purpose of being a waypoint marker. As the proposed artwork incorporates an important part of Penistone's agricultural history and welcomes people to the town, the proposed development is considered to be in compliance with Local Plan Policy D1: High Quality Design and Place Making.

Tourism & Town Centre Vitality

Although not providing a direct or immediate economic boost, the proposal as part of the collective Penistone Sheep has the potential to encourage both residents and tourists alike to explore Penistone and its cultural and retail assets whilst appreciating or at least viewing the artwork.

Although in commonplace with any initiative to increase the vitality of a town centre or to attract increased numbers of tourists, results are not guaranteed, the proposals do support Penistone Neighbourhood Development Plan policies LE1: Increase the vitality of Penistone town centre, LE4: Increase tourism and the local visitor economy and Local Plan Policy E5.

Impact on Highways Safety

The location of the proposed artwork is situated a significant way from the highway and as confirmed by Highways would not interfere with the sightlines or visibility of vehicular traffic or impede pedestrian access. As noted by Highways DC, Public Rights of Way have provided consultation over the bridleway and have raised no objections. Having considered these comments, the proposal is in compliance with Policy T4: New Development and Transport Safety.

Impact on Residential Amenity

As outlined in the principle of development, there is no impact on residential amenity.

Conclusion

As has been documented above, the proposal has been thoughtfully designed and sited to exclude any harm to the local area, whilst maintaining its purpose as functional piece of public artwork. The sculpture provides an easy to understand waypoint that can be utilised by residents and tourists alike. It is not considered to be of detriment to highway safety, neighbouring amenities, the Green Infrastructure Corridor, green space, or the Trans Pennine Trail. The scheme is therefore considered acceptable.

Recommendation

Approve subject to conditions: