

2021/1042

Argo Feeds Ltd

Erection of vehicle maintenance workshop and parts store

Argo Feeds Ltd, Kirkwood Mills, Sheffield Road, Penistone

Description

Argo Feeds is an agricultural feed manufacturer and distributors. The site established in 1939 is located to the north of Sheffield Road between Oxspring and Penistone. The nearest residential dwelling are approx 70 metres to the west across from Kirkwood Beck running alongside the site. Beyond the boundaries of the commercial site past the north boundary and the west opposing Kirkwood Beck is dense woodland which screens the site from outside view. A hedgerow runs along the eastern boundary which screens the site from the adjacent agricultural land. There is a Grade II Listed Building known as Kirkwood Farm House approximately 60m from the entrance of the site to the west off Sheffield Road.

The site has expanded over the years as the business has grown and there are various permissions for extensions and additional buildings. The business also has a number of LGV's which require maintenance and repair. The site has a current workshop which has been in place for approximately 35 years and it is intended to replace this with a more modern structure.



View of the site from the east.



Planning History

In 2010 permission was given for the erection of a two bay extension to the storage building located in the north east corner of the site ref 2010/0813. A further building was granted permission in 2012 (2012/0757) for the erection of a feed storage building. The shift to bagged products has resulted in an increase in requirements for covered storage as customers expect products to be delivered in pristine condition. Therefore to enable the business to further utilise this service and shift in market demand and maintain the existing product quality control and staffing arrangements it is critical the business has adequate storage and loading for palletised bag products. In response to this the following application was approved in 2015, 2015/0769, for the erection of two bay extension to existing palletised feed store. An increase in business resulted in the need for further improved covered areas to the loading bays. In 2016 a further application was submitted for the erection of covered area to loading bay to the existing factory.

Proposed Development

The proposed scheme involves the erection of a vehicle maintenance workshop and parts store measuring 22.5m by 15m with a small offshoot store extension of 5m by 5m. The building has an overall height of 6.5m to the pitch. The proposed building would be constructed of

metal cladding and concrete block to match the existing building on site. The building is specially designed for the maintenance and repair of LGV vehicles used in connection with the agricultural feeds business. The site has a current workshop which has been in place for approximately 35 years and it is intended to replace this with a more modern structure.

