

# PLANNING STATEMENT

Proposed Warehouse Extension for Billington Structures Limited,  
Engine Lane, Shafton, Barnsley, S72 8SP

## REPORT

### Document status

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Jonathan Alsop

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# 1 INTRODUCTION

- 1.1 This Planning Statement (PS) has been prepared by RPS on behalf of Billington Structures Ltd ('the Applicant'), to accompany a full planning application submitted to the Local Planning Authority (LPA), Barnsley Borough Council, for the extension of an existing warehouse/factory building at Billington Structures Ltd site in Shafton ('the Site').
- 1.2 The Proposed Development is appropriately located given the context of the Site itself and its surroundings, it accords overall with national and local planning policy and relevant material planning considerations; and will assist in the growth of an existing business in the Borough.
- 1.3 In accordance with the LPA 'Local Validation Requirements' this PS is provided in support of a full planning application made under the Town and Country Planning Act 1990 ('the 1990 Act') and the Planning and Compulsory Purchase Act 2004 ('the 2004 Act') (together 'the Planning Acts'), as amended.
- 1.4 This PS sets out the planning policy context relating to the Proposed Development and assesses how material planning considerations and environmental issues have been addressed. Whilst the PS is set out to be read as a standalone document, it should be read in the context of the entire submission suite.
- 1.5 The PS is structured as follows:
- Section 1: Introduction to PS and Proposed Development;
  - Section 2: Application Site, surroundings and planning history;
  - Section 3: The Proposed Development;
  - Section 4: Relevant National and Local Planning Policy;
  - Section 5: Planning Appraisal; and
  - Section 6: Planning Balance and Conclusion.
- 1.6 This statement should be read alongside the following application documents and plans submitted in support of the planning application:

## Documents

- Planning Application Form;
- Ownership Certificate;
- Design Statement;
- Transport Statement;
- Noise Impact Assessment;

## Plans

## REPORT

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- Site Location Plan;
- Existing Site Plan;
- Proposed Site Plan;
- Existing Elevations;
- Proposed Elevations;
- Proposed Building Layout;
- Surface Water Drainage Layout; and
- Proposed Levels.

## 2 APPLICATION SITE

### Application Site and Surroundings

- 2.1 The Application Site measures approximately 0.83 hectares (ha) and is located off Engine Lane, Shafton, Barnsley.
- 2.2 The Application Site comprises part of the wider Billington Structures Ltd Shafton site, which produces a range of steelwork. The Site itself is defined by the southern warehouse unit and associated service yard to the northwest. Access is achieved via that existing off Hodroyd Lane.
- 2.3 The Site is bound by the remaining warehouse associated with Billington Structures Ltd to the north, with their associated service yards, storage areas and internal access roads bounding the Site to the east, south and west.
- 2.4 Beyond the wider Billington Structures Ltd site, is land falling within the Green Belt, but it is important to stress the Site itself is outside the Green Belt. The A628 and the main built-up area of Shafton are to the north, with Brierly to the north east, Grimethorpe to the south and Cudworth to the southwest.

