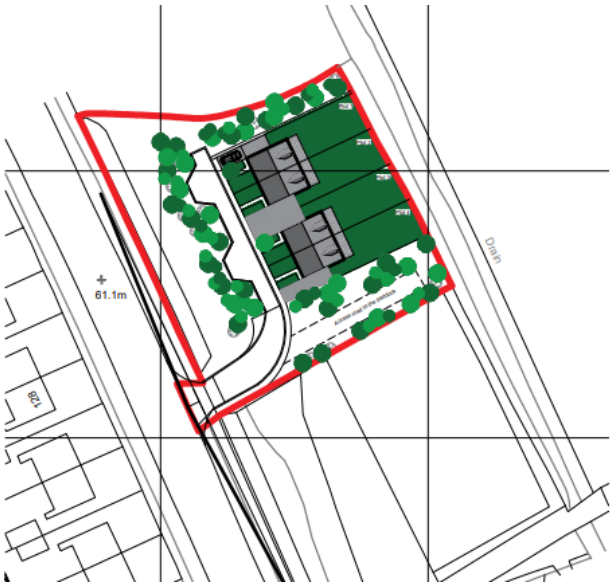
November 2021

ALISTAIR FLATMAN PLANNING
...a Positive Approach

PLANNING SUPPORT STATEMENT



Redevelopment of commercial livery stables – outline planning application for up to 4 dwellings – all matters reserved except for means of access to, but not within, the site

at Riding Stables, Barnsley Road, Darton, S75 5NU

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1.0 Introduction

1.1 This Planning Statement relates to an outline planning application (all matters reserved except for means of access to, but not within, the site) submitted to Barnsley Council for a residential development of up to 4 dwellings on a previously developed site (commercial livery stables) at Barnsley Road, Darton.

1.2 The application is submitted on behalf of Barlow Properties.

1.3 The site currently comprises commercial livery buildings with all-weather riding arena (menage) to the south. Consent was granted for the livery buildings in 1998 with the arena gaining consent in 2004. A more recent (2021) Prior Notification application for one of the buildings on site was refused given queries over its use. The decision notice also confirms the livery use of the site (reason for refusal 4). Further details on planning history are set out below.

1.4 The outline planning application is accompanied by supporting reports relating to ground conditions (including CMRA) and ecology. The case presented in this Planning Statement together with supporting reports and plans set out clear grounds for granting of outline planning consent.

Background

1.5 The site sits within the green belt on the edge of Darton (Darton is identified as falling within Urban Barnsley in the 2019 adopted Local Plan). This planning application is on the basis of guidance set out at para 149 (g)of the NPPF which allows for re-development of previously developed land in the green belt which would not have a greater impact on the openness of the Green Belt than the existing development. Paragraph 149 of the NPPF also allows for limited extension to existing buildings.

1.6 As will be demonstrated in this Planning Statement, and shown in submitted plans, the redevelopment of the site for up to 4 dwellings can be achieved without significant harm to the open character and appearance of the green belt in this location. As such the proposal is consistent with the NPPF.

Planning History

1.7 The planning consent for the stables dates back to 1998 with consent given for the all-weather riding arena in 2004. In 2021, a prior notification application under Class Q of the GPDO for conversion of the barn on site was refused. One of the reasons for refusal questioned whether the building was in fact in agricultural use whilst another (reason 4) makes reference to the existing livery use on site. The reference numbers are set out below:

- B/97/0550/DT – Erection of 2 stable blocks and dutch barn for use in connection with livery business – approved 1998
- B/04/1461/DT – All weather horse menage – approved Nov 2004
- 2021/0573 – COU agric building to dwelling – prior approval refused

1.8 In light of the above, it is considered the site comprises an established commercial livery stable and is therefore considered to constitute a previously developed site in the green belt.

The Planning Application

1.9 This statement describes the application site and proposed development (Section 2) and identifies and examines the policy issues of relevance to the

application, referring both to the relevant development plan and the advice of Central Government as set out and contained in the NPPF (Sections 3 & 4).

1.10 This statement will fully justify the development proposals for the subject site and will advance justification for the proposed development.

1.11 On the basis of the information provided in this statement, the associated supporting documents and on the application drawings, a presumption in favour of development can be maintained in this particular instance, the application being fully in accordance with the advice of Central Government and relevant policies of the adopted Local Plan (Feb 2019).

