
2023/0019

Applicant: Mr Robert Henzell

New controlled parking entrance

Cranswick Convenience Foods, Valley Park Industrial Estate, Meadowgate, Wombwell, Barnsley , S73 0JN

Site Description and background

The application site relates to Cranswick PLC which is a large food producer located in Valley Park Industrial Estate in Wombwell, off Wath Road Roundabout.

The existing factory is a large L shaped building constructed of a mix of materials, including brick, glass and green steel cladding. There is a two-storey office area to the front and large production area behind this. The building has been extended previously and fills most of the site with a parking area to the front/South of the building. Access is from Meadowgate with deliveries directed to the side of the building.

There is some limited landscaping around the site edges but the majority of screening is provided by existing tree lined areas adjacent the A6195 and the Trans Pennine Trail to the south.

Cranswick PLC also own and operate from other areas of Valley Park Industrial Estate and recently gained approval to develop an area of land to the West of Meadowgate. The site is addressed as land off Everill Gate Lane however the development includes a new link road from Meadowgate directly into the site. The site now contains 3 x buildings and the creation of a car parking area with 326 spaces, 18 motorbike spaces and 80 covered cycle spaces.

The site to the West of Meadowgate relates to the following application reference numbers:

2018/1353 - Development of the site for employment uses within use classes B1 (Business), B2 (General Industrial) and B8 (Storage and Distribution) and associated access, parking and circulation areas, and infrastructure (Approved with conditions)

2019/0561 - Variation of condition 8 of planning application 2018/1353 relating to highways works (Approved with conditions)

2020/0781 - Variation of condition 2 of planning application 2019/0561 relating to layout (Approved with conditions)

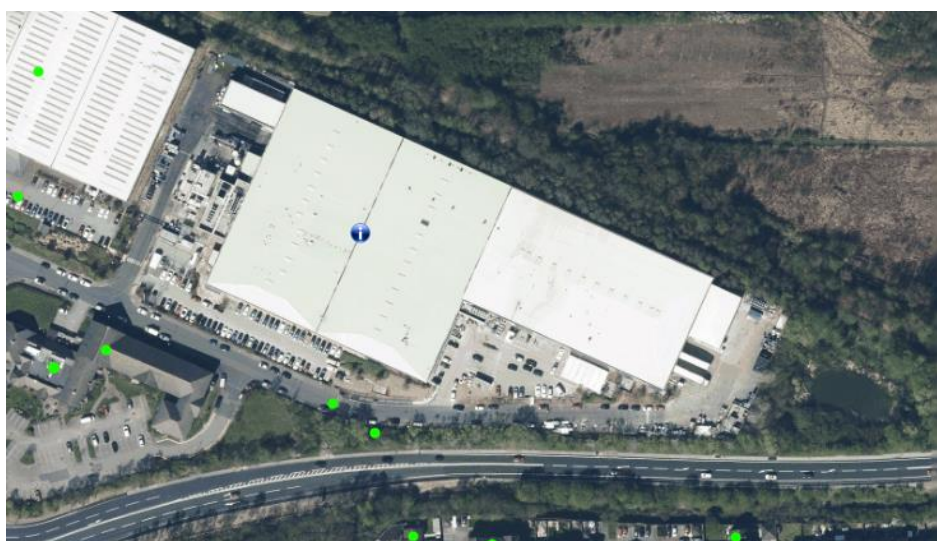
Relevant

2006/1392
Security
– Approved

2008/0540 -
single
extension to
Approved

2015/1103 -
existing
dry goods
Approved

2019/0953 - Proposed new boiler house – Approved



Site History

– Erection of
Gatehouse

Erection of a
storey
factory –

Extension to
factory for
storage. –

2021/0730 - Two storey extension to existing building and upgrade to existing front elevation (Approved with conditions)

