2022/0032

Applicant: Mr Nigel Boothby

Installation of Extractor Unit and associated works

Distinction Doors, Wentworth Way, Tankersley, Barnsley

Site Description

The application site is located on Wentworth Way which is part of Tankersley Industrial Estate. The building is located at the Northern end/boundary of the industrial estate with the entire site measuring approximately 1.9 hectares. The building is irregularly shaped, somewhat resembling an S-shape, is slightly set back from the road by approximately 20m with the front elevation of the building facing South onto Wentworth Way. There is a hard surfaced parking area between the frontage and the road itself with some scattered trees and general soft landscaping including a grassed verge. The building is single storey, but with a high eaves height, constructed from a mixture of red brick with corrugated metal cladding and roofing. There is an existing extractor unit to the West of the building which was approved under planning reference 2016/1009. The site is located in an area designated as Urban Fabric in the Local Plan with the surrounding sites/building all being occupied by various commercial/business uses.

The building is currently operated by Distinction Doors which falls within a mix of general industrial/manufacturing, warehousing, and distribution use.





Planning History

B/80/0320/WO – Installation of Calor Gas Tank (Historic)

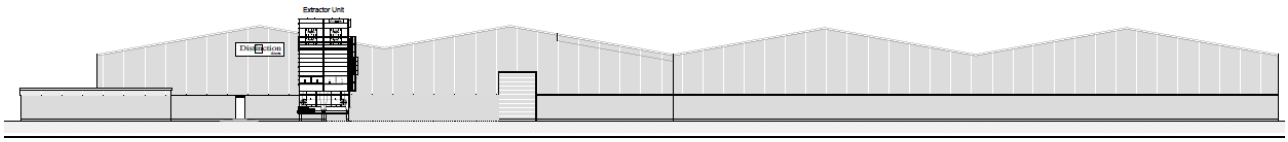
B/85/0907/WO – Formation of office extension and formation of car park (Historic)

2016/1009 – Installation of a new dust extractor unit (Approved with conditions)

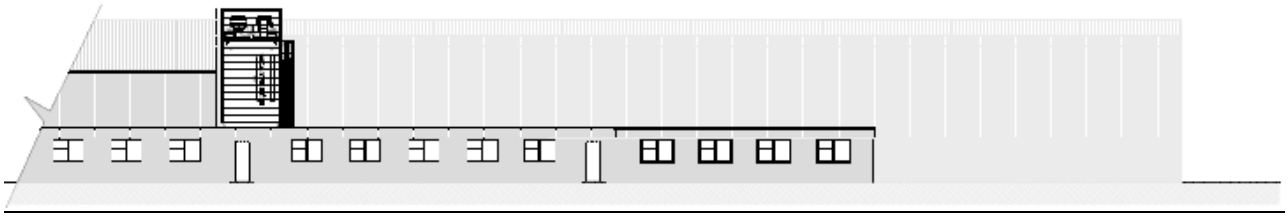
Proposed Development

The applicant is seeking appoval for the installation of a new extracror unit attached to the East elevation of the building in what is currently used as a courtyard/outdoor storage area. The extractor unit has a height of 9.5m, a width of 3.1m and a length/projection of 4.5m. The development will not increase the floorspace of the unit but it will effectively increase the potential productivity of the building, acting as backup for the exisitng extractor unit and bringing more of the exisitng floorspace into productive use. This will potentially lead to 1-2 extra staff members being on site during a shift, depending on the order book of the business, and will be operated 24 hours a day.

Proposed Side (East-facing) Elevation:



Proposed Front (South-facing) Elevation:



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.

Local Plan

The Local Plan (adopted January 2019), alongside the Joint Waste Plan and relevant neighbourhood plans, form the statutory development plan for Barnsley. It establishes policies and proposals for the development and use of land up to the year 2033 and will be used when considering planning applications and to coordinate investment decisions that affect the towns, villages and countryside of Barnsley. The Local Plan supersedes the remaining saved policies from the Unitary Development Plan (adopted in the year 2000) and the Core Strategy (adopted in 2011). In reference to this application, the following policies are relevant:

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.

