

Application reference number	2026/0521
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Application Type	Full
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Proposal Description:	Installation of 1 no. portacabin to be used as office accommodation for a temporary period (retrospective)
Location:	Fall Bank Industrial Estate, Fall Bank Crescent, Dodworth, Barnsley, S75 3LS

Applicant	Mrs S Martin
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Number of Third-Party Reps	None	Parish:	None
		Ward:	Dodworth, Stainborough and Tankersley Ward

Site Description

The site is located within Fall Bank Industrial Estate, to the north of Dodworth, within the Urban Barnsley. The industrial estate comprises a variety of commercial and industrial units of differing scales, sizes and appearances.

The application site occupies a plot of approximately 2.7 hectares and is situated at the western edge of the established industrial estate, at a lower level than the adjacent highway. The site is bounded by industrial and commercial premises to the north and east, open agricultural land to the west, and residential properties to the south.

Established belts of mature trees are present along the north-eastern, south-eastern and south-western boundaries of the site. Beyond the southern tree belt lies the Huddersfield to Sheffield railway line.

Relevant Site History

<i>Application Reference</i>	<i>Application description</i>	<i>Status</i>
B/77/1882/DO	Erection of distribution warehouse with ancillary offices and vehicle servicing facilities	Historical Application
B/78/4171/DO	Erection of distribution warehouse with ancillary first floor offices, vehicular servicing facilities and construction of vehicular access	Historical Application
B/88/0427/DO	Erection of warehouse and loading bay extension	Historical Application

Proposal

The applicant seeks permission for the retention of 1 no. Portacabin to be used as a canteen and office accommodation for a temporary period,

The portacabin is sited on the periphery of the service yard and measures 32ft (9.7m) by 10ft (3m), with a height of 2.6m. The application seeks its retention for a temporary period until January 2028 whilst a more suitable permanent structure is sought. The planning statement indicates that the applicant is awaiting planning permission to build some new offices on site, however at the time of this application no such application has been submitted.

Policy Context

The Development Plan

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires proposals to be determined in accordance with the development plan unless material considerations indicate otherwise. The development plan for Barnsley consists of the Barnsley Local Plan (adopted January 2019).

The Local Plan was adopted in January 2019 and is 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 which are a material consideration in the decision-making process.

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

Local Plan

The site is identified as Urban Fabric within the Local Plan and as such the following policies are considered to be relevant to this application:

Local Plan Policy LG2 The Location of Growth
Local Plan Policy E4 Protecting Existing Employment Land
Local Plan Policy GD1 General Development
Local Plan Policy T4 New Development and Transport Safety
Local Plan Policy D1 High Quality Design and Place Making
Local Plan Policy SD1 Sustainable Development

Adopted Supplementary Planning Documents

In line with the Town and Country Planning (Local Planning) (England) Regulations 2012, Barnsley has adopted twenty-eight Supplementary Planning Documents (SPDs) following the adoption of the Local Plan in January 2019. The most pertinent SPDs in this case is:

Parking

National Planning Policy Framework (NPPF) (2026)

Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. The National Planning Policy Framework 2026 sets out the overarching planning framework for England. It has replaced the previous version published in December 2024 and introduced a revised structure comprising national decision-making policies organised by policy code rather than paragraph number. Paragraph 1 confirms that the NPPF is a material consideration of critical importance for making decisions on development proposals in England.

Paragraph 15 confirms that the purpose of the planning system is to contribute to the achievement of sustainable development, which is detailed in NPPF Policy S3 and sets out a presumption in favour of sustainable development, with paragraph 17 setting out the three overarching objectives of sustainable development: economic, social and environmental. Relevant policies have been taken into account throughout the assessment of this application according to the issues raised by the proposal.

The most relevant sections are:-

Chapter 3 – Decision making policies

Chapter 4 – Achieving sustainable development

Chapter 7 – Building a strong, effective economy

Chapter 14 – Achieving well designed places

Relevant Consultations:

Highways DC – No objections

Ward Councillors – No objections received

Representations

The application has been advertised in accordance with Article 15 of the Town and Country Planning Development Management Procedure (England) Order 2015.

The application was advertised on the Council website, and a site notice was posted adjacent to the site; no representations have been received.

Assessment

Section 38(6) of the Planning & Compulsory Purchase Act 2004 requires that: 'Where in making any determination under the planning acts, regard is to be had to the development plan, the determination shall be made in accordance with the plan unless material considerations indicate otherwise'.

The NPPF (December 2024) at paragraph 2 states that planning law requires that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise. The NPPF must be taken into account in preparing the development plan and is a material consideration in planning decisions.

The main issues for consideration are as follows:

- The principle of the development
- The impact on the highway network and highways standards
- The impact upon character and appearance of surrounding area
- The impact on residential amenity
- The impact on trees
- The impact on biodiversity

For the purposes of considering the balance in this application the following planning weight is referred to in this report using the following scale:

- Substantial
- Considerable
- Significant
- Moderate
- Modest
- Limited
- Little or no

Principle of development

The site lies within Urban Barnsley where the majority of growth is expected to take place during the Local Plan period. The Government is committed to ensuring that the planning system does everything it can to support sustainable economic growth, and planning should operate to encourage and not act as an impediment to sustainable growth. Therefore, significant weight should be placed on the need to support economic growth through the planning system.'