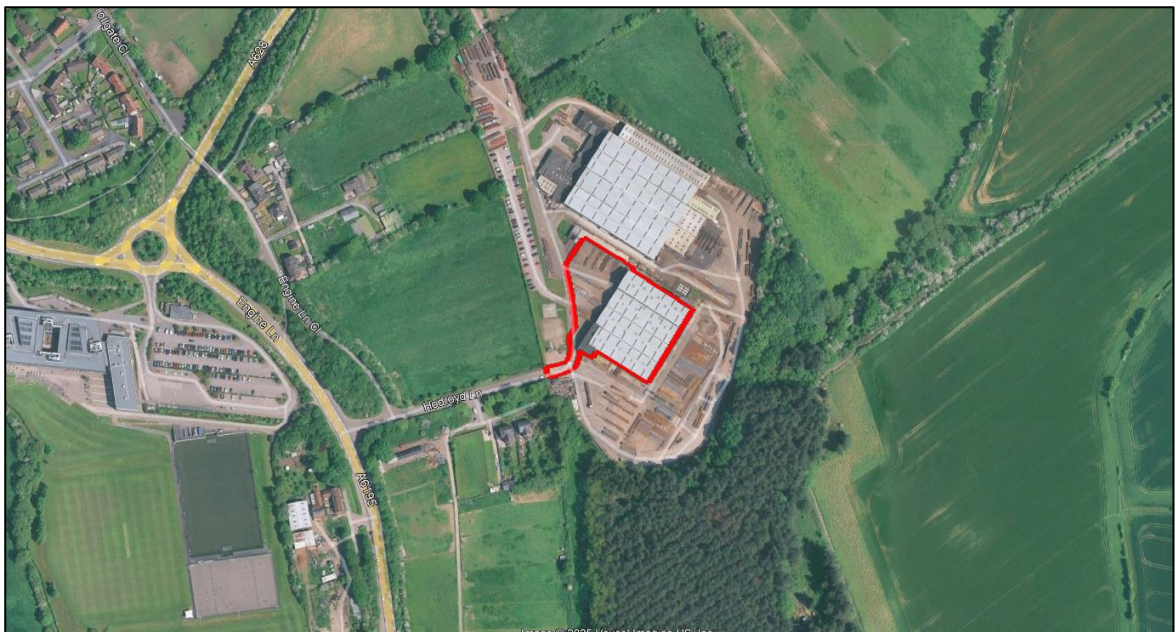
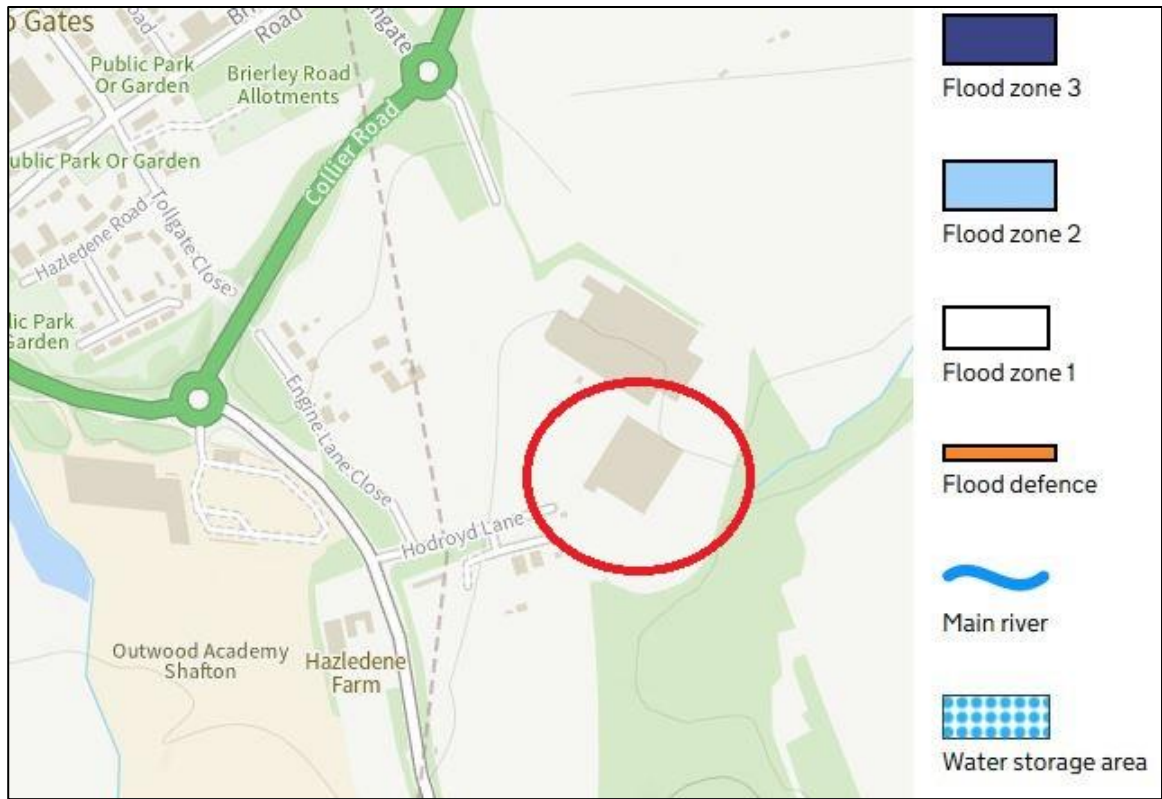


Figure 1: Google Earth Extract Showing the Site

### Designations

- 2.5 The Environment Agency Flood Map for Planning, which is available online, indicates that the Site is located within Flood Zone 1.



