
2023/0757

Applicant: Mr Dave Padgett

Demolition of existing offices and part link bridge and new build of 995sqm industrial unit and associated works

Darton Business Park, Barnsley Road, Darton, Barnsley, S75 5QX

Site Description and background

The site sits amongst approximately 42 hectares of land predominantly occupied primarily by Warehouse and Storage buildings, and light industrial uses. Access into the Business Park is from Barnsley Road, and with the application site located to the North-West of the business park, adjacent to a railway line to the rear (North-East) of the site. Access is achievable around the units with parking and turning areas available for each unit and 20 spaces are set out for the existing office use. The units are typically constructed of corrugated sheeting; some do have brickwork in places and corrugated roofing sheets with large shutter doors. A small section of the site is located within flood zone 2. The existing building on site and link bridge (to be demolished) measure a total of 670sqm. There is also a storage block to the rear of the existing building.

To the front of the application site is an extant permission (2021/0493) for the erection of a detached industrial unit.

Relevant Site History

B/89/1177/DT - Erection of 2 no. wire-mesh storage compounds for gas and oxygen cylinders

B/84/1575/DT - Erection of porch and toilet block extension to carpet factory

B/97/0138/DT - Change of use from warehouse to warehouse distribution centre under class B8

B/00/0005/DT - Change of use from carpet manufacture to various in storage and distribution and external alterations

B/03/1844/DT - Erection of extensions to existing factory and warehouse

2010/0339 - Creation of parking area for lorries/trailers and extension to existing car park

2011/0294 - Conversion of industrial unit into 3 no. industrial units and formation of new service entrances

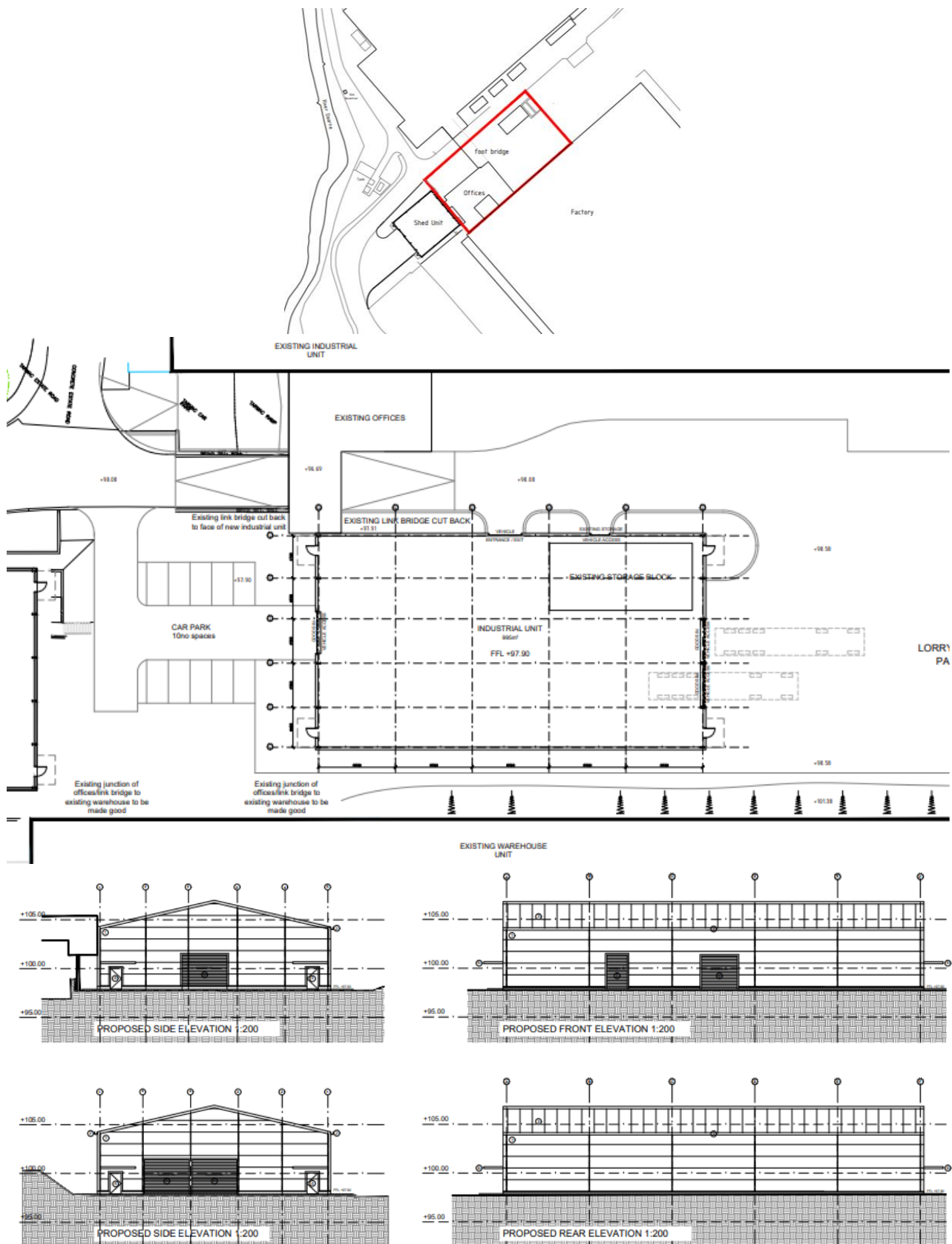
2018/0624 – Partial demolition of existing industrial unit and re-build to raise the roof height

