

2024/0273

Mr Neilson Jones

Plot 10, Claycliffe Road, Barugh, Barnsley, S75 1HS

Erection of single storey building associated with existing car repair workshop (Use Class B2) (Retrospective)

## Site Description

The site is located on Claycliffe Road which features commercial and industrial uses with an industrial estate to the north and east of the site. The current building is large with an office extension to the front and car workshops and parking to the rear.

## Relevant Planning History

B/89/1898/DT - Erection of extension to workshop

B/91/0202/DT/AD - Display of an illuminated sign (Approve)

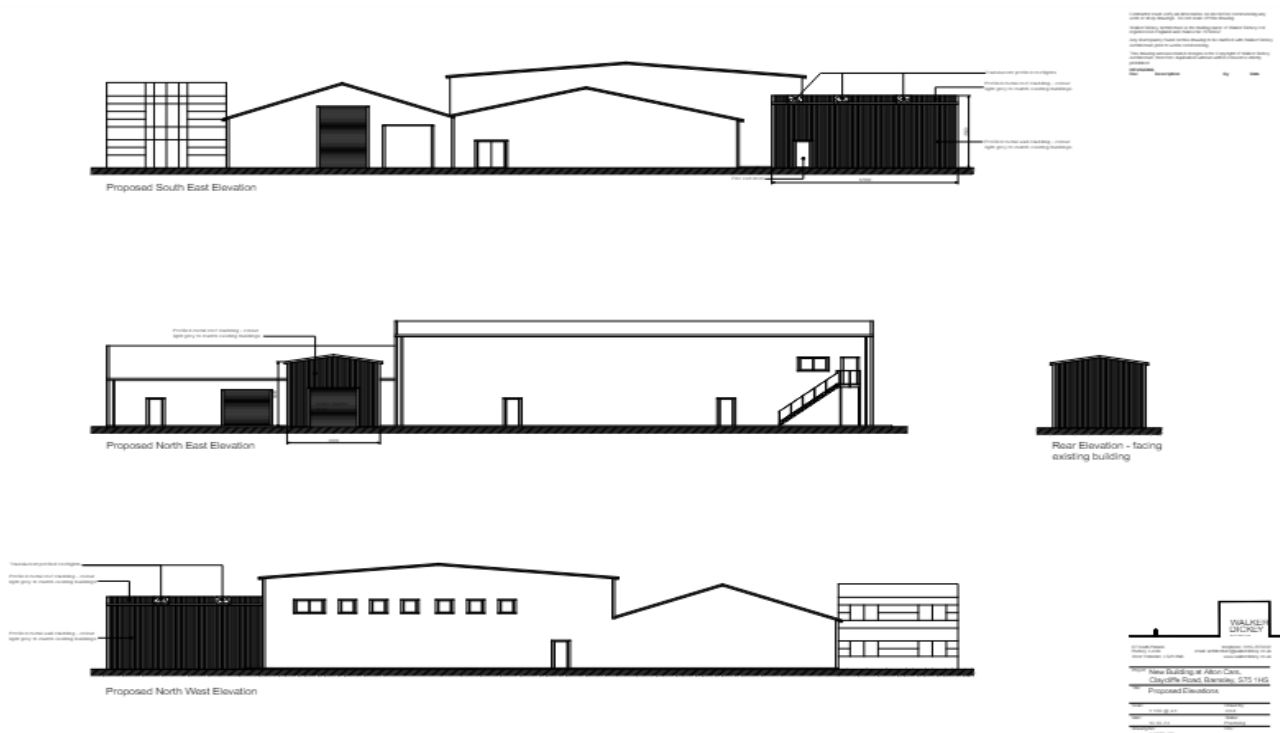
B/91/1198/DT - Erection of mess room and paint store

B/95/1141/DT - Erection of single-storey factory unit

B/04/2120/DT - Erection of single storey extensions and alterations to existing workshop and offices (Approved with Conditions)

2006/0225 - Erection of 1524mm high wrought iron fence to site frontage (Approved with Conditions)

## Proposed Development



The applicant is seeking retrospective approval for the erection of a single storey building. The building has a length of 12 metres and a width of 6 metres. The building will feature a shallow mono-pitched roof with a ridge height of 5.6 metres and an eaves height of 4.95 metres. The materials used will be to metal wall cladding with the colour light grey to match the existing building.

