

**YORKSHIRE TRACTION CO LTD &
HARWORTH ESTATES LTD (UK
COAL MINING LTD)**

**LAND TO THE NORTH OF THE
WAKEFIELD ROAD BUS DEPOT,
WAKEFIELD ROAD, BARNSELY**

PLANNING STATEMENT

June 2011

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1.0 INTRODUCTION

- 1.1 This planning statement has been submitted to Barnsley Metropolitan Borough Council to inform their consideration and determination of a planning application submitted on behalf of Yorkshire Traction Co Ltd and Harworth Estates Ltd (UK Coal Mining Ltd) for the:

“Change of use of land to form a parking area for buses and cars”

- 1.2 This is a resubmission of an application which was refused in July 2010, ref: 2010/0363.
- 1.3 This statement outlines the previous reasons for refusal and sets out the adopted planning policy context and other material considerations. The statement contains an analysis of the proposed development against the planning policy framework and previous reason for refusal.
- 1.4 This document forms part of a wider package of supporting information, and should be read in conjunction with the following information:
- Existing and proposed drawings;
 - Air Quality Assessment;
 - Transport Assessment; and
 - Noise Assessment.

2.0 SITE AND SURROUNDINGS

2.1 The proposed site is located on the western side of the A61 Wakefield Road, Barnsley, adjacent to the existing bus depot, as shown in **Appendix 1**, approximately 2.6 km (1.6 miles) north of Barnsley. The site falls within the administrative boundary of Barnsley Metropolitan Borough Council.

2.2 The site is within Flood Zone 1.

Surrounding area

2.3 Wakefield Road forms the main link between Barnsley and New Lodge. The area surrounding the A61 is predominantly in residential use, although the section of the A61 between Smithies and the junction with the A633 at New Lodge is more industrial in character.

2.4 The western side of the A61 is lined with trade counter depots and storage yards of predominantly 1-2 storeys in height. These typically include bathroom sales and builder's supplies, with the area behind the existing bus depot being used by a plant hire company.

2.5 The eastern side of the A61 is occupied by residential uses, including relatively new residential developments at Primrose Bank and Ingleton Mews in close proximity to the existing bus depot.

2.6 The topography of the area falls away to the west, and therefore the site sits at a lower level than the existing single storey electricity sub-station building which fronts the A61, and the A61 itself. This topography will aid natural screening. To the north lies the Royal Arms Public House.

2.7 Open land lies to the north and east of the site.

Existing Bus Depot

2.8 The applicant runs the existing bus depot on the western side of Wakefield Road which is operated throughout the following hours:

- Monday – Friday: 04.15 – 01.30
- Saturday: 04.15 – 01.30
- Sunday and Bank Holidays: 07.00 – 01.00

2.9 The existing depot consists of a 1 ha (2.49 acre) yard area which provides hardstanding parking for 98 buses and 57 cars.

2.10 Facilities at the depot also include an 11 bay maintenance building which incorporates two storeys of ancillary offices and driver facility's at the eastern end of the building.

2.11 The yard area also incorporates bus fuelling and washing facilities.

Site Description

- 2.12 The proposed site forms a 0.63ha (1.56 acre) area of undeveloped land which lies to the north of the bus depot. The site lies approximately 3 - 5 metres lower than the existing yard area of the depot.
- 2.13 The site is classified as agricultural land.

Designations

- 2.14 The site is designated within the Council's Unitary Development Plan as being an area of Urban Land to Remain Undeveloped. The site lies within the area identified as Urban Barnsley in the submission version of the Core Strategy (September 2010).
- 2.15 The site lies within 2 km (1.2 miles) of two Air Quality Management Areas (numbers 3 and 5), which have been declared for nitrogen dioxide.

3.0 PROPOSED DEVELOPMENT

- 3.1 Stagecoach currently operates the existing bus depot on Wakefield Road, together with other locations across Barnsley, provide public transport services across the Barnsley area.
- 3.2 Stagecoach are looking to be able to build in flexibility to their operations, which can only be accommodated at the Wakefield depot so that the buses can respond to market demands, for example, should there be a need to close one of the other depots or improve the level of service being provided within the Barnsley area. To ensure that this can be achieved, the applicant is seeking planning permission for the following development:

“Change of use of land to form parking area for buses and cars“

- 3.3 This will be achieved through the creation of a 0.63 ha (1.56 acre) area of hardstanding which will be accessed from the main depot.
- 3.4 This area of hardstanding would increase capacity of the bus depot to accommodate up to the following:

Type of Vehicle	Total Existing	Total Proposed (including spaces retained)	Difference in spaces
Car	57	57	
Light goods / public carrier vehicles	2	4	2
Motorcycles	3	5	2
Disability spaces	3	3	
Cycle spaces	5	10	5
Bus	98	130	32

- 3.5 This area of land will be linked to the main depot via a 35m ramp at a gradient of 1:25, and be lit by 10m high lighting columns. A 150 m³ rainwater storage tank will be located beneath the new area of hardstanding to control surface runoff.
- 3.6 The depot area will be secured via the installation of a three metre high security fence, which will be screened from view by appropriate landscaping. It is proposed that the degree and type of landscaping will be agreed with the Council via condition.
- 3.7 It is envisaged that the proposals could create up to 100 additional FTE jobs, which will be a significant benefit to the local economy.
- 3.8 This application is a resubmission of an application which was refused on 30 July 2010, ref: 2010/0363

4.0 PLANNING HISTORY

- 4.1 The planning history for the site is relatively limited, with three recent applications being of relevance to these proposals:

Chassis Wash Facilities

- 4.2 Planning permission was granted by the Council on 24 January 2008 for the erection of a chassis wash building facility, ref: 2007/2082.

Acoustic Fencing

- 4.3 The Council granted planning permission on 10 July 2009 for a 1.8m high timber acoustic fence and gate to the Wakefield Road boundary of the depot, ref: 2009/0667.

- 4.4 Following ongoing consultation with local residents. This application was submitted to reduce the effect of noise emanating from the depot, the details of which were agreed by the Council's Environmental Health department.

Additional Bus Parking

- 4.5 As noted above, this application is a resubmission for additional hardstanding for bus parking. The original application was refused on 30 July 2010 (see Appendix 2), ref: 2010/0363 on the following grounds:

Reason for Refusal 1 – Prematurity

The site lies within an area designated as Urban Land to Remain Undeveloped on the approved Barnsley Unitary Development Plan. UDP Policy GS11 states that existing uses will normally remain for the duration of the plan period and that planning permission for the permanent development of such land will only be granted following a review of the UDP, which proposes development. In the opinion of the Local Planning Authority there would be no justification for departing from Policy and prior to a review the proposed development would be contrary to Policy GS11.

Reason for Refusal 2 – Residential Amenity

It is considered that the addition of 32 buses and 125 members of staff represents a significant intensification to the existing bus depot. Residents are at present experiencing disturbance as a result of the sites operations, it is considered that the proposal additional disturbance which will be materially detrimental to the amenity of the occupiers of adjacent residential properties by reason of noise and general disturbance it would create. As such it is considered to be contrary to the advice of policies BA11/3, ED4 and ED8 which identify the importance of protecting residential amenity.

Reason for refusal 3 – Appearance on the Countryside Setting

It is further considered that the proposal would represent an intrusion into an otherwise open area of land. The car park by its nature would have an

industrious appearance by virtue of the amount of hardstanding and associated paraphernalia (lighting columns, 3m fencing etc...) This represents a breach of an established development line and would appear at odds with the general character and openness of the locality. This is considered to be contrary to the advice of policy BE6 that developments should form a successful relationship with adjoining uses.

- 4.6 This application was not accompanied by any supporting technical documentation to cover the points raised in the refusal notice. The resubmission made today seeks to put forward the planning merits of the scheme to robustly address and discount these reasons for refusal.

5.0 PLANNING POLICY

- 5.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires planning applications to be determined in accordance with the policies of the statutory development plan unless material considerations indicate otherwise.
- 5.2 The Localism Bill (2010) seeks to revoke the Regional Spatial Strategies. Following the recent judgement in *Cala Homes v Secretary of State*, the Regional Spatial Strategies remain part of the statutory development plan until such time as the Localism Bill is enacted into parliament.
- 5.3 Therefore, the statutory development plan for Barnsley comprises the Yorkshire and Humber Plan (2008), the Barnsley Unitary Development Plan (2000) and the Barnsley Education Sites Development Plan Document (2009).
- 5.4 The Planning and Compulsory Purchase Act 2004 requires Local Authorities to update and replace their Unitary Development Plan with a suite of documents which will form the Local Development Framework.
- 5.5 Barnsley's Core Strategy has been subject to an examination in public, which closed on the 22 March 2011. Given the amount of public consultation this document has been subject to, and the fact that it has been examined by an Inspector, we consider that this document and its evidence base constitutes a material consideration in the determination of planning applications.
- 5.6 The following Supplementary Planning Guidance are also of relevance and have been used in the formulation and evaluation of this application:
- SPG 1 – Industrial Units and Warehouses (May 2003);
 - SPG 9 – Trees and Hedgerows (May 2003);
 - SPG 18 – Walls and Fences (May 2003);
 - SPG 23 – Uses on Employment Sites (May 2003); and
 - SPG 26 – Landscape Design for Industrial Development in Barnsley.