1.12 The planning application is supported by a comprehensive package of information including:

i. Completed application forms, with all certificates signed and dated;

ii. Architectural Plans prepared by Eleven52Architects;

iii. Design and Access Statement prepared by Eleven52Architects;

iv. Bat Survey Report prepared by Middleton Bell Ecology;

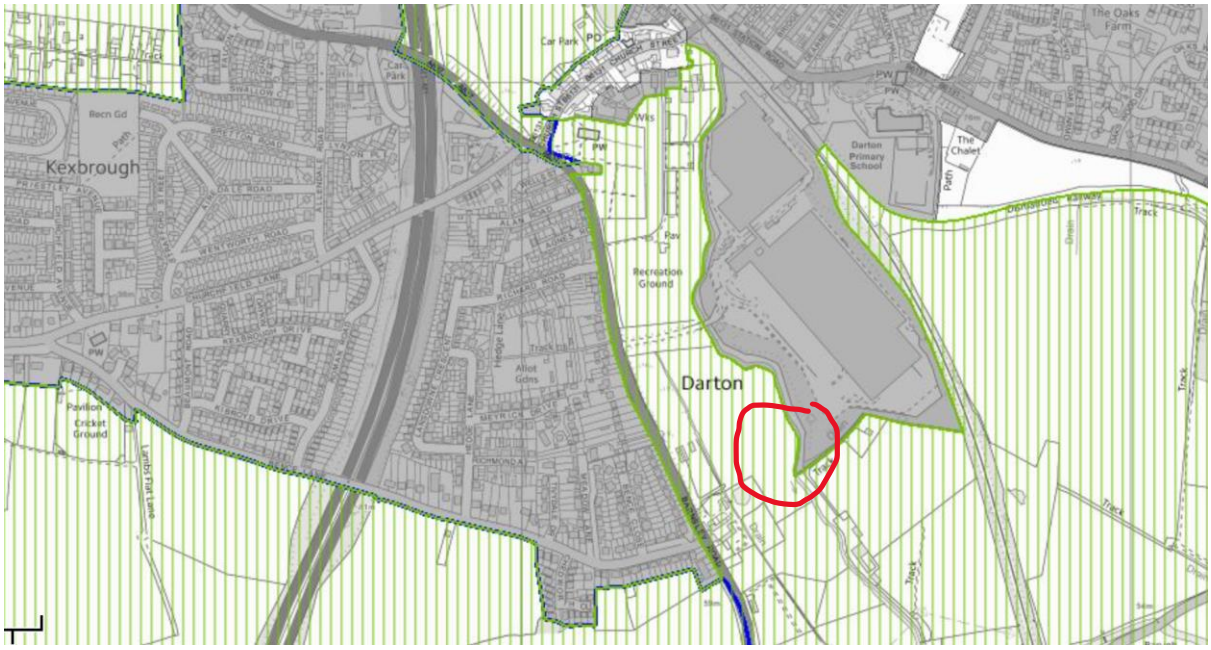
v. Phase 1 Ground Report & CMRA prepared by GEO2; and

vi. Planning Statement prepared by Alistair Flatman Planning.

2.0 Site Location and Proposed Development

Site and Surrounds

2.1 The site comprises an established commercial livery business and is located in the green belt to the east side of Darton (within the main urban area of Barnsley) as shown on the extract below.



2.2 The site comprises 3 buildings, 2 stable blocks and a barn (consented in 1998). There is also a storage container on site and lean-to extensions to the stables together with equipment and machinery within the hardstanding areas. There are extensive areas of hardstanding surrounding the buildings and all weather horse riding arena to the south. Photographs of the site can be found in the submitted Bat Survey Report (prepared by Middleton Bell Ecology)

2.3 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. The stables are 28.1m x 3.9m wide with eaves at 2.1m and ridge at 3m whilst the barn is 15.2m x 6.5m with eaves at 2.9m and ridge at 4m. Total footprint / floor area for the buildings is 319 sqm with volume at 979m^3. The areas of hardstanding around the buildings is extensive at approx. 996sqm coverage.

2.4 The site is not subject to any ecological, landscape or heritage designations. There are trees along the western boundary with Barnsley Road. Land to the east sits within Flood Zone 2 whilst the stables are located within Flood Zone 1.