The site is located within an established industrial estate which lies on land in Urban Fabric allocation. The Local Plan states that Policy GD1 General Development will be the starting point for making decisions on all proposals including those shown on the Policies Map as Urban Fabric.

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.

Whilst the site is allocated as Urban Fabric, it was last used for employment purposes, the proposed development does not result in the loss of existing employment land and is proposed to support the existing occupier of the site.

All new development must ensure that the living conditions and overall standards of residential amenity are provided or maintained to an acceptable level for existing residents. In addition, development will only be granted where it would maintain visual amenity and not create traffic issues or reduce highway safety. An assessment of the proposals against those criteria and in relation to the other material planning considerations relevant to the assessment of the proposal and the relevant policies is set out below.

Impact on the highway network and highways standards

The proposed portacabin would be sited within a small section of the existing service yard. Its location would not impede the continued operation of the yard, including vehicle access, servicing arrangements, or manoeuvring space. As such, the development would not result in any adverse impact on the surrounding highway network. Highways DC have been consulted on the application and raise no objection to the proposed development. Furthermore, no highway-related planning conditions have been requested.

Based on the above assessment it is considered that the proposed development would not have a detrimental impact on the highway network, the safe and free flow of traffic; this carries significant weight in favour of the application and as such is in compliance with Local Plan Policy T4.

Impact upon Character and Appearance of Surrounding Area

The site is set back from the highway and lies at a lower level than the adjacent highway. The portacabin is located along the eastern boundary of the existing service yard and benefits from substantial screening provided by the established belt of trees along the north-eastern, south-eastern and south-western boundaries. Additional screening is afforded by the main building to the north-west, resulting in very limited visibility from publicly accessible viewpoints.

The portacabin is modest in scale, measuring approximately 2.6m in height, and its simple flat-roofed design further reduces its visual prominence. Given its limited scale, discreet siting and effective screening, the structure does not appear incongruous within the site or detract from the character and appearance of the surrounding area; this carries significant weight in favour of the application. In addition, the applicant seeks a temporary permission until new offices are built, which is envisaged to be by January 2028. To allow sufficient time for an application to be submitted and considered, it is considered prudent to include a condition limiting the siting of the cabin to 3 years. As such, the proposal would not result in significant visual harm and is considered to accord with Local Plan Policy D1.

Impact on Residential Amenity

The site is located within Fall Bank Industrial Estate, with the nearest residential properties situated approximately 140m to the south. These properties are separated from the proposed development by the existing service yard, a substantial belt of trees and the Huddersfield to Sheffield railway line, providing a significant degree of physical separation and screening.

The proposed portacabin would provide ancillary office accommodation and, given its nature, scale and use, is not expected to result in significant levels of noise, disturbance or other impacts. Having regard to the substantial separation distance and the intervening features between the site and nearby residential properties, the development would not result in any unacceptable harm to residential amenity. The proposal is therefore considered to accord with Local Plan Policies GD1 and POLL1.

Impact on Trees

The site is bounded by a belt of semi-mature trees. The trees are located beyond the existing hard surface associated with the site. The portacabin is located on the existing hard-surface and as such it is not considered that it would have a detrimental impact on their wellbeing; this carries significant weight in favour of the application. The Forestry Officer has been informally consulted on the application and raised no objection to the proposal. It is therefore considered that the proposed development would not have a detrimental impact on the wellbeing of the trees and as such is acceptable.

Impact on Biodiversity

Biodiversity Net Gain (BNG) became mandatory for all applications in April 2024 except where one of the exemptions (as set out in the Planning Practice Guidance) are met. This application is exempt from the requirement to provide BNG as it meets the de minimis exemption where no more than 25 square metres of habitat will be affected.

Mining Legacy

The site falls within the Mining Remediation Authority High Risk Development Area; SYMAS were consulted at validation stage of the application and given the nature of the development, which fell within the Mining Remediation Authority exemptions no Coal Mining Risk Assessment was required and given that no below ground works were to take place

that consultation was not required; nevertheless, the standard Mining Remediation Authority standard informatives are to be included.

PLANNING BALANCE & CONCLUSION

In accordance with National Decision-Making Policy S3 of the NPPF (2026) the proposal is considered in the context of the presumption in favour of sustainable development. The proposal is considered to be located within a sustainable location and would not impact on the character of the area, highway safety, or upon residential amenity, and this weighs considerably in favour of the application.

The proposal site lies on the edge of an industrial estate and is allocated in the Local Plan as Urban Fabric which has no specific allocation. There have been no objections to the proposal from local residents, and an assessment of the proposal has demonstrated that there are no policy objections or material considerations which outweigh the benefits of the proposal and could result in investment and new jobs for this locality. The site also lies within Urban Barnsley, which is the focus of growth in the Local Plan and carries additional weight in favour of the proposal.

All other material planning considerations have been fully explored by the appropriate consultees who have raised no objections to the proposal subject to conditions in some cases and holistically this weighs moderately in favour of the application.

The proposal is therefore, on balance, recommended for approval.

RECOMMENDATION

APPROVE THE PROPOSED DEVELOPMENT SUBJECT TO THE CONDITIONS BELOW: