



Planning Statement

Applicant:

Midshire Storage Ltd trading as
easyStorage

Site Address:

Land At West Road,
(Barrett Earthworks)
Pogmoor
Barnsley
S75 2DH

Proposal:

Change of use of land to siting of
containers for B8 Storage.

Contents

<u>1.0 Introduction</u>	<u>Page 2</u>
<u>2.0 The Site</u>	<u>Page 3</u>
<u>3.0 Proposal</u>	<u>Page 4</u>
<u>4.0 Policy</u>	<u>Page 6</u>
<u>5.0 Assessment</u>	<u>Page 7</u>
<u>6.0 Conclusion</u>	<u>Page 11</u>

1.0 Introduction

1.1 RBA Town Planning has been instructed by Midshire Storage Ltd, trading as easyStorage to prepare and submit a Planning Application to Barnsley Council for the Change of Use of Land to the Siting of Containers for Purposes of B8 Storage.

The application will set out the proposal and provide reasoned justification as to why the proposal is considered acceptable in terms of current policies contained within the Adopted Local Plan and wider reaching National Planning Policy Framework.

Documents submitted with the application include the following.

Location Plan,

Existing and Proposed Site Plan

Cross Sections

Planning Statement

Management Plan Document

2.0 The Site

2.1 The Application Site is a former earth works training centre, the site was used until recently for the training of Plant Machine drivers such as 360 degree diggers, earth movers and JCB Diggers including smaller 360 degree caterpillar diggers. The site is essentially flat however it would change in character and appearance on a daily basis given nature in use of the site.

2.2 The application site is located at the end of a cul-de-sac known as West Road, a small industrial area within Pogmoor, a suburban area approximately 1 mile from Barnsley Town Centre and just over 0.5 mile from Junction 37 of the M1 Motorway.

2.3 The site sits towards the end of West Road directly opposite a turning head, the site is not readily visible from the public domain nor is it located within a through route with no sensitive end users within the immediate vicinity.





RBA Town Planning:

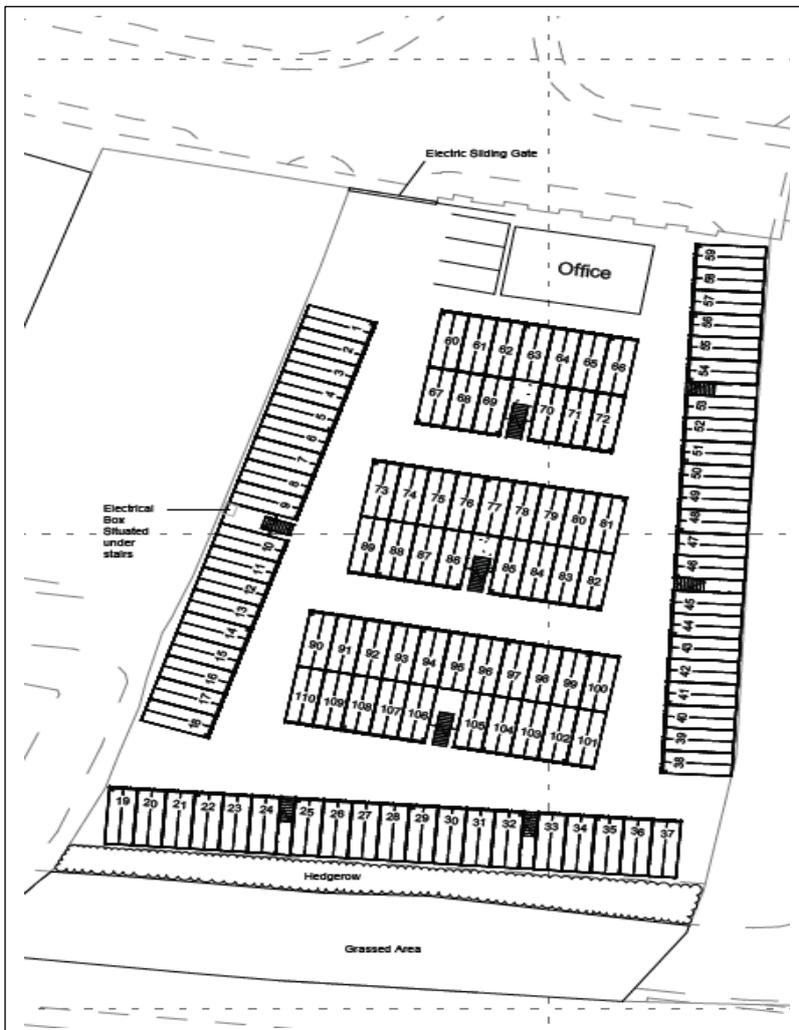
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3.0 Proposal

3.1 The application proposes to site a total of 110 containers at double height within the site with sufficient space to enable access to a maximum of a Luton/Long Wheel Base 3.5 tonne type vehicle. The containers will be of a green finish with steel steps leading to the second level, the containers at this level will face each other and have a covered walk way. More detailed information on the proposal can be found within the accompanying Management Plan Document.



4.0 Policy

4.1 National Planning Policy Framework

38. Local planning authorities should approach decisions on proposed development in a positive and creative way. They should use the full range of planning tools available, including brownfield registers and permission in principle, and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible.

47. Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. Decisions on applications should be made as quickly as possible, and within statutory timescales unless a longer period has been agreed by the applicant in writing.

85. Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future.

109. The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.

165. Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk (whether existing or future). Where development is necessary in such areas, the development should be made safe for its lifetime without increasing flood risk elsewhere.