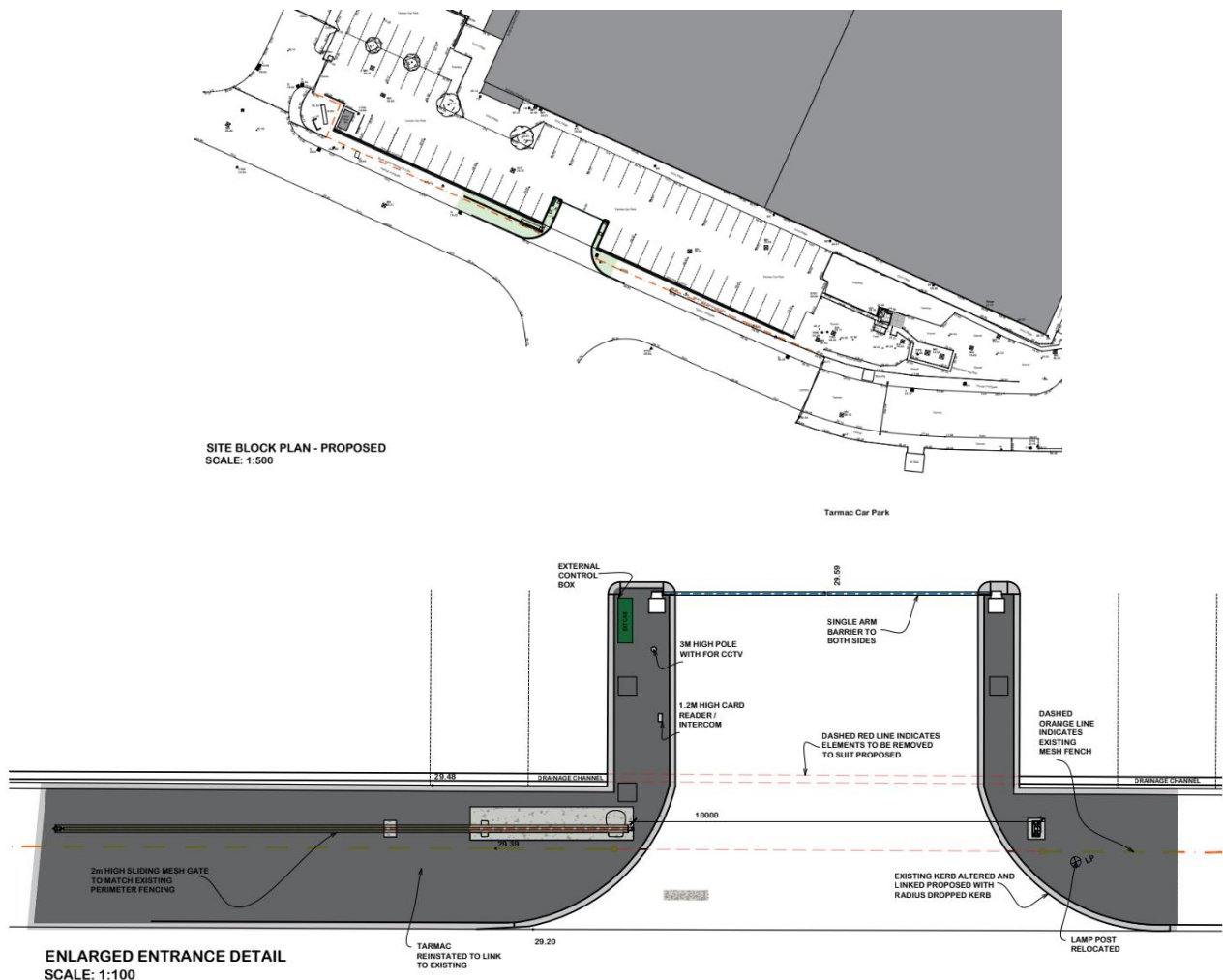
In addition, two recent applications have been approved to create parking and storage and an access linking to the site on Everil Gate Lane for Cranswick Foods

