
2017/0585

Applicant: Mr Simon Elliott

Description: Erection of safety fencing to golf driving range

Site Address: Tankersley Park Golf Club, Park Lane, Tankersley Barnsley, S35 4LG

No objections received

Site Location and Description

Tankersley Golf course is an established (in its centenary year) 18 hole golf club. It is located on the western side of the M1 motorway between junctions 36 and 35A. Access is taken off the A616 that also serves nearby employment uses as well as the M1 motorway.

The golf club is located at the end of Park Lane, a minor highway which also serves access to two residential properties and Tankersley fishing lake. The golf clubs entrance is gated, upon arrival you are presented with a large member Car Park, the club house is located in a north westerly direction at a lower level. To the west of this is a copse of trees, beyond which levels fall and there is the existing driving range. The range comprises of a single rather rudimentary building which has an open aspect across a field. The golf course is located to the north of this and to the south is a hedgerow which separates an adjacent agricultural field.

Site History

2015/0087 – Erection of a Golf Driving Range Building – approved

The above application was approved for the erection of a detached golf driving range building. It incorporated a total of 8 driving range bays and would be open fronted to allow balls to be hit across the range. It would replace an existing single bay building. The building itself measured 24.8m x 6.5m x 4.2m and would have a simple mono-pitched roof. The external elevations would be treated with Yorkshire Boarding and internally there would be small partitions to create the individual bays. At the rear of the building there would be a ball dispenser/washer.

Following that application a footpath was identified across the range which would obviously conflict with the increased use. As a result an application was submitted to divert the footpath, however, informed by a health and safety assessment, a fence to separate the diverted footpath from the driving range was recommended given the proximity.

Proposed development

Following the proposed footpath diversion and health and safety assessment outlined above, the applicant now seeks planning permission for a 3m high, 200m long fence constructed from black UV treated Polyethylene mesh supported by 80mm reinforced aluminium poles powder coated green. The fence would run along the South Western boundary adjacent to the diverted footpath and inside the existing concrete post and wire fence.

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 development plan consists of the Core Strategy and saved Unitary Development Plan policies. The Council has also adopted a series of Supplementary Planning Documents and Supplementary Planning Guidance Notes, which are other material considerations.

The Council has submitted our emerging Local Plan to the Secretary of State but we are at an early stage in the examination process. It establishes policies and proposals for the development and use of land up to the year 2033. The document is a material consideration and represents a further stage forward in the progression towards adoption of the Local Plan. As such increasing weight can be given to the policies contained within the document although, in accordance with paragraph 216 of the NPPF, the extent of this will depend on:

- The extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given) and;
- The degree of consistency of the relevant policies in the emerging plan to the policies in the NPPF (the closer the policies in the emerging plan to the policies in the NPPF, the greater the weight that may be given).

Core Strategy

CSP 26 New Development and Highway Improvement

CSP29 Design

CSP 34 Protection of Green Belt

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, relevant policies include:

General principles para's 17

Building a strong economy para's 18-22

Design para's 58 – 65

Protecting the Green Belt 79-92

Consultations

Tankersley Parish Council: No objections

Ward Councillors: No comments

Representations

The application has been advertised by way of a site notice, no representations have been received.

Assessment

Principle of Development

In principle development for outdoor sport or recreation is considered acceptable within the Green Belt subject to proposals having an acceptable impact upon the visual amenity and openness of the locality. This is highlighted within paragraph 89 of the NPPF which states that in the Green Belt: appropriate development includes the provision of appropriate facilities for outdoor sport and outdoor recreation.

The proposals seek to improve an existing facility at the Golf Club. The fencing associated with the approved use would be seen in the context of the Golf Course's existing infrastructure, whereby it would appear as a largely accepting feature within the landscape.

Following on from the previous approval to extend the driving range and the proposal to divert the existing footpath alongside the driving range, rather than across it, a health and safety assessment has been undertaken which states that a fence of the proposed length and height is necessary to protect the users of the footpath.

Impact on Green Belt / Visual Amenity

The proposed fencing would be relatively high at 3m and be relatively long at 200m. However, this is what is deemed necessary to protect the diverted footpath from the approved driving range. The fencing would obviously be visible from the footpath and from limited parts of the golf course, however, it would be seen in the context of the golf course and is a common feature of such facilities which are predominantly within the Green Belt.

Due to gaps within the hedgerow, there would be views of the fencing from the A616 which links junction 35A of the M1 to Stocksbridge bypass and the A61 to Sheffield. However, given the speed limit on that road and the limited gaps in the hedgerow, views would be fleeting. It is acknowledged that there is a layby on the A616 which would also have views of the site, however, there is a separation distance of over 250m. In addition, the land beyond the fencing rises, meaning the horizon would be above the top of the fence, and there are also a number of mature hedgerows and wooded areas in both the foreground and background that the fencing would be viewed against.

Furthermore, the fencing would not be a solid feature, it would be constructed from a Polyethylene mesh with an open weave allowing views and light through. The fence would be supported by relatively slender 80mm aluminium poles which, again, would not be visually intrusive. With regards to the colour, the mesh would be black and the supporting poles green. The dark colours would reflect the surrounding landscape and would aid the fence to sit comfortably and not stand out.

As a result of the comments above, the fencing would not cause sufficient detriment to the openness or visual amenity of the Green Belt. This is considered acceptable against the provisions of policies CSP34 and CSP29.

Residential Amenity

The site sits in isolation to residential properties, the closest being over 200m from the site with no views of it due to land levels and vegetation. As such, residential amenity would be maintained.

Highways

The fencing would be over 50m from the golf club car park and over 200m to the nearest highway, as such; highway safety would not be affected.

Conclusion

It is considered that the fencing is necessary for the protection of the users of the proposed diverted footpath and, despite its height and length, given its open weave, colour and surrounding landscape it would not compromise the character of openness of the surrounding Green Belt. No objections are therefore raised against the provisions of policies CSP 29 or CSP30.

Grant subject to conditions.

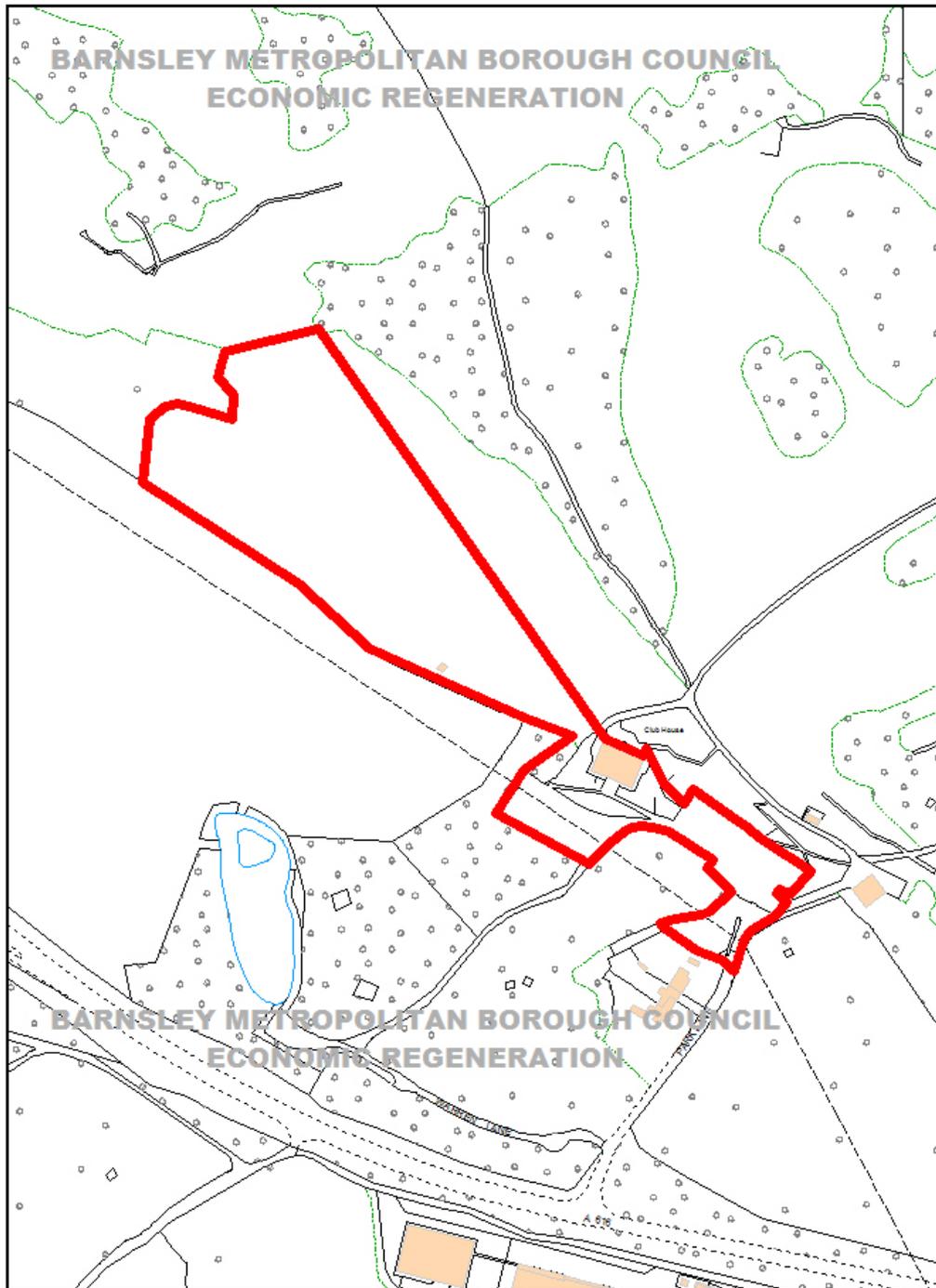
- 1 The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.
Reason: In order to comply with the provision of Section 91 of the Town and Country Planning Act 1990.
- 2 The development hereby approved shall be carried out strictly in accordance with the plans (Appendix 1, Appendix 2, Appendix 3 & Appendix 4) and specifications as approved unless required by any other conditions in this permission.
Reason: In the interests of the visual amenities of the locality and in accordance with LDF Core Strategy Policy CSP 29, Design.
- 3 The fencing hereby approved shall be erected prior to the commencement of the use of the 8 bay driving range approved under application number 2015/0087.
Reason: In the interest of the health and safety of the users of the adjacent footpath in accordance with CSP40.

PA reference :-

2017/0585

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