186. When determining planning applications, local planning authorities should apply the following principles:

- a) if significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused;
- b) development on land within or outside a Site of Special Scientific Interest, and which is likely to have an adverse effect on it (either individually or in combination with other developments), should not normally be permitted. The only exception is where the benefits of the development in the location proposed clearly outweigh both its likely impact on the features of the site that make it of special scientific interest, and any broader impacts on the national network of Sites of Special Scientific Interest;
- c) development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) should be refused, unless there are wholly exceptional reasons⁶⁷ and a suitable compensation strategy exists; and
- d) development whose primary objective is to conserve or enhance biodiversity should be supported; while opportunities to improve biodiversity in and around developments should be integrated as part of their design, especially where this can secure measurable net gains for biodiversity or enhance public access to nature where this is appropriate.

4.2 Local Plan:

The Local Plan sets out the key elements of the planning framework for Barnsley, and the approach to its long term physical development to achieve the Council's vision of what sort of place Barnsley wants to become.

The Local Plan objectives seek to improve the economic prosperity and quality of life for all its residents and those who work here. The Local Plan will have 3 key roles in accordance with the Government's Framework (NPPF) namely economic, social and environmental, and will deliver sustainable development. In order to support Barnsley's ambitions and vision the Local Plan objectives are: Provide opportunities for the creation of new jobs and protection of existing jobs; Improve the conditions in which people live, work, travel and take leisure; Widen the choice of high quality homes; Improve the design of development; and Protect and enhance Barnsley's environmental assets and achieve net gains in biodiversity.

The Local Plan has to be consistent with the National Planning Policy Framework (NPPF) and the Planning Policy for Traveller Sites that both came into force in 2012. The NPPF, and subsequent guidance that supports it, are reflected in this Local Plan.

Policy 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.

Policy GD1 General Development Proposals for development will be approved if:

There will be no significant adverse effect on the living conditions and residential amenity of existing and future residents;

They are compatible with neighbouring land and will not significantly prejudice the current or future use of the neighbouring land;

They will not adversely affect the potential development of a wider area of land which could otherwise be available for development and safeguards access to adjacent land;

They include landscaping to provide a high quality setting for buildings, incorporating existing landscape features and ensuring that plant species and the way they are planted, hard surfaces, boundary treatments and other features appropriately reflect, protect and improve the character of the local landscape;

Any adverse impact on the environment, natural resources, waste and pollution is minimised and mitigated;

Adequate access and internal road layouts are provided to allow the complete development of the entire site for residential purposes, and to provide appropriate vehicular and pedestrian links throughout the site and into adjacent areas;

Any drains, culverts and other surface water bodies that may cross the site are considered;

Appropriate landscaped boundaries are provided where sites are adjacent to open countryside;

Any pylons are considered in the layout; and

Existing trees that are to remain on site are considered in the layout in order to avoid overshadowing.

Policy E3 Uses on employment land

On allocated Employment Sites, or land currently or last used for employment purposes, we will allow the following uses:(4) 1. Research and development, and light industry; 2. General industrial; or 3. Storage or distribution. Ancillary uses will be allowed where appropriate in

scale. Proposals for other employment generating uses may be considered on their merits, particularly in terms of providing jobs, skills and their contribution to the borough's GVA.

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. If a development is not suitably served by the existing highway, or would create or add to problems of safety or the efficiency of the highway or any adjoining rail infrastructure for users, we will expect developers to take mitigating action or to make a financial contribution to make sure the necessary improvements go ahead. Any contributions will be secured through a planning obligation or planning condition.

5.0 Assessment

5.1 The Application Site has no notation on the current Local Plan Adopted Map, it is currently being used for commercial purposes as a Plant Machinery Driver Training Centre along side other commercial uses. Policy would dictate that development proposals on sites without notation should be consistent with current and surrounding land uses, in this case it is considered that the proposal conforms with this approach.

5.2 Policy GD1 of the Adopted Local Plan outlines that Proposals for development will be approved if they are compatible with neighbouring land and will not significantly prejudice the current or future use of the neighbouring land. Whilst this initial principle of the Policy is established there are a number of other considerations within the Policy which aim to protect the immediate and wider areas all of which the development proposal sits within and therefore conforms to the principle aims of the Policy.

5.3 Policy E3 addresses development proposals and uses on employment land, it suggests that on allocated Employment Sites, land currently, or last used for employment purposes, we will allow the following, storage or distribution. The proposal is considered to fit within this policy and adhere to its principle aims in that the site is currently in use commercially generating local employment, this may be small scale but none the less employment and economic benefits exists within the existing use of land. The proposal will continue to provide employment and economic benefits as outlined within the Management Plan Document.

Policy T4 sets out that 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. If a development is not suitably served by the existing highway, or would create or add to problems of safety or the efficiency of the highway

permission will not usually be forthcoming. The nature of the development proposal is not likely to attract pedestrian users or ones using Public Transport, the main user is likely to be one using a motor car or van. Customers will park in front of their containers to load/unload their vehicles, with no need to walk around the site. Limited parking spaces will be provided outside the office building for customer access to the office. The nature of self-storage means there is unlikely to be more than 6 visits a day initially, rising to just 12 visits from year 2, and hence traffic movements will be minimal. The site is located within a good highway network with good links to neighbouring Towns and Cities via the Motorway Network and more local Towns and Villages through main trunk roads.

6.0 Conclusion

6.1 The site is located in an existing industrial/commercial area with no sensitive uses within close proximity. The site sits within an area that is not readily visible from the public domain and whilst the proposed containers will sit on top of each other this will not be to a height that would be detrimental to the visual amenities of the locality.

6.2 it is our contention that the proposed development is in accordance with East Lindsey Local Plan Policies and the National Planning Policy Framework. It is therefore with respect that the Applicant asks the Authority to conclude the same and grant planning consent subject to appropriate planning conditions.