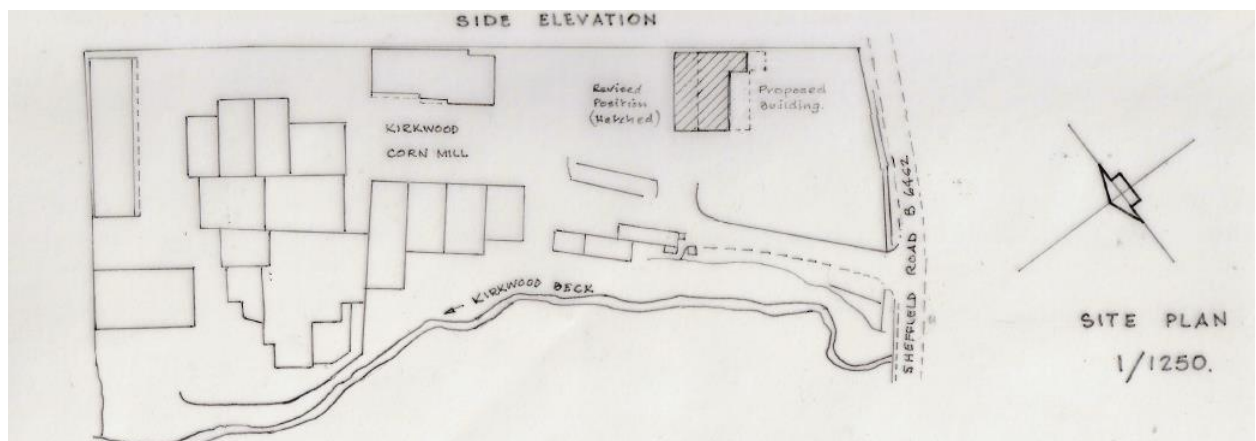
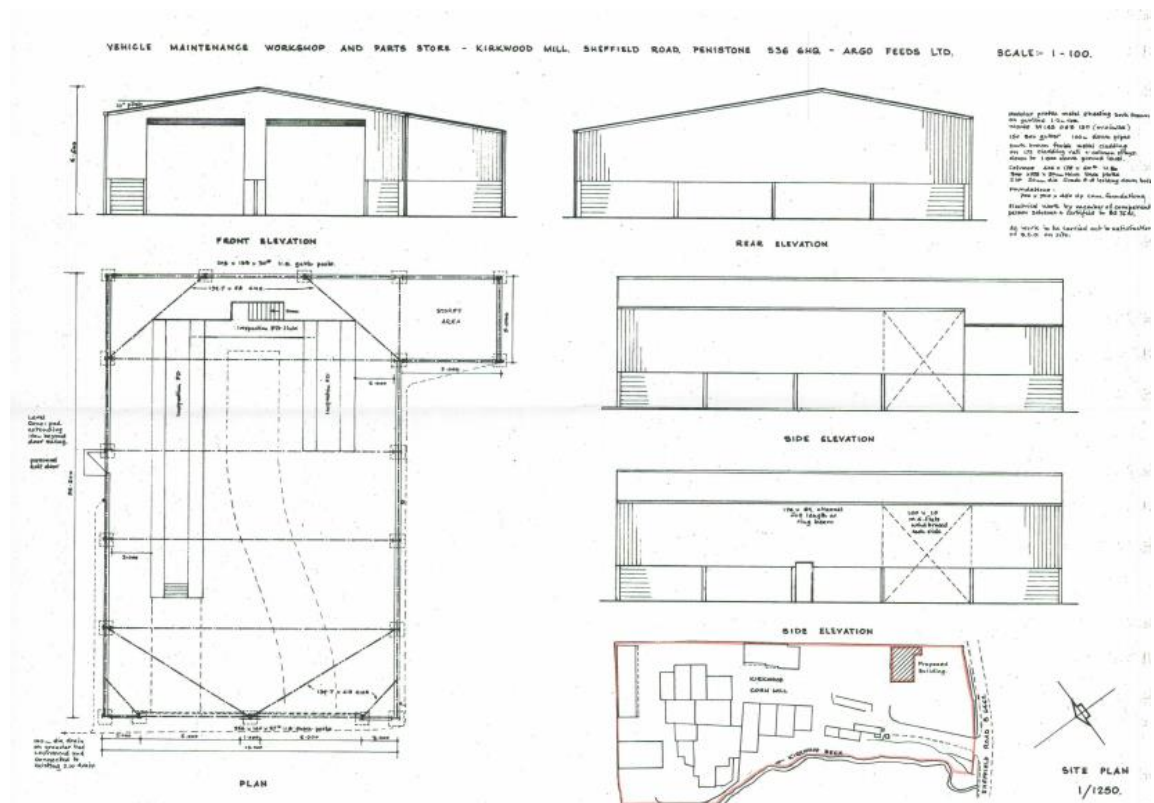
The applicant states that the current workshop opens Sunday evening – 17:30 and is open all week (24HRS) until Friday 18:00. The workshop is then closed all weekend from Friday 18.00 until Sunday evening at 17.30. The proposed workshop would have the same operating hours.

The plans have been amended during the course of the application and the building has been sited 6m further into the site so that it is closer to the existing buildings. The building is to be located on an area of hardstanding adjacent to the eastern boundary.

A noise report by Blue Tree Acoustics has also been submitted in support of the proposal.

