For and on behalf of
Company Shop Ltd

PLANNING STATEMENT

Land at Wentworth Way, Wentworth Business Park,
Tankersley, Barnsley

Prepared by
DLP Planning Ltd

June 2009



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1.0 Introduction

1.1 This Planning Statement has been prepared by DLP Planning Ltd on behalf of Company Shop Ltd in support of the planning application for the erection of a business unit on land at Wentworth Way, Wentworth Business Park, Tankersley, Barnsley.

1.2 The site is currently a parcel of vacant land located to the north west of Westwood New Road (A61) and to the south west of Wentworth Way within the Wentworth Business Park. The application site is surrounded by existing industrial units and lies within an Employment Policy Area as designated in the adopted Barnsley UDP.

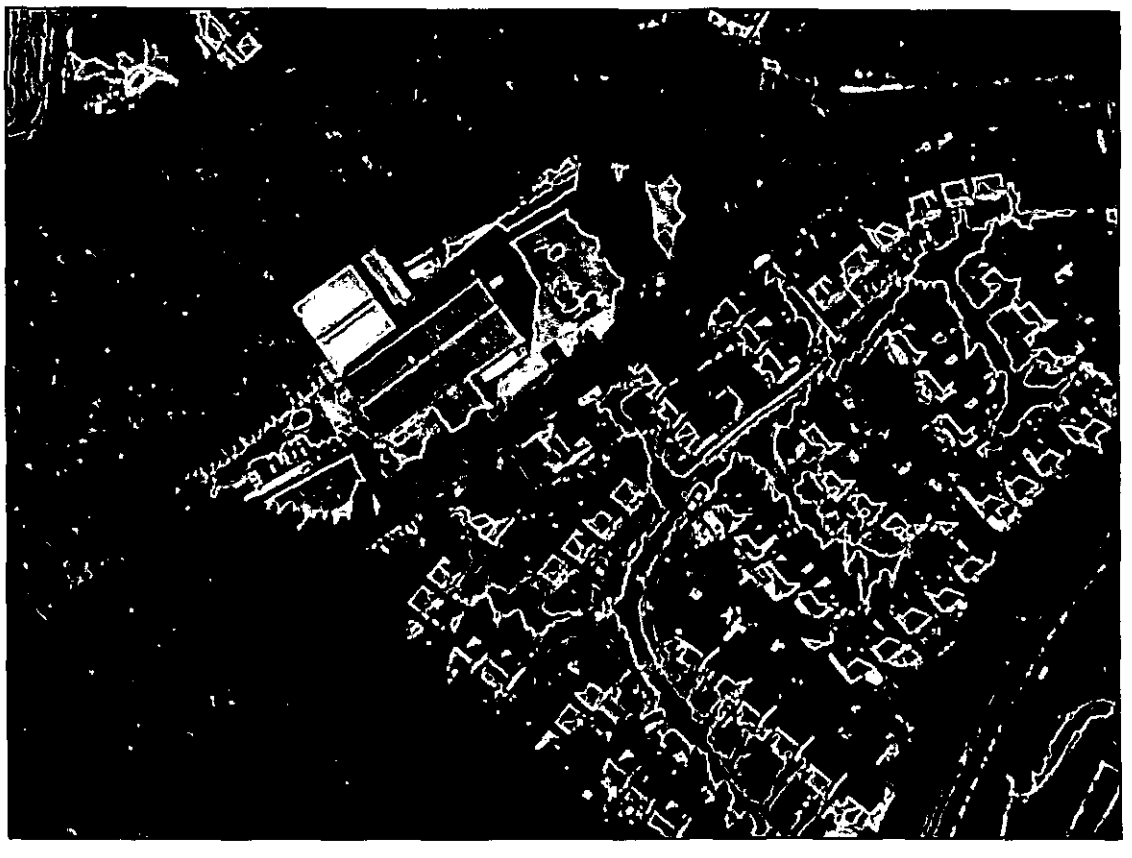
1.3 The statement will set out a the development scheme in the context of the application site and will also consider the site history and context of the existing unit located at New Road, Lower Pilley currently used by Company Shop Ltd. The statement will also set out the benefits of relocating the site to Tankersley.

1.4 The development proposal will be considered with regard to national, regional and local planning policy guidance and it will be shown that the proposal is in full accordance with this guidance.

1.5 The scheme has been the subject of a screening opinion (EIA). The Local Planning Authority has confirmed that the nature of the proposal does not require this work undertaking (see Appendix 1).

2.0 Existing Site at Lower Pilley

2.1 The existing Company Shop Ltd unit is located along New Road within Lower Pilley to the north of Westwood New Road (A61).



Photograph 1: Arial view of the existing Company Shop Ltd site and surrounding residential area

2.2 Access into the site is taken from the north east directly off New Road along the private driveway into the car park. Car parking is provided for staff and visitors with direct access into the staff shop entrance available from the car park.

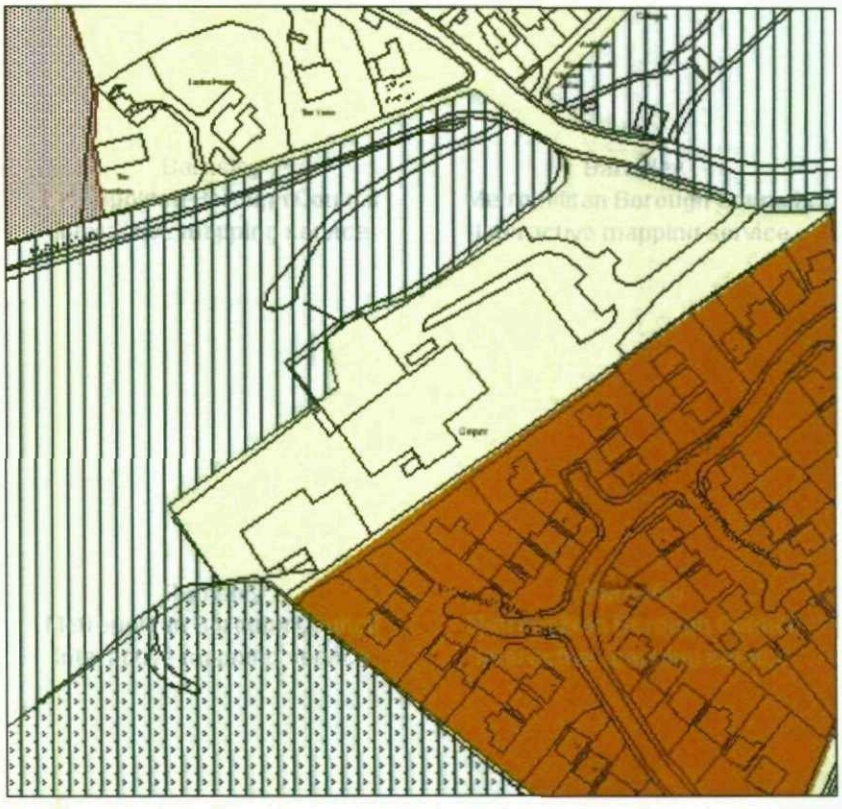
2.3 Access to the site from the north, west, east and south east is available along New Road and from Lidget Lane.

2.4 The only available route from the south west of the site and from the M1 motorway is along Westwood New Road (A61) with pedestrian access via Twelve Land Close through the residential estate to the south of the site and past Tankersley St Peter's C of E Primary School. This access is an unsuitable route to take onto a business site given the number of cars and goods delivery vehicles requiring access to the site.

2.5 As such the applicant is proposing to relocate the unit within the Barnsley MDC area to the application site at Wentworth Business Park, Tankersley. This site provides a suitable location for such use and avoids the need to travel through residential areas and potentially disrupt the living conditions of nearby residents.

2.6 Once the existing site is vacant the opportunity to provide residential development on a Brownfield site adjacent to an existing residential area will become available and will

provide a much more compatible land use with the exiting surrounding uses. The proposals map extract from the adopted Barnsley UDP illustrates the adjacent residential area to the south of the site.



Map 1: Proposals map of existing Company Shop Ltd unit.

2.7 The proposed relocation will also provide a more economically viable development including an increase in employment opportunities within Barnsley. This will be looked at in more detail later within this report.

2.8 A series of photographs below illustrates the nature of the existing Company Shop Ltd unit and the surrounding residential area:



Photograph 2: View of the delivery area at the staff shop unit



Photograph 3: View of the staff shop unit and entrance into customer car parking area



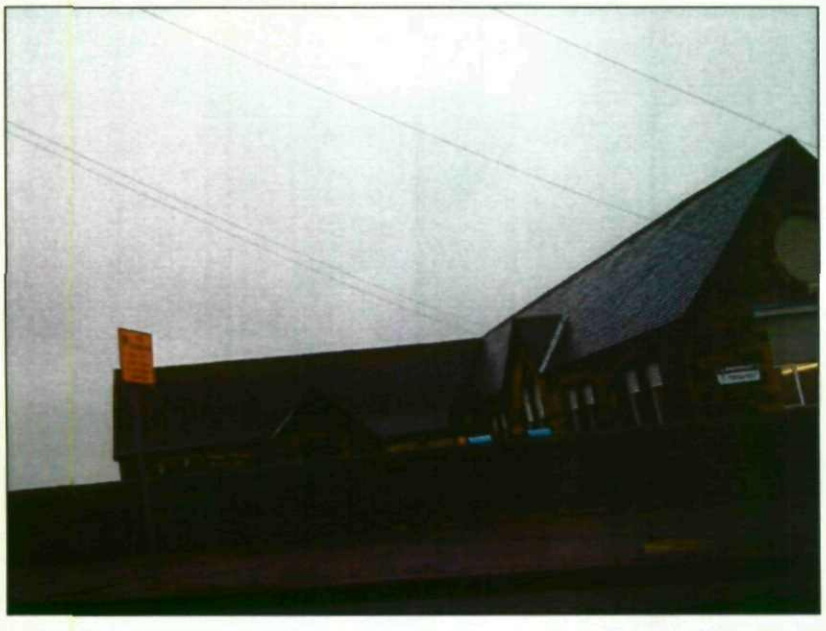
Photograph 4: View of the customer car park and entrance into the staff shop



Photograph 5: View east along New Road from the entrance into the site



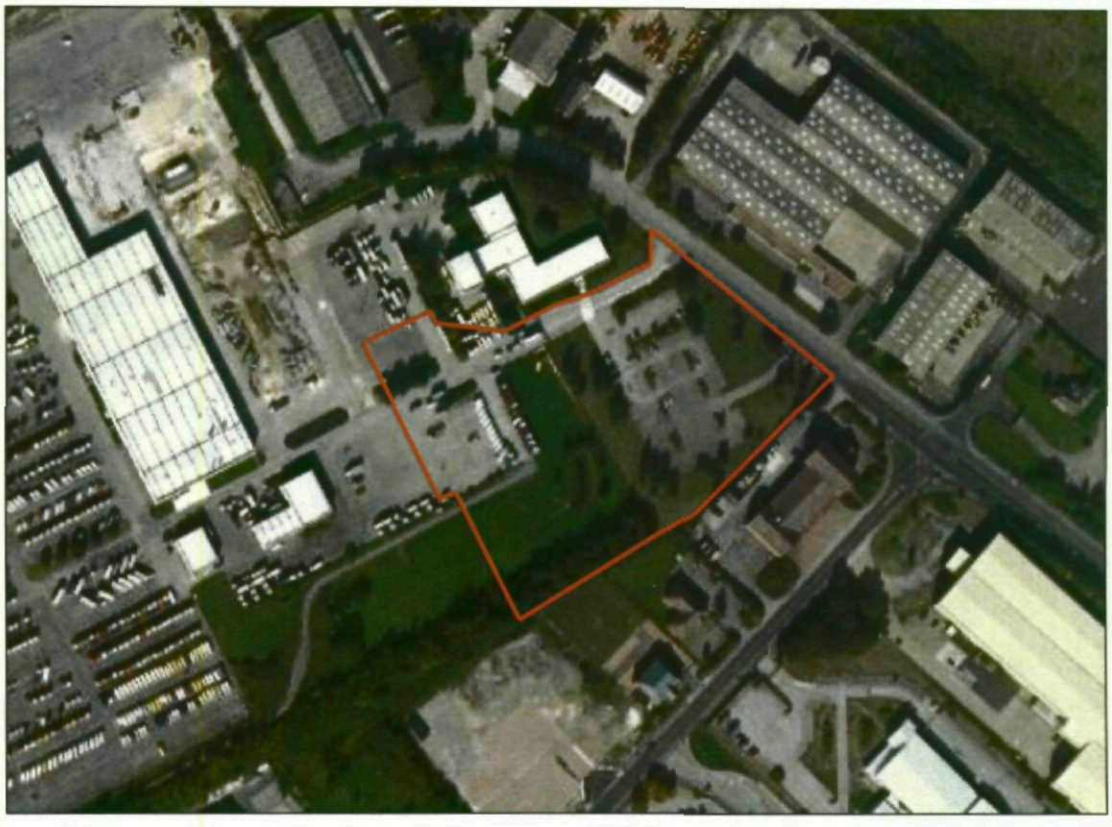
Photograph 6: View west along New Road from the entrance into the site



Photograph 7: View of school along Westwood New Road to the south east of the existing site

3.0 The Application Site

3.1 The application site is located to the north west of Westwood New Road (A61) off Wentworth Way within the Wentworth Business Park, Tankersley, Barnsley.