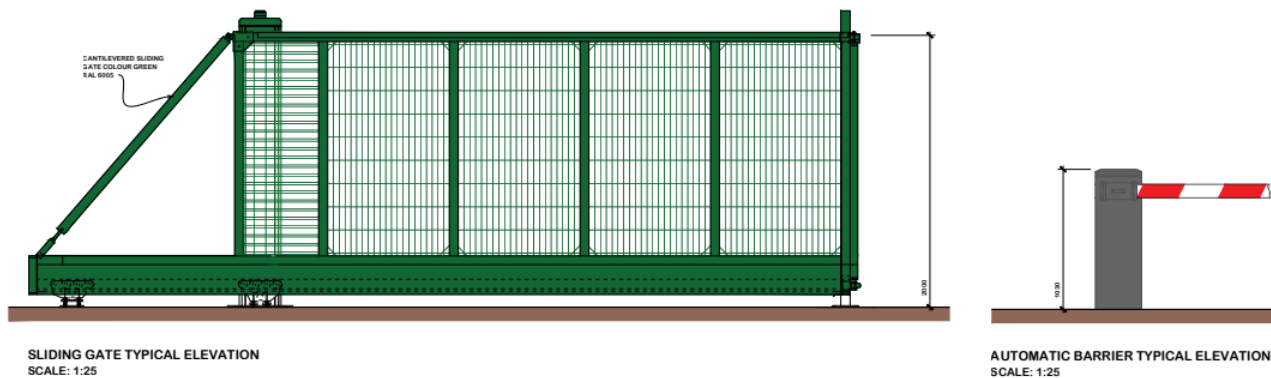
2020/0781 - Variation of condition 2 of planning application 2019/0561 relating to layout – Approved

2020/1431 - Creation of new access road - Approved

Proposed Development

The applicant is seeking approval to create a new vehicular access into the site from Meadowgate which will lead into the car park which is located to the South of the building. The vehicular access will be used solely by staff members which will allow the existing North-West entrance to be used for other business practices. The formation of the entrance will effectively remove 5 parking spaces from the car park. To the front of the car park will be a 2m high metal gate coloured green with a sliding mechanism. The fence will measure 4.6m or 6.15m including the cantilever support to the Western side of the gate. The gate and cantilever support will be finished in green. The access also includes a 1m high horizontally emphasised automatic barrier set back 4.65m from the gate/boundary fence.





Policy Context

Planning decisions 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 development plan consists of the Core Strategy, saved Unitary Development Plan policies. The Council has also adopted a series of Supplementary Planning Documents and Supplementary Planning Guidance Notes, which are other material considerations.

The Local Plan review was approved at the full Council meeting held 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.

Relevant Local Plan policies include:

SD1 – Presumption in favour of sustainable development – When considering development proposals we will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. We will work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

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.

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.

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.

E4: Protecting existing employment land - Land or premises currently or last used for employment purposes will be retained in order to safeguard existing or potential jobs.

Supplementary Planning Documents

- Parking

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.

Paragraph 7 – the purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.

Paragraph 8 – achieving sustainable development has three overarching objectives:

- a) An economic objective - to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure
- b) A social objective - to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
- c) An environmental objective - to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

Paragraph 38 – Local planning authorities should approach decisions on proposed development in a positive and creative way.

Paragraph 111 – Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network should be severe.

Paragraph 119 – Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.

Paragraph 120 – Planning policies and decisions should

- a) encourage multiple benefits from both urban and rural land, including through mixed use schemes and taking opportunities to achieve net environmental gains – such as developments that would enable new habitat creation or improve public access to the countryside;
- b) recognise that some undeveloped land can perform many functions, such as for wildlife, recreation, flood risk mitigation, cooling/shading, carbon storage or food production;
- c) give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land;
- d) promote and support the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively (for example converting space above shops, and building on or above service yards, car parks, lock-ups and railway infrastructure)⁴⁸; and
- e) support opportunities to use the airspace above existing residential and commercial premises for new homes. In particular, they should allow upward extensions where the development would be consistent with the prevailing height and form of neighbouring properties and the overall street scene, is well designed (including complying with any local design policies and standards), and can maintain safe access and egress for occupiers.

Paragraph 126 - The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

Paragraph 134 – Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design taking into account any local design guidance and supplementary planning documents such as design guides and codes.

Consultations

Enterprising Barnsley – Support the application which will help to support this strategically important company with their site capacity plans.