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

2.6 The site area is circa 0.3ha.

The Proposed Development

2.7 The Proposed Development comprises an outline planning application (all matters reserved except for means of access to, but not within, the site) for redevelopment of the commercial livery buildings to deliver up to four dwellings.

2.8 An indicative layout is submitted – copied below – demonstrating how four 3-bed family dwellings could be delivered on site. Whilst matters of design and layout are reserved for future approval, it is envisaged the dwellings would 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.

Indicative Site Layout



2.9 Trees along Barnsley Road would be retained and opportunities exist for additional planting along other boundaries. The proposed dwellings would be located within flood zone 1 (i.e. western half of the site).

2.10 The indicative layout submitted shows how 4 dwellings could be located on site. The 4 dwellings shown are 3 bed family homes with a footprint of 186sqm (floor area of 372sqm). The footprint of buildings to be removed is 319sqm. This results in a reduction in built footprint on site of 133sqm. Furthermore, the existing 996sqm of hardstanding will also be significantly reduced. Existing containers and livery paraphernalia would be removed from site and the extensive area of hardstanding would be landscaped and / or included in garden resulting in a net gain of planting on site. The Table below summarises existing and proposed footprints:

Existing Footprint	**Proposed footprint**	**Reduction in built footprint**
Stable and Barn - 319sqm	4 x 3-bed family dwellings - 186sqm	133sqm (42% reduction)
Hardstanding – 996sqm		

2.11 Access to the site is taken from Barnsley Road using the existing access point.

2.12 Further details are set out in the supporting plans and Design & Access Statement submitted with the application.

3.0 Planning Policy Review

National Planning Policy Framework (July 2021)

3.1 The National Planning Policy Framework (revised July 2021) sets out the government's planning policies for England and how these are expected to be applied. The National Planning Policy Framework must be taken into account in the preparation of local and neighbourhood plans and is a material consideration in planning decisions.

3.2 Set out below is a summary and assessment of the relevant sections of the NPPF. The National Planning Policy Framework sets out that the purpose of the planning system is to contribute to the achievement of sustainable development. The guidance advises that the policies in paragraphs 1-217 taken as a whole constitute the government's view on what sustainable development in England means in practice for the planning system.

Achieving Sustainable Development

3.3 Paragraphs 7, 8 and 11 of the NPPF confirm that the purpose of the planning system is to contribute to the achievement of sustainable development.

3.4 Paragraph 8 sets out the three overarching objectives of sustainable development, namely economic, social and environmental objectives. Paragraph 10 confirms that the presumption in favour of sustainable development is at the heart of the Framework.

3.5 Paragraph 11 sets out the presumption in favour of sustainable development stating:

For decision-taking this means:

c) approving development proposals that accord with an up-to-date development plan without delay; or

d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date[8] , granting permission unless:

i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed[7] ; or

ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

3.6 The site comprises a previously developed site in the Green Belt. National Policy and Local Plan Policy confirm redevelopment of previously developed sites as being an appropriate form of development. Whilst the site is in green belt it sits on the edge of Darton and so is sustainably located in terms of accessibility to local facilities and public transport.

Delivering a sufficient supply of homes

3.7 Chapter 5 of the NPPF relates to the delivery of a sufficient supply of homes with Paragraph 60 confirming the Government's objective of significantly boosting the supply of housing.

3.8 Paragraph 69 confirms the role of smaller sites in meeting housing requirements stating such sites can make an important contribution to meeting the housing requirement of an area, and are often built-out relatively quickly. Paragraph 69 goes on to advise that in order to promote the development of a good mix of sites local planning authorities should support the development of windfall sites through their policies and decisions – giving great weight to the benefits of using suitable sites within existing settlements for homes and work with developers to encourage the sub-division of large sites where this could help to speed up the delivery of homes.

3.9 The application comprises a windfall site adjacent to the main urban area and will contribute to the Council's housing supply.

3.10 Paragraphs 74-77 confirm the importance of maintaining a minimum 5 year supply of deliverable housing sites. Where this 5 year supply is not maintained Local Plan policies can be considered out of date (as per Para 11 'd' of the NPPF).

