
2024/0245

Mr M Durr

Erection of a new link bridge between two existing units for conveyor and walkways.

418 Carlton Road, Carlton Barnsley S71 3HX

Site Location and Description

The application site comprises an established glass recycling facility located in an area of existing industrial uses within the Carlton Industrial Estate. Surrounding land uses are mixed with commercial units to the northeast and northwest of the site with residential development to the south on the opposite side of Laithes Lane and along Carlton Road to the east. Athersley Memorial Park greenspace and open green belt is located to the north of the site beyond the northern boundary which allow views into the site from the north.



Planning History

2016/1039 Erection of extension to current warehouse/processing facility with car parking approved January 2017

2017/0976 Provision of car park (amendment to approved plans under permission 2016/1039) approved September 2017

2019/1360 Erection of building in association with existing glass recycling facility to provide inside space for the tipping of vehicles approved March 2020

2021/0887 Erection of new building to house Glass Recycling Facility approved May 2022

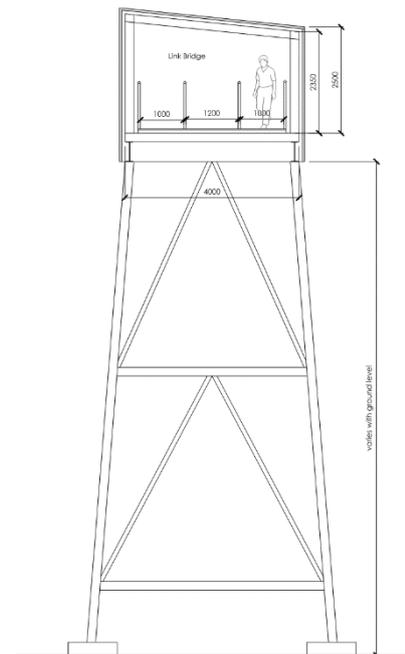
2023/1069 Extension to existing building that is used for storage and sorting of waste material for recycling approved February 2024

Proposed Development

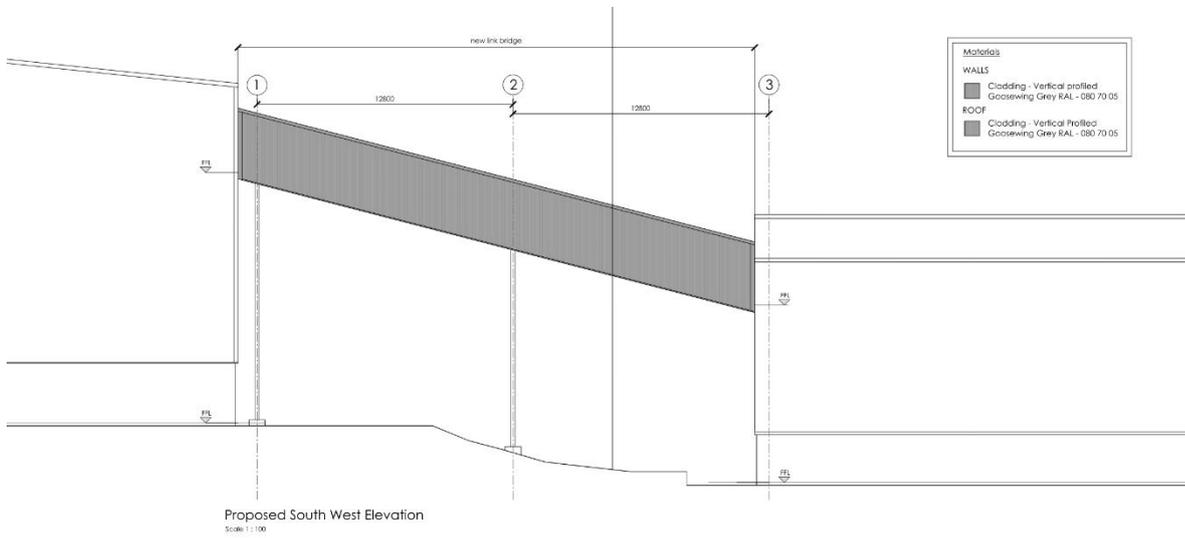
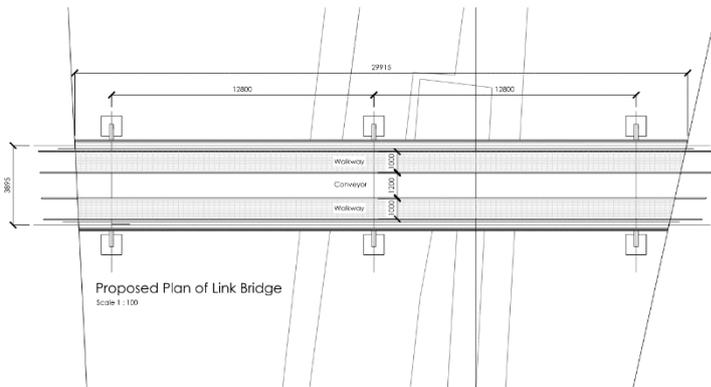
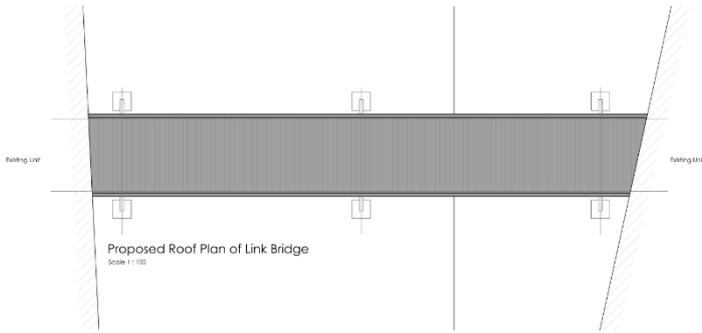
Permission is sought to erect a link bridge between two existing units for conveyor of material and a walkway for employees. The main purpose of the link bridge is to house a conveyor with associated maintenance walkways to allow operations to span between two existing buildings. The walkway allows plant operatives and maintenance staff to access the buildings without the hazards associated with moving through the main areas of operation.

