2021/1571

Barlow Properties

Outline application for up to 3 dwellings with access considered at this stage but all other matters reserved

Livery Stables, Barnsley Road, Darton, Barnsley, S75 5NU

Description

The site is circa 0.3ha and is located to the south of Darton Recreation Ground, adjacent Barnsley Road (east side) and close to the junction of Bence Lane which leads westwards to Kexbrough.

A commercial livery business currently occupies the site with 3 buildings, 2 stable blocks and a barn. There is also a storage container on site and lean-to extensions to the stables together with equipment and machinery. Hardstanding surrounds the buildings and all weather horse riding arena to the south. The existing stables are constructed in timber whilst the barn is block work with timber above and sheeting on rear gable. Roof coverings are felt and sheeting.

There are trees along the western boundary with Barnsley Road and the land to the east sits within Flood Zone 2 whilst the stables are located within Flood Zone 1.

Access is taken from Barnsley Road to the west of the site.

History

B/97/0550/DT - Erection of two stable blocks and Dutch barn for use in connection with livery business – Approved

2010/0791 - Regrading of land to alter land levels to provide grazing land including the erection of a stable block, fencing and the formation of a hardstanding, parking area and menage - Approved

2021/0576 - Change of use of Agricultural Building to dwellinghouse (prior notification) - Refused

Proposed Development

The proposed development comprises an outline planning application (all matters reserved except for means of access to the site for redevelopment of the commercial livery buildings to deliver up to four dwellings.

An indicative layout has been submitted which indicated how four 3-bed family dwellings could be delivered on site. Whilst matters of design and layout are reserved for future approval, the applicant has stated that dwellings would likely be 2 storey in height and would provide acceptable parking / turning and private amenity space. Access to the site would be from Barnsley Road as existing.

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 new Local Plan was adopted at the full Council meeting held 3rd January 2019. 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.

Local Plan Policies

The site is allocated as Green Belt in the adopted Local Plan, where Local Plan Policy GB1 protects the green belt from inappropriate development in line with the NPPF. Paragraph 145 of the NPPF lists exceptions to inappropriate development including:

- 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; 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.

Local Plan Policy GB2 allows for the replacement, extension and alteration of existing buildings in the Green Belt.

Other relevant policies include:

SD1 Presumption in Favour of Sustainable Development
GD1 General Development
LG2 The Location of Growth
E3 Uses on Employment Land
E4 Protecting Existing Employment Land
H1 The number of New Homes to be Built
H2 The Distribution of New Homes
H4 Residential Development on Small Non Allocated Sites
H6 Housing Mix and Efficient Use of Land
T3 New Development and Sustainable Travel
T4 New Development and Transport Safety
D1 High Quality Design and Place Making
BIO1 Biodiversity and Geodiversity
GB1 Protection of Green Belt
GB2 Extensions in the Green Belt
CC1 Climate Change
CC2 Sustainable Design and Construction
CC3 Flood Risk
CC4 Sustainable Drainage Systems
CL1 Contaminated and Unstable Land
Poll1 Pollution Control and Protection
I1 Infrastructure and Planning Obligations

Supplementary Planning Documents

- Parking
- Design of Housing Development
- Biodiversity and Geodiversity

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. Where the development plan is absent, silent or relevant policies are out-of-date, permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework as a whole; or where specific policies in the Framework indicate development should be restricted or unless material considerations indicate otherwise.

Consultations

Air Quality – All new houses should include electric vehicle charging points as required under the Sustainable Travel SPD. This can be secured by condition.

Contaminated Land – No objections or conditions

Coal Authority – Material consideration, require further intrusive site investigation.

Drainage – No comments received, standard condition applied.

Environment Agency – No objection, subject to the proposed houses being located outside of flood zone 2 and application of the sequential test.

Highways – No objections subject to conditions.

Pollution – No objections subject to conditions.

SYMAS – No objections subject to a condition

Ward Councillors – No comments received

YW – No objection subject to conditions

Representations

The site was advertised by site notice and by neighbour notification letter. 3 comments have been received, raising the following:

- Barnsley Road is a 40mph road, if there are houses on both sides will it be reduced to a 30mph road as this is a safety issue.

- The access is very steep and anyone existing the site needs to be on the pavement to see into the road. As the path is well used by families, children, dog walkers and joggers this could be unsafe.

- The site floods but at the moment it doesn't get onto the road. Will this stay the same if it is developed?

Assessment

The site is in the green belt where land is protected from inappropriate development; however, it is previously developed land having been used for a livery business. National and Local Planning Policy allows for the replacement of existing buildings within the green belt.

Paragraph 145 of the NPPF allows for 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.

Local Plan Policy GB2 allows for replacement building subject to them:

- Being in the same use and not materially larger than that which it replaces:
- Being of a high standard of design that respects the character of existing buildings and surrounds; and
- Having no adverse effect on the amenity of local residents, visual amenity or highway safety.

The proposed development has been reduced to 3 residential dwellings with associated access, parking and curtilage. Whilst this is a change of use, contrary to Local Plan Policy GB2, the proposed is in a residential area with houses opposite and to the south of the site. Therefore, this use is not out of character with the area.

In scale terms, the proposed plots have a total footprint of 145sqm which would equate to a floor area of circa 290sqm if the buildings are all 2 storey, which can be controlled by condition. The existing buildings on the site have a floor area of 319sqm so there is an overall reduction in the built form on the site.

The existing access is proposed to be used and the site currently incorporates various areas of hard standing which will be reduced in the proposed residential scheme.

An existing stable barn which is located in Flood Zone 2 and associated hard standing areas will be removed and the parameters plan has been amended to ensure that the proposed gardens do not extend into the flood zone. This will improve the overall flood risk associated with the site.

Finally, the proposed is on the edge of the Urban Fabric of Darton, Barnsley Road is a main bus and vehicular route into and out of Barnsley. There are various employment developments in the immediate area and good access to services. As such the proposed is in a sustainable location.

Taking account of the above, whilst the proposed is for a change of use, the overall scale of buildings on the site and areas of hard standing is reduced and the introduction or residential here would not be out of character with the area. In this respect the impact of the development on the green belt in terms of openness is acceptable. The requirements of National Policy are therefore met in terms of paragraph 145 of the NPPF. The layout as shown on the parameters plan also ensures development is relocated outside of flood zone 2 which is a benefit of the scheme.

Visual Amenity

As this is an outline application, the visual impact of the proposed is not possible to assess in any detail. However, the existing livery business and associated buildings do not have a high value in visual amenity terms. The barn in particular is in a poor state of repair and the site is dominated by large stable blocks and hard standing with associated storage including a metal storage container. In this respect the redevelopment of the site for 3 houses would provide an opportunity to improve the overall appearance of the site.

Further detail regarding the design and materials proposed for the new residential dwellings can be secured at the reserved matters stage.

On the basis of the above local plan policy D1 is complied with.

Residential Amenity

The nearest residential dwellings are located opposite the site, across Barnsley Road. As this is more then 38m away the impact on the amenity of these existing properties is limited. In addition, there is existing screening along the site frontage provided by trees which will not be removed as part of this development.

Therefore, the proposed is acceptable in terms of residential amenity and complies with Local Plan Policy D1.

Biodiversity

The proposed development has been accompanied by a Preliminary Ecological Appraisal and accompanying Small Sites Metric which assesses the impact of the proposed on biodiversity alongside any mitigation. This has concluded that it is possible to achieve a net gain in biodiversity on the site.

A detailed Biodiversity Enhancement Management Plan (BEMP), detailing aims and objectives, management and monitoring for the duration of 30 years will be required for habitats created/enhanced within the site boundary. The management plan will be created by a suitably qualified ecologist, in line with relevant guidance. This should be secured by a planning condition.

On this basis the proposed complies with Local Plan Policy BIO1 Biodiversity and Geodiversity and the accompanying SPD.

Flood Risk and Drainage

A flood Risk Assessment has been provided and the Environment Agency have not raised any objection, subject to the houses being located outside of flood zone 2 and the application of the sequential test. The parameters plan has been amended to relocate the houses and gardens outside of flood zone 2 which means that the sequential test is no longer required. This also reduces the overall impact of the development in flood risk terms as any hard standing or buildings associated with residential gardens will not be in flood zone 2.

Limited drainage details have been provided with the application; however, the site is located in an area where connection to the existing sewer network is possible and Yorkshire Water have raised no objections subject to further detail. Surface Water Drainage is stated to be by Soakaway.

Based on the above the proposed complies with Local Plan Policies CC3 Flood Risk and CC4 Sustainable Drainage Systems.

Land stability and contamination

The site is in an area known to be at risk from historic coal mining activities. A Coal Mining Risk Assessment has been provided to support the application. It has been assessed by South Yorkshire Mining Advisory Service and the Coal Authority and its findings accepted. Further intrusive investigation is recommended and secured by condition.

A Phase 1 Environmental Assessment has also been provided which has been assessed and the recommendations are accepted. Regulatory Services have confirmed no further monitoring is required in this area. No conditions are required.

On this basis, the proposed complies with Policy CL1 Contaminated and Unstable Land.

Highway Safety

Initial queries regarding the manoeuvring space available for the dwellings have been resolved with a revised parameters plan provided. Access is via the existing access for the site. No objections are raised on highway safety grounds and the proposed complies with Local Plan Policy T4.

The site is located on the edge of the Darton which is within Urban Barnsley, it is on a main bus corridor and there are services and facilities in the area. A condition has been added to secure Electric Vehicle Charging Points. As such, the proposed complies with Policy T3, Sustainable Transport.

Conclusion

The overall impact on the green belt, as a result of the development, is reduced and the proposed complies with the development plan with only minor exceptions and is sustainable development. Therefore, approval is recommended.

Recommendation

Grant subject to conditions