**Figure 2: EA Flood Map for Planning**

- 2.6 The Site itself is not subject to any further statutory designations, and there are no ecological designations within 2km of the Site.
- 2.7 In respect of the historic environment, from review of the Historic England Map Search there are no heritage assets within the Site or its vicinity.
- 2.8 The below extract from the Barnsley Local Plan Map shows the Site is within the Dearne Valley Green Heart Nature Improvement Area (dashed lines) and adjacent to the Green Belt (green horizontal lines).



Figure 3: Extract from the Barnsley Local Plan Map

## Planning History

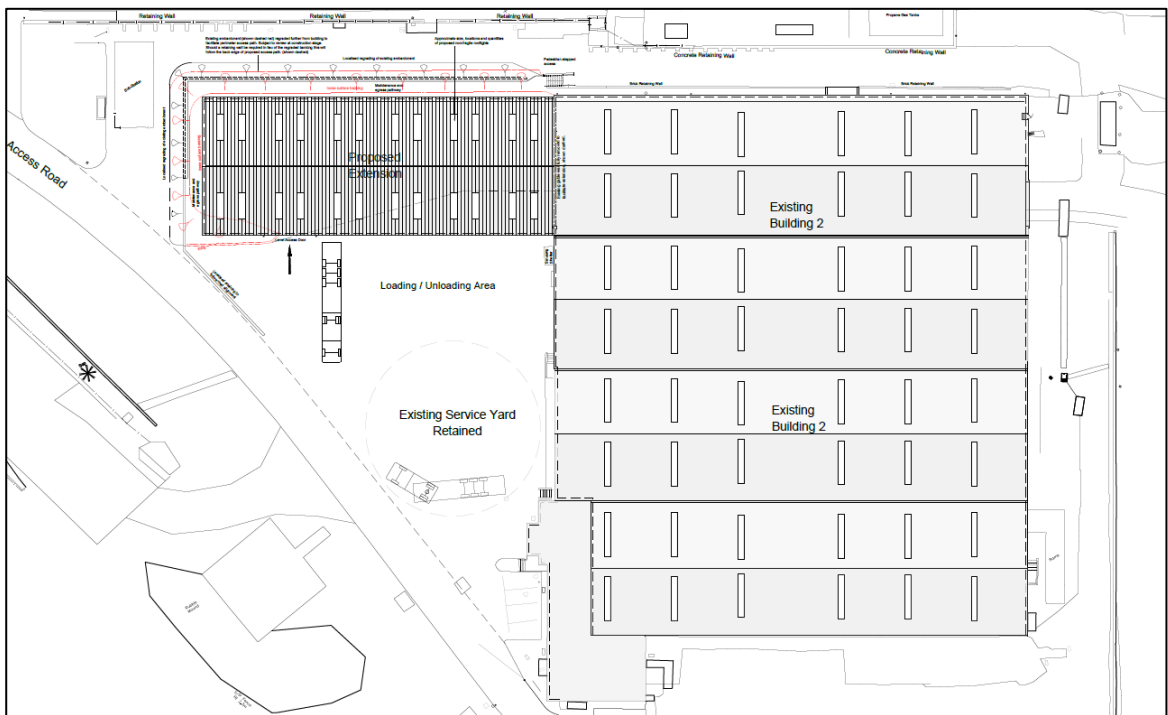
2.9 From review of the LPAs online planning mapping, the Site itself does not have any recent planning history. There are planning applications online which are outlined in the below table, but owing to not being able to access the documents electronically it is not clear whether these are of relevance.

Table 1: Planning Applications Associated with the Site

Planning Ref	Description	Status
B/05/0799/HR	Formation of loading bay to industrial unit	Approved with conditions on 03/06/2005
B/03/0718/HR	Change of use of general industrial factory unit/warehouse (B2 and B8) to battery recycling facility.	Refused on 26/09/2003
B/03/1225/HR	Use of premises as a tyre recycling facility	Unknown

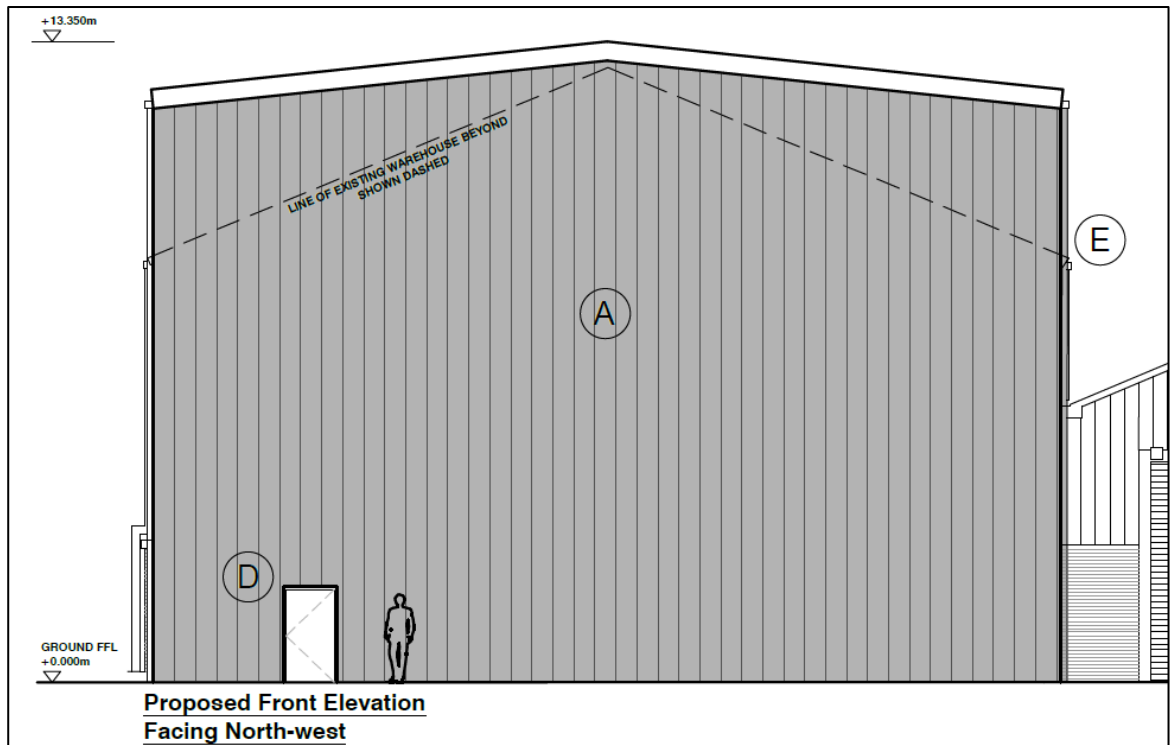
### 3 THE PROPOSED DEVELOPMENT

- 3.1 In overview, the Proposed Development comprises an extension to an existing warehouse building on Site.
- 3.2 Owing to the continued success of the business, their workload has significantly increased and they wish to be able to provide a larger range and size of steelwork. The proposed extension would, therefore, facilitate the growth of an existing business in the Borough whilst enabling said business to further grow by being able to provide a wider range of products and services.
- 3.3 The Proposed Development would result in a north-westerly extension to an existing warehouse building currently serving operations on Site. Whilst the Proposed Development measures 18.4m in depth and 47.9m in width internally, this is relatively minor in nature when compared to the existing warehouse. An extract of the Proposed Site Plan is provided below which demonstrates this.



**Figure 4: Extract of the Proposed Site Layout**

- 3.4 The Proposed Development height is also in keeping with that of the existing warehouse, measuring 13.4m to the ridge which is only marginally taller. This is demonstrated on the below Proposed Elevations extract, with the dashed line illustrating the height of the existing warehouse beyond the proposed extension.



**Figure 5: Extract from the Proposed Elevations**

- 3.5 The external walls will comprise metal profile cladding to match that existing, with level access doors and personal doors. The roofing will comprise metal profiled cladding, again matching that existing, with the provision of triple skin rooflights.
- 3.6 There will be no access revisions required, with that existing being sufficient to serve the Proposed Development.
- 3.7 Vehicles can still enter and leave the Site in a forward gear and parking provision will not be impacted as a result of the Proposed Development.

## 4 RELEVANT NATIONAL AND LOCAL PLANNING POLICY

4.1 Section 38 of the Planning and Compulsory Purchase Act 2004 and Section 70 of the Town and Country Act 1990 requires that planning applications must be determined in accordance with the relevant development plan unless material considerations indicate otherwise. In this case, the relevant development plan for Barnsley Borough Council is as follows:

- Barnsley Local Plan: Adopted January 2019;
- Barnsley, Doncaster and Rotherham Joint Waste Plan; and
- Neighbourhood Development Plans.