Photograph 8: Arial view of the application site and surrounding area

3.2 The application site is currently occupied by car parking areas adjoining the existing business unit to the north and west of the site.

3.3 The gradient of the land is gently rising from north east to south west and contains no existing buildings or structures.

3.4 Access into the site is taken off Wentworth Way to the east of the site into the existing car park to the west of the application site. Access onto Wentworth Way is taken from Westwood New Road which provides adequate visibility splays from both the east and west.

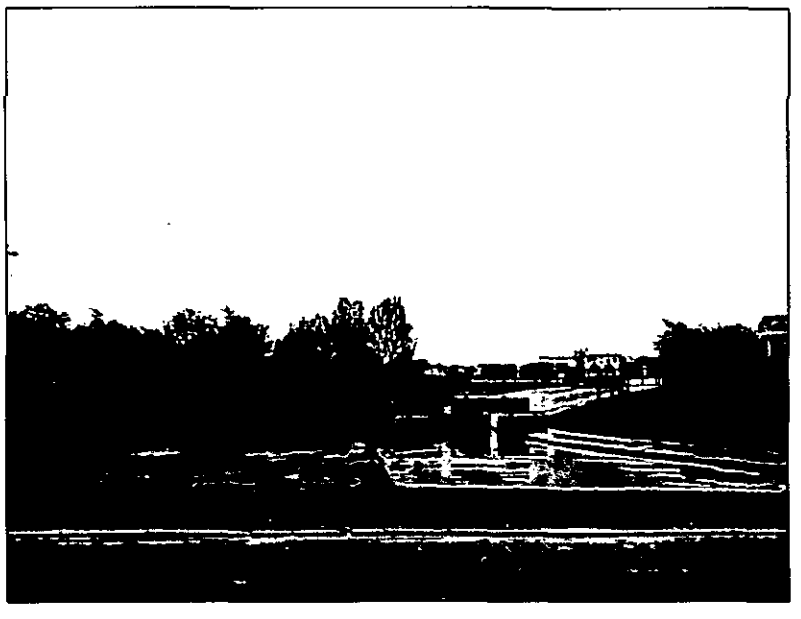
3.5 The nearest business unit is located to the north of the application site is also accessible via the same entrance off Wentworth Way.

3.6 A number of young trees are located within the site. These will be retained where possibly particularly to the boundary of the site and to the parking area to the east.

3.7 A supplementary Ecological Report accompanies this application submission which deals with the ecological issues surrounding the site and the specific requirements of the Environmental Impact Assessment as set out in the Screening Opinion obtained

from Barnsley Metropolitan Borough Council on 16th March 2009. The Screening Opinion also requested a Great Crested Newt Impact Assessment detailing the need to incorporate mitigation measures during the construction period.

3.8 A series of photographs illustrates the nature of the site and surrounding area:



Photograph 9: View of the entrance to the east into the application site from Wentworth Way



Photograph 10: View of the existing vacant unit to the north of the application site and access entrance



Photograph 11: View of the existing vacant unit to the north of the application site. This will be utilised by the applicant but does not form part of the application (not a material change in use and no physical amendment required).



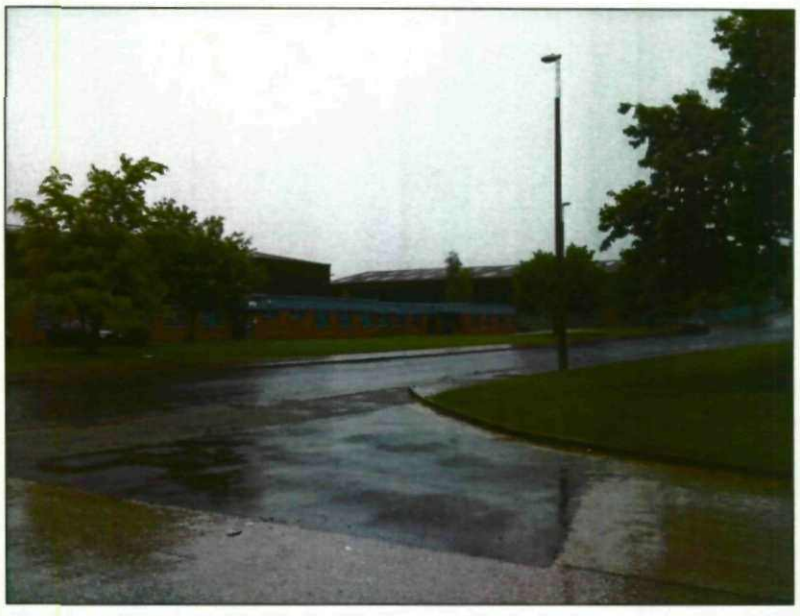
Photograph 12: View of the entrance into the application site from the eastern boundary



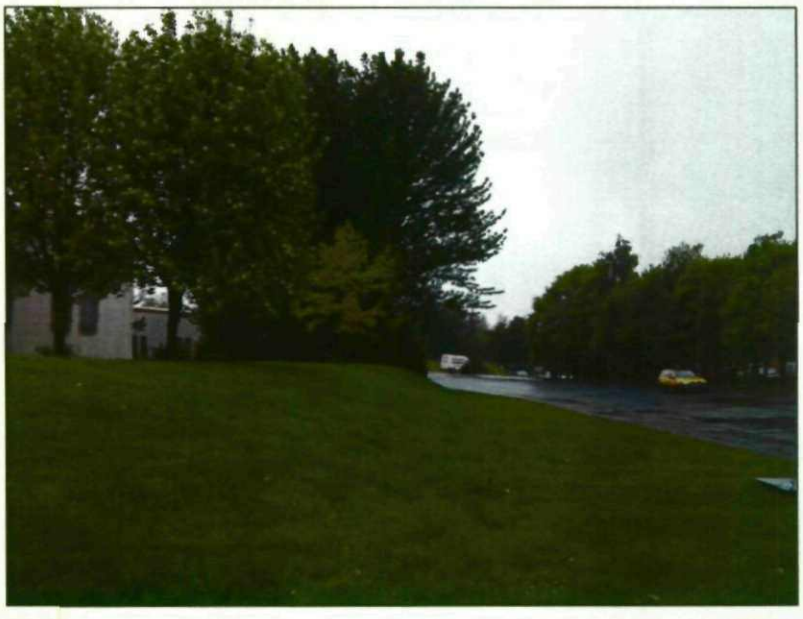
Photograph 13: View of the car parking area in the east of the application site adjacent to Wentworth Way



