

PLANNING STATEMENT

**Extension of yard area to be used for trailer
storage purposes**

**D H Armitage Transport Ltd
Sheffield Road
Hoyland
Barnsley
S74 0DP**

DECEMBER 2022

1. Introduction

This Planning Statement has been produced to support a planning application for an extension of an existing yard area to be used for trailer storage purposes at D H Armitage Transport Ltd, Sheffield Road, Hoyland Barnsley.

2. Site Location and Description

The application relates to an area of land adjacent to and immediately abutting the site owned and operated by DHA Transport Ltd.

To the north of the site lie residential properties Tankersley Lane. There is a Petrol Filling Station (PFS) to the east separated from the application site by the existing transport depot. Access to the existing site is taken from the south of the PFS across a hardstanding. To the south and west of the site lie open field areas.

3. Planning History

2021/ 1014 - Extension of yard area to be used for trailer storage purposes - refused

2021/0006 – extension to industrial unit to form additional vehicle bay - approved.

4. Proposal

It is proposed to extend the area currently used for trailer storage into an unused and overgrown area in order to meet the changing needs of the business (see the Supporting Letter and Appendix supporting this application).

Existing trees and bushes along the boundaries will be retained. The application form acknowledges that there are trees and hedges on the proposed development site but indicates that that they could not influence the development or be important as part of local landscape character and accordingly a full tree survey has not been submitted.

The area identified to be used for trailer storage is shown on the submitted Block Plan and is contiguous with the existing site. The applicant is has an unfettered 24-hour operation on the existing site but is willing to restrict the operating hours.

It is proposed to construct a 3 metre high and wide landscaped bund on the northern boundary of the storage area to mitigate any noise from the proposal. A preliminary ecological assessment and a noise report have also been submitted during determination of the application.

5. Assessment

Principle of development

Development plan policies are material to an application for planning permission and any decision on an 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).

The Barnsley Local Plan was adopted by the Council in January 2019 and the Council has also adopted a series of Supplementary Planning Documents which are other material considerations. The site is within an area allocated for residential development in the Local Plan.

The National Planning Policy Framework (NPPF) represents up-to-date government planning policy and is a material consideration that must be taken into account where it is relevant to a planning application.

The NPPF 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** (author's emphasis) as per paragraphs 10 and 11 of the NPPF.

Para 81 of the NPPF states that planning 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 taking into account local business needs** (author's emphasis).

Paragraph 111 of the NPPF states that the development should only be prevented or refused on highways grounds if there would be an unac-

ceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

Paragraph 130 of the NPPF states that planning decisions should ensure that developments function well, add to the overall quality of the area, are visually attractive, sympathetic to local character, establish a strong sense of place, optimise the potential of the site and create safe, inclusive and accessible places that promote health and well-being.

Paragraph 185 states that planning decisions should ensure that new development is appropriate for its location taking into account the likely effects of pollution on health, living conditions and the natural environment.

The existing haulage yard and the area of land subject to this application are allocated for residential development in the Local Plan. The proposal is therefore in principle contrary to the residential allocation HS57 and policy H3 Uses on Allocated Housing Sites. The applicant did not promote this site nor promote the land in his ownership within it for residential or any other purpose as part of the Local Plan process. There is no agreement in place (either formally or informally) between the applicant and any promoter / developer of the allocation of the land within the applicant's ownership to be acquired as part of any site development for housing. The applicant has not been contacted at all at any point in this process.

As such, no timescale can realistically be set for the development of the site for residential purposes (noting that the residential allocation HS57 and the adjacent employment site ES13 requires a Masterplan Framework in the first instance). In the absence of any certainty here, the applicant needs to be able to continue to operate his business in an effective and efficient way for the business to be sustainable both now and in the future, or at least until such point that the site does come forward for residential development. As the applicant's business is expanding, additional parking is essential to the on-going sustainability of the business and hence the reason for the planning application.

The information submitted with this application makes the case that the proposal will enable the business to expand in a way which will make it more sustainable until such time that firm proposals for residential development on the site come forward. Such a scheme will assist in the logistics of the business and this is clearly and comprehensively identified in the Supporting Letter submitted by the applicant (NB this information should remain private and confidential, as it relates to the financial arrangements of the applicant - it should not be uploaded to the Council's website).

The contribution that the proposal will make towards the business should be given significant weight in line with paragraph 81 of the NPPF. The fact that such a use would be a departure from the development plan is outweighed by this significant weight, and represents the material considerations as set out in paragraphs 10 and 11 of the NPPF to allow a departure in this instance. The limited works required to implement the scheme will not stymie or cause any significant issue should the whole site (including the existing commercial use) come forward for residential development in line with the Local Plan.

Details of development

In terms of residential amenity, the noise report submitted in support of the application proposes the creation of a bund along the rear of the application site boundary. The land to the rear ie the land between the rear of the bund and the boundaries to the residential properties on Tankersley Lane, would remain unchanged. As such, given the distance between the proposed parking area and the residential properties, and the introduction of a noise-mitigating bund, it is held that there will be no visual intrusion in terms of residential amenity and any noise and disturbance issues would also be sufficiently mitigated.

In terms of highway safety and increased HGV movements, it is considered that unlikely that the small number of vehicles using the site would result in a highway safety concern that would meet the NPPF test of causing an unacceptable impact on highway safety. It is estimated that there is an average of twenty vehicle HGV movements to and from the site per day and it is similarly estimated that the creation of the storage area for trailers will only add one extra vehicle movement per day. Access to the trailer storage area would be through the existing site which has an access onto Sheffield Road.

A preliminary ecological appraisal (PEA) submitted in support of the application refers to the requirement to clear semi natural habitat in order to provide additional trailer storage. The habitat is not considered to have wider than site level importance for natural conservation. Recommendations are made in relation to the timing of site clearance/or the requirement for an ecologist to check the site for nesting birds before site clearance; the need for root protection measures for hedgerows to be retained; hedgerows to be laid and gaps filled; a new hedgerow to be planted along the southern boundary; specialist advice to be sought for the removal of Japanese knotweed (not on the area subject to this proposal); and two woodcrete nest boxes to be installed.

The proposal would not have any coal mining risk implications.

Conclusion

For the reasons set out above and contained in the applicant's Supporting Letter, it is held that the contribution that the proposal will make towards the business should be given considerable weight, and this weight is not outweighed by the proposal not being in conformity with the local plan allocation. The proposal will not cause harm to residential amenity nor to the character of the wider area and there will be little or no impact in terms of HGV movements on the nearby road network. Overall, the benefits of the proposal will outweigh any limited harm identified.