4.2 Other material considerations includes:

- National Planning Policy Framework, December 2024 (NPPF);
- National Planning Policy Guidance; and
- Supplementary Planning Documents (SPD)

4.3 As per the Barnsley Local Plan Map as of 30/01/2025, the Site does not fall within any neighbourhood plan areas.

### Adopted Development Plans

#### Barnsley Local Plan: Adopted January 2019

4.4 The Local Plan sets out the spatial strategy and strategic policies for the Borough to deliver sustainable development.

4.5 The following table outlines all relevant policies within the Local Plan.

**Table 2: Relevant Policies from the Local Plan**

Policy	Description
<b>Policy SD1 Presumption in favour of Sustainable Development</b>	The LPA will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework.
<b>Policy GD1 General Development</b>	Outlines criteria development proposals must comply with to be approved.
<b>Policy LG2 The Location of Growth</b>	Outlines where development should be targeted.

Policy	Description
<b>Policy E3 Uses on employment land</b>	Confirms the type of development that will be supported on land currently used for employment purposes.
<b>Policy E4 Protecting Existing Employment Land</b>	States land or premises currently or last used for employment purposes will be retained in order to safeguard existing or potential jobs.
<b>Policy E6 Rural Economy</b>	Confirms development will be allowed where it supports the growth of existing businesses in rural areas.
<b>Policy T3 New Development and Sustainable Travel</b>	Requires new development proposals to provide a transport statement or assessment in line with guidance set out in the National Planning Policy Framework and guidance.
<b>Policy T4 New development and Transport Safety</b>	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.
<b>Policy D1 High Quality Design and Place Making</b>	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 the area.
<b>Policy LC1 Landscape Character</b>	Development will be expected to retain and enhance the character and distinctiveness of the individual Landscape Character area in which it is located.
<b>Policy CC3 Flood Risk</b>	Developments should be steered away from areas of flood risk.

## Barnsley, Doncaster and Rotherham Joint Waste Plan

4.6 Owing to the form of development and this being a minor planning application, there are no relevant policies within the Joint Waste Plan.

## Other Material Considerations

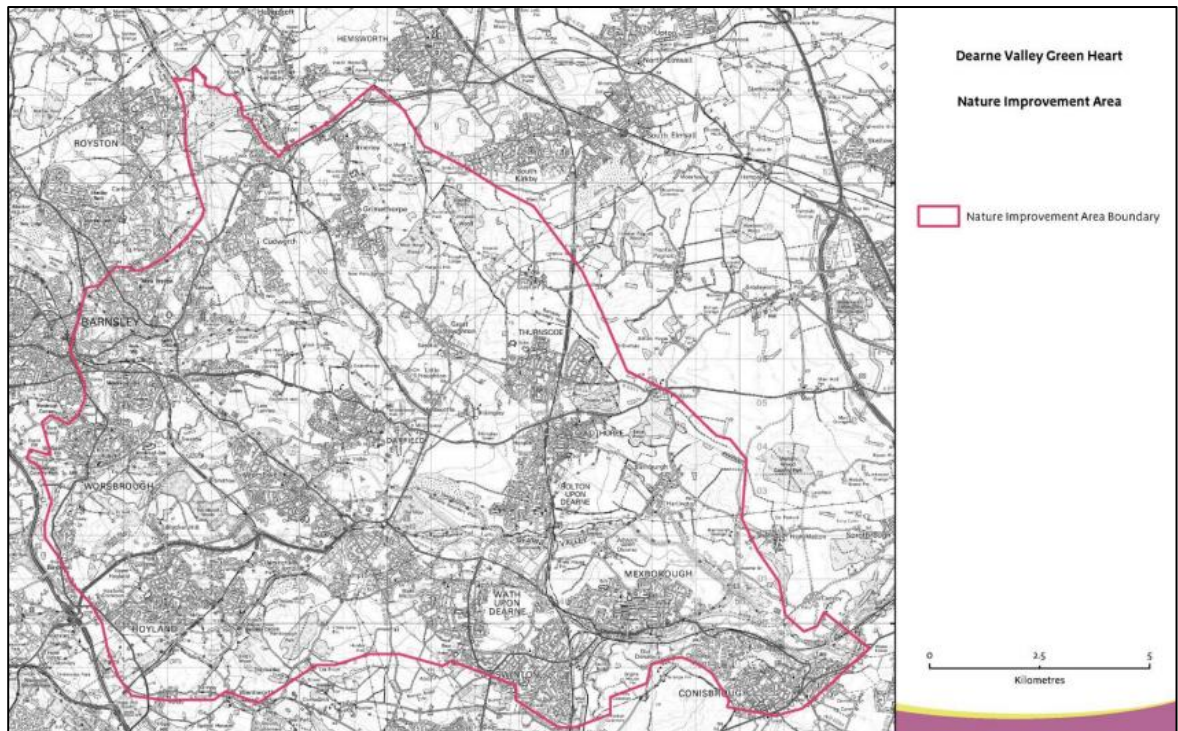
### National Planning Policy Framework (NPPF)

