

Proposed Haulage Transport Depot, Albion Works, Stairfoot, Barnsley

PLANNING STATEMENT

March 2024

1.0 Introduction and Scope of Statement

1.1 This Statement has been provided to supplement the current planning application (2024/1166) for the extension (Unit C) to existing garage (Unit A) in existing haulage transport yard at the Albion Works site on Hunningley Lane, Stairfoot, Barnsley. It has been requested by the Local Planning Authority ('the LPA') to augment the extensive information already submitted with the application documentation.

1.2 The Statement is deliberately succinct, as much of the relevant information has already been provided and as the appointed Case Officer will already be aware of the issues involved in assessing this proposal.

2.0 The Site and Surroundings

2.1 The application site extends to 0.62ha of largely level land. It lies within the main built area of Barnsley, close to the 'Stairfoot Roundabout' on the east side of town.

2.2 It lies within the 'Urban Fabric' as defined by the Local Plan, adopted in 2019. Within the immediate area are some housing, commercial and retail areas, including a large former 'DIY' store, warehousing, food outlets, food stores and other commercial areas, including the Stairfoot Business Park.

2.3 The site was a vacant brownfield one but was formerly in use as a scrap yard, and is now being developed under planning approval 2020/0289.

3.0 The Proposal

3.1 This is described on the application form. The intention is to extend the existing Unit A to accommodate additional storage for a haulage depot for use by a well-established local company. Soar and Sons operate principally from Tank Row where they are a leading company for the dismantling and recycling of electrical transformers to major power suppliers and other companies.

3.2 The scheme will involve the construction of an extension to Unit A as shown clearly on the submitted drawings.

4.0 Relevant Planning Policy

The National Planning Policy Framework ('the NPPF')

4.1 The latest version of this was published in February 2019. It provides a wide range of policy and guidance across all planning issues. There is no need to repeat swathes of the NPPF but of particular relevance are:

- The purpose of the planning system is defined as being to contribute to the achievement of sustainable development. At the very high level, this means meeting the needs of the present without compromising the ability of future generations to meet their own needs;
- To do so, the planning system has three overarching objectives. These are economic, social and environmental. It is pertinent to the revised NPPF notes that these are to be delivered through the preparation and implementation of plans and that they are not criteria against which application or decision can or should be judged;
- Significant weight should be placed on the need to support economic growth and productivity and
- The promotion and support of development of under-utilised land.

The Barnsley Local Plan

4.2 This was adopted in 2019. It is, therefore, an up to date Development Plan. Within this document the site is not allocated for any particular use, but is within the Urban Fabric, ie within the main urban area of the Borough. Most generic within this Plan are:

- Urban Barnsley is at the top of the settlement hierarchy which is the main focus for development in terms of the spatial strategy;
- Policy GD1 is a generic policy which requires, amongst other things, that there be no significant effect on the living conditions and amenity of residents;
- Chapter 8 'Economy' notes that the local economy needs to grow significantly;
- Policy E4 seeks to protect land currently or last use for employment purposes for that use and
- Policy CC1 gives preference to the development of previously developed land.

5.0 Consideration of the Application Proposal

Principle of the Development

- 5.1 This is a newly developed site within the main urban area, within the 'Urban Fabric' as defined by the Local Plan. It was previously used as a scrap yard and lies in an area characterised by a mix of uses.
- 5.2 It needs to be beneficial use. The proposed use of the site will complement the main site of the applicant company (Tank Row), which specialises in the recycling of electrical products.
- 5.3 The development will create employment within the main urban area.

Other Material Considerations

The Operation

- 5.4 Many questions from the LPA about how the site will operate will have already been responded to by the agent for the application. Nonetheless, and for completeness, we reiterate the following:
- The whole site will be used for vehicle storage and storage of equipment, such as timber blocks, aluminium trackway, skips, trailers, vehicles, etc. This is not a waste proposal;
 - There would be five class one tractor units and five class two skip loaders, perhaps up to twelve;
 - The skips and trailers will be stored on the boundary with the former DIY store and the Hunningley Lane boundary line;
 - Buildings are to be used mainly for storage, maybe some ancillary vehicle maintenance but the main maintenance works will be carried out in the HGV Garage at Tank Row;
 - General site hours will be 7.00am – 5.00pm. There may need to be access to the site from 4.00am on occasion, if the lorries are travelling from a distance, but this will only be for HGV drivers; no actual work on site will be required before 7.00am, just access and
 - Existing vegetation will be left in place and additional landscaping can be put in place around the site boundaries. This could be the subject of a suitably worded condition.

Transport & Highways

- 5.5 The site is within the main urban area and has ample space for parking by the employees. Furthermore, the site is easily accessible by public transport. There are frequent services via bus routes 222 and 226.
- 5.6 We have already provided Swept Path Analyses which show how the existing entrance is capable of providing safe access and egress into and from the site.

Design

- 5.7 The extension will be in keeping with the existing Unit A.

Residential Amenity

- 5.8 As mentioned above, this is a mixed-use area. It does include some residential properties to the south of the site.
- 5.9 These properties bound a site which was previously a scrap yard, which was (as far as can be ascertained from the LPA website) unfettered by planning conditions.
- 5.10 This development will improve the appearance of the site considerably. Furthermore, the submitted drawings show that, given the differences in levels and the distances between the back of the properties on Kay's Terrace and the rear of the principal building mean that there will be no overlooking, loss of privacy or over dominance. In fact, the proposed new building will act as a buffer between the site and the residential properties at Nos 15 and 17.

Ecology

- 5.11 An ecological report has been submitted with the application documentation. We have no issue with its recommendations.

Noise

- 5.12 The Noise Impact Assessment submitted demonstrates that the development will have a low impact when assessed against the existing background noise levels.

6.0 Conclusions

- This is an existing industrial site within the main urban area.
- The use proposed will augment an existing local business, heavily involved in recycling.
- It will generate employment and improve the appearance of the site.
- It will not create harm to highway safety.

- It will not cause harm to the amenity of nearby residents.
- There are no adverse ecological impacts, in fact if the recommendations of the ecological report are secured by condition, there will be benefits in this regard.
- Planning permission should be granted.