T3: New Development and Sustainable Travel – New development will be expected to reduce the need to travel, be accessible to public transport and meet the needs of pedestrians and cyclists.

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.

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.

In respect of this application, the policies above are considered to reflect the 4th Core Principle in the NPPF, which relates to high quality design and good standard of amenity for all existing and future occupants of land and buildings. They also reflect the advice in paragraph 124 (general design considerations) and paragraph 130, which state that 'permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions'.

SPDs/SPGs

SPD 'Parking' provides parking requirements for all types of development.

Consultations

Pollution Control – No objection as proposed development is unlikely to have an adverse impact on health and the quality of life of those living and/or working in the locality.

Regulatory services (Air Quality) – No comment

Ward Councillors – No comment

Tankersley Parish Council – No comment

Highways DC – The parking plan showed additional parking spaces to the front of the building which google street view showed were already currently being used and have been for some time. However, there appears to be sufficient room for this to operate well enough so it is not perceived to be a problem.

Representations

Neighbour notification letters were sent to neighbouring properties and a site notice was placed nearby; one comment was received by a neighbour stating that they did not directly object to the proposal subject to Environmental health officers being fully consulted and providing advice on the noise aspects of the proposal and that suitable hours of operation are conditioned. The comment also made reference to the installation of an extractor fan in the past which gained retrospective planning consent. Neighbours complained about the fan as it was very noisy and noise attenuation measures were incorporated which wre successful.

Assessment

Principle of Development

The application site is within the Urban Fabric, but it is located within a well-established industrial estate. The proposed development is in relation to the addition of a second extractor unit attached to the Western elevation of the building and is to provide backup to the existing unit and support the business, facilitating an additional 1-2 staff members working per shift. The unit is integrated within the general footprint of the building and is planned to increase production of the existing use without changing its character. The proposed development is considered to be acceptable in principle subject to Local and National Planning Policies being complied with.

Visual Amenity

The extractor unit is located in a similar position as the existing extractor unit which is located on the other (Western) side of the building, being set back from the road by c.75m. The existing extractor unit is arguably more screened from the road given that the main views into the site will be on approach from the East, and the existing unit is naturally screened behind the main bulk of the building. However, the unit is of a similar fairly modest size/scale, is set back from the road and will nonetheless be partially screened in all directions by the existing building. The unit is screened to the West by the main bulk of the building and to the Front/East by the single-storey section of the building which screens the lower half of the proposed unit. That being said, in terms of height, the extractor unit is marginally higher than the roof ridge of the existing building, but its overall height and scale is not considered to be excessive with some screening in all directions to varying degrees.

More generally, extractor units are common on industrial estates such as this one and the site itself is not particularly prominent in the street scene with both the building and the unit being set back from the road and is partially screened to varying degrees in all directions. The unit will largely blend into the existing building without forming an intrusive or excessively prominent feature on the building or in the area. The proposed development is considered to be in compliance with Local Plan Policy D1: High Quality Design and Place making and is acceptable in terms of visual amenity.

Residential Amenity

The site is located within a well-established industrial estate but there are residential properties relatively close to the industrial Estate to the North-East on Stone Row Court. The nearest property is 34 Stone Row Court which is approximately 155m from the Western boundary line of the site or c.163m when measured from the Western side elevation of the building. The extractor unit is to be placed on the Eastern-facing side elevation of the building, therefore at an even greater distance away from the nearby properties on Stone Row Court. The extractor unit is positioned approximately 250m away from 34 Stone Row Court which is considered to be a significant separation distance for a development of this size. The applicant has confirmed that the unit is planned as a backup to the existing unit in terms of breakdowns and to supplement it, by bringing more of the floorspace into productive use. This will lead to potentially 1-2 extra members of staff working per shift with the unit potentially running 24 hours a day, depending on the business's order book and production requirements. Colleagues in Pollution Control have been consulted on the proposal and have not raised any objection stating that it is unlikely to have an adverse effect on health and quality of life of those living/working in the locality. The unit will be very similar to the existing unit attached on the Western elevation which is even closer to the existing residents and given the significant separation distance highlighted above, it is unlikely to have a direct impact on residential amenity of existing neighbours in terms of noise or general disturbance.

