2022/0219
Naylor Concrete Products Limited

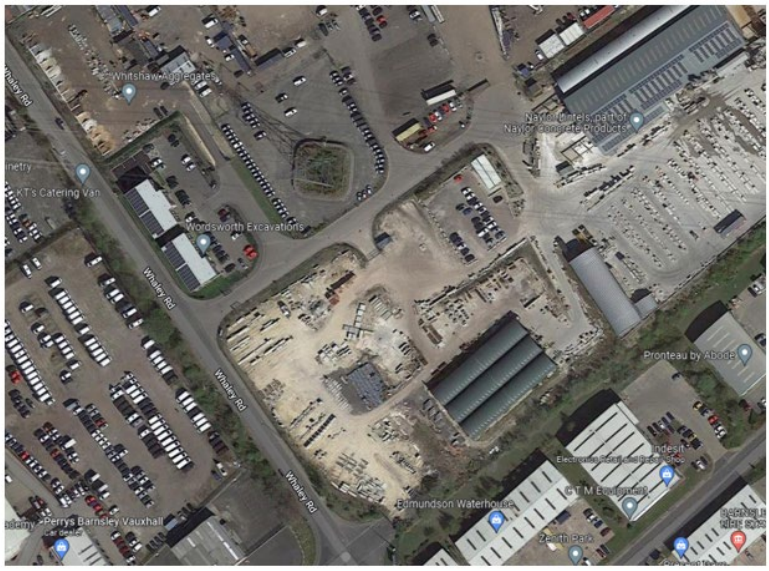
Erection of two storey office building and associated works including car park, landscaping and new access

Naylor Concrete Products Ltd, Whaley Road, Barugh Green, Barnsley, S75 1HT

Site Location and Description

The site is currently used for outside storage and is part of a larger area in use for a variety of industrial uses. The application site is currently bound by a paladin metal fence on the north west and south west boundaries. Recently constructed office buildings on the opposite side of the private estate road that will provide access to the application site are similar in design to the proposal, with red bricks and a grey profiled metal roof

Photos of the site and google aerial snip.



Site History

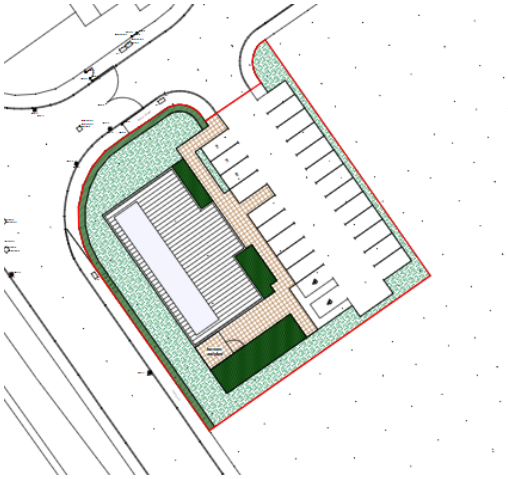
The most recent planning permission on the wider site is:
2007/0815 – permission granted for new offices and workshop for manufacture of concrete products (shown in top right-hand corner of the google aerial snip above)

Proposed Development

The applicant seeks permission for the erection of a two-storey office building providing 582 sq m of new internal floorspace, with red facing bricks, a goosewing grey roof covering and PV panels on the south-west facing roof plane. A new car park is proposed with 24 parking spaces including 2 disability spaces and 3 spaces provided with electric vehicle charging points. A new access is proposed to be taken from the private access road off Whaley Road. A bin store is proposed. It is indicated that the proposal will result in an additional 11 full time employees on the site and working hours of 6am to 8pm are proposed. Paladin fencing is proposed on the north-east and south-east boundaries. Landscaping including species rich hedgerows on the highway and private estate road boundaries, raised beds and amenity grassland/daisy lawn is proposed. The application is supported by a detailed drainage strategy (which has been revised during consideration of the planning application); a flood risk assessment and a design and access statement – the latter indicates that is intended to achieve Breeam 'very good'.

Extracts from plans:

Layout showing car parking and proposed building (Whaley Road elevation)



Policy Context

Planning decision 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 new Local Plan was adopted at the full Council meeting held on the 3rd of January 2019 after it was found to be sound by the appointed Planning Inspector following the examination process. This means that it now takes on full weight for decision making process in planning law terms as the development plan for the Borough, superseding the remaining saved policies from the Unitary Development Plan (adopted in the year 2000) and the Core Strategy (adopted in 2011).

Local Plan

The site is within an area designated as Urban Fabric within the Local Plan Proposals Maps and therefore the following policies are relevant:

Policy SD1 Presumption in favour of Sustainable Development – indicates that we will take a positive approach reflecting the presumption in favour of sustainable development in the National Planning Policy Framework and that we will work proactively with applicants to find solutions to secure development that improves the economic, social and environmental conditions in the area

Policy GD1 General Development – sets a range of criteria to be applied to all proposals for development.

Policy D1 High Quality Design and Place Making – indicates that development is expected to be of high quality design and to reflect the distinctive, local character and features of Barnsley.

Policy E4 Protecting Existing Employment Land – land or premises currently or last used for employment purposes will be retained. Non-employment uses will only take place if they would not result in significant loss of existing jobs or employment potential; there will still be an adequate supply of employment land/premises in the locality; and the land or premises can't support continue employment use.

T3 New development and Sustainable Travel – expects new development to be located and designed to reduce the need to travel, be accessible to public transport and meet the needs of pedestrians and cycles. Also sets criteria in relation to minimum levels of parking; provision of transport statements and of travel plans.

Policy T4 New development and Transport Safety – expects new development to be designed and built to provide safe secure and convenient access and to not cause or add to problems of highway safety or efficiency.

Policy CC2 – Sustainable Design and Construction – development will be expected to minimise resource and energy construction through the inclusion of sustainable design and construction features where this feasible and viable. Also sets the requirement that all non-residential development will be expected to achieve a minimum standard to BREEAM 'Very Good' and supported by a preliminary assessment at planning application stage.

Policy CC3 – Flood Risk -sets a range of criteria in relation to development and flood risk, including expecting all development proposals on brownfield sites to reduce surface water run off by at least 30%; development on greenfield sites to maintain or reduce existing run off rates; and development proposals to use SuDS in accordance with policy CC4.

Policy CC4 – Sustainable Urban Drainage Systems – all major development will be expected to use SuDS to manage surface water drainage unless it can be demonstrated that all types of SuDS are inappropriate. The council will also promote the use of SuDS on minor development. Planning applications must be supported by an appropriate drainage plan and SuDS design statement.

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.

Supplementary Planning Documents

Sustainable Travel - Seeks contributions for sustainable and active travel. Sets out the number of electric vehicle charging points to be provided by developments as a minimum

Parking – gives guidance on parking standards

Consultations

Air Quality Officer – no comments received

Coal Authority – confirm that the site does not fall within the defined Development High Risk Area, but is located instead within the defined Development Low Risk Area. In accordance with the agreed approach to assessing coal mining risks as part of the development management process, if this proposal is granted planning permission, it will be necessary to include The Coal Authority's Standing Advice as an informative on the decision notice.

Enterprising Barnsley – we are actively working with the applicant on this scheme. The development is essential in helping BMBC and SCR to create future employment opportunities (jobs) as per the existing strategic economic and corporate plans, as well as contributing to a jobs led recovery from COVID.

Highway Drainage – comments on original submission – There are outline drainage detailed on the plans submitted indicating foul and surface water discharge to mains. I am unable to make any constructive comments on the application but note that the area is well served by sewers. I consider that a conditional approval is appropriate in this case.

Highways DC – The application seeks approval for the erection of an office circa 580 sq/m for use of Naylors concrete and drainage, set within the existing site served by an existing access from Whaley Road. The building is set adjacent to Whaley Road with a new access to the car park area taken from the existing shared private industrial road. The proposal does not provide a specific servicing area for the building, so some parking bays may become blocked while service activities take place, however this is unlikely to have any significant adverse effect on the adjacent public highway. I conclude no objections from a highway perspective subject to conditions requiring the parking/manoeuvring facilities to be surfaced; surface water to be disposed of within the site and not discharge onto the public highway; a Construction Method Statement to be approved before development commences; and a note about not allowing vehicles to deposit mud/debris on the highway.

South Yorkshire Mining Advisory Service – The site is not located in a Coal Authority high risk referral area and therefore a coal mining risk assessment is not required. SYMAS records indicate the land and surrounding industrial estate is located upon made ground/landfill and therefore the applicant is advised to ensure foundations of the building are appropriately designed. I have not doubt that the site is/can be made suitable for the

proposed development. If planning permission is granted, the building and its foundations will be subject to Building Regulations approval. In summary, I have no objections to the proposals. If planning permission is granted it is recommended that the Coal Authority standing advice is attached to the decision notice.

Superfast South Yorkshire – recommend a condition requiring the provision of gigabit-capable full fibre broadband

Sustainability – no comments received

Yorkshire Water – comments on the revised drainage strategy – If planning permission is to be granted, a condition should be attached to require the development to be carried out in strict accordance with the submitted drainage strategy.

Ward Councillors – no response

Representations

The application has been publicised by means of direct letters to nearby properties and a site notice displayed 15 March to 5 April; no representations have been received.

Assessment

Principle of development

As the proposal is for an office building on an industrial estate the principle of development is acceptable subject to consideration of details.

Design

The proposed two storey building will have red facing bricks and a grey profiled metal roof. The design of the building reflects that of the nearby office buildings on the opposite side of the private estate access and it is appropriate and acceptable in the street scene. The proposal also includes significant areas of a landscaping in an area that is dominated by hard surfaces, and this will be a positive improvement. New fencing is proposed on the internal site boundaries. The proposals are considered to be acceptable and in compliance with Local Plan Policy D1. In addition, the design and access statement submitted with the application indicates the intention to achieve Breeam ‘very good’. Conditions are recommended requiring details of the bricks of the office building to be agreed; requiring details of the bin store to be agreed; requiring the new fencing to match the existing paladin fencing; details of the landscaping to be agreed and implemented and the building to achieve Breeam ‘very good’.

Residential amenity

The proposed officer building is at some significant distance from the nearest residential properties and is separated from them by intervening industrial and commercial buildings and uses. Any noise generated from the office building is likely to be lower than the noise generated by the existing uses on the industrial estate and it is concluded that the proposal is acceptable from a residential amenity point of view.

Highway safety

Highways DC have raised no objections to the proposal provided that conditions are imposed requiring the parking/manoeuvring facilities to be surfaced; requiring surface water

to be disposed of in a way that does not result in discharge onto the public highway; a Construction Method Statement to be approved before development comments; and a note about not allowing vehicles to deposit mud/debris on the highway. The application proposes 24 parking spaces which is more than the Parking SPD suggests for a building of this size (19) but will provide parking for the wider use and is not unreasonable. A condition is recommended to require the provision of cycle and motorcycle parking spaces. The layout shows the provision of 3 EVCPs which reflects the requirements of the Sustainable Travel SPD and a condition is recommended setting out the specification and to require their provision.

It is concluded that the proposals are acceptable from a highway safety point of view subject to the recommended conditions.

Drainage

A detailed drainage strategy has been submitted to demonstrate that foul water will be discharged to the sewer and surface water cannot be discharged by means of SuDS because of the likely ground conditions (the application site comprising made ground over landfill). It is proposed to provide an attenuation tank and discharge surface water to the sewer. A condition is recommended based on the advice of Yorkshire Water to secure appropriate drainage as set out in the submitted drainage strategy.

Other

Superfast South Yorkshire have recommended the imposition of a condition requiring the provision of gigabit capable full fibre broadband and a condition is recommended accordingly.

Recommendation

Grant subject to conditions