2022/1006

Applicant: Miss Helen Wood

Erection of a single building (double stables) to accompany the use of the land for the grazing of two horses

Land BMBC Asset, Foundry Street, Elsecar, Barnsley, S74 8EQ

Site Description

The application site relates to the South-West corner of a larger agricultural field (measuring c. 0.96ha) located on Foundry Street in Elsecar. Foundry Street is off the main road – Fitzwilliam Street – and has a mix of uses but is primarily use for residential purposes. The land is owned by BMBC but leased by the applicant. The site is now within the Elsecar Conservation Area after the CA was extended in 2022. This incorporates the whole of Foundry Street, notably including a non-listed designated asset – Cardigan Works – which was formerly Elsecar Ironworks building.





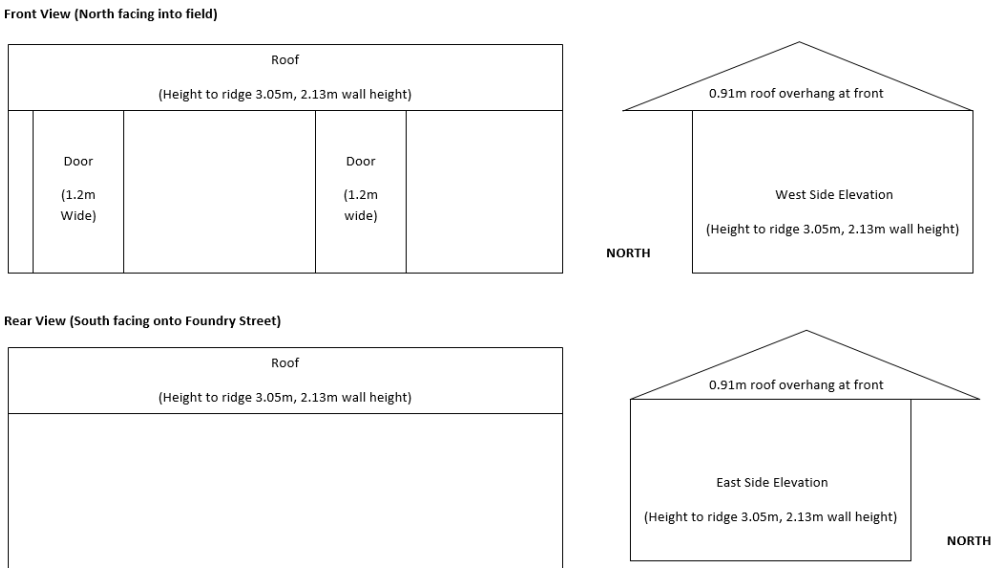
Relevant Site History

None

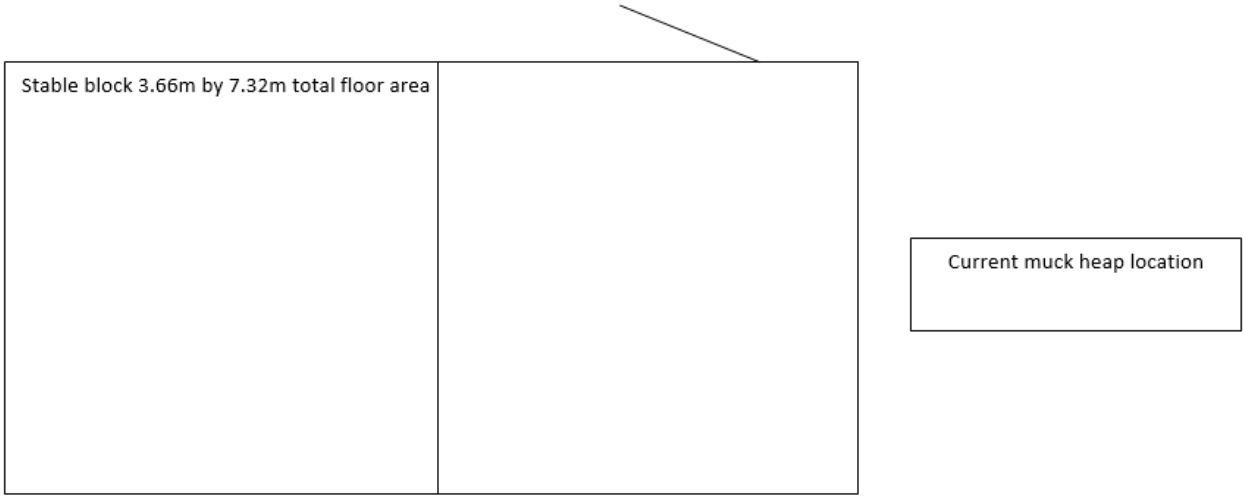
Proposed Development

The applicant is seeking approval for the erection of a timber built double stables with a galvanised metal roof which is rectangular in shape, measuring 3.66m x 7.32m, with a total footprint of 26.8sqm. The stables are effectively a temporary structure with a height of 2.15m to the eaves and 3.05m to the roof ridge with a set of double doors facing North, into the wider site. The access into the site is to remain unchanged.

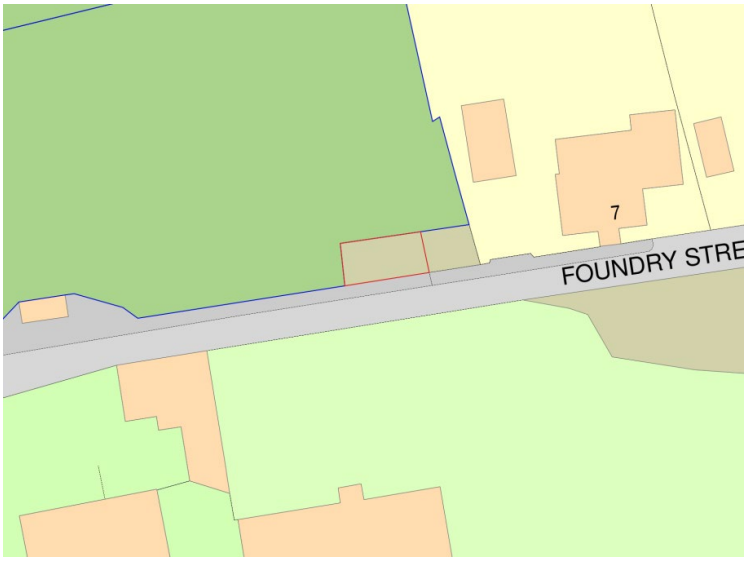
Proposed elevations:



Proposed floor plans:



Proposed site plan:



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 (adopted January 2019), alongside the Joint Waste Plan and relevant neighbourhood plans, form the statutory development plan for Barnsley. It establishes policies and proposals for the development and use of land up to the year 2033 and will be used when considering planning applications and to coordinate investment decisions that affect the towns, villages and countryside of Barnsley. The Local Plan supersedes the remaining saved policies from the Unitary Development Plan (adopted in the year 2000) and the Core Strategy (adopted in 2011).

Local Plan

In reference to this application, the following policies are relevant:

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.

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.

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.

Poll1: Pollution Control – Development will be expected to demonstrate that it is not likely to result, directly or indirectly, in an increase in air, surface water and groundwater, noise, smell, dust, vibration, light or other pollution which would unacceptably affect or cause a nuisance to the natural and built environment or to people. Developers will be expected to minimise the effects of any possible pollution and provide mitigation measures where appropriate.

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.

In respect of this application, the policies above are considered to reflect the 4th Core Principle in the NPPF, which relates to high quality design and good standard of amenity for all existing and future occupants of land and buildings. They also reflect the advice in paragraph 124 (general design considerations) and paragraph 130, which state that 'permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions'.

Consultations

Conservation Officer - This proposal seeks planning permission for the erection of a single building (double stables) on an existing concrete pad to the north of Foundry Street, Elsecar. The site sits within the newly extended conservation area and is at the edge of a zone defined as 'Land to remain undeveloped due to the impact on the historic environment'. Foundry Street was included in the conservation area due to its historic significance being the location of the former Davy Foundry (originally Davy and Lax – two separate foundries) which was established in the 1860's. The casting and fabrication of iron products continued for the next 120 years until the 1980's when production ceased. Historically, this foundry was not under Fitzwilliam Estate control but is still an extremely important site in understanding the development at the margins of the model village during the mid to later 19th century. Remnants of the foundry buildings are extant (to the SW) across from the proposal site as is the WWII brick-built air raid shelter approximately 30m to the west. The fields to the north of the hardstanding are historically significant to the understanding of land at the margins of the village and incudes traces of post-medieval ridge and furrow illustrating pre-industrial Elsecar. Consequently, there is some sensitivity in terms of the setting, and the remains of the foundry across the street, but also archaeology in the fields to the north and land to the south. However, I think it is fair to say that the concrete pad appears modern and does not appear on recent aerial images including the one below from 2002. Looking back over historic mapping it appears the plot has never been developed beyond the concrete pad and may simply have been metalled as a hard standing / storage area. Additionally, no building appears to have been located on the plot previously. Consequently, I feel this is purely a matter of setting and whether the design and appearance of timber stables would harm this setting, or the heritage assets / LP designation described above. In terms of the non-development zone, the plot does encroach into this area but given the close relationship with the adjacent dwelling, and the nature and appearance of the stabling as proposed I do not feel this is harmful to that area. Certainly, the ridge and furrow know to survive is not encroached upon and in that sense, I do not see this as harmful. In terms of the aesthetic of the proposed stable this is not particularly in keeping with the vernacular. However, on balance I feel it would appear as a neutral structure in terms of the setting of the conservation area and would be seen as a logical part of the grazing area in the fields to the north. To be clear, I would object strongly to a more permanent type of development on this plot and a dwelling for example would seem to be strictly contrary to the Local Plan designation. However, the stable seems to me to be a relatively ephemeral structure, not visually intrusive in appearance and likely to be removed in the future. As such I would not raise any objections to the proposal.

Highways DC – Initially question several elements of the proposal but upon receipt of additional information did not object to the proposal.

Ward Councillors – Cllr Franklin enquired about whether the stables were proposed to be a permanent structure or not and if so, an objection would be raised given that the site only been released on the proviso that the land would be developed for bungalows. There would be no objection to a temporary structure on the site.

> *N.B.* - The Case Officer spoke with Cllr. Franklin verbally and explained that the stables would indeed be a temporary structure and that the applicant is leasing the land. No objection was therefore raised to the developer from Cllr. Franklin.

Representations

Neighbour consultation letters were sent to neighbouring residents with a site notice placed nearby; no comments were received.

Assessment

Principle of Development

The site is located in land allocated as Urban Fabric in the Local Plan with the site remaining undeveloped from any permanent building. Land allocated within the Urban Fabric has no specific land allocation with Local Plan Policy GD1 being the starting point on making decisions on land allocated as Urban Fabric. General assessment will be made in the below sections as to whether there is a detrimental impact on visual amenity, the amenity of neighbouring properties and highways safety/parking provision.

The site is also located within the recently extended Conservation Area of Elsecar, is adjacent to a non-designated asset and is also located within an area which has been designated to remain free from development. The first two points will be assessed in further detail in the below section of the report but the siting within the recently extended Conservation Area place a much greater emphasis on excellent levels of design quality. The fact that the land has been allocated to be kept free from development largely relates to keeping the area free from housing or other largescale permanent forms of development. The proposed stables is a temporary building in nature and could be removed from the site easily and quickly, should the applicant acquire or lease another site. The proposed development does not significantly change the wider site or how it would impact the surrounding area, with the proposed stables built off an existing concrete pad. The site is owned by BMBC and leased by the applicant. As such, it is considered that there is not a conflict with this Local Plan restriction.

Visual amenity and Impact on Historic Environment

The proposed stables are smallscale in size, having a total footprint size of 26.8sqm which compares to the wider site (c. 0.96ha) which is used for horse grazing, is not excessive and is sympathetically sized. The stables is a temporary structure, being delivered to the site on a vehicle, removed and secured in place on the site. It is constructed from timber, which is appropriate for a stable building and the overall design and height is considered to be acceptable and in keeping with other stables in the Borough. The stables is limited in height and size and has a relatively smallscale impact on the character of the area. Foundry Street is a cul-de-sac with the application site in question 115m from the main road with numerous dwellings blocking the view to the stables. Equally, the wider site has a North to South slope which reduces the prominence of the stables when viewed from the new dwellings to the North.

The proposed development is located within the recently extended Elsecar Conservation Area. The Conservation Area has been consulted on the proposal and also provided input during pre-application stage. No objections have been raised to the development from the Conservation Officer and the proposed development is considered to be smallscale which does not disrupt or harm the visual amenity of the area. The proposed development is in line with Local Plan Policy D1 and HE1 and is acceptable in terms of visual amenity and its impact on the Historic Environment.

Residential Amenity

The proposed stables is located to the South-East of the site, fairly close to residential properties to the East. The nearest of which is no. 7 Foundry Street with the proposed stables positioned c. 15m from the side elevation of no. 7, and 5m from the mutual boundary line. The proposed stables will potentially lead to

an increased overshadowing impact over the side/front curtilage area of no. 7's property, but the limited height of the stables will significantly reduce this overshadowing impact. Stables are not inherently noisy or disruptive but do bring a level of general disturbance and smells. However, the wider site has been evidenced to have been used for horse grazing in the past with the plans showing a muck heap. The introduction of a stables will therefore not significantly change this relationship with the neighbouring properties and there is some separation distance between the proposed stables and the closest neighbour at no. 7.

The proposed stables are for personal use serving the applicant solely and will not be used for commercial or business purposes. This will be conditioned, and it is considered that the proposed development is in compliance with Local Plan Policy GD1 and is acceptable in terms of residential amenity, subject to conditions which limit its use.

Highways Safety

The proposed site is on Foundry Street which is off one of the main roads – Fitzwilliam Street - running through the village of Elsecar. Highways have been consulted on the proposal and initially questioned several elements such as details of the parking provision, vehicular movement/frequency and whether there will be other associated vehicular movements such as veterinary carers or deliveries etc. Upon receipt of this information and an explanation provided by the applicant that the site has historically contained horses and that the access into the site will not be changed, highways did not object to the proposal. The applicant explained that the access into the site will not change, and a formal parking space will not be created with the only regular vehicular movements associated with the proposed stables will be a monthly hay delivery. This was considered to be a suitable arrangement given the site is already used for horse grazing and highways did not object to the proposal. The proposed development is in compliance with Local Plan Policy T4 and is acceptable in terms of highways safety.

Recommendation

Approve with conditions