4.7 The NPPF which was initially published on 27th March 2012 and most recently revised on 12th December 2024, sets out the Government’s streamlined planning policy direction for England and how these should be applied. It confirms that the purpose of the planning system is to contribute to the achievement of sustainable development, to meet the needs of the present without compromising the ability of future generations to meet their own needs. In particular, development that serves to enable economic growth is supported in this regard.

- 4.8 Sustainable development is achieved through three overarching objectives: economic; social; and environmental objectives. For sustainable development to be pursued in a positive way, a presumption in favour of sustainable development is at the heart of the Framework. In the context of the decision-making process, this general presumption in favour of sustainable development means approving development that accords with development plans without delay (para 11c), and where relevant policies of the development plan are out of date, granting planning permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits.
- 4.9 The NPPF includes core planning principles that aim towards the establishment of a strong, competitive economy, through effective sustainable development and the protection of our historic and natural environments.
- 4.10 Chapter 2 requires decision making to be in favour of sustainable development where development proposals accord with an up-to-date development plan.
- 4.11 Chapter 6 states that local authorities should plan proactively to meet the development needs of business and support an economy fit for the 21st century. Planning policies and decisions should help create the conditions in which Britain can lead the way for innovation and address challenges of the future. The NPPF includes an economic objective to help build a strong, responsive, and competitive economy. Planning policies should proactively encourage sustainable economic growth, considering national and local strategies. The Framework emphasises the need to support businesses, innovation, and productivity. Local authorities should identify strategic sites and address barriers to investment.
- 4.12 Paragraph 7 of the NPPF establishes the purpose of the planning system, which is to contribute to the achievement of sustainable development as defined by economic, social and environmental objectives. Paragraph 11 identifies clearly that local planning authorities should approve development proposals that accord with an up-to-date development plan without delay.
- 4.13 Section 11 seeks to encourage the effective use of land, with Paragraph 125 encouraging local authorities to “support the development of under-utilised land and buildings”. The proposals are planned to fully utilise and capitalise on the potential of the brownfield site, facilitating a more effective use of land through appropriate site intensification.
- 4.14 Chapter 12 affirms the Government’s commitment to the design of the built environment as a key aspect of sustainable development. Developments are also required to be designed in a sympathetic manner, considering local character.

## **Biodiversity and Geodiversity SPD**

- 4.15 This SPD has been consulted owing to the Site falling within the Dearne Valley Green Heart ‘Nature Improvement Area’ (NIA).



**Figure 6: Extract of the Dearne Valley Green Heart Nature Improvement Area**

- 4.16 NIAs are large, discrete areas that will deliver a step change in nature conservation, where a local partnership has a shared vision for the natural environment.
- 4.17 The Dearne Valley supports nationally important assemblages of breeding birds of lowland damp grassland, lowland open water and their margins and scrub plus nationally important numbers of some individual species of breeding water birds.
- 4.18 That being said, it is important to note this is a brownfield site, solely seeking an extension to an existing warehouse to enhance current operations on site.
- 4.19 There are also no ecological statutory designations on Site.
- 4.20 The Site qualifies for BNG exemption owing to no priority habitat being impacted, whilst impacting less than 25 square metres of on-site habitat and 5 metres of on-site linear habitats.
- 4.21 As such, the SPD is not a material consideration for the Proposed Development.

## 5 PLANNING APPRAISAL

### Principle of Development

- 5.1 The Proposed Development is for an extension to an existing warehouse on the Billington Structures Ltd Shafton site.
- 5.2 The need for the extension has arisen as a result of this local businesses success, in addition to allowing the business to expand their steelwork operations and provide increased forms of steelwork than they are able to at present. The extension would, therefore, allow for the continued growth of this local business.
- 5.3 The extension is needed as there is insufficient space to facilitate the demand for the larger variety and scale of steelwork. The Proposed Development will become the 'first stage' of the steelwork process and will link into the processes occurring in the existing warehouse.
- 5.4 The Site has 80 employees, with both local and national policy supporting appropriate expansion of local businesses and creating environments where they can thrive.
- 5.5 The Site is brownfield in nature, free of environmental constraints, is connected to the existing business and will allow for its appropriate expansion.
- 5.6 As such, the principle of development is deemed acceptable in accordance with Local Plan policies SD1, GD1, LG2, E3, E4 and E6, in addition to Chapters 2 and 6 of the NPPF.