3.11 As such the proposal is considered acceptable in principle with regards NPPF paras 60 and 69.

Promoting Sustainable Transport

3.12 Chapter 9 of the NPPF refers to highways matters with para 111 advising that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

3.13 The proposed development of up to 4 dwellings will not give rise to any highway safety or capacity issues. The site is also in a sustainable location in terms of accessibility to shops, schools, employment opportunities and public transport. Further details are set out in the submitted DAS.

3.14 The proposal will not give rise to any severe residual cumulative impacts on the road network in terms of safety or capacity.

Design

3.15 Chapter 12 of the NPPF refers to Design and advises that good design is a key aspect of sustainable development.

3.16 Paragraph 130 sets out a number of design criteria to be considered in terms of design of development stating:

Planning policies and decisions should ensure that developments:

a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;

b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;

c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);

d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;

e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and

f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users[49]; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

3.17 The proposed development is submitted in outline with details on design / appearance reserved for future consideration. However, an indicative site layout has been prepared which shows how the site could be laid out with four 3-bed family homes. The layout retains boundary vegetation and increases planting on site relative to the existing situation. Each dwelling benefits from parking and private amenity space.

3.18 From the information submitted it is considered the site can be designed to reflect the residential character of its surrounds whilst retaining boundary hedges and providing a safe means of access. The proposal can deliver a well-designed scheme with benefits to visual amenity of the site and its surrounds.

3.19 The Design & Access Statement that accompanies the development proposals sets out how the development could, in the future, meet all of the objectives set out above and represents high quality design.

Protecting Green Belt Land

3.20 The application site is located within the defined Green Belt. The essential character of the green belt is its openness. The Green Belt serves the following five purposes;

- To check the unrestricted sprawl of large built up areas.
- To prevent neighbouring towns merging into one another;
- To assist in safeguarding the countryside from encroachment;
- To preserve the setting and special character of historic towns; and
- To assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

3.21 Given the nature (commercial livery with extensive hardstanding area) and location of the site, the role of the green belt in this location is limited in terms of the five purposes listed above.

3.22 As such it is considered the role of the green belt in this location is limited to that of safeguarding the countryside from encroachment. The site however contains a number of buildings (as set out in Section 2 of this Planning Statement) built in a variety of materials and in various states of repair together with extensive areas of hardstanding and general paraphernalia associated with the commercial livery use. Paragraph 145 of the NPPF advises that LPA's should plan positively to enhance their beneficial uses such as looking for

opportunities to (inter alia) retain and enhance landscapes, visual amenity and biodiversity or to improve damaged land.

3.23 The proposal can contribute to these opportunities for enhancement given the appearance of the site at present and delivery of well-considered and sensitive redevelopment together with opportunities for new, more native landscaping.

3.24 The NPPF also sets out the types of development considered appropriate in the green belt. This includes redevelopment of previously developed sites (para 149-g) provided the proposal does not have a greater impact on the openness of the Green Belt than the existing development. Para 149 (c) also allows for limited extension to buildings in the green belt.

3.25 The site comprises an established commercial livery use with land and buildings that will be redeveloped to create up to 4 new dwellings. The proposal will remove unattractive buildings from the site with opportunity to ensure future dwellings are of a more attractive and high quality design.

3.26 Furthermore, the proposal would result in a reduction in built footprint and hardstanding on site and only a limited increase in floor area (due to 2 storey nature of the family dwellings shown on the indicative layout). The reduction in built footprint (as shown on Indicative layout) would be 133sqm or 41%. The reduction in hardstanding will further benefit openness.

3.27 As such the proposal is considered to be appropriate in terms of principle (redevelopment of previously developed site - consistent with para 145-g) whilst redevelopment will also enhance the visual amenity and openness of the Green Belt in this location.

Meeting the challenge of climate change, flooding and coastal change

3.28 Paragraph 159 of Chapter 14 confirms that development should be directed to areas with the lowest probability of flooding. The site lies within Flood Zone 1 and 2 and is therefore at low risk from flooding. The indicative layout shows the dwellings in flood zone 1.

Conserving and enhancing the natural environment

3.29 Paragraph 174 of Chapter 15 advises that the planning system should contribute to and enhance the natural and local environment by: -

- *a) protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality in the development plan);*
- *b) recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland;*
- *c) maintaining the character of the undeveloped coast, while improving public access to it where appropriate;*
- *d) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures;*
- *e) preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability.*

Development should, wherever possible, help to improve local environmental conditions such as air and water quality, taking into account relevant information such as river basin management plans; and

- *f)remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate*."

