
2022/0902

Mr Simon James

Alterations to existing car park consisting of resurfacing works, car park space and road markings and entrance and exit barrier

Barnsley Gist Ltd, Carlton Industrial Estate, Industry Road, Barnsley, S71 3LJ

Site Location and Description

The site, which is 0.3 hectare is a corner plot, part of the wider Gist operation albeit it is on the opposite side of the road from the main site. The site is a roughly surfaced and undelineated car park and the highway boundaries are defined by a 2 metre high post and wire fence.

Industry Road and Albion Road frontages



Proposed Development

The applicant seeks permission for resurfacing, delineation of parking spaces and the entrance and exit barriers.

The resurfacing is proposed to upgrade the car park. Permeable asphalt is proposed to allow continued ground absorbing drainage. The application notes that in the event that permanent asphalt is not technically possible storm water attenuation will be designed to allow storm water drainage to the public sewer (subject to Water Authority approval)

The application has been amended in response to Highways DC comments, to re-site the proposed entrance barriers 5m from the back edge of the footway. The application has been further amended to retain the existing bike shed for use by bikes.

Policy Context

Planning decision 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 new Local Plan was adopted at the full Council meeting held on the 3rd January 2019 after it was found to be sound by the appointed Planning Inspector following the examination process. This means that it now takes on full weight for decision making process in planning law terms as the development plan for the Borough, superseding the remaining saved policies from the Unitary Development Plan (adopted in the year 2000) and the Core Strategy (adopted in 2011).

Local Plan

The site is within an area designated as Urban Fabric within the Local Plan Proposals Maps and therefore the following policies are relevant:

Policy SD1 Presumption in favour of Sustainable Development – indicates that we will take a positive approach reflecting the presumption in favour of sustainable development in the National Planning Policy Framework and that we will work proactively with applicants to find solutions to secure development that improves the economic, social and environmental conditions in the area

Policy GD1 General Development – sets a range of criteria to be applied to all proposals for development.

Policy D1 High Quality Design and Place Making – indicates that development is expected to be of high quality design and to reflect the distinctive, local character and features of Barnsley.

Policy T4 New development and Transport Safety – expects new development to be designed and built to provide safe secure and convenient access and to not cause or add to problems of highway safety or efficiency.

Policy CC4 – Sustainable Urban Drainage Systems – all major development will be expected to use SuDS to manage surface water drainage unless it can be demonstrated that all types of SuDS are inappropriate. The council will also promote the use of SuDS on minor development. Planning applications must be supported by an appropriate drainage plan and SuDS design statement.

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

Highways DC - (comments on amended plans) The proposed entry barrier has now been moved to a position 5m into the site which will allow vehicles to pull clear of the public highway when pulling up to the barrier to enter the site. The proposals are therefore considered acceptable from a highways point of view, should you be minded to grant permission I would be grateful if you could include the following conditions:

The parking facilities as indicated on the submitted plan shall be surfaced in a solid bound material (i.e. not loose chippings) and adequate measures shall be so designed into the car park to avoid the discharge of surface water from the site on to the highway.

Reason: To ensure adequate provision for the disposal of surface water and to prevent mud/debris from being deposited on the public highway and to prevent the migration of loose material on to the public highway to the detriment of road safety.

Any gates or barriers at the vehicular access shall be set back a minimum distance of 5m from the back of footway, be designed to open inwards or upwards and permanently retained as such for the lifetime of the development. Reason: To ensure vehicles are able to pull clear of the adopted highway and avoid becoming an obstruction to approaching / oncoming traffic.

Drainage – (comments on amended plans): There are outline drainage details shown on the plans, with the application form describing surface water to Suds or Mains if the Permeable Paving proposal is unsuitable, I note that the area is well served by sewers, I consider that a conditional approval is appropriate in this case.

So, I would recommend that we attach the following conditions to any approval: -

H4 - No development shall take place unless full surface water drainage details, including Yorkshire Water Permission to discharge, have been submitted to and approved in writing by the Local Planning Authority. Thereafter no part of the development shall be occupied or brought into use until the approved scheme has been fully implemented. The scheme shall be retained throughout the life of the development unless otherwise agreed in writing with the Local Planning Authority. @ To ensure the proper drainage of the area

Yorkshire Water (comments on amended plans) Thank you for consulting Yorkshire Water. We will respond to your planning enquiry within 21 days. If you do not receive a reply within 21 days of receipt then please assume that Yorkshire Water has no comments to make on the planning consultation (no further response received)

Ward Councillors – no comments received

Representations

The application has been publicised by means of direct letters to nearby properties and a site notice displayed 6 to 27 September; no representations have been received.

Assessment

Principle of Development

The proposal is for resurfacing an existing car park, delineation and the provision of entrance and exit barriers. As the proposal relates to a car park which appears to have been in use for a considerable period of time, the principle of development is acceptable subject to consideration of details.

Design

The proposed asphalt finish will improve the appearance of the site. There are no detailed drawings of the proposed barriers and the small sections of additional fencing to define the 5 metre set back of the barriers. A condition is recommended to require the details to be agreed.

Highway Safety

The proposed surfacing and delineation will secure a safe and appropriate car park layout for 108 cars. An existing bike shed is to be retained. The proposed barriers have been moved to 5 metres from the back edge of the footway and it is concluded that the proposals are acceptable from a highway safety point of view subject to conditions requiring the surfacing of the car park, the provision of drainage to prevent the discharge of surface water on to the highway, to secure the 5m set back of the barriers from the highway and to require the retention of the bike shed for cycle parking.

Drainage

The proposal indicates an intention to allow water to continue to drain into the site, or if that is not possible, to drain the site via an attenuation tank to the sewer. A condition is recommended based on the advice of the drainage engineer to require full surface water drainage details to be agreed and implemented.

Recommendation

Grant subject to conditions