2021/0493 - Demolition of existing offices and erection of new industrial unit

2023/0042 - Discharge of condition 7 (Construction Method Statement) of application 2021/0493 (Demolition of existing offices and erection of new industrial unit)

Proposed Development

The applicant is seeking approval for the demolition of an existing office block and link bridge on the business park and the erection of an industrial unit measuring 995sqm, with new associated parking. The industrial unit is rectangular in shape, measuring 42.5m x 23.4m, with an apex roof with a height of 6.35m to the eaves and 9.25m to the roof ridge at the highest point. The application includes additional landscaping to the South. The front of the building is shown on the plans as facing North-West, which contains 2 x metal roller shutter doors. The side elevation, facing South-West also contains a metal roller shutter door with 2 x pedestrian access doors, whilst the North-East facing elevation contains a large metal roller shutter door which faces onto a lorry access area. The proposed unit will be operational from 8am to 6pm Monday to Fridays and 9am-1pm on Saturdays.



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

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 Local Plan was adopted in January 2019 and is also now accompanied by seven masterplan frameworks which apply to the largest site allocations (housing, employment and mixed-use sites). In addition, the Council has adopted a series of Supplementary Planning Documents and Neighbourhood Plans which provide supporting guidance and specific local policies and are a material consideration in the decision-making process.

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. The National Planning Policy Framework represents up-to-date government planning policy and is a material consideration that must be taken into account where it is relevant to a planning application.

The following Local Plan policies are relevant:-

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.

LG2: The Location of Growth - Priority will be given to development in the following locations:

- Urban Barnsley
- Principle Towns of Cudworth, Wombwell, Hoyland, Goldthorpe, Penistone and Royston; and
- Villages

Urban Barnsley will be expected to accommodate significantly more growth than any individual Principle Town, and the Principle Towns will be expected to accommodate significantly more growth than the villages, to accord with their place in the settlement hierarchy.

CC3: Flood Risk – The policy states that the extent and impact of flooding will be reduced by: not permitting new development where it would be at an unacceptable risk of flooding from any sources of flooding, or would give rise to flooding elsewhere.

CC4: Sustainable Urban Drainage Systems (SuDS) – The Council will promote the use of SuDS on minor development.

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.

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.

BIO1: Biodiversity and Geodiversity – Development will be expected to conserve and enhance the biodiversity and geological features of the borough. Development which may harm a biodiversity or geological feature or habitat, including ancient woodland and aged or veteran trees found outside ancient woodland, will not be permitted unless effective mitigation and/or compensatory measures can be ensured.

CL1: Contaminated and Unstable Land – Where the future users or occupiers of a development would be affected by contamination or stability issues, or where contamination may present a risk to the water

environment, proposals must be accompanied by a report which shows that investigations have been carried out and sets out whether detailed measures need to be taken to allow the development to go ahead.

Supplementary Planning Documents

- Residential Amenity and the Siting of Buildings
- 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.

Consultations

The Coal Authority – Confirmed that the site does not fall within a defined Development High Risk Area and there is no requirement for the applicant to submit a Coal Mining Risk Assessment for the development. The Coal Authority's standing advice should be attached to any decision notice.

Contaminated Land Officer – No comments received.

Enterprising Barnsley – Enterprising Barnsley support the proposed development and the erection of a new build industrial unit as this will increase the availability of industrial accommodation in the borough which is greatly required.

Environment Agency – No comments received.

Highway Drainage – No objection raised but required further information in regard to drainage details which would require a planning condition to be attached to any forthcoming decision notice.

Highways DC – No objections subject to conditions and informatives.

Pollution Control – No objection raised subject to conditions.

South Yorkshire Mining Advisory Service – No objection raised subject to the Coal Authority's standing advice being attached to any forthcoming decision notice.

Yorkshire Water – No comments received.

Ward Councillors – No comments received.

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, where 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.

As such, it is considered that the proposed development is in line with Local Plan Policy E4 as it will increase the energy efficiency on site, alongside modest expansion to provide a new reception and meeting

room, therefore the development does not disrupt the existing or potential business processes on the site and is acceptable in principle.

Highways Safety

The site is part of an established industrial/business park with a dedicated access to the site which is not being altered through the development. The SPD provides guidance for the recommended parking provision for different types of uses within the borough. The agent has stated that there is no defined use for the proposed building, but it will be rented out to a business of a similar nature to the existing tenants. The existing tenants are predominantly warehousing and light industrial. The most likely use of the site would be storage and distribution which requires 1 space per 60sqm up to 300sqm, then 1 space per 100sqm thereafter. The proposed building is 995sqm which requires 12 spaces. There is a shortfall taking this assessment as the proposed development includes 10 x parking spaces. However, it is acknowledged that the building is to replace an existing building, which is smaller than the proposed building, but there is no allocated parking provision serving the building currently. As such, the net parking provision would be 10 spaces. The dimensions of the parking spaces are up to the standards expected and the car park has a turning head to allow for vehicles to enter and leave the site in forward gear.

Taking the above into account, and the fact that Highways DC have not objected to the proposal, no highways concerns are raised, and the proposed development is considered to be acceptable in terms of highway safety.

Visual Amenity

The proposed building is to replace an existing industrial building on the site, and whilst it is an increase from the existing, it is not considered to be excessively sized in comparison to the other buildings on site. It is also located firmly within the Business Park, screened by existing buildings and is not visible from nearby public areas with the exception of possibly fleeting views from train users to the rear of the site. Nonetheless, the proposed building is considered to have similar design characteristics as the existing buildings on the site and is of a typical commercial/industrial style building. The agent has confirmed the external wall materials which is grey cladding, again this is common on such industrial buildings and is acceptable.

The proposed development also includes the creation of a parking area to the South of the building and an extension to the banking and trees with a full landscaping scheme to follow with the requirement for a planning condition. The proposed development is considered to be in compliance with Local Plan Policy D1 and is acceptable in terms of visual amenity.

