

PLANNING SUPPORTING STATEMENT

ERECTION OF EXTENSION TO EXISTING FACILITY FOR B2 USE (RETROSPECTIVE)

ALTON CARS, CLAYCLIFFE ROAD, BARUGH, BARNSLEY, S75 1HS

MARCH 2024

REF: 47319

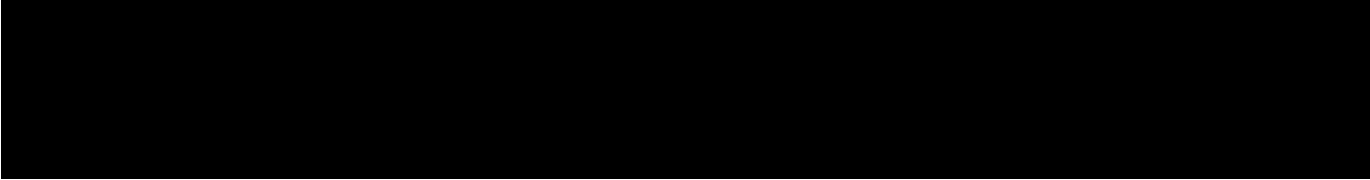
Planning Supporting Statement

Contents

1.0	Introduction	3
2.0	Site Context.....	5
3.0	The Proposal	7
4.0	Planning Policies	8
5.0	Appraisal	15
6.0	Conclusion.....	17

1.0 Introduction

- 1.1 This Planning Support Statement (PSS) is provided to assist the Council in granting retrospective planning permission for the erection of an extension to the rear of the premises at Alton Cars, Claycliffe Road, Barugh, Barnsley, S75 1HS.
- 1.2 The extension has already been erected and is operational. It is being occupied by Alton Cars, the occupiers of the main building. The main use of the extension is for the provision of garage services (Use Class B2); the same use as the host building.
- 1.3 This report provides an assessment of relevant policy, together with an appraisal of the proposal in relation to the relevant policy requirements and other planning material considerations.
- 1.4 The associated planning application seeks retrospective full planning permission for the *'erection of an extension for purposes within Use Class B2 of the Town and Country Planning (Use Class) Order 1987 (as amended)*.
- 1.5 No remaining permitted development rights exist in relation to the erection of the host building, given the previous extension of the premises. A full planning application is therefore submitted comprising:
- Completed Application Form; Notices and Certificates (AAH Planning);
 - Planning Supporting Statement (PSS) (AAH Planning);
 - Planning Drawings (Walker Dickey Architecture) comprising:
 - Site Location Plan - 448(PL)01 Location Plan-A3;
 - Existing Site Plan - 448(PL)02 Existing Site Plan-A1;
 - Proposed Site Plan - 448(PL)04 Proposed Site Plan-A1;
 - Existing Elevations - 448(PL)03 Existing Elevations-A1;
 - Proposed Elevations - 448(PL)06 Proposed Elevations-A1; and
 - Proposed Building Plans - 448(PL)05 Proposed Building Plans-A1.

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- 1.6 The proposal is required in relation to the continued, successful operation of the host building and wider site by Alton Cars Ltd.

2.0 Site Context

- 2.1 The application site is located to the east of Claycliffe Road (A637), Barnsley. Access to the site is taken directly from the A637
- 2.2 The uses on the eastern side of the A637 are predominantly industrial and commercial, falling within the B2 and B8 Use Classes.
- 2.3 On the western side of the A637 is a small retail development comprising a convenience store and public house / restaurant. There are no residential properties within the immediate vicinity of the site. The closest residential properties are located some 200m to the south on Claycliffe Avenue.
- 2.4 The buildings on site comprise one main building, which has been extended previously, and a small stand-alone building to the rear. The remainder of the curtilage is comprised of access roads and vehicle storage areas.
- 2.5 The application site and property already have the benefit of planning permission (which has been implemented) for the use of the property as Use Class B2. More recent planning history is below:
- **Application Number: B/04/2120/DT**
 - o Decision Letter Date: 06/12/2004
 - o Decision Type: Approve with Conditions
 - o Development Description: Erection of single storey extensions and alterations to existing workshop and offices
 - **Application Number: B/91/0202/DT/AD**
 - o Decision Letter Date: 15/03/1991
 - o Decision Type: Approve
 - o Development Description: Display of an illuminated sign
 - **Application Number: 2006/0225**
 - o Application Type: Full
 - o Decision Letter Date: 21/03/2006
 - o Decision Type: Approve with Conditions
 - o Development Description: Erection of 1524mm high wrought iron fence to site frontage