The unit is fairly tall with a maximum height of 9.1m but, the general size/scale is small in comparison to the existing building and other units on the estate. There are no immediate residential neighbours which would be affected by overshadowing or loss of outlook.

The proposal is in compliance with Local Plan Policy GD1: General Development and there are no concerns raised in terms of the impact on neighbouring residents. The proposal is considered to be acceptable in terms of residential amenity.

Highway safety

The proposed unit is to allow for additional ventilation and extraction to support the existing business. As such, the floor space of the unit is not being increased but the applicant has confirmed that the unit will lead to more staff reaching the site – which is assumed to be 1-2 extra members of staff per shift. However, given the nature of the business which operates to varying levels according to the order book. The Council's SPD for Parking is slightly outdated now as it references the old use class B2 rather than Use Class E which was introduced in 2021. The SPD requires additional parking spaces in association with increased floor space for B2 uses which isn't the case here. However, given additional staff will be on site for every shift, additional information was sought from the applicant/agent in the form of a parking plan. The parking plan shows that an additional 9 spaces will be formed on site to the front of the building. Google street view shows vehicles parked in this area, but these are not formal parking spaces with markings. It is assumed that the parking plan will result in this area being formalized with the car parking spaces marked out on site and whilst the parking area is not being extended as such, will increase and aid clarity on site in terms of parking provision. Colleagues in Highways have been consulted on the proposal and have not objected to the proposal or the proposed parking arrangement. In any case, the unit benefits from its own, independent parking area to the front and the site visit showed that there is an abundance of street parking to the front of the site. The development is unlikely to have a detrimental impact on the local highways network or the parking situation on, or near to the site. The proposed development is therefore in compliance with Local Plan Policy T4 and SPD: Parking and is acceptable in terms of highway safety.

Conclusion

The proposed development is in relation to the installation of an extractor unit to the Eastern elevation of the existing building, which will facilitate additional production for the current occupier – Distinction Doors. The extractor unit is attached to the elevation with a projection/length of 4m, a width of 3.1m and a maximum height of 9.1m which is slightly higher than the roof ridge of the building. The unit is partially screened to varying degrees in all directions, with the main bulk of the building screening it to the West and South-West and a single storey section to the front/South which partially screens it from the road and to the East. The site is located within a well-established industrial estate where extractor units such as the ones proposed are common and the unit largely replicates the existing extractor unit found off the Western side elevation of the building. Despite being higher than the existing building, the size, scale and general appearance of the development is not considered to be out of character in an industrial area and does not present an overly prominent or intrusive feature on the building or in the area. There are residential properties in relatively close proximity to the building with the closest ones being on Stone Leigh Row but the nearest property measures approximately 250m from the unit itself. Colleagues in Pollution Control have been consulted on the proposal and have not objected. The unit is therefore not considered to have a significant detrimental impact on the residential amenity enjoyed by neighbouring properties. Likewise, the unit is to support the existing business and a parking plan has been provided which shows that 9 informal parking spaces on the site will be marked out and formalized which will aid clarity in terms of parking provision. Colleagues in Highways have been consulted on the parking plan and have not objected to the proposal or the parking arrangement in general with the proposal not considered to have a detrimental impact on highways safety.

The proposed development is in compliance with relevant Local and National Planning Policies and is recommended for approval.

Recommendation

Approve subject to conditions