Residential Amenity

The proposed development is in relation to the demolition of an existing office block on the site, and the erection of a new industrial unit. The site is on an established business park with a lengthy access from Barnsley Road (in excess of 250m). Darton is primarily a residential area, but the fairly isolated position of the Business Park means that the development is not in very close proximity to neighbouring properties. Despite the access to the site being from Barnsley Road, the nearest property to the application site is 18 Orchard Croft to the North-East, which is c.150m from the rear elevation of the building, bisected by a railway line. This distance is significant enough to ensure that the development does not have a direct impact over neighbouring properties in terms of overshadowing, overlooking or loss of outlook. In terms of noise generation, the use of the building is unspecified at this stage, but the business park has previously attracted a certain type of use which typically falls under general industrial and warehousing. This use is considered to be acceptable as it is generally a continuation of the existing and the proposed building is relatively modest compared to others on the site. The site plan shows a lorry loading area to the Eastern-facing side elevation of the building which may result in an increased level of noise in the area, however the distance to neighbouring properties would mean that the development would be very unlikely to result in a direct nuisance to residents.

The proposed unit will be operational from 8am to 6pm Monday to Fridays and 9am-1pm on Saturdays. This is in line with the existing units on the Business Park and is not considered to be excessive hours which would result in disturbance to neighbouring properties.

The development is well in excess of the restrictions placed in the Council's SPD for Residential Amenity and Siting of Buildings and is in compliance with local Plan Policy GD1: General Development and is acceptable in terms of residential amenity.

Flood Risk/Drainage

A small part of the application site is located within flood zone 2 which has a medium probability of flood risk (land that has a between 0.1% and 1% chance of flooding annually). This triggers the need for a flood risk assessment which has been submitted by the agent. The information presented is somewhat limited in detail but states that the proposal won't be affected by flooding due to the nature of the building, the finished floor level and the existing area being populated by existing industrial units. Additionally, the existing office building is being replaced with a similar finished floor level.

The LPA would agree with the above assessment, as a very small section of the application site falls within flood zone 2 and this section of the site will not be occupied by the building itself, the area that will be affected by flooding would be the area to be used for parking.

Colleagues in Drainage have been consulted and have not objected to the proposal but requested additional highways details to be submitted and agreed by the LPA. The agent has agreed to the condition requiring this.

The proposed development is therefore considered to be acceptable in terms of flood risk.

Coal Mining Risk

The site is in fairly close proximity to a development high risk but does not fall within this area, and a coal mining risk assessment is therefore not necessary to support the development. Colleagues in SYMAS and the Coal Authority have been consulted and have confirmed that the site is outside of the high-risk area and no objection has been raised subject to the Coal Authority Standing Advice being attached to any forthcoming decision notice.

Other Matters

The development includes demolition to the existing building and a link bridge within the site. A section 81 notice must be submitted to the council prior to demolition work commencing. An informative will be attached to any forthcoming decision notice which notifies the developer of this requirement.

Conclusion

The applicant is seeking approval for the demolition of the existing office building and link bridge on site, and the erection of a detached industrial unit measuring a total of 995sqm in footprint. The site is located on Darton Business Park which is an established industrial estate within the borough containing a high number of existing industrial and commercial uses. The proposed building is fairly modest in size compared to the other buildings on site, is of a similar design and appearance to the surrounding units with grey cladding. The proposal includes the creation of 10 x parking spaces to the West of the building and additional landscaping which will be conditioned. No consultees have objected to the proposal, with drainage requesting further details in regard to the drainage strategy on site, which will be covered through a planning condition. Darton is primarily a residential area however the business park is located in a fairly isolated area, with a lengthy access (in excess of 250m) from Barnsley Road to the site itself. The nearest properties are located on Orchard Court to the North-East, which is bisected by a railway line and the proposed development is considered to be at a significant enough distance from neighbouring properties to not have a significant detrimental impact on residential amenity. Operational hours will be limited to the operational hours of the existing units on the Business Park.

The proposed development is considered to be acceptable and is recommended for approval subject to conditions.

Recommendation

Approve with Conditions