The link bridge will span 29.9m between the existing units and have a width of 3.8m. The two units are located at different levels; the maximum height of the link from the lower building will be 12.1m increasing to 15.8m at the higher unit, these measurements have been taken from the finished floor levels of the respective building.

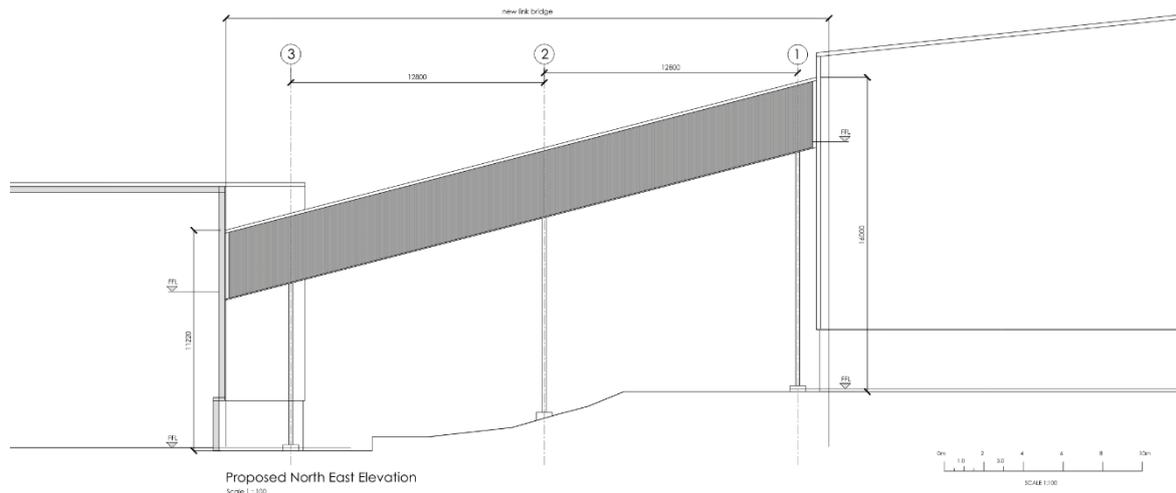
The link bridge is proposed to be constructed from vertical profiled cladding in Goosewing Grey RAL 080 70 05.



Typical Cross Section
Scale 1:30



Materials	
WALLS	
	Cladding - Vertical profiled Gossewing Grey RAL - 080 70 05
ROOF	
	Cladding - Vertical Profiled Gossewing Grey RAL - 080 70 05



Policy Context

Planning decisions should be made in accordance with the development plan unless material considerations indicate otherwise, and the National Planning Policy Framework 2023 (NPPF) does not change the statutory status of the development plan as the starting point for decision making.

The site is within Urban Barnsley and is allocated as Urban Fabric in the adopted Local Plan where there is no specific use subject to compliance with relevant Local Plan Policies. The land immediately beyond the north-eastern boundary forms part of Athersley Memorial Park and is allocated as Green Space and Green Belt.

Barnsley Local Plan

Policy GD1 General Development

Policy SD1 Presumption in favour of Sustainable Development

Policy E4 Protecting Existing Employment Land – states that existing employment land, or land last used for employment purposes will be retained in order to safeguard existing or potential jobs.

Policy GB1 Protection of Green Belt

Policy T4 New Development and Transport Safety – new development will be expected to be designed and built to provide safe, secure and convenient access for all road users.

Policy D1 Design

Policy Poll1 Pollution Control and Protection

Policy CC2 Sustainable Design and Construction

Barnsley, Doncaster and Rotherham Joint Waste Plan

WCS 1 refers to the overall strategy and states that provision will be made to maintain, improve and expand the network of waste management facilities to achieve sustainable waste management across all waste streams.

WCS 4 refers to waste management proposals on non-allocated sites and states that they will be permitted provided they demonstrate how they do not significantly adversely affect the character or amenity of the site or surrounding area; contribute towards the aims of sustainable waste management in line with the waste hierarchy; and do not undermine the provision of waste development on strategic sites. The types of location where waste proposals may be acceptable in principle include existing waste sites and designated employment and industrial areas/sites.

The above policy lists the types of location where waste facilities could be accommodated. Employment areas, such as industrial estates, are well-suited to waste facilities because they usually have good links to the main transport network (including primary roads and alternative routes, such as rail and waterways) and existing built-up-areas. Where waste processing activities take place within a sealed building and there is no external treatment or waste storage, they are similar in character to an industrial process. These proposals will be acceptable in principle within employment or industrial areas subject to meeting other policy requirements.

WCS 6 refers to general considerations for all waste management proposals (access, highway capacity, noise, dust, drainage, wildlife, and habitats etc.). Proposals must include sufficient information to demonstrate that they comply with the requirements within the policy.

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.

Para 85 states that planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity taking into account both local business needs and wider opportunities for development.

Supplementary Planning Documents (SPD):
Parking
Residential Amenity and the Siting of Buildings

Consultations

Highways DC – no objections.
Pollution Control – no objections
Ward Councillors – Cllr Tattersall – no objections to the bridge as it will improve access for employees, however, concerns are raised in relation to the smell from the site.

Representations

The application has been publicised as being of local interest by way of site notice, press notice and notification letters have been sent to surrounding properties. Two letters of representation have been received from the same neighbouring commercial premises; issues raised include.

- Rubbish and waste deposited along Longfields Road
- Entrance to Industrial Estate an eyesore

Assessment

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 an existing waste site within predominantly industrial surroundings and the expansion of existing firms will normally be permitted subject to satisfactory standards of design, the amenity of neighbouring uses, and adequate car parking, loading and vehicle manoeuvring facilities. Proposals for waste development will be permitted provided they demonstrate how they:

- 1) do not significantly adversely affect the character or amenity of the site or surrounding area.
- 2) contribute towards the aims of sustainable waste management in line with the waste hierarchy.
- 3) do not undermine the provision of waste development on strategic sites
- 4) prioritise the reuse of vacant or underused brownfield land, where possible,

It is considered that the use is consistent with Policy WCS4 of the Joint Waste Plan which considers non-allocated sites for proposed waste uses. In addition, WCS6 requires sustainable waste management facilities and supports recycling where control of pollution and protection of amenity can be secured. This site proposes to improve recycling on an existing waste management site, within a sustainable location and is therefore acceptable in principle. The NPPF makes it clear that planning should support sustainable economic growth and meet the development needs of business where it can.

Design/Visual Amenity

The proposed link bridge extension is to be located between the north-western and south-eastern elevations of two existing buildings, which front onto Longfields Road, and set back from the highway by approximately 100m.

The proposed link bridge extension would be located close to the north-eastern boundary of the site and adjacent to the Green Belt beyond. The link bridge is to span approximately 30m with a width of 3.8m. The main conveyor/walkway is to be enclosed within vertical profiled cladding in Goosewing Grey RAL 080 70 05, 3.5m in height, supported by metal struts at an approximate maximum height of 16m, the actual height varying due to the height and site level differences between the two buildings. The link has been designed to limit its impact on the visual amenity of the area and the Green Belt in that it is to be constructed from materials which match the construction of the original buildings and has been designed to only enclose the conveyor and walkway. It is acknowledged that the walkway would be viewed against the Green Belt to the east, however it is located approximately 100m to the

east. Current standards are moving away from the traditional Goosewing Grey, towards greens, which are considered to subdue the appearance of industrial buildings when viewed from a distance. However, in this instance the inclusion of any colour other than Goosewing Grey, is considered to have a greater impact. In addition, the development would also appear fairly self-contained from the potential viewing points to the north, east and south, whereby the existing buildings forming part of the existing Glass Recycling UK site, would obscure views of the proposed link bridge from those locations.

It is therefore considered that the proposal would not be out of character with the surrounding area given that it is located in an existing industrial area, nor would it be significantly detrimental to the visual amenity of the area and the street scene, and that any additional impact to the green belt would not be significant, nor harmful by any significant magnitude. Furthermore, it is considered that the improvement to environmental and amenity issues would outweigh the limited amount of harm by virtue of the visual impact of the development. Therefore, the proposal is considered in accordance with Local Plan Policies D1 and GD1.

Environmental and Amenity Issues

There are residential properties to the south-west of the site along Laithes Lane and Carlton Road, and properties to the east fronting onto Carlton Road, however, there would be separation distances of between approximately 300m and 350m respectively at the closest points. The link bridge would be screened from these properties by other buildings within the site and the surrounding industrial estate buildings and is located a sufficient distance from these properties not to increase levels of overshadowing or reduce levels of outlook to an unreasonable level.

It is acknowledged that the premises currently give rise to some dust, noise and smell emitting from the premises, however the existing use of the site cannot be taken into account in the determination of the application. The Pollution Control Officer has reviewed the application and considers that the development is unlikely to have an adverse impact on the health and quality of life of those living and/or working in the locality. No planning conditions are proposed as the waste activities operating at the site are managed through an Environment Agency (EA) Permit and not through the planning system. Government guidance on waste Para 050 states that waste planning authorities should assume that other regulatory regimes will operate effectively. As such any issues relating to air quality, odour, dust etc. would not be dealt with by the Council but would be controlled by the EA. However, it is not considered that the proposal would increase operations undertaken at the site, only to improve the current operations. As a result, odours and dust impacts are not likely to be increased. Overall, the proposal is considered to accord with Local Plan Policies Poll 1 and GD1.

Highway Safety

The proposal will not result in an increase in vehicle movements and would not impact on existing parking and manoeuvring areas. The proposed development would take access from Longfields Road, an existing access to the site, the Council's Highways Section has no objections to the development and the proposal is considered to comply with Local Plan Policy T4.

Other Issues

Comments have been made in relation to litter in the vicinity of the entrance to the site along Longfields Road and the entrance to the industrial estate being an eyesore. Whilst the

comments are acknowledged, these are not material planning considerations and do not fall within the remit of the planning system.

Conclusion

This application will provide a link bridge between two existing buildings within an existing industrial area on an established site. The link bridge is to house a conveyor with associated maintenance walkways to allow operations to span between two existing buildings which move waste up the hierarchy and generating economic investment in the local area. The walkway allows plant operatives and maintenance staff to access the buildings without the hazards associated with moving through the main areas of operation.

All activities will take place within a covered link bridge, with an anticipated no increase in odour and dust, and is therefore in compliance with Local Plan policies GD1, POLL1, D1, T4, SD1 having satisfactory standards of design, amenity for neighbouring uses, and adequate car parking, loading and vehicle manoeuvring facilities.

It is also considered that the proposal would not be out of character with the surrounding area given that it is located in an existing industrial area, nor would it be significantly detrimental to the visual amenity of the area and the street scene, and that any additional impact to the green belt would not be significant, nor harmful by any significant magnitude. Furthermore, it is considered that the improvement to environmental and amenity issues would outweigh the limited amount of harm by virtue of the visual impact of the development. Therefore, the proposal is considered in accordance with Local Plan Policies D1 and GD1.

Taking into account the relevant development plan policies and other material considerations, it is not considered that there are any significant and demonstrable adverse impacts that would outweigh the benefits associated with the granting of planning permission for the proposal.

Recommendation

Approve with Conditions