Photograph 14: View the entrance into the application site from the eastern boundary



Photograph 15: View from the entrance of the application site towards the south east along Wentworth Way



Photograph 16: View of from the entrance of the application site towards the north west along Wentworth Way



Photograph 17: View of existing unit opposite the entrance of the application site along Wentworth Way



Photograph 18: View south east along Wentworth Way towards the junction with Westwood New Road



Photograph 19: View from Wentworth Way towards the south west along Westwood New Road



Photograph 20: View from Wentworth New Road towards the north east along Westwood New Road

4.0 The Development Proposal

4.1 The applicant is proposing to erect a business unit constructed to a height of between 3.5 and 11.8 metres with the highest elevation to face towards the west (rear of the building). The length of the building running from west to east measures 76 metres and the width from north to south measures 43 metres.

4.2 The main entrance will be to the east of the unit and will enter into a reception area for members to sign in and then access the staff shop.

4.3 To the west of the unit will be a number of rooms used for processing and packaging products to be sold in store. A mezzanine floor is provided above these processing rooms which will be accessed by an internal stairwell and also an external stairwell and lift. These rooms will be used as offices and further processing rooms for the unit.

4.4 A refuse store will be located to the north west of the building accessible via the processing rooms. It will be accessible externally via the existing road which runs along the north of the site. This will provide easy access for refuse vehicles.

4.5 Deliveries will also use the same access road to the application site and will access the unit via the double doors to the north west of the building directly into the processing rooms. Such access arrangements are considered acceptable given the existing surrounding land uses and adequate visibility splays onto Wentworth Way from the access driveway.

4.6 Customer and staff parking will be provided to the front of the main entrance of the building and is considered to be adequate to serve the unit given the size and nature of the business.

4.7 The proposed materials of the unit will be predominantly white cladding and fair faced block work, which is considered to be in keeping with the surrounding business units in the immediate locality as illustrated in the supporting photographs.

4.8 Existing landscaping and boundary treatment will be retained were possible and enhanced in order to provide visual relief to the development proposal and to improve the ecological value of the surrounding land.

5.0 Application Site History

5.1 There have been no previously recorded planning applications directly related to this site.

6.0 Planning Policy

6.1 Reference to national, regional and local planning policy guidance applicable to the application proposal is contained below which supports this application.

PPS1: Delivering Sustainable Development

6.2 PPS1 was published in January 2005 and together with the accompanying General Principles document sets out the basis of the Government's approach to the planning system and the role it plays in contributing to sustainable development.

6.3 Paragraph 5 of the statement identifies how sustainable and inclusive patterns of urban and rural development should be facilitated and includes:

- *making suitable land available for development in line with economic, social and environmental objectives to improve people's quality of life;*
- *contributing to sustainable economic development;*
- *protecting and enhancing the natural and historic environment and existing communities;*
- *ensuring high quality development that uses good design, and the efficient use of resources; and*
- *ensuring that development supports existing communities and contributes to the creation of safe, sustainable, liveable and mixed communities with good access to jobs and key services for all members of the community.*

6.4 The application proposal will provide an opportunity to improve peoples' quality of life by relocating an existing business unit adjacent to a residential area to a designated business park. The proposed development will contribute to the economic development of the local area by providing further jobs during the construction process and as a result of the expansion of the business, whilst avoiding development on historic areas, and locating a business use in an entirely suitable environment.

6.5 Government guidance is that development should take place within a sustainable framework and the use of previously developed and underused or vacant land and buildings is actively encouraged in promoting more sustainable patterns of development. The site comprises partly of a previously developed and a clearly underused parcel of land within a designated employment policy area. The site is also located with good access to transport networks (see later) and makes efficient use of the site.

6.6 PPS1 sets out the overarching framework for the Government's objectives for the planning system. In particular, development plans should promote development that creates socially inclusive communities and includes a suitable mix of uses and should:

> *'address accessibility (both in terms of location and physical access) for all members of the community to jobs, health, housing education, shops, leisure and community facilities' (paragraph 16).*

6.7 It is evident that the development proposal provides a suitable use within a business area and will relocate the existing unit away from a residential area. The application site

is more easily accessible particularly for the use of goods delivery vehicles and avoids the need to travel through residential areas or areas close to a primary school.

6.8 Local Planning Authorities are also guided to ensure that high quality inclusive design is achieved for all development including public and private spaces as well as buildings. Paragraph 33 and 34 of PPS1 are in particular of note as they state that:

> *'Good design ensures attractive usable, durable and adaptable places and is a key element in achieving sustainable development. Good design is indivisible from good planning.*
>
> *Planning authorities should plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes. Good design should contribute positively to making places better for people. Design which is inappropriate in its context, or which fails to take the opportunities available for improving the character and quality of an area and the way it functions, should not be accepted.'*

6.9 The Design and Access statement which accompanies this application submission deals with matters relating to design and accessibility of the proposed development. It is however, considered that the design, layout and proposed materials are in keeping with the existing business use units already located at the Wentworth Business Park and as such will not have any adverse impact on the surrounding locality.

PPS1 Companion Document: The Planning System, General Principles

6.10 The principles of the plan-led system are articulated in this document which accompanies PPS1 and identifies that this process is central to the development control system.

6.11 Paragraph 10 of the General Principles document states that:

> *'Local planning authorities must determine planning applications in accordance with the statutory Development Plan, unless material considerations indicate otherwise. If the Development Plan contains material policies or proposals and there are no other material considerations, the application should be determined in accordance with the Development Plan.'*

6.12 The Development Plan is defined under the terms of Section 38(6) of the 2004 Planning and Compulsory Act and constitutes the Regional Spatial Strategy for Yorkshire and the Humber (May 2008) and the Barnsley Unitary Development Plan (2000).