National Planning Policy

- 5.7 **PPS1** sets the Government's overarching development principles and seeks to ensure that sustainability is one of the key objectives of all developments, and that proposals create a better quality of life.
- 5.8 The Government's policies for the role of transportation and how developments interact with the transport network are contained within **PPG13**. This document promotes sustainable modes of transport and seeks to reduce the reliance on private transportation. Its main objective is to improve access to those aspects of every day life such as work and leisure facilities through improved public transport.
- 5.9 **PPG24** sets the Government's overarching consideration of those developments which may be effected by, or cause affect on amenity, through noise pollution. The

document seeks to ensure that any detrimental affect is minimised, and recommends appropriate levels for exposure to different sources of noise to ensure that developments are not unduly restricted by condition.

Unitary Development Plan

5.10 Barnsley Metropolitan Borough Council adopted their Unitary Development Plan in 2000, and policies have been saved beyond the life of the plan by the Secretary of State for development control purposes.

5.11 The UDP sets out the Council's vision for the Borough and identifies the key development control policies to be used when assessing the planning merits of proposals.

Employment Uses

5.12 Enhancing the economic development and prosperity is one of the key aims of the Council, and this is promoted through the policies in the UDP. **Policy ED10** encourages the growth of existing firms and promotes development options which allows this to occur.

Design

5.13 The Council promotes high quality development that and a good standard of design. **Policy BE6** seeks to ensure that all developments take this into account by taking a criteria approach to the assessment of elements of the scheme.

Amenity

5.14 **Policy ED4** of the UDP seeks to ensure that economic development does not conflict with the amenity of local residents. Through this policy, the Council will take into account the likely impact of air and noise pollution, along with impacts on the visual amenity through light pollution and general outlook. This is taken forward in further detail through **Policy BE6F** seeks to minimise light pollution and **ES1** which looks at pollution in general, particularly in residential areas.

5.15 UDP **Policy ED8** recognises that unless they are treated appropriately, uses which include areas of hard-standing can affect visual amenity, particularly in areas of mixed use and the older commercial and industrial uses.

Public Transport

5.16 The Council seeks to increase sustainability through the promotion of public transport within Barnsley. **Policies T9, T10 and T11** seek to enhance the existing public transport infrastructure and to reduce the dependence on private modes of transport.

Urban Land to Remain Undeveloped

5.17 **Policy GS11** and **BA11/3** seek to protect areas of undeveloped urban land for the duration of the plan to control growth and development. **Policy GS11** identifies that some areas of open land are considered to have long-term development potential but are not yet required.

- 5.18 **Policy BA11/3** specifically identifies land west of Wakefield Road at New Lodge, and identifies that land may be required for the expansion of local businesses, protection of residential amenity and the establishment of a suitable relationship between any development and the landscape of the Dearne Valley.
- 5.19 This policy states that land identified in **GS11** is to remain protected until a review of the Plan has been undertaken.
- 5.20 Furthermore, Policy **GS2** of the UDP promotes the reclamation and improvement of derelict, disused, degraded and underused land, particularly where they provide sites for industrial developments.

Emerging Policy

- 5.21 As per the requirements of the Planning and Compulsory Purchase Act 2004, the Council are in the process of reviewing their development plan and are producing a suite of documents which will form the Local Development Framework.
- 5.22 The core Strategy forms the first of these documents, and was subject to an Examination in Public in March 2011. Given the degree of consultation that this document has undergone, it is considered to be a material consideration.
- 5.23 The Core Strategy sets out the Council's overarching policies for the Borough, identifying the direction of growth and securing economic development.
- 5.24 The Core Strategy Key Diagram shows that the proposed development site falls within the wider area identified as a "Sub Regional Town / Urban Barnsley"; an area where development should be concentrated.