3.30 Paragraph 180 relates to ecology and biodiversity considerations when determining planning applications. Full details are set out in the submitted Bat Report which confirms the site is of little ecological value.

3.31 Paragraph 183 refers to ground conditions, advising that when making decisions consideration must be given to whether a site is suitable for its proposed use taking account of ground conditions and any risks arising from land instability and contamination.

3.32 There are no known contamination or stability issues that would prevent redevelopment of this site. Further details are set out in the submitted Phase 1 Desk Study and CMRA.

Assessment against NPPF

3.33 Assessing the proposal against the main objectives of the NPPF, it is clear the scheme accords with the overarching approach to planning in that:-

- The proposal will maintain the supply of housing in the district through redevelopment of a previously developed site adjacent to the urban area of Darton, Barnsley;
- The redevelopment will result in reduction of built footprint on site and enhance visual appearance through removal of unattractive buildings;
- The proposal represents redevelopment of a brownfield site within the green belt such that the resulting development will not harm the function, visual amenity or openness of the Green Belt in this location;
- The proposal represents development of a sustainable site adjacent to the urban area;
- The site is not of any environmental, ecological, heritage or landscape value;
- The site can be safely accessed and will not give rise to any highway safety or capacity issues;
- The proposed development will not give rise to any ecological or landscape (tree) harm;
- The site will not give rise to any flood risk or drainage issues;
- As illustrated by the proposed indicative layout and Design Statement, the development proposal will provide a development that is sympathetic to and reflective of the character of the surrounding area.

Statutory Development Plan

3.34 The Development Plan is formed by the adopted Local Plan (Jan 2019). The relevant policies are set out below:

Policy SD1 – Presumption in favour of sustainable development

Policy GD1 – General Development – this sets out a number of general development control matters to be considered in relation to (inter alia) amenity, landscaping, access and trees.

Policy H4 – Residential Development on small non-allocated sites – proposals on such sites less than 0.4ha will be supported where proposals complies with other relevant policies.

Policy D1 – High Quality Design and Place Making – policy sets out that development is expected to be of a high quality and respect local character. The policy sets out a number of criteria which should be considered.

Policy GB1 – Protection of Green Belt – this policy seeks to ensure that Green Belt will be protected from inappropriate development in accordance with national planning policy. Within the supporting text for Policy GB1, paragraph 18.2 confirms redevelopment of previously developed sites as being an appropriate form of development.

3.35 These Local Plan policies are considered in the next section.

4.0 Planning Assessment

4.1 This Chapter considers the principle of the Proposed Development and an assessment of the application against other policy requirements.

Principle

4.2 The site sits wholly within the Green Belt.

4.3 National and Local Planning policy states that the main aim of the Green Belt is to prevent urban sprawl by keeping land permanently open. As such certain types of development are deemed inappropriate as it may harm the open character and function of the Green Belt. The NPPF sets out the five purposes of the Green Belt, namely:

- To check the unrestricted sprawl of large built-up areas;
- To prevent neighbouring towns merging into one another;
- To assist in safeguarding the countryside from encroachment;
- To preserve the setting and special character of historic towns; and
- To assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

4.4 Given the developed nature of the site (commercial livery stables and barn) together with its location on the edge of Darton with clearly defined site boundaries, it is considered that the site does not readily sit within one of these 5 purposes. That said, the site is previously developed. As such the harm arising from the proposal in terms of 'inappropriateness' is considered to be limited.

4.5 Paragraph 145 of the NPPF advises that LPA's should plan positively to enhance their beneficial uses such as looking for opportunities to (inter alia) retain and enhance landscapes, visual amenity and biodiversity or to improve damaged land.

4.6 The proposal can contribute to these opportunities for enhancement given the appearance of the site at present and delivery of well-considered and sensitive redevelopment together with opportunities for new, more native landscaping.

4.7 The proposal also results in a significant reduction in built footprint and areas of hardstanding. This is detailed further below.

4.8 Paragraph 149 of the NPPF sets out the types of development that are considered appropriate in the Green Belt. This includes re-development of previously developed sites (para 149-g) provided the proposal does not have a greater impact on the openness of the Green Belt than the existing development.