6.13 The adopted Barnsley UDP identifies this site as an Employment Policy Area. The relevant policies to the application proposal will be looked at in more detail later within this report.

PPG4: Industrial, Commercial Development and Small Firms

6.14 *'PPG4: Industrial, Commercial Development and Small Firms'* sets out the Government's guidance with regard to economic growth and development.

6.15 Paragraph 1 states that one of the Government's key aims is to encourage continued economic development in a way which is compatible with its stated environmental

objectives and that economic growth and a high quality environment have to be pursued together.

6.16 It is considered that the development proposal creates an opportunity for economic growth in Barnsley by expanding an existing successful business in an entirely suitable location. This should be given particular consideration given the current economic climate and the limited opportunities for business growth in the area.

6.17 The surrounding environment is also taken into account and the loss of habitat and protected species is minimised by the location of the proposed unit and the retention of surrounding landscaping and trees. The impact on the pond to the south east of the proposed building is considered to be minimal. This is detailed further within the Ecological Report as part of this application submission.

6.18 Paragraph 9 makes reference to the locational factors involved in industry and commerce and states that:

> *'Industry and commerce have always sought locational advantage in response to various external factors. These include: the demands of customers; access to raw materials and suppliers; links with other businesses; the workforce catchment area; and various transport considerations. Business often gives high priority to good access to roads, and sometimes rail, airports and ports.'*

6.19 The application site is located in a well established business use area of Tankersley. The proposed B1/B2 unit will be well served by the current transport networks, namely Westwood New Road with excellent links to the M1 motorway. This not only provides good access for employees and visitors, but also for goods delivery vehicles and refuse collection. The access arrangements for the existing site are considered to be inadequate and have a negative impact on the residential estate located to the south of the site.

6.20 Within paragraph 21 of PPG4 reference is made to the many urban areas that contain large amounts of land, once used for industrial purposes but now under-used or vacant. It is considered that the application site makes efficient use of the site and brings back into use a currently un-used and vacant parcel of land within a designated business use area.

PPG13: Transport

6.21 *PPG13 'Transport'* outlines the Government's objective to integrate planning and transport at the national, regional, strategic and local level and to promote more sustainable transport choices both for carrying people and moving freight.

6.22 PPG13 also promotes reviews of policies and standards on densities, parking and layout of development to ensure that they facilitate higher density development (paragraph 49).

6.23 Paragraph 51 of PPG13 states that developers should not have to provide more spaces than they wish to provide, unless exceptional circumstances can be proved, such as where there are significant implications for road safety.

6.24 Paragraph 52 of PPG13 provides guidance on minimum and maximum levels of parking standards and states that:

'Maximum standards should be designed to be used as part of a package of measures to promote sustainable transport choices, reduce the land-take of development, enable schemes to fit into central urban sites, promote linked-trips and access to development for those without use of a car and to tackle congestion. There should be no minimum standards for development, other than parking for disabled people.'

6.25 Maximum standards of parking are set out in Annex D of PPG13. For B1 uses the maximum number of parking spaces is 1 per $30m^2$ and 1 per $14m^2$ for food retail space.

Use	**National Maximum Parking Standard -** 1 space per square metre (m^2) of gross floorspace	**Threshold from and Above Which Standard Applies** (gross floorspace)
Food retail	1 space per $14m^2$	$1000m^2$
B1 including offices	1 space per $30m^2$	$2500m^2$

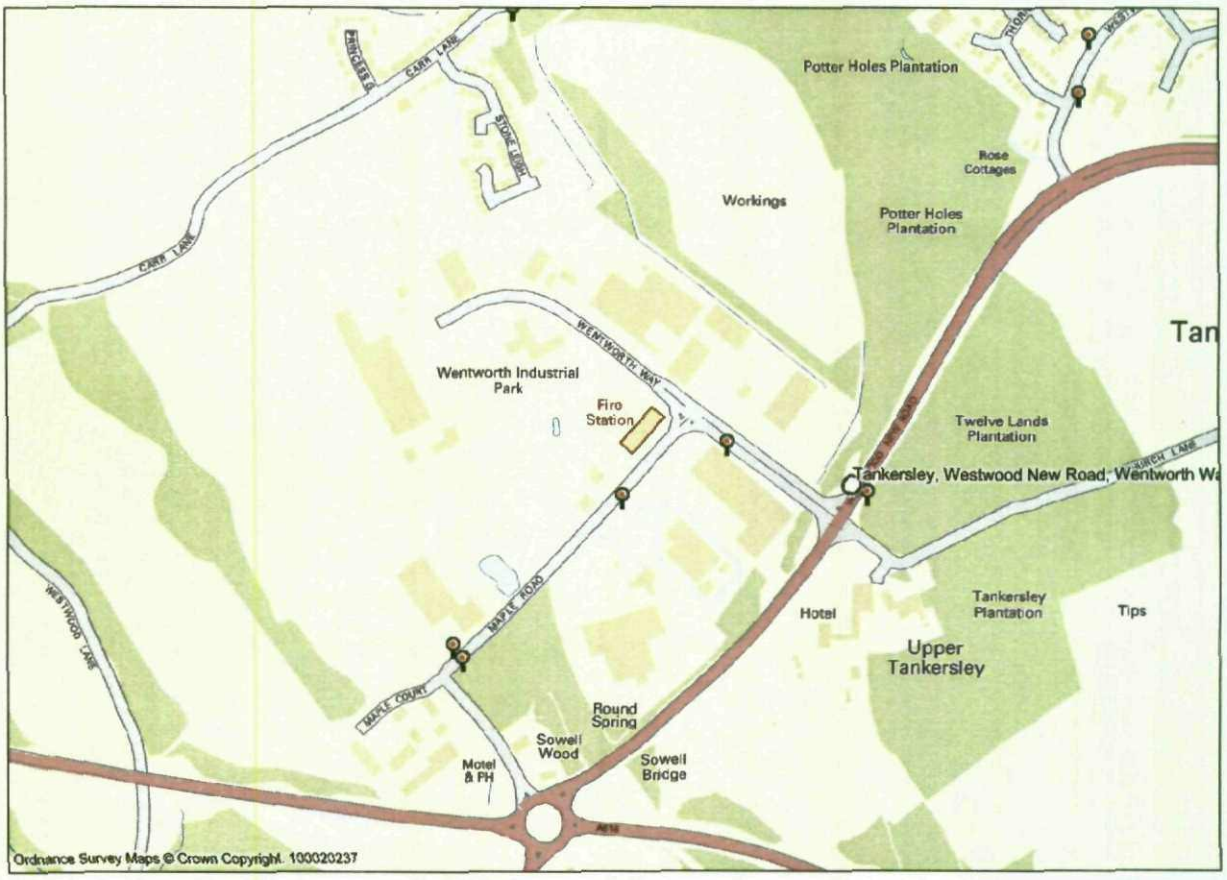
Table 1:PPG13 Annex D - Maximum parking standards