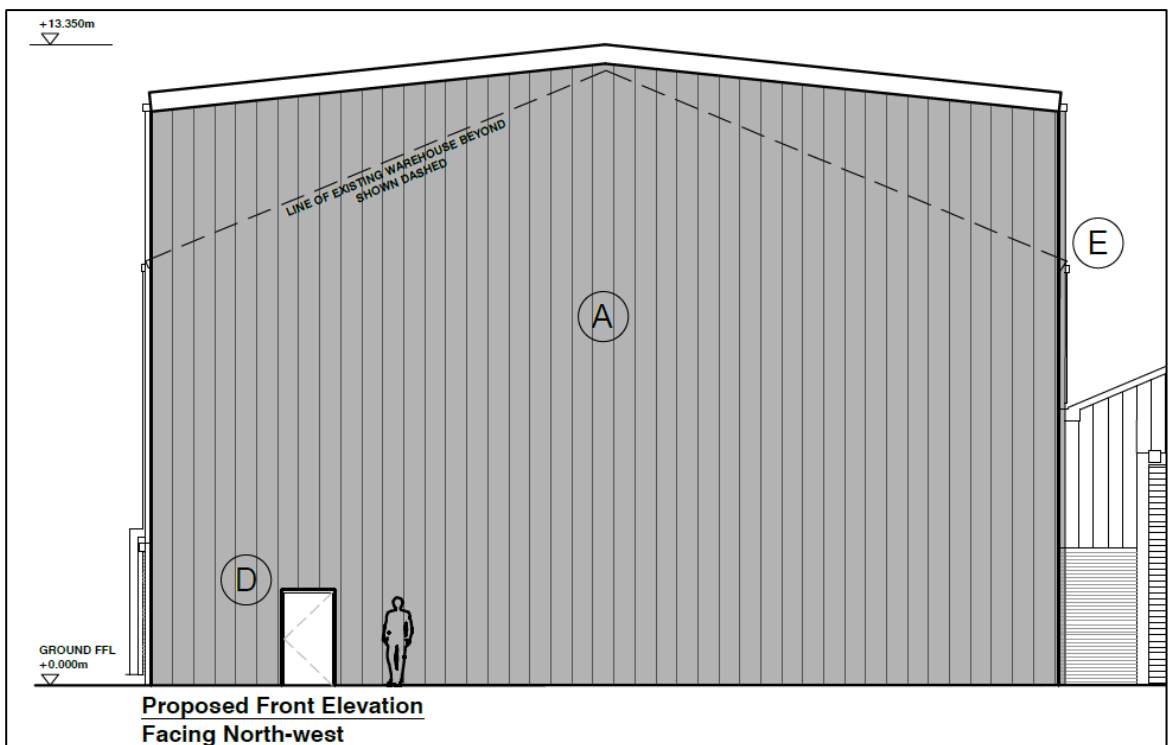
### Character of the Area

- 5.7 The first consideration is the form of development. The Proposed Development comprises an extension to an existing warehouse. Both the existing and proposed buildings will facilitate the existing steelwork operations on Site. Furthermore, there is an additional steel work warehouse to the north within the wider Site. As such, the extension would not result in an alien form of development when considering its proposed use and siting within the wider Site, and would be seen in this context.
- 5.8 In terms of design, the Proposed Development would result in a north-westerly extension to an existing warehouse building currently serving operations on Site. Whilst the Proposed Development measures 18.4m in depth and 47.9m in width internally, this is relatively minor in nature when compared to the existing warehouse. An extract of the Proposed Site Plan is provided below which demonstrates this.



**Figure 7: Extract of the Proposed Site Layout**

5.9 The Proposed Development height is also in keeping with that of the existing warehouse, measuring 13.4m to the ridge which is only marginally taller. This is demonstrated on the below Proposed Elevations extract, with the dashed line illustrating the height of the existing warehouse beyond the proposed extension.



