

2024/0695

Mr Andrew O'Callaghan

Glaziers Yard, 15 Chambers Road, Platts Common Industrial Estate, Hoyland, Barnsley, S74 9SA

Erection of side and rear extension to existing building to be used as additional manufacturing space (Use Class B2)

## Site Description

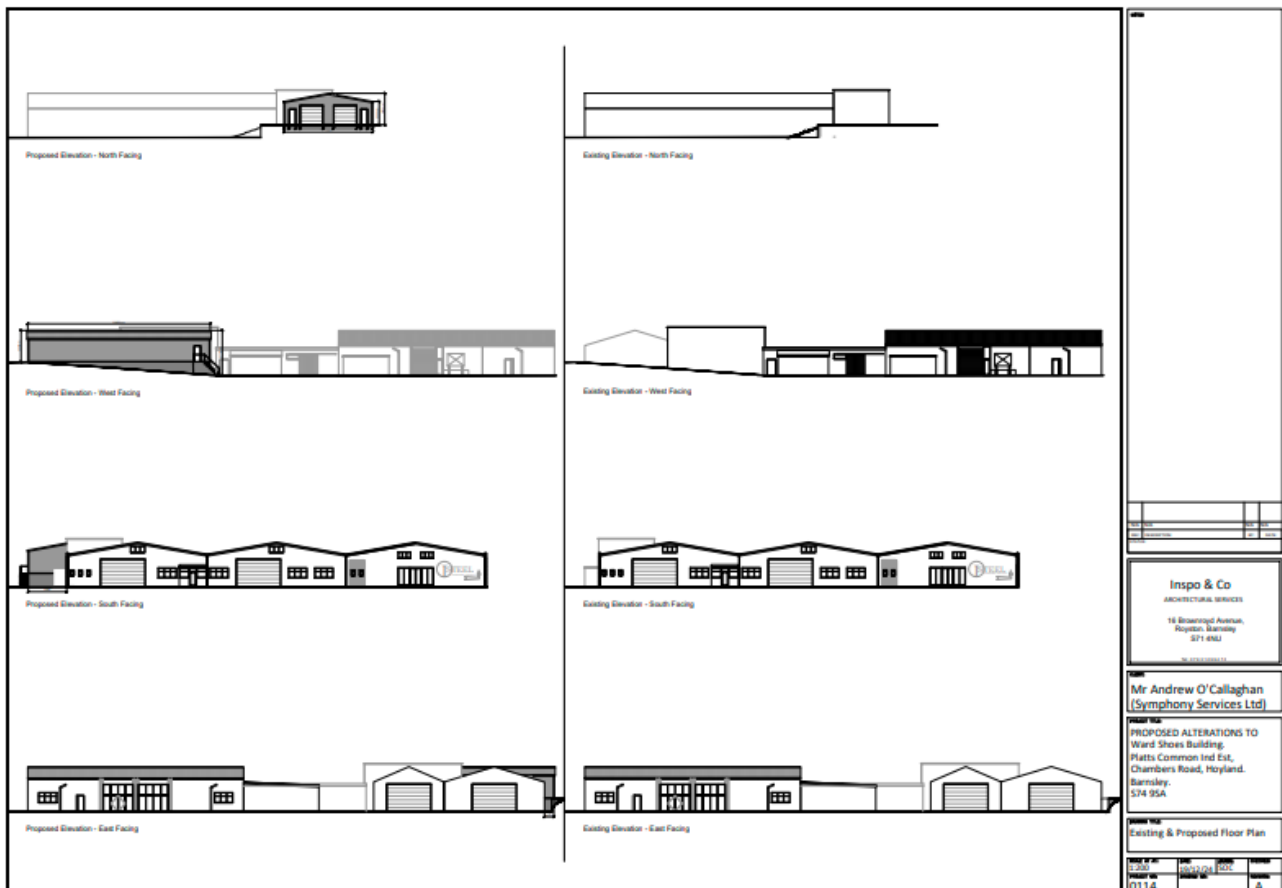
The site is located within Platts Common Industrial Estate off Chambers Road in Hoyland. The site also has a secondary access off Mason Way to the rear. The existing unit is single storey and has been extended (see below) with a brick frontage but also featuring cladding and other materials. There is an existing parking area at the front of the building. The surrounding area and street scene consists of other industrial units.

## Planning History

B/85/0378/HN - Erection of wood store and drying building (Historic)

2008/0381 - Erection of additional storage building (Approved with Conditions)

## Proposed Development



The applicant is seeking approval for the erection of a single storey side and rear extension to the building. The extension has a sideways projection of 11.5 metres at its furthest point and a rearwards projection of 23.6 metres at its furthest point. The overall floor area proposed is 196.3 square metres. The extension will feature a pitched roof with a ridge height of 4 metres and an eaves height of 4 metres. The materials used will be matching block, metal cladding and corrugated sheeting.

## **Relevant Policies**

### The Development Plan

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires proposals to be determined in accordance with the development plan unless material considerations indicate otherwise. The development plan for Barnsley consists of the Barnsley Local Plan (adopted January 2019).

The Local Plan review was approved at the full Council meeting on 24th November 2022. The review determined that the Local Plan remains fit for purpose and is adequately delivering its objectives. This means no updates to the Local Plan, in whole or in part, are to be carried out ahead of a further review. The next review is due to take place in 2027 or earlier if circumstances, require it.

### **Local Plan Allocation – Urban Fabric**

To the extent that development plan policies are material to an application for planning permission the decision on the application must be taken in accordance with the development plan unless there are material considerations that indicate otherwise (section 70(2) of the Town and Country Planning Act 1990 and section 38(6) of the Planning and Compulsory Purchase Act 2004). In reference to this application, the following policies are relevant:

**Policy SD1: Presumption in favour of Sustainable Development** – States that proposals for development will be approved where there will be no significant adverse effect on the living conditions and residential amenity of existing and future residents. Development will be expected to be compatible with neighbouring land and will not significantly prejudice the current or future use of neighbouring land. Policy GD1 below will be applied to all development.

**Policy 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. Development will be expected to be compatible with neighbouring land and will not significantly prejudice the current or future use of neighbouring land.

**Policy 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.

**Policy Poll1: Pollution Control and Protection** – 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.

**Policy T3: New Development and Sustainable Travel** – 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.

**Policy 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.

## Supplementary Planning Documents

In line with the Town and Country Planning (Local Planning) (England) Regulations 2012, Barnsley has adopted twenty eight Supplementary Planning Documents (SPDs) following the adoption of the Local Plan in January 2019. The most pertinent SPD's in this case are:

- Parking
- Residential amenity and the siting of buildings

The adopted SPDs should be treated as material considerations in decision making and are afforded full weight.

## National Planning Policy Framework

The NPPF sets out the Government's planning policies and how these are expected to be applied. The core of this is a presumption in favour of sustainable development. Proposals that align with the Local Plan should be approved unless material considerations indicate otherwise. In respect of this application, relevant policies include:

- Section 12: Achieving well designed places

## **Consultations**

The LPA's Biodiversity Officer was consulted and raised no objections subject to conditions.

Highways Development Control (DC) were consulted and raised no objections subject to conditions.

Highways Drainage were consulted and raised no objections.

Hoyland Milton Ward Councillors were consulted and raised no objections.

Pollution Control were consulted and raised no objections.

Yorkshire Water were consulted and raised no objections subject to conditions.

## **Representations**

The application has been advertised in accordance with Article 15 of the Town and Country Planning Development Management Procedure (England) Order 2015.

Neighbour notification letters were sent to surrounding properties and a site notice placed in the vicinity of the site, no comments were received.

## **Assessment**

The main issues for consideration are as follows:

- The acceptability of the principle of the development
- The impact on the character of the area
- The impact on neighbouring residential properties
- The impact on the highway network and highways standards

For the purposes of considering the balance in this application the following planning weight is referred to in this report using the following scale:

- Substantial
- Considerable
- Significant
- Moderate
- Modest
- Limited
- Little or no

### Principle of Development

The site falls within urban fabric which has no specific land allocation; however, the site and surrounding area is an established industrial estate. The proposal is for an extension to an existing industrial unit on a long-standing industrial estate therefore the principle of development is acceptable where the extension will not have a detrimental impact on the amenity of surrounding residents, visual amenity and highway safety.

### Visual Amenity

The proposed extension is to be located to the side of the existing unit projecting out towards the rear therefore it will not be prominent when approaching the site from the main entrance of Chambers Road. The height of the proposed extension does not exceed that of the existing building. The materials although not matching the existing building exactly are typical for the construction of this type of extension and will therefore harmonise with the existing building and are not deemed harmful.

The proposal would not adversely affect the appearance or character of the building or the surrounding area and would not result in a prominent or visually intrusive feature in the street scene. This weighs significantly in favour of the proposal. The proposed development is therefore not considered to be contrary to Local Plan Policy D1: High Quality Design and Place Making and is considered acceptable in terms of visual amenity.

### Residential Amenity

The proposed extension is located a sufficient distance from nearby residential properties, in excess of over 170 metres and it is considered that the proposed extension is unlikely to give rise to any significant detrimental impact upon residential amenity. The proposal is considered to be in compliance with Local Plan Policy GD1: General Development and is acceptable in terms of residential amenity. This weighs significantly in favour of the proposal.

### Highway Safety

There will be no impact upon highway safety. Glaziers Yard is currently occupied by five industrial units (A to E), all of which are accessed via Chambers Road. It was originally proposed to erect a new standalone industrial unit however this is now by way of an extension to the side and rear of Unit E. The access closest to the extension is off Mason Way rather than Chambers Road.

Mason Way forms part of the adopted highway network and serves a number of large industrial units. The proposed access point off Mason Way is already in existence, there are access gates in place as well as a dropped kerb; it would appear that this access is seldom used, and this area of the site is not hard surfaced.

The proposed industrial unit has a floor area of 196.3m<sup>2</sup> and the submitted information indicates that 7 additional employees are proposed. To comply with the Barnsley Supplementary Planning Document (SPD) Parking (2019) Table 1, the proposed B2 Industrial use requires 1 space per 50m<sup>2</sup> of floor area which equates to a need for 4no. parking spaces to be provided within the site.

Rather than being a standalone separate unit as previously proposed, the development now comprises an extension (on the same footprint as before) which is to be connected to, and accessed through, the existing units. The primary vehicular access is therefore to be via Chambers Road as per the existing buildings. The western site access off Mason Way is to be a secondary access point and would serve two new parking spaces.

The amended site plan Revision B now includes suitable car parking provision within the site with additional spaces next to those existing from the Chambers Road entrance. The plan also includes swept path manoeuvres which demonstrate that the two parking spaces served off Mason Way can be adequately accessed/egressed. The proposals are therefore considered acceptable from a highway's perspective. This weighs significantly in favour of the proposal.

### Conclusion

Having balanced all material planning considerations, the proposed extension of the building will not be significantly harmful to residential and visual amenity nor highway safety. Therefore, the positive aspects of the proposal are not outweighed by any other material planning considerations. The proposal is therefore, on balance, recommended for approval.

### **Recommendation**

**Approve with conditions**