6.26 The guidance in PPG13 states that for mixed use development, the gross floorspace given over to each use should be used to calculate the overall total maximum parking figure. The maximum parking standards set out in annex D do not apply to small developments, that is, those below the relevant thresholds. Where this is the case the policy guidance states that *'Local authorities should use their discretion in setting the levels of parking appropriate for small developments so as to reflect local circumstances'.*

6.27 The gross floorspace of the application proposal is $3840.5m^2$ which includes $1340.14m^2$ of food retail space and $2500.36m^2$ for offices/processing/packaging rooms.

6.28 This equates to a maximum of 96 spaces for the food retail floorspace and 83 for office/processing/packaging floorspace. The proposal is providing 134 parking spaces and an additional 13 disabled person's parking spaces on site for visitors and staff which is in accordance with this guidance.

6.29 PPG13 also encourages the use of public transport in order to achieve sustainable economic growth. The following map details the public transport networks available to the application site.



Map 2: Location of bus stops within close proximity to the application site.

6.30 Bus services provide access to the local area and beyond including Tankersley, Brampton, Hoyland, Wath upon Dearne, Burncross, Meadowhall Interchange and Stocksbridge using bus numbers 72 and 201 making the site easily accessible by public transport. These services are available for staff and visitors to use in order to reduce the dependence on the private car.

The Yorkshire and Humber Plan: The Regional Spatial Strategy to 2026 (May2008)

6.31 The Plan is the most recent statutory RSS for Yorkshire and Humber to 2026 published in May 2008 and aims to guide development for the next 15 to 20 years. This document replaces the RSS for Yorkshire and Humber which was published in December 2004.

6.32 Paragraph 4.3 of the Plan states that the South Yorkshire sub area approach aims to continue the transformation of the economy and to accommodate increased numbers of new jobs and homes. The proposed development aims to retain jobs within the Barnsley area and will create further employment opportunities through the expansion of the business.

6.33 Policy YH7: 'Location of Development' emphasises that wherever possible development should be located within urban areas and a sequential approach must be adopted when allocating specific sites for development. The application site is allocated within an existing Business Park in close proximity to transport networks and other business units.

6.34 Policy E1 outlines the requirements of creating a successful and competitive regional economy through investment decisions and programmes. Criteria G is particularly pertinent to the development proposal and states that investment decisions and programmes should help to deliver:

> *'G) Development related to important sectors or clusters, or individual employers important to the local economy, where they have specific property requirements.'*

6.35 The requirement of the Company Shop Ltd is to be located in a more easily accessible location with realistic opportunities for expansion. This can be achieved at the application site through the development of a larger business unit to accommodate increased processing and production. Furthermore there is an existing unit adjacent to the site which will be available to be utilised as office space associated with the business operation.

6.36 Policy E3 'Land and Premises for Economic development states that:

> *'Plans, strategies, investment decisions and programmes should make use of appropriately located previously developed land and current allocations, and ensure the availability of sufficient land and premises in sustainable locations to meet the needs of a modern economy.'*

6.37 The application site is a parcel of previously developed land and is currently allocated within the Barnsley UDP as an Employment Policy Area. The site is in a more sustainable location with better access to and from the site for service and delivery vehicles and major road networks including improved access to the M1 than the existing business. The application site is also integrated within an existing Business Park with available surrounding units for further expansion of the business.

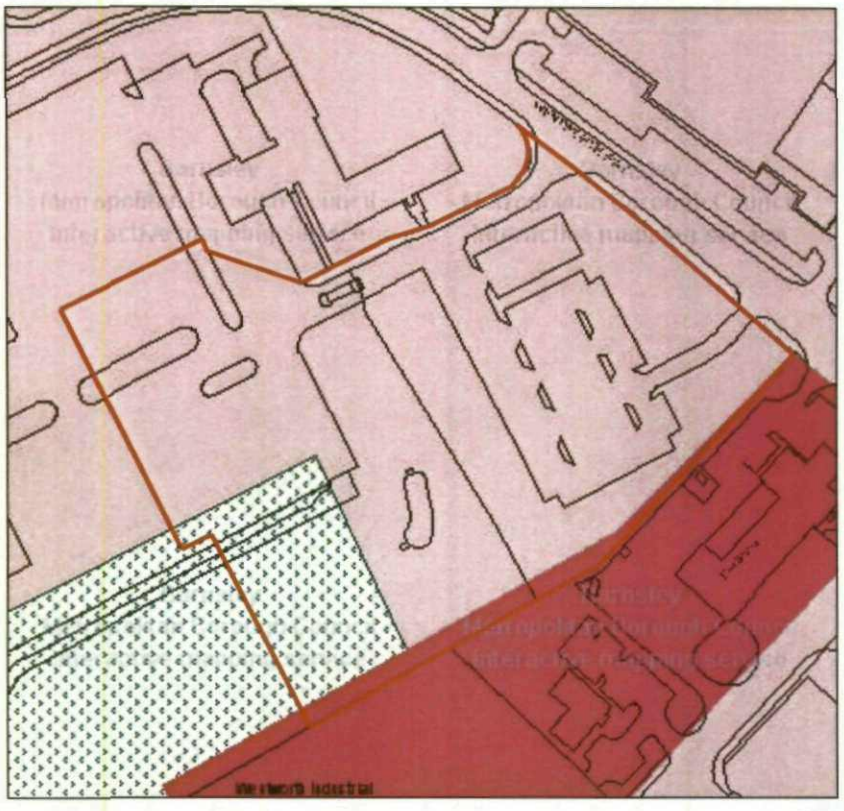
6.38 In the current economic climate, such a scheme should be welcomed given the recent increase in failing businesses and rising unemployment rates.

