AGRICULTURAL STRUCTURES ON LAND OFF COMMON ROAD, BRIERLEY

STATEMENT OF JUSTIFICATION

Change from Agricultural use Dwellinghouses (C3)

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CHANGE OF USE OF AGRICULTURAL PREMISES ON LAND OFF COMMON ROAD, BRIERLEY, FROM AGRICULTURAL USE TO C3 (DWELLINGHOUSE) UNDER PERMITTED DEVELOPMENT RIGHTS.

COMMON ROAD, BRIERLEY, BARNSLEY S72 9ES

Introduction

The following statement of justification has been prepared by Coda Planning Ltd on behalf of Mr. David Connor for the proposal noted above.

Site Location

As shown on the aerial image below, the structure is situated on land off Common Road in Brierley, approximately 60m from the highway down a track (currently dirt) that provides access to the site. The site itself is located in Barnsley's Green Belt at the eastern edge of the settlement of Brierley and is approximately 8.5km from Barnsley Town Centre.

The building sits immediately to the south-east of a significantly larger agricultural building on the neighbouring property. Apart from this site, other dwellings and Common Road to the north and north-east, the building has uninterrupted views of the open countryside in all other directions.



The structure has a floor area of approx. 98m sq. The bottom half is constructed of cast stone, the top half of timber-clad walls, and there is currently a bitumen-based, corrugated roof.

The last use of the building was for the storage of agricultural materials (primarily hay) and vehicles.

Proposed Alterations

As outlined above, the proposed alterations are to change the use of the identified structure from agricultural to C3 dwellinghouses. All of the alterations described in this section are necessary to make the structure suitable for use as dwellings and are therefore permissible as part of the permitted development rights outlined in the next section.

It is intended that the building be altered to create a 2-bedroom dwelling and for the extent of the structure clad in timber to be increased down further to cover the majority of the external walls. This will create a uniform appearance to the structure, more fitting for use as a dwelling, whilst at the same time maintaining the agricultural aesthetic of the structure. The base upon which this primary element will sit is proposed to retain the existing cast stone- again responding to the agricultural vernacular of the site and to a certain extent the surrounding settlement. However, it should be acknowledged that the architectural style and level of quality of dwellings along Common Road towards the application site is very mixed. The fact that this is the case is reflected in the fact that this area of the village is not included in the Brierley Conservation Area.

As shown in the accompanying plans, the primary fenestration consists of large elements of glazing at the corner of the living area, and roof lights over the bedrooms. These elements work to allow a minimization of any potential overlooking of the property at the point at which it is set closest to the neighbouring structure, as well as maximizing the amenity (in terms of natural light and views of the countryside) of any inhabitants.

In addition to the above, a slightly altered point of access is proposed as part of the alterations. It is proposed that the access to the site is moved approx. 10m north-west along the highway towards the settlement. This is necessary to ensure successful amelioration between the point of access to the proposed dwellings and the remaining land that the applicant will retain. As such, this change can be seen to be part of the work that is reasonably necessary to enable the building to function as a dwelling and is therefore in accordance with the legislative guidelines. Furthermore, it is considered that this slight alteration will improve highways safety due to the fact that the point of access will be closer to the point at which the speed limit changes entering and exiting the settlement. As a result of this the speed of vehicles approaching from this direction is likely to be lower than existing. *Our client has previously made an enquiry to Barnsley Council regarding this matter, and it was indicated that this move of access would be acceptable.*

Permitted Development

In regards to restrictions on these permitted development rights, the site does not fall under any category that would result in development not being permitted. It does not form part of a site of special scientific interest, a safety hazard area, part of a military explosives storage area and does not comprise of a listed building or scheduled monument. In addition, it is not located in an Area of Outstanding Natural Beauty, a National Park or a Conservation Area. The property is currently designated for agricultural use and is therefore eligible for change of use to class C3 under the permitted development rights set out in the Town and Country Planning (General Permitted Development) (England) Order amendment that came into force on 6 April 2014.

This amendment -specifically the relevant section, Class MB- states that any building operations "reasonably necessary to convert the building into a dwelling house" are included as part of the permitted development. The proposals outlined above are a part of this and therefore are legislatively permissible.

Furthermore, the cumulative area of 98m sq conforms to the limits set out in relevant policy and as such is acceptable.

Principle and Location of Development

As previously set out, the site is positioned within Barnsley's Green Belt– just outside Brierley's easternmost Housing Policy Area. According to the permitted development rights referred to above, the "location or siting of the building" can result in development being considered impractical or undesirable. However, a large quantity of both national and local policy exists suggesting that these proposals are both practical and desirable in this location and this will now be detailed.

One of the key challenges facing Green Infrastructure within the Borough is identified within the Core Strategy as 'protecting the Green Belt and the green space'. However, the need for growth and the provision of additional housing stock in all areas, including Brierley, has the potential to threaten the meeting of this challenge. Development such as that proposed by this scheme can help to remedy this in that it would provide additional housing in this Green Belt location, however small the volume, without creating additional Green Belt structures and potentially harming its openness.

Moreover, the Core Strategy states that the primary purpose of the Green Belt is to prevent Barnsley's urban area from merging with surrounding settlements. It has been made clear that the development proposed in this document, whilst creating an additional dwelling, will not create any additional structures and as such is able to achieve necessary development without causing any harm in this regard.

As is evident from the previous description of the proposed development and the accompanying plans, these proposals represent design that respects and enhances the aesthetics of the existing structure as well as its Green Belt setting, and is of very high quality. This is in adherence to paragraph 9.266 of Barnsley's Core Strategy which, in reference to CSP 37 Landscape Character, states that development will be expected to reflect the character of the local area. In this case the predominant use of timber cladding reflects not only the surrounding Green Belt but the existing structures. A similar objective is set out in paragraph 81 of the National Planning Policy Framework (NPPF), which discusses the desirability for development in Green Belt to enhance visual amenity, and it is evident that this is achieved by these proposals.

The above discussion sets out in clear policy terms that the proposed development is appropriate in terms of the principle of development, its design and location. It is considered that it will enhance the distinctive natural character of the Green Belt site whilst not causing any harm to its openness and therefore should be viewed as acceptable in this regard.

Transport and Highways Impacts

Little change in terms of transport and highways is anticipated as a result of this change of use. As evident from the accompanying plans and images, the structure in question has ample associated space that can be used for any necessary vehicular parking without encroaching upon the predominantly unspoiled agricultural locale within which the properties are set.

Barnsley's Core Strategy recognizes the need to work towards more sustainable use of transport- this reflects the primary theme of sustainable development that is present throughout the National Planning Policy Framework. However, the rural nature of the site inevitably means that there is greater need for the use of private cars. As such, a very limited increase in traffic might be reasonably expected following these proposals; however, it is considered that this negligible change is acceptable- especially when viewed in the context of the benefits provided by the change of use.

One concern that might reasonably be made is based upon the increase in vehicles accessing the site at the new point, which emerges onto the highway just beyond (approx. 5m) the point at which the speed limit transitions from 30mph to the National Speed Limit. Whilst this could be of some concern we would assert that it should not be considered a problem for a number of reasons.

Firstly, the position of the proposed access is such that sufficient distance is visible in either direction. Towards Brierley, visibility reaches approx. 60-70m, and away from the settlement this extends even further. In addition to this, the South Yorkshire Residential Design Guide advises that the frequency of use of roads can and should be taken into account in the provision of visibility splays. This is relevant in this case as the road, though a primary route into and out of Brierley, is used relatively infrequently by both vehicles and pedestrians. As well as this, the existing access is currently used in a safe manner considered as acceptable by the Local Authority and the slight shift in location that is proposed is unlikely to change this. Indeed, as previously discussed, the change will result in the access being nearer to the settlement and therefore closer to the reduced speed.

To summarize, the locality of the site does not suffer from any particular traffic or parking issues and it is not anticipated that this will change due to this development. Taking this discussion into account, it can be justifiably reasoned that the transport and highways impacts of this proposal are acceptable.

Noise Impacts

The potential noise implications must be considered when assessing the environmental impacts of a development.

As previously set out, the closest highway to the building in question is Common Road, at a distance of approximately 60m. This distance, coupled with the relatively infrequent use of the road and the precedent of acceptability set by other dwellings in even closer proximity, mean that this cannot reasonably represent a noise constraint of any significance.

The surrounding countryside is used almost exclusively for agricultural purposes and, as such, cannot be considered to present any noise constraints. Equally, it is considered

that the nature of a minor residential development such as this is not one that would present any constraint to these existing neighbouring uses.

As a result of this, it is considered that the noise impacts of the change of use are acceptable.

Flooding Risks

No area of the site falls within an area at risk of flooding and is not located within 20 metres of a watercourse. Neither will the proposed change of use increase flood risk elsewhere and as such is in alignment with all relevant policy.

Contamination Risks

The site is not known or suspected to be contaminated and the proposed uses are not particularly vulnerable to the presence of contamination.

Concluding Statement

This statement sets out the information that is legislatively required in submitting prior notification of a change of use from an agricultural building to dwellinghouses (C3). It demonstrates that the change of use of the structure in question conforms not only to the requirements of this permitted development right but also to national and local planning policy and should therefore be permitted.