4.9 The site is previously developed comprising 2 stable buildings, a barn, storage container and general livery paraphernalia together with an extensive area of hardstanding with an established commercial livery use.

4.10 The NPPF seeks to ensure any redevelopment does not have a greater impact on openness of the Green Belt. Set out below is a simple comparison of existing and proposed development – this clearly demonstrates the benefits arising from the proposed residential redevelopment in terms of reduced building footprints and areas of hardstanding:

Existing Footprint	Proposed footprint	Reduction in built footprint
Stable and Barn - 319sqm	4 x 3-bed family dwellings - 186sqm	133sqm (**42% reduction**)
Hardstanding – 996sqm	tbc subject to reserved matters but indicative layout suggests a significant reduction with hardstanding returned to garden / planting	

4.11 In addition, the removal of these unattractive buildings from the site and their replacement with attractive, well designed dwellings (subject to reserved matters) represents an opportunity for significant visual improvements in addition to the aforementioned openness benefits.

4.12 Overall, the proposed residential development is considered to comprise re-development of a previously developed site (para 149-g) with no greater impact on the openness of the Green Belt. The proposal is therefore appropriate development in the Green Belt.

4.13 With regards Local Plan policies, Policies H4 and GB1 are relevant.

4.14 Policy GB1 refers to development in the green belt and reiterates NPPF guidance in terms of resisting inappropriate development. The proposal is for re-development of a previously developed site with clear benefits in terms of openness (reduced footprint and extent of hardstanding) and visual amenity – this is deemed to be appropriate development as confirmed at para 149-g of the NPPF and para 18.2 of the Local Plan.

4.15 Policy H4 seeks to support housing schemes on small, non-allocated sites subject to compliance with other relevant Local Plan policies. In this case the relevant policy is the aforementioned GB1 with which the proposal complies.

4.16 In addition, it is noted the site sits on the edge of Darton which forms part of the urban area of Barnsley where Local Plan policies seek to encourage development given access to local facilities and public transport. This site is no different. Whilst it sits in the green belt it is located on the edge of Darton within walking distance of local services and public transport. As such this is considered to be a sustainable location for development consistent with Local Plan policy SD1.

4.17 The provision of up to 4 family dwellings on this previously developed site is therefore considered to represent sustainable development and will assist the LPA in maintaining a deliverable supply of housing (in accordance with NPPF paras 60 and 69 which seeks to boost the supply of housing and use of small windfall sites respectively).

4.18 As such the proposed re-development of commercial livery land and buildings to create up to 4 dwellings is considered to be acceptable in principle and complies with Local Plan policies GB1 and H4.

Design and residential amenity

4.19 The application is submitted in outline with all matters reserved except for means of access. However, the indicative layout demonstrates how four 3-bed family dwellings could be located on site (with reduced built footprint) each with its own parking spaces and private amenity space. Boundary trees to Barnsley Road would be retained and there are opportunities to significantly reduce areas of hardstanding through provision of garden areas and additional planting.

4.20 Matters relating to external appearance, scale and landscaping are reserved for future approval.

4.21 Whilst no specific details are set out at this stage on design, it is considered the proposal can be designed (including scale and materials) and laid out to ensure it delivers a high quality scheme in-keeping with its surroundings.

4.22 In terms of layout / residential amenity, the submitted indicative plan demonstrates how houses could be laid out to ensure no issue of overlooking / lack of privacy arise. The dwellings would also benefit from private amenity space. The proposal will therefore provide suitable living conditions for future residents in accordance with Local Plan policy GD1.

4.23 In light of the above it is considered the proposal is consistent with design guidance and policies set out in the NPPF and adopted Local Plan policies.

4.24 The proposed indicative layout together with details set out in the Design and Access Statement demonstrates how 4 dwellings can be comfortably accommodated on the site. The proposed layout provides adequate space for additional landscaping as well which will have amenity and ecological benefits (planting, bat and bird boxes).

4.25 The proposal would therefore be consistent with guidance set out in the NPPF with respect to Design (Chapter 12) and Local Plan Policy D1.