Employment Uses

- 5.25 **Policy CSP8** identifies that growth should be located within the Urban Barnsley (Sub Regional Town) area. This is supported by **Policies CSP11** and **CSP12** which identify the Strategic Employment locations, and that 130 – 155 hectares of employment land will be provided across the period of the plan.

Design

- 5.26 **Policy CSP29** sets out the Council's key design policy for all new developments within the Borough. This policy sets out the key design principles and objectives that new development should seek to achieve to improve the built environment and create high quality developments.
- 5.27 The surrounding landscape character of a development is also of importance, and through **Policy CSP37**, the Council seeks to ensure that developments retain and enhance the character and distinctiveness of the area.

- 5.28 Interaction with the existing infrastructure is also an important design feature that the Council require developments to consider, and **Policy CSP26** discusses how developments interact with the design of the Highway.

Sustainability

- 5.29 Sustainability is one of the key themes within the Core Strategy. **Policy CSP1** seeks to reduce the impact of climate change on developments, particularly the impact of flooding. **Policies CSP3** and **CSP4** promote the use of Sustainable Urban Drainage Systems (SUDS) to ensure that developments do not increase the risk of flooding elsewhere.

- 5.30 **Policy CSP25** seeks to promote the link between new developments and sustainable methods of travel, helping to reduce the reliance on private modes of transport.

- 5.31 Through reducing private travel, the Council are also seeking to improve air quality and how new developments impact upon this (**Policy CSP41**).

Pollution

- 5.32 Core Strategy **Policies CSP40** and **CSP41** seek to control the impact that development will have on pollution levels, particularly within the Air Quality Management Areas.

6.0 SCHEME ANALYSIS

6.1 Having established the planning policy basis for the application, we turn to an assessment of the scheme against the policies of the statutory development plan and other material considerations.

6.2 Given that this application forms the resubmission of one previously refused by the Council, this analysis centres on the principle of the proposed land use and the three reasons for refusal; Prematurity, Residential Amenity and the schemes' Appearance on the Countryside.

Principle of the Proposed Land Use

6.3 Both the Council's UDP and Core Strategy seek to promote economic prosperity and growth of local businesses.

6.4 In accordance with UDP Policy ED10, the proposed development seeks to enhance the facilities of an existing local employer and to ensure that the services offered to the community can continue to operate from this location. The site is located within Urban Barnsley, and thus accords with Policy CSP8 of the Core Strategy which identifies that growth should be located within this area.

6.5 Furthermore, not only will the proposals allow an existing employer to continue their operation, they will also help to ensure that a continued public transport service can be provided, thus assisting the Council in meeting their UDP and Core Strategy policies on public transport and sustainability. This presents a somewhat exceptional case whereby a number of public and economic benefits can be delivered from the scheme.

6.6 In summary, it is therefore considered that the principle of this land use in this location is acceptable in planning terms.

Reason for Refusal 1 – Prematurity

6.7 The site is designated within the UDP as being an area of open land which should remain undeveloped during the life of the plan. Policy GS11 states that:

“On sites shown as urban land to remain undeveloped on the proposals map existing uses will normally remain during the plan period and development will be restricted to that necessary for the operation of the existing uses. Otherwise planning permission for the permanent development of such land will only be granted following a review of the UDP which proposes that development on the land in question.”

6.8 This review of the plan has now been undertaken in the form of the Core Strategy. This document has been supported by a robust evidence base which specifically included review of the availability of employment land within the Borough, the most recent of which was completed in April 2010 and supported the identification and delivery of additional land for employment-led development in Urban Barnsley.

- 6.9 The Council's Employment Land Review identified a need for 472 ha in total across the Borough to meet the objective requirements over the plan period, although only 350 ha was taken forward into the Core Strategy, reinforcing the importance of suitable land to come forward for development.
- 6.10 These reports ultimately informed Core Strategy policies CSP11 and CSP12 which seek to ensure that 130 – 155 hectares of employment land will be provided within the Urban Barnsley area, where the subject site is located.
- 6.11 The Council recognises that to meet their job targets, Barnsley must take maximum advantage of the full range of development opportunities. These proposals will help to protect jobs within the Borough, and potentially create up to an additional 100 FTE jobs on site and will ensure that a reliable public transport service can continue to be provided.
- 6.12 UDP