Highways DC (Two responses):

Initial response – Site visit observations showed that Meadowgate suffers from significant levels of on-street parking during daytime hours to the point that access is only possible in one direction at a time. Although the intention to reduce conflict between private car and HGV movements is welcomed, Highways DC would not wish for the off-street parking provision to be reduced where it is apparent that the demand for parking already outweighs the supply. Having looked into the previous planning approvals, it is obvious that each extension comes to the detriment of the on-site car parking provision (which is already over-prescribed). This was the reason why application ref. 2021/0730 included additional off-road, but off-site parking. A balanced approach would be taken to support the scheme so long as we are provided with assurances that this additional car parking area will be fully available to staff prior to the construction of the new entrance.

Second response – Supported the scheme going ahead so long given that the satellite car park (2021/0730 and associated permissions) is in use. recommended an informative relating to highways improvements under a Section 278.

Ward Councillors – No comments

Representations

Neighbour consultation letters were sent to neighbouring residents with a site notice placed nearby; no comments were received.

Assessment

Principle of development

The site is located in the urban fabric in what is an established employment/industrial area, with Cranswick being one of the primary employers and uses of the industrial estate, supporting a high number of local jobs. Local Plan Policy E4 states that land or premises currently or last used for employment purposes will be retained in order to safeguard existing or potential jobs. The proposed development does not seek to fundamentally change the operational processes of the business, but is in relation to the formation of a new access into the existing car park to the front of the building for the use of staff only. Currently, the car park is accessed to the West, which is also used by delivery vehicles and HGVs. This access will not be disrupted but the development is intended on creating a safe and accessible entrance/exit for the use of staff only. As such, the proposed development is in line with Local Plan Policy E4 as it does not disrupt the existing or potential business processes on the site and is acceptable in principle.

Highways Safety

The proposed development is to create a safe staff entrance/exit into the existing car park which is immediately South of the building. Staff currently access the car park from the North-West access which is also used by larger vehicles such as delivery trucks and HGVs. There is also a separate access to the East leading to the Eastern side and rear of the building for larger vehicles. The creation of a dedicated access for staff is therefore welcomed in in principle as it will reduce conflict between different staff and different vehicular users of the site.

However, the existing parking area within the site does not adequately cater for the demand which is generated by the business use, with street parking very common on Meadowgate and around the industrial estate in general. The creation of the access will result in a loss of 5 parking spaces on site which is far from ideal given that the demand for parking outweighs the current on-site provision and the surrounding area clearly having an abundance of street parking.

That being said, Cranswick PLC have recently expanded into a site which is located at the Western head of Meadowgate (addressed as Land off Everill Gate Lane), which includes the creation of 326 parking spaces, 18 motorcycle spaces and 80 covered cycling bays.

The application was therefore discussed at length with colleagues in Highways DC who agreed that a balanced approach should be made to the application, with the benefits of the safe access being weighed against the harm caused through the loss of parking spaces. It was considered that the creation of the satellite car parking spaces provides suitable mitigation to the loss of 5 parking spaces which is not considered to be severe. The benefits for creating a safe dedicated staff access were considered justified given that the satellite car park is now complete and operational and is within walking distance of the application site. Highways DC therefore did not object to the proposed development but requested that an informative was added to any approval which informs the developer of the need to submit a section 278 to the Council relating to the street works.

With this in mind, Highways DC did not object to the proposed development given the highways safety benefits of creating a dedicated staff access, despite losing 5 parking spaces on site. It was noted, however, that the development includes additional works to the highway which are not covered specifically by this permission, such as relocation of the lamppost and alterations to the pavement.

The proposed development is considered to be in line with local plan policy T4 and is acceptable in terms of highway safety.

Visual Amenity

The proposed gate, barrier and new access are all restrained in height and overall scale, with a total width of 6.6m, and a height of 2m coloured in green which is very similar to the existing boundary fence which is located on the Southern boundary line of the site. The development also includes the reinstatement of the tarmac and relocation of a lamp post which has a neutral impact on visual amenity. The proposed development is in line with Local Plan D1 and is acceptable in terms of visual amenity.

Residential Amenity

No impact on residential amenity.

Recommendation;

Approve subject to conditions