## **Policy Context**

Planning decisions 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 Local Plan was adopted in January 2019 and is also now 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 and are a material consideration in the decision-making process.

The Local Plan review was approved at the full Council meeting 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 Allocation – Urban Fabric**

To the extent that development plan policies are material to an application for planning permission the decision on the application must be taken in accordance with the development plan unless there are material considerations that indicate otherwise (section 70(2) of the Town and Country Planning Act 1990 and section 38(6) of the Planning and Compulsory Purchase Act 2004). In reference to this application, the following policies are relevant:

**Policy SD1: Presumption in favour of Sustainable Development** – States that proposals for development will be approved where there will be no significant adverse effect on the living conditions and residential amenity of existing and future residents. Development will be expected to be compatible with neighbouring land and will not significantly prejudice the current or future use of neighbouring land. Policy GD1 below will be applied to all development.

**Policy GD1: General Development** – Development will be approved if there will be no significant adverse effect on the living conditions and residential amenity of existing and future residents. Development will be expected to be compatible with neighbouring land and will not significantly prejudice the current or future use of neighbouring land.

**Policy D1: High quality design and place making** – Development is expected to be of a high-quality design and will be expected to respect, take advantage of and reinforce the distinctive, local character and other features of Barnsley.

**Policy Poll1: Pollution Control and Protection** – Development will be expected to demonstrate that it is not likely to result, directly or indirectly, in an increase in air, surface water and groundwater, noise, smell, dust, vibration, light or other pollution which would unacceptably affect or cause a nuisance to the natural and built environment or to people.

## **National Planning Policy Framework**

The NPPF sets out the Government's planning policies and how these are expected to be applied. The core of this is a presumption in favour of sustainable development. Proposals that align with the Local Plan should be approved unless material considerations indicate otherwise. In respect of this application, relevant policies include:

**Section 12: Achieving well designed places** – The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. It

is important to plan positively for the inclusion of high-quality design for all developments, including individual buildings, public and private spaces and wider area development schemes. Within section 12, paragraph 139 states *“development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes”*.

## **Consultations**

The LPA's Contaminated Land Officer was consulted and raised no objections.

Darton West Ward Councillors were consulted and raised no objections.

Enterprising Barnsley were consulted and raised no objections.

Highways Development Control (DC) were consulted and raised no objections.

Highways Drainage were consulted and raised no objections.

Pollution Control were consulted and raised no objections.

Yorkshire Water were consulted and raised no objections.

## **Representations**

Neighbour notification letters were sent to surrounding properties and a site notice posted in the vicinity of the site, no comments were received.

## **Assessment**

### Principle of Development

The site falls within urban fabric which has no specific land allocation; however, the site and surrounding area is an established business park on a main road with a large retail offering. The building would be considered acceptable where it does not have a detrimental impact on the amenity of surrounding residents, visual amenity and highway safety.

### Visual Amenity

The proposed building is to be located on the northeastern rear elevation of the unit and will not be highly visible from the street scene of Claycliffe Road as it is screened by the existing building. The materials are to match the existing building in colour at least and will therefore harmonise with it. The proposal would not adversely affect the appearance or character of the building or the surrounding area and would not result in a prominent or visually intrusive feature in the street scene. The proposed development is therefore not considered to be contrary to Local Plan Policy D1: High Quality Design and Place Making and is considered acceptable in terms of visual amenity.

### Residential Amenity

The proposed building is located a long distance from nearby residential properties (approximately 170 metres) and it is considered that the proposed building is unlikely to give rise to any significant detrimental impact upon residential amenity. The proposal is considered to be in compliance with Local Plan Policy GD1: General Development and is acceptable in terms of residential amenity.

### Highway Safety

There will be no impact upon highway safety. This application is retrospective as the building has already been erected and is operational. It is being occupied by Alton Cars, the proprietors of the main building. The main use of the building is for the provision of garage services (Use Class B2),

the same use as the host building. The proposal is not anticipated to significantly reduce parking provision, nor is it expected that staff numbers on site would increase. As such, the impact on highway safety would be negligible. The scheme is acceptable from a highway's perspective.

### **Recommendation**

**Approve with conditions**