6.39 The development proposal will therefore contribute to meeting the overall strategic economic requirements within this area of Barnsley and complies with the objectives currently being pursued at the regional level.

Barnsley Unitary Development Plan (2000)

6.40 The Barnsley Unitary Development Plan was adopted in December 2000 and provides policy guidance for the whole of the metropolitan borough area.

6.41 The Barnsley UDP Proposals Map designates the application site as predominantly lying within an Employment Policy Area. Part of the site to the west is designated as a Nature Conservation Site and the south a small area of land is designated as an Employment Proposals site.



Map 3: Barnsley UDP Proposals Map of the application site

6.42 Set out below are a number of policies which are relevant to the development of the application site.

Economic Development

Sites for New Development: Policy ED1

6.43 Policy ED1 provides guidance regarding sites for new economic development. The policy encourages economic development in strategic locations near to major transport links notably the M1 corridor. The application site is located within a designated Employment Policy Area within the UDP and has good access to the local area of Tankersley and the M1 corridor at junction 36.

Uses on Employment Sites: Policy ED2

6.44 Policy ED2 sets out the permitted uses on designated employment sites and states that:

> *'Development on sites proposed for employment use, other than those specified in policy ED3 or in community area volumes, will normally be permitted for business, industry, and storage and distribution. Class A1 (shops) and class A2 (financial and professional services) uses will not be permitted. Other employment generating uses may be permitted if they are compatible with adjoining uses.'*

6.45 As the application site will consist of offices, processing/production rooms and club shopping it is considered that the development proposal is in full accordance with this policy guidance. The use of the customer service area is to be a private members club

and is not a shop open for use by the general public. The use is already in operation in the locality and is purely being relocated in the interest of expanding the business and offering additional employment opportunities.

Existing Employment Areas: Policy ED7

6.46 Policy guidance is provided at ED7 with regard to existing employment areas. The application site is designated as an employment policy area and therefore the following applies:

> *'Areas defined on the proposals maps as employment policy areas will remain in employment use. Unless otherwise stated in community area volumes, development will normally be permitted for business, industry and storage and distribution. Other employment generating uses may also be permitted if they are compatible with adjoining uses. Class A1 (shops) and class A2 (financial and professional services) will not be permitted.*

6.47 It is understood that class A1 (shops) is not an acceptable use within an employment area. Again it must be emphasised that the element of the proposed development to cater for visiting customers and for the sale of goods is a private members club and not a shop for sale of goods to the general public as designated under use Class A1. As such the use of the customer area is considered to be a sui-generis activity.

6.48 Paragraph 2.40 refers to employment uses within residential areas as is the case for the existing Company Shop Ltd at New Road and the impact such adjoining uses cause in terms of disturbance through traffic noise, vibration, smell, fumes, smoke, soot ash dust and grit. At present access into the site from the south west including access from the M1 motorway north and south bound requires the need to travel through the housing estate to the south of the site as well as pass by a primary school.

6.49 The policy states further that:

> *'Only in very extreme cases is it likely that relocation will be considered as an option. Where such premises become vacant, insofar as the Council has powers to control future use, redevelopment will be restricted to uses which are appropriate to the area.'*

6.50 Given the nature of the business and the requirement for delivery of goods and access for service vehicles it is considered at present that the existing site is unsuitable and inadequate in terms of access and creates undue congestion noise and disturbance on the estate through parking and goods vehicles. It is considered that if the business unit is relocated, the existing site will become available and suitable for housing and as such will enable the development of a compatible land use.

Growth of Existing Firms: Policy ED10

6.51 Policy ED10 also refers to the requirement for businesses to relocate in order for them to grow. In the case of the application proposal the existing unit at New Road is unsuitable in terms of access, but also offers no opportunity in terms of physical expansion of the building due to the surrounding residential units and also the size of the site.

6.52 As such it is considered that the relocation of the business to Wentworth Business Park provides the opportunity to increase the size of the unit without causing any negative impact on the surrounding land uses and also offers the opportunity to utilise adjacent

units. In this case the office unit to the west of the application site is to be used as office space and will not require to be subject to any material change of use.

Transport

Development and the Highway Network: Policy T2

6.53 Policy T2 provides guidance on the impact of development on the highway network. The policy states that:

> *'Development will only be allowed if the additional demand for travel generated can be accommodated on the highway network without significant detriment to the environment or the safety and ease of movement of vehicles and pedestrians using the network, or through measures to assist public transport, cycling or walking.'*

6.54 The application site is located within the existing and well established Wentworth Business Park with access taken off Westwood New Road and Wentworth Way. As such the highway network can easily accommodate the increase in traffic generated by the business. The relocation of the unit to this site represents a significant improvement in terms of access when compared to the existing site as discussed above.

Nature Conservation

6.55 As part of the site lies within a Nature Conservation Site it is pertinent to give a brief overview of the relevant policies.

Nature Conservation Sites: Policy HN8 and HN8/4 Sowell Pond

6.56 Policy HN8 provides details of a number of nature conservation sites to be safeguarded from development which would cause disturbance, pollution or other damage.

6.57 Policy HN8/4 refers to Sowell Pond which is located to the south west of the application site within the designated nature conservation site. Given the distance from this pond and the nature of the proposed use, it is considered that there will be no detrimental impact to the existing habitats and biodiversity in this area.

6.58 It has been acknowledged from the supporting Ecological Statement that the pond within the application site boundary does not contain any protected species. As such the proposed development will cause no harm to this feature either during construction or once the business is in operation.

Protecting Habitats and Species: Policy GS15

6.59 Policy GS15 refers to protecting habitats and species in nature conservation sites and states that:

> *'The council will seek to safeguard important habitats and species from any activities which would cause disturbance, pollution or other damage. All development proposals should, where appropriate, include measures to conserve and enhance existing features of nature conservation interest and to create new nature conservation areas.*

6.60 As previously stated there will be no impact on the pond within the site boundary itself. The part of the site which lies within the nature conservation site will also not be damaged to an unacceptable degree. The nature of the proposed use is such that there

will be no disturbance, pollution or other damage caused to the surrounding environment.

6.61 Furthermore, planting and landscaping will be enhanced within the application site in order to mitigate the loss of any biodiversity.