2.6 The location of the application site within this context is illustrated on the images below:

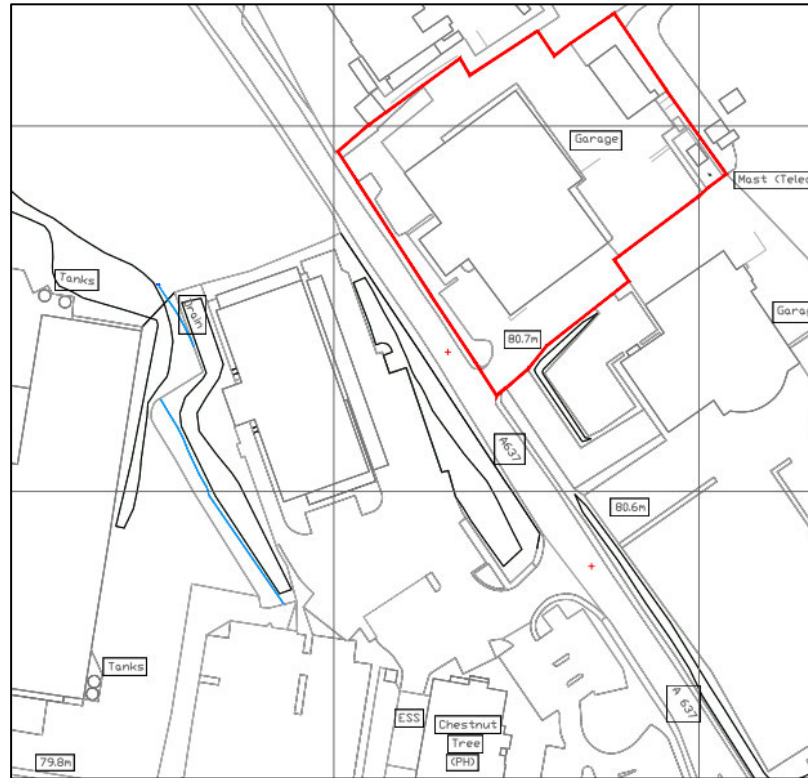


Image 2a - Site Location – Alton Cars. Claycliffe Road, Barnsley



Image 2b - Site Location – Alton Cars. Claycliffe Road, Barnsley

2.7 The site is located in Flood Zone 1.

2.8 The site is not the subject of any statutory or non-statutory ecological, environmental, historic or other designations.

3.0 The Proposal

- 3.1 The proposal will provide further accommodation for the operation of Alton Cars at Claycliffe Road, Barnsley. The extension will be used for motor vehicle repair and bodywork in the same manner as the host building. The use falls within Use Class B2 – the same as the host building.
- 3.2 This is an application for retrospective planning permission. The extension is already in situ. The extension was erected in September 2022.
- 3.3 Details of the location and design of the extension are provided on the plans as submitted with the application.
- 3.4 The extension is located on the rear elevation of the main building on site.
- 3.5 The building dimensions are: 12m (L) x 6m (W) x 5.5m (H – to ridge). This results in a footprint of circa 70.2m² and a volume of 372.4m³.
- 3.6 The extension has a pitched roof with translucent profiled roof lights within it.
- 3.7 The extension is accessed from both the main building, a roller shutter door, and a single door on the external extension elevations. The extension is constructed of profiled metal wall and roof cladding over a steel frame with the colour of light grey to match existing buildings.

4.0 Planning Policies

- 4.1 In determining planning applications, a Local Planning Authority (LPA) must have regard to Section 38 (6) of the Planning and Compulsory Purchase Act 2004, which requires that proposals be determined in accordance with the Development Plan unless material considerations indicate otherwise.

National Planning Policy Framework (NPPF)

- 4.2 The National Planning Policy Framework 2021 (NPPF) sets out the Government's overarching planning policies. At its heart is a presumption in favour of sustainable development. The framework states that the Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people. Paragraph 8 outlines the three overarching objectives of the planning system when endeavouring to achieve sustainable development; one of these is the social objective, wherein the importance of fostering well-designed, beautiful and safe places is emphasised. Paragraph 11 elaborates on the established 'presumption in favour of sustainable development' and what this entails for decision makers. It states: "For decision-taking, this means approving development proposals that accord with an up-to-date development plan without delay."

Barnsley Local Plan (2019)

- 4.3 For the purposes of determining this planning application, the development comprises:
- The Barnsley Local Plan (2019); and
 - Associated Supplementary Planning Documents (SPD's) (relevant as appropriate).
- 4.4 These documents and the policies are material considerations, the weight that can be applied to them is governed by the extent of their accordance with the NPPF.
- 4.5 The application site is not allocated for any specific use, being located both within the settlement boundary to Urban Barnsley and the Urban Fabric.
- 4.6 The relevant extract from the Barnsley Local Plan proposals map is provided in the image below.

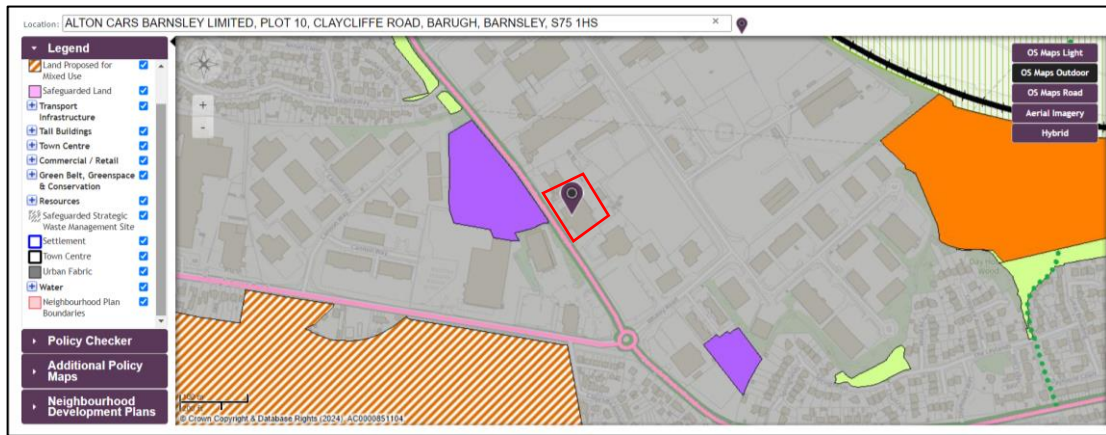


Image 4 – Proposals Map Extract – Alton Cars

4.7 In this context, the relevant Local Plan policies and sections are as set out below.

GD1 – General Development

4.8 This policy states:

‘Proposals for development will be approved if:

There will be no significant adverse effect on the living conditions and residential amenity of existing and future residents;

They are compatible with neighbouring land and will not significantly prejudice the current or future use of the neighbouring land;

They will not adversely affect the potential development of a wider area of land which could otherwise be available for development and safeguards access to adjacent land;

They include landscaping to provide a high-quality setting for buildings, incorporating existing landscape features and ensuring that plant species and the way they are planted, hard surfaces, boundary treatments and other features appropriately reflect, protect and improve the character of the local landscape;

Any adverse impact on the environment, natural resources, waste and pollution is minimised and mitigated;

Adequate access and internal road layouts are provided to allow the complete development of the entire site for residential purposes, and to provide appropriate vehicular and pedestrian links throughout the site and into adjacent areas;

Any drains, culverts and other surface water bodies that may cross the site are considered;

Appropriate landscaped boundaries are provided where sites are adjacent to open countryside;

Any pylons are considered in the layout; and

Existing trees that are to remain on site are considered in the layout in order to avoid overshadowing.’

LG2 – The Location of Growth

4.9 This policy states:

‘Priority will be given to development in the following locations:

Urban Barnsley;

Principal Towns of Cudworth, Wombwell, Hoyland, Goldthorpe (which includes Thurnscoe and Bolton on Dearne), Penistone and Royston; and

Villages.

Urban Barnsley will be expected to accommodate significantly more growth than any individual Principal Town, and the Principal Towns will be expected to accommodate significantly more growth than the villages, to accord with their place in the settlement hierarchy.’

E3 – Uses on employment land

4.10 This policy states:

‘On allocated Employment Sites, or land currently or last used for employment purposes (AAH emphasis), we will allow the following uses:

1. Research and development, and light industry;

2. General industrial; or

3. Storage or distribution. Ancillary uses will be allowed where appropriate in scale. Proposals for other employment generating uses may be considered on their merits, particularly in terms of providing jobs, skills and their contribution to the borough's GVA.’

T3 – New Development and Sustainable Travel

4.11 This policy states:

‘New development will be expected to:

Be located and designed to reduce the need to travel, be accessible to public transport and meet the needs of pedestrians and cyclists;

Provide at least the minimum levels of parking for cycles, motorbikes, scooters, mopeds and disabled people set out in the relevant Supplementary Planning Document; Provide a transport statement or assessment in line with guidance set out in the National Planning Policy Framework and guidance including where appropriate regard for cross boundary local authority impacts; and

Provide a travel plan statement or a travel plan in accordance with guidance set out in the National Planning Policy Framework, including where appropriate regard for cross boundary local authority impacts.

Travel plans will be secured through a planning obligation or a planning condition. Where levels of accessibility through public transport, cycling and walking are unacceptable, we will expect developers to take action or make financial contributions in accordance with policy I1. If it is not possible or appropriate for the minimum amount of parking for cycles, motorbikes, scooters, and mopeds to be met on site, the developer must provide, or contribute towards, off-site parking, or improve or provide other forms of travel.'

T4 – New Development and Transport Safety

4.12 This policy states:

'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. If a development is not suitably served by the existing highway, or would create or add to problems of safety or the efficiency of the highway or any adjoining rail infrastructure for users, we will expect developers to take mitigating action or to make a financial contribution to make sure the necessary improvements go ahead. Any contributions will be secured through a planning obligation or planning condition.'

D1 – High Quality Design and Place Making

4.13 This policy states:

'Development is expected to be of high quality design and will be expected to respect, take advantage of and reinforce the distinctive, local character and features of Barnsley, including:

Landscape character, topography, green infrastructure assets, important habitats, woodlands and other natural features;

Views and vistas to key buildings, landmarks, skylines and gateways; and Heritage and townscape character including the scale, layout, building styles and materials of the built form in the locality.

Through its layout and design development should:

Contribute to place making and be of high quality, that contributes to a healthy, safe and sustainable environment;

Complement and enhance the character and setting of distinctive places, including Barnsley Town Centre, Penistone, rural villages and Conservation Areas;

Help to transform the character of physical environments that have become run down and are lacking in distinctiveness;

Provide an accessible and inclusive environment for the users of individual buildings and surrounding spaces;

Provide clear and obvious connections to the surrounding street and pedestrian network; Ensure ease of movement and legibility for all users, ensure overlooking of streets, spaces and pedestrian routes through the arrangement and orientation of buildings and the location of entrances;

Promote safe, secure environments and access routes with priority for pedestrians and cyclists;

Create clear distinctions between public and private spaces;

Display architectural quality and express proposed uses through its composition, scale, form, proportions and arrangement of materials, colours and details;

Make the best use of high quality materials;

Include a comprehensive and high quality scheme for hard and soft landscaping; and Provide high quality public realm.

In terms of place making, development should make a positive contribution to achieving qualities of a successful place such as character, legibility, permeability and vitality.'

CC1 – Climate Change

4.14 This policy states:

'We will seek to reduce the causes of and adapt to the future impacts of climate change by:

Giving preference to development of previously developed land in sustainable locations;

Promoting the reduction of greenhouse gas emissions through sustainable design and construction techniques;

Locating and designing development to reduce the risk of flooding;

Promoting the use of Sustainable Drainage Systems (SuDS);

Promoting and supporting the delivery of renewable and low carbon energy; and

Promoting investment in Green Infrastructure to promote and encourage biodiversity gain.'

CC3 – Flood Risk

4.15 This policy states:

'The extent and impact of flooding will be reduced by:

Not permitting new development where it would be at an unacceptable risk of flooding from any sources of flooding, or would give rise to flooding elsewhere;

Ensuring that in the Functional Floodplain (Flood Zone 3b), only water compatible development or essential infrastructure (subject to the flood risk exception test) will be allowed. In either case it must be demonstrated that there would not be a harmful effect on the ability of this land to store floodwater;

Requiring developers with proposals in Flood Zones 2 and 3 to provide evidence of the sequential test and exception test where appropriate;

Requiring site-specific Flood Risk Assessments (FRAs) for proposals over 1 hectare in Flood Zone 1 and all proposals in Flood Zones 2 and 3;

Expecting proposals over 1000 m2 floor space or 0.4 hectares in Flood Zone 1 to demonstrate how the proposal will make a positive contribution to reducing or managing flood risk; and

Expecting all development proposals on brownfield sites to reduce surface water run-off by at least 30% and development on greenfield sites to maintain or reduce existing run-off rates requiring development proposals to use Sustainable Drainage Systems (SuDS) in accordance with policy CC4; and

Using flood resilient design in areas of high flood risk.'

Supplementary Planning Documents

Parking

- 4.16 This document sets out the car and cycle parking requirements for different development types.
- 4.17 The proposal is assessed against this planning policy context in Section 5 below.

5.0 Appraisal

5.1 Having regard to policy, it is considered that the key issues associated with this proposal are:

- Development Principle;
- Impact on the Character of the Area;
- Impact on Residential Amenity;
- Highway Safety and Parking; and
- Other Material Considerations.

Development Principle

5.2 The site is not identified as a specific land use allocation. It falls within the Urban Barnsley settlement boundary and within the 'urban fabric'.

5.3 Paragraph 5.14 of the BLP states, *'We want to encourage growth in what are our most accessible and sustainable locations in the borough. Urban Barnsley will be the main focus for development, and will support the important role of Barnsley Town Centre.'* Accordingly, development in this location is in accord with this aspiration and the requirements of Policy LG2.

5.4 The site context is comprised of industrial and commercial operations. The proposed extension use is appropriate in this location. Accordingly, development in this location is in accord with the requirements of Policy E3.

Impact on the Character of the Area

5.5 The site context is comprised of industrial and commercial operations. The proposed extension use is appropriate in this location given its scale and construction when compared to the surrounding buildings and structures. The proposal accords with the requirements of Policy GD1 and D1 in this regard.

Impact on Residential Amenity

- 5.6 The nearest residential properties are some 200m to the south of the application site. There are industrial and commercial properties between these properties and the application site. There is no prospect of the use of the extension for the purpose proposed (Use Class B2) impacting in a detrimental manner on the amenity of the residents of properties on Claycliffe Avenue or elsewhere. The proposal accords with the requirements of Policy GD1 in this regard.

Highway Safety and Parking

- 5.7 The extension will be accessed utilising the current access from Claycliffe Road (A637). The scale of the extension will not result in the generation of significant additional trips to the site or extra demand for car parking on or off site. The extension is required to rationalise existing operations. It is highly unlikely that there would be any demonstrable harm to the public highway in terms of capacity and safety, and the proposal fully complies with the Council's parking standards. The proposal accords with the requirements of Policies T3 and T4 in this regard.

Other Material Considerations

Provision for Storage and Collection of Waste

- 5.8 Given the nature of the proposal, there would not be any need for any special requirements for the collection of waste and recycling. These would be managed utilising the existing arrangements on site.

Drainage and Surface Water Run-off

- 5.9 Given the small scale of footprint (70 m²) and the fact the extension is located on an area already hard standing, there would be no implications in terms of surface water drainage or run off. The site is located within Flood Risk Zone 1, and as such, there is no need for a site-specific flood risk assessment. As there is no increase in the hard-surfaced area as a result of the proposals, it is not expected to increase the level of surface water run-off from the site. The proposal accords with the requirements of Policies CC1 and CC3 in this regard.

6.0 Conclusion

- 6.1 The proposal seeks to provide (retrospectively) high-quality accommodation for the existing occupiers and operators of the host building, Alton Cars, a bodywork and repair workshop.
- 6.2 The use as proposed (Use Class B2) is entirely appropriate in this location as supported by Policy LG2 and E3. The extension is to the rear of the existing building and does not impact the street scene. The scale and materials used are appropriate to the locality.
- 6.3 No issues arise in relation to residential amenity, highways safety or flood risk.
- 6.4 The proposal complies fully with the NPPF, Policies GD1, LG2, E3, T3, T4, D1, CC1 and CC3 of the Barnsley Local Plan (2019), and all relevant SPD documents. It should, therefore, be approved without delay in accordance with Paragraph 11 c) of the NPPF and Section 38(6) of the Planning and Compulsory Purchase Act 2004.