**Figure 8: Extract from the Proposed Elevations**

- 5.10 The external walls will comprise metal profile cladding to match that existing, with level access doors and personal doors. The roofing will comprise metal profiled cladding, again matching that existing, with the provision of triple skin rooflights.
- 5.11 Based on the above, it is clear the Proposed Development would be in keeping with the wider Site, utilises matching materials where feasible and is of a commensurate scale to the wider Site which would not result in a cramped form of development.
- 5.12 As such, the Proposed Development is deemed acceptable on character of the area grounds, in accordance with Local Plan Policies GD1, E3, D1 and LC1 and Chapter 12 of the NPPF.

### Amenity

- 5.13 Visual amenity has already been discussed and the Proposed Development has been deemed acceptable in this respect.
- 5.14 The Proposed Development has also been deemed of an appropriate scale, and with no immediate neighbours to the Site this means there will be no overbearing, overshadowing, loss of light or privacy issues arising from the Proposed Development.
- 5.15 The hours of operation on Site would not be changing as a result of the Proposed Development, meaning there would be no introduction of additional hours which could potentially give rise to unacceptable amenity impacts.
- 5.16 There will be no uplift in employee numbers on Site and a Transport Statement accompanies this submission. The Transport Statement confirms that the proposed extension would result in a worst-case scenario of 5 total trips in the morning peak and 7 total trips in the evening peak. Such a low increase in vehicle movements would not give rise to unacceptable amenity impacts.
- 5.17 Finally, this submission is accompanied by a Noise Impact Assessment. The assessment demonstrates that the Proposed Development will not cause a significant change in noise at receptors, and will therefore not change behaviours. This is a positive indication that receptors will not be adversely affected. In conclusion, it was demonstrated that the Proposed Development is unlikely to change existing noise levels in the area, meaning it will not give rise to significant adverse noise impacts at the nearest noise sensitive receptors. This accords with paragraph 185 of the NPPF.
- 5.18 As such, the Proposed Development is in accordance with Local Plan Policy D1 and the NPPF in terms of amenity.

### Flood Risk

- 5.19 The Application Site falls entirely within Flood Zone 1 and is not of a scale which triggers the need for a Flood Risk Assessment or Drainage Strategy. The Proposed Development will be safe from flooding without increasing flood risk elsewhere.

## Transport

- 5.20 A Transport Statement accompanies this submission, which assessed the potential impacts of the Proposed Development on highway grounds.
- 5.21 The main access is via Hodroyd Lane, an 8-metre-wide single carriageway with a security gate, connecting to the A6195 Engine Lane. The Site is about 20 minutes from both the M1 and A1, key routes for long-distance travel and freight transport. The access will remain as existing, as there are no issues with existing or proposed development on Site.
- 5.22 The existing car park is underutilised which provides 90 parking spaces for the 80 staff. The Site operates on shift patterns meaning that the 80 employees are split over two shifts. One disabled parking bay is provided within this total, located close to the building entrance. Therefore, no additional vehicle parking is proposed as part of the Proposed Development.
- 5.23 A trip generation exercise using TRICS shows that the development could generate 5 and 7 two-way trips during morning and evening peak hours, respectively. The local transport network can accommodate these trips without severe impact or adverse effects on highway safety, according to NPPF standards.
- 5.24 The Transport Statement establishes that the extension of the existing warehouse would not have a severe residual impact on the local highway network, in accordance with the requirements of the NPPF. Furthermore, the Proposed Development will provide a safe means of access to the Site.
- 5.25 As such, there are no transport reasons why the Proposed Development should not be permitted, showing compliance with both local and national policy.

## 6 SUMMARY AND CONCLUSION

- 6.1 Firstly, it has been demonstrated there will be no negative impacts arising from the Proposed Development.
- 6.2 The NPPF dictates that local planning authorities should approve development proposals that accord with an up-to-date development plan without delay. The relevant legislation still requires that the application should be determined in accordance with the statutory development plan unless material considerations indicate otherwise.
- 6.3 The Principle of Development has been deemed acceptable owing to the appropriate expansion of an existing business which employs 80 people, without there being any unacceptable material impacts.
- 6.4 It is concluded that the planning balance tilts firmly in favour of the scheme as a recognised and meaningful contributor towards sustainable development and assisting a local business to continue growing. Furthermore, it is considered that there are no significant adverse impacts resulting from the Proposed Development which would demonstrably outweigh its recognised benefits.