Protecting Habitats and Species: GS18

6.62 Policy GS18 states that:

> *'Any development which may adversely affect, directly or indirectly, a local nature reserve, a natural heritage site, ancient woodland, a regionally important geological site or other nature conservation sites identified on the proposals maps, will not be approved unless it can be clearly demonstrated that there is a case for the development which outweighs the case for safeguarding the conservation interest of the site after available measures to avoid, mitigate or compensate for any adverse affects have been taken into account, in which case the council will seek to minimise the adverse impact and/or secure compensatory provision including, where appropriate, through planning conditions or obligations.'*

6.63 The impact on the small area of land within the application site designated as a Nature Conservation Site is minimal which has been demonstrated within the Ecological Statement as part of this application submission.

7.0 Conclusion

7.1 This Planning Statement has been written on behalf of Company Shop Ltd in support of the application for the erection of a business unit on land at Wentworth Business Park, Wentworth Way, Tankersley, Barnsley.

7.2 The site forms part of the car parking area of the adjacent units to the north and north west and is currently under-used.

7.3 The application site is located within the existing and well established Wentworth Business Park with access taken off Westwood New Road and Wentworth Way. As such the highway network can easily accommodate the increase in traffic generated by the business. The relocation of the unit to this site represents a significant improvement in terms of access when compared to the existing site.

7.4 The development proposal is considered to offer an opportunity to relocate an established business within the Tankersley area of Barnsley to a site which is better suited to accommodate the use in terms of access and future expansion.

7.5 The proposed unit will be in keeping in terms of design and layout of the surrounding land uses and will not cause any adverse impact on the surrounding environment.

7.6 The development will provide a customer serving area and a number of processing and production rooms as well as office space, all to be associated with the operation of the business.

7.7 The growth of the business will also provide further employment opportunities for the surrounding area which can be easily accessed via public transport which reduces the need to travel to the site by private car. This further enhances the sustainability of the proposal. The site also contains adequate car parking for staff and visitors who require to travel to the site by car.

7.8 Access for service and delivery vehicles is also provided on site and is considered to be adequate in terms of manoeuvrability. The design and layout of the proposed development is discussed in more detail in the Design and Access Statement which accompanies this application submission.

7.9 It is therefore considered that the applicant has given careful consideration to the context of the site and the nature of the development and as such the proposed development is in accordance with the requisite elements of national, regional and local land use policy guidance.

Appendix 1

BARNSLEY
Metropolitan Borough Council

The Town and Country Planning (Environmental Impact Assessment)(England and Wales) Regulations 1999 as amended.

Screening Opinion

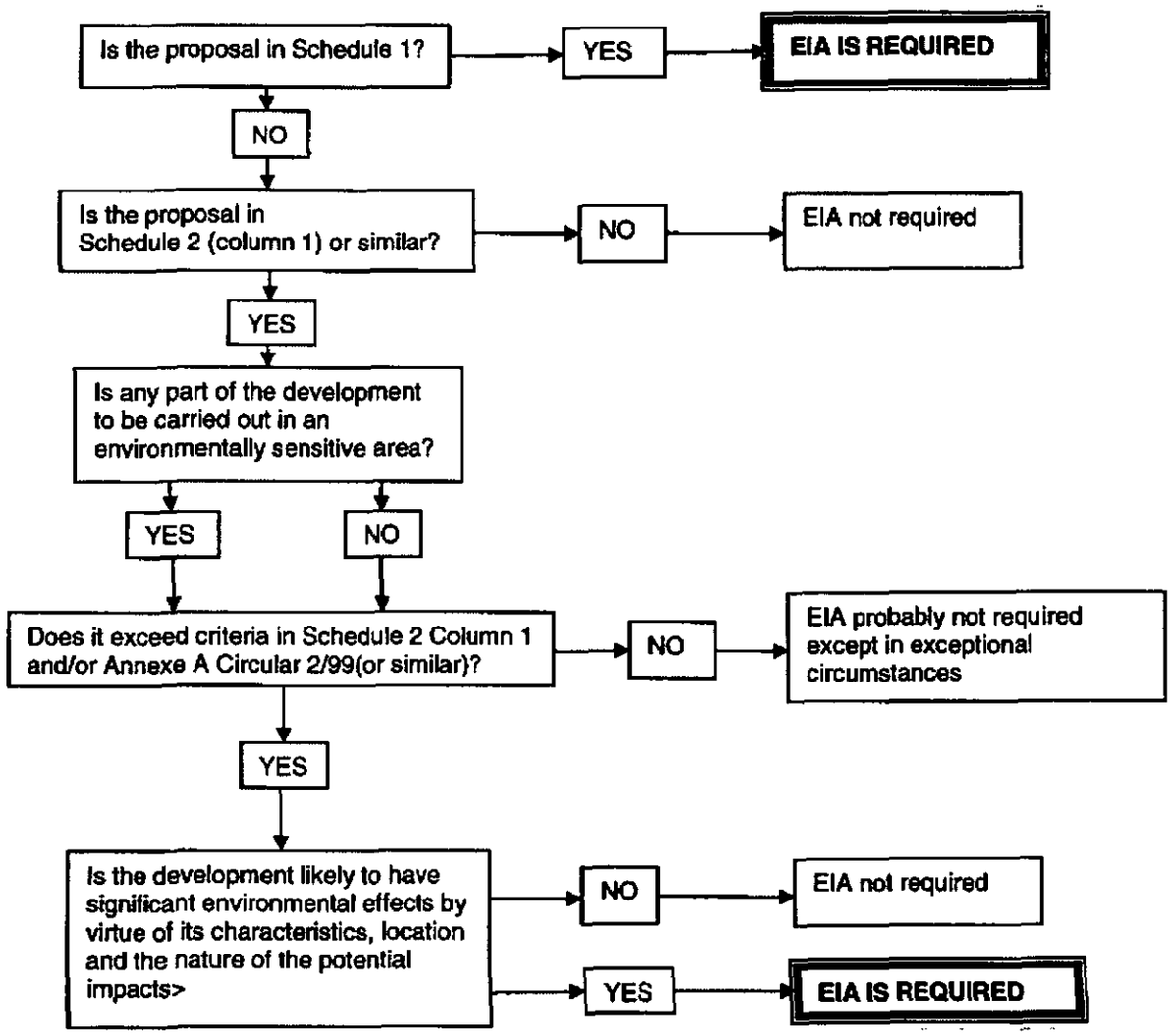
APPLICATION No: N/A

VALIDATION DATE:

LOCATION: Land off Wentworth Way, Wentworth Business Park, Tankersley

PROPOSAL: Erection of industrial unit

This screening process must be carried out within 3 weeks of validation and a copy placed on the Part 1 Register



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