The applicant has submitted the following justification for the proposal:- The requirement for this new workshop is for the following reasons:

- 1) Our present workshop facilities are proving inadequate, due to the increased size of LGV's and the complexity of their maintenance.
- 2) We hope to continue to employ local people to work with in this workshop as opposed to subletting the maintenance of the vehicles to the dealer workshops outside the Penistone or Barnsley area.
- 3) Through growth of our fleet of vehicles, we expect to increase employment and this building again will contribute to our aim.
- 4) The new workshop is a modern and hopefully more efficient replacement for our present on site facility. It is not an addition.
- 5) We have no plans to change our current working hours.
- 6) We have no plans to increase the quantity of vehicles we maintain in this workshop compared to present levels.
- 7) The new workshop will be insulated to reduce heat loss and noise pollution.
- 8) The new workshop will have rapid closing / insulated roller doors. These will close immediately after a vehicle enters. Our present workshop does not have such doors and vehicles are maintained with doors wide open.
- 9) The new workshop will be equipped with new/more modern garage equipment which we anticipate should be quieter on some jobs.
- 10) Separately to the plans submitted we propose to erect an 8ft fence on top of the existing 3ft wall on the picture attached. We believe an 11ft barrier will give good visual and noise protection for residents at the top end of Knowles St from the workshop. We also intend to plant new conifer trees to the top of our North West boundary towards Knowles St. We will also let the existing conifer trees on this boundary grow higher and thicker than previously.



Policy Context

The new Local Plan was adopted at the full Council meeting held 3rd 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).

The site is set within the Green Belt.

In reference to this application, the following policies are relevant:

GB1: Protection of Green Belt The general extent of the Green Belt is set out on the Key Diagram. The detailed boundaries are defined on the Policies Map. Green Belt will be protected from inappropriate development in accordance with national planning policy.

D1: High quality design and place making – This policy sets the overarching design principles for the borough. 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 local area.

T4: New development and highway improvement - 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.

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. We will not allow development of new housing or other environmentally sensitive development where existing air pollution, noise, smell, dust, vibration, light or other pollution levels are unacceptable and there is no reasonable prospect that these can be mitigated against.

Developers will be expected to minimise the effects of any possible pollution and provide mitigation measures where appropriate.

HE1: The Historic Environment - We will positively encourage developments which will help in the management, conservation, understanding and enjoyment of Barnsley's historic environment, especially for those assets which are at risk.

NPPF

The NPPF 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.

The following is of relevance to the application:-

13. Protecting Green Belt land

Para 147. Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.

Para 149. A local planning authority should regard the construction of new buildings as inappropriate in the Green Belt. Exceptions to this are:

limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing use (excluding temporary buildings), which would:— not have a greater impact on the openness of the Green Belt than the existing development; or— not cause substantial harm to the openness of the Green Belt, where the development would re-use previously developed land and contribute to meeting an identified affordable housing need within the area of the local planning authority.

Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.

Consultations

Enterprising Barnsley – Support the application

Oxspring Parish Council - No comments received

Highways DC – No comments received

Pollution Control – No objection

Yorkshire Water Services Limited – No objection subject to condition

Drainage – No objections, details to be checked by Building Control

Conservation Officer – No objections

Ward Councillors – No comments received

Representations

2 objections received which state the following:-

- We wish to object on a noise issue which we already have to tolerate usually from 3 to 4 am until early evening and are regularly woken up early if we have windows open especially in the summer months with lorries moving around. We also have noise sawing, hammering, music etc on Sunday mornings and an extra workshop will only exacerbate this problem.
- Has there been a noise assessment for this proposed new building & does it represent additional activity that already happens on site? Our garden backs onto this site & from the look of the proposed new building, this could cause additional & significant nuisance that incorporates a working VMU through the night as well as the day & including weekends. I would appreciate further discussion with the proposer to understand potential mitigating factors.

Material Consideration

Principle of development

The site is designated as within the Green Belt. However, within paragraph 149 of the NPPF it states that 'a local planning authority should regard the construction of new buildings as inappropriate in the Green Belt. Exceptions to this are:

limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing use (excluding temporary buildings), which would:– not have a greater impact on the openness of the Green Belt than the existing development.'

In this instance the whole site is occupied by an established animal feeds company. The proposal represents the erection of a vehicle workshop and store on an existing area of hardstanding. The building has been sited as close as possible to the existing buildings, without impeding access to the existing and proposed building, but also to allow for these large

vehicles to be able to turn on the site. The building is to be used in connection with the existing company in order to maintain their own fleet of vehicles. The building does not encroach outside of the area of built development as it would be set within the site and on an area of existing hardstanding. The building would also be well screened from the adjacent Green Belt land by existing hedgerows along the eastern and southern boundary. From within the site, the building would appear as part of this cluster of development.

The whole site is previously developed land and the proposal represents only a small increase in built development. The proposal would not have any significantly greater impact on the openness of the Green Belt than the current established development and would allow for the applicant's vehicles to be repaired on site which would be more efficient as the applicant would not need to take the vehicles away to be repaired/maintained and would benefit the existing established business. It would therefore be considered as acceptable in principle subject to the impact upon highway safety, residential amenity and visual amenity.

Visual Amenity

The building is designed so that it would tie in with the existing buildings on site in terms of design and materials. Whilst the proposal includes additional floor area and a new building to the site, it is set on an existing area of hardstanding, therefore the built development would not extend any further into the open Green Belt. It is not felt that there would be any significant impact upon the openness of the Green Belt as the site is screened by fencing and vegetation from the surrounding area and would be viewed as part of a larger site comprising existing industrial buildings. The proposed building is acceptable in terms of design and impact upon visual amenity in accordance with policy GB1 of the Local Plan.

Noise and pollution

Two objections have been received and raises concern with regard to the current use of the site and the noise impact from the current development.

The proposal is set away from the residential properties by approx. 70m and is screened by existing trees to the east. The proposal would allow for vehicles to be repaired within a new purpose-built and enclosed building which would reduce any noise impact. The current workshop opens Sunday evening – 17:30 and is open all week (24HRS) until Friday 18:00. The workshop is then closed all weekend from Friday 18.00 until Sunday evening at 17.30. The proposed workshop would have the same operating hours.

Whilst objections have been received to this planning application, the Pollution Control Officer has confirmed that no noise complaints have been made with regard to the existing site. A noise report was carried out by Blue Tree Acoustics relating to the proposed vehicle workshop. The report concludes that 'for a busy 15-minute period at night – which is the workshop activity with the highest potential impact – the results of the assessment show that the movement and maintenance of vehicles at the proposed new workshop location will generate a sound impact of -2dB at the nearest noise-sensitive receptor when assessed with regard to BS4142:2014+A1:2019. However, for the majority of the day, there will be no sound impact at all. It is considered that this impact is acceptable in BS4142:2014+A1:2019 terms.' The Pollution Control Officer has considered the noise report and the proposal and has no objections and does not require any conditions to be imposed.

The proposal should not give rise to any unreasonable impact upon amenity in accordance with Local Plan Policy POLL1.

Highway Safety

The proposal will use an existing access into the site and there is ample space for servicing, turning and parking. The building would be sited on an existing area of hardstanding which is not required for parking at the site. The Highways Officer has not made any comments or objected to the proposal. The proposal would allow for repairs to be made on site, therefore reducing the need for further trips from vehicles which would otherwise need to be taken off site for repair. Given these factors the proposal is not considered to result in any significant detriment to highway safety in accordance with Local Plan Policy T4.

Impact on Listed Building.

There is a Listed Building to the west of the site known as Kirkwood Farm, however it is approximately 100m away from the building and the proposal should not cause any impact upon the setting of this building. There are also mature trees along the boundary which screen the views between the Listed Building and the proposed development. The Conservation Officer has no objections.

Recommendation

Grant subject to conditions