Highways

4.26 The site will be accessed via the existing access point onto Barnsley Road. The proposed means of access is shown on dwg 0280_BARN_106 and simply seeks to serve the site. The internal layout of the access / driveway / parking will be subject to reserved matters approval. However, adequate parking and turning can be provided on site to serve 4 dwellings. Furthermore, trip generation from four dwellings will be minimal and thus the proposal will not give rise to any severe cumulative impacts in terms of safety or capacity.

4.27 In summary it can be seen the Proposed Development will not have a detrimental impact on the local highway network and is therefore in accordance with the NPPF and the Local Plan policy GD1.

Drainage and Flood Risk

4.28 The site is in Flood Zones 1 and 2. The indicative layout shows the dwellings sited in FZ1 where there is the lowest risk of flooding and can be developed without increasing the risk of flooding. Future reserved matters would be encouraged

to locate in FZ1. Surface water run-off rates will be limited to greenfield rates and where practicable SuDS will be utilised. The Proposed Development is therefore considered to meet the requirements of the NPPF and relevant development plan policies.

Trees and Ecology

4.29 The application is supported by a Bat Survey Report. The report confirms there are no protected species on site nor any important habitats. The report recommends inclusion of bat and bird nesting boxes within any future dwellings.

Ground Conditions

4.30 The application is supported by a Phase 1 Ground Report and CMRA. These identify location of historic mining activity and recommend further investigation. The ground investigation works to date however do not raise any stability or contamination issues that would prevent granting of an outline consent. It is expected that a condition would be included on any outline consent for further investigation and this will ultimately inform the nature of any reserved matters application.

4.31 Considering the above assessment and with regards the submitted plans, and technical reports, it is considered the proposal complies with relevant National and Local planning policies. As such there is no planning reason why planning permission should not be granted for the proposal.

5.0 Conclusion

5.1 This Planning Statement relates to an outline planning application (all matters reserved except for means of access to, but not within, the site) submitted to Barnsley Council for a residential development of up to 4 dwellings on a previously developed site (commercial livery stables) at Barnsley Road, Darton.

5.2 The site currently comprises commercial livery buildings with all-weather riding arena (menage) to the south. Consent was granted for the livery buildings in 1998 with the arena gaining consent in 2004. A more recent (2021) Prior Notification application for one of the buildings on site was refused given queries over its use.

Background

5.3 The site sits within the green belt on the edge of Darton (Darton is identified as falling within Urban Barnsley in the 2019 adopted Local Plan). This planning application is on the basis of guidance set out at para 149 (g)of the NPPF which allows for re-development of previously developed land in the green belt.

Planning History

5.4 The planning consent for the stables and barn for livery uses dates back to 1998 with consent given for the all-weather riding arena in 2004. In 2021, a prior notification application under Class Q of the GPDO for conversion of the barn on site was refused. One of the reasons for refusal questioned whether the building was in fact in agricultural use whilst another (reason 4) makes reference to the existing livery use on site.

5.5 In light of the above, it is considered the site comprises an established commercial livery stable and is therefore considered to constitute a previously developed site in the green belt.

Site Location and Proposed Development

5.6 The site comprises an established commercial livery business accessed from Barnsley Road and is located in the green belt to the east side of Darton (within the main urban area of Barnsley).

5.7 The site comprises 2 stable blocks and a barn (consented in 1998). There is also a storage container on site and lean-to extensions to the stables together with equipment and machinery within the hardstanding areas. There are extensive areas of hardstanding surrounding the buildings and all weather horse riding arena to the south. Total footprint / floor area for the buildings is 319 sqm with volume at 979m^3. The areas of hardstanding around the buildings is extensive at approx. 996sqm coverage.

5.8 The site is not subject to any ecological, landscape or heritage designations. There are trees along the western boundary with Barnsley Road. Land to the east sits within Flood Zone 2 whilst the stables are located within Flood Zone 1.

5.9 The Proposed Development comprises an outline planning application (all matters reserved except for means of access to, but not within, the site) for redevelopment of the commercial livery buildings to deliver up to four dwellings. Access is taken from Barnsley Road as existing.

5.10 An indicative layout is submitted demonstrating how four 3-bed family dwellings could be delivered on site (Footprint circa 186sqm). Whilst matters of design and layout are reserved for future approval, it is envisaged the dwellings would 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.

5.11 Further details are set out in the supporting plans and Design & Access Statement submitted with the application.

Assessment

5.12 This planning application is submitted on the basis of guidance set out at para 149 of the NPPF which allows for redevelopment of previously developed sites. Local Plan policy GB1 and its supporting text (para 18.2) confirms redevelopment of previously developed sites as being appropriate form of development in the Green Belt. Policy H4 also supports small scale housing developments on non-allocated sites such as this.

5.13 The NPPF seeks to ensure any redevelopment does not have a greater impact on openness of the Green Belt. Set out below is a simple comparison of existing and proposed development – this clearly demonstrates the benefits arising from the redevelopment in terms of reduced footprints and extent of hardstanding:

Existing Footprint	**Proposed footprint**	**Reduction in built footprint**
Stable and Barn - 319sqm	4 x 3-bed family dwellings - 186sqm	133sqm (**42% reduction**)
Hardstanding – 996sqm	tbc subject to reserved matters but indicative layout suggests a significant reduction with hardstanding returned to garden / planting	

5.14 The proposal will therefore deliver benefits in terms of openness to the Green Belt in this location.

5.15 In addition, the removal of these unattractive buildings from the site and their replacement with attractive, well designed dwellings (subject to reserved matters) represents an opportunity for significant visual improvements in addition to the aforementioned openness benefits.

5.16 Overall, the proposed residential development is considered to comprise re-development of a previously developed site (para 149-g) with no greater impact on the openness of the Green Belt. The proposal is therefore appropriate development in the Green Belt.

5.17 In addition, it is noted the site sits on the edge of Darton which forms part of the urban area of Barnsley where Local Plan policies seek to encourage development given access to local facilities and public transport. This site is no different. Whilst it sits in the green belt it is located on the edge of Darton within walking distance of local services and public transport. As such this is considered to be a sustainable location for development consistent with Local Plan policy SD1.

5.18 The provision of up to 4 family dwellings on this previously developed site is therefore considered to represent sustainable development and will assist the LPA in maintaining a deliverable supply of housing (in accordance with NPPF paras 60 and 69 which seeks to boost the supply of housing and use of small windfall sites respectively).

5.19 As such the proposed re-development of commercial livery land and buildings to create up to 4 dwellings is considered to be acceptable in principle and complies with NPPF guidance and Local Plan policies GB1 and H4.

5.20 The application is submitted in outline with all matters reserved except for means of access. However, the indicative layout demonstrates how four 3-bed family dwellings could be located on site (with reduced built footprint) each with its own parking spaces and private amenity space. Boundary trees to Barnsley Road would be retained and there are opportunities to significantly reduce areas of hardstanding through provision of garden areas and additional planting. Access will be taken from Barnsley Road (as existing) and will not give rise to any safety or capacity issues.

5.21 The dwellings can be sited in Flood Zone 1 (subject to future reserved matters) and can be developed without increasing the risk of flooding. There are no heritage or landscape designations on site and there are no ecological, ground or tree reasons why the site should not be developed for housing.

5.22 Assessing the proposed development against the main objectives of the NPPF, it is clear the scheme accords with the overarching approach to planning in that:-

- The proposal will maintain the supply of housing in the district through redevelopment of a previously developed site adjacent to the urban area of Darton, Barnsley;
- The redevelopment will result in reduction of built footprint on site and enhance visual appearance through removal of unattractive buildings;
- The proposal represents redevelopment of a brownfield site within the green belt such that the resulting development will not harm the function, visual amenity or openness of the Green Belt in this location;
- The proposal represents development of a sustainable site adjacent to the urban area;
- The site is not of any environmental, ecological, heritage or landscape value;
- The site can be safely accessed and will not give rise to any highway safety or capacity issues;
- The proposed development will not give rise to any ecological or landscape (tree) harm;
- The site will not give rise to any flood risk or drainage issues;

- As illustrated by the proposed indicative layout and Design Statement, the development proposal will provide a development that is sympathetic to and reflective of the character of the surrounding area.

5.23 This statement and the supporting technical documents confirms there are no adverse impact from the proposed development and the scheme is wholly compliant with national and Local Plan policies SD1, GD1, H4, GB1 and D1.

5.24 In view of the above, it is considered the scheme satisfies national and local policy and represents a suitable development proposal for the site that addresses all the relevant and material considerations. In this context, the proposal satisfies Section 38(6) of the Planning and Compulsory Purchase Act 2004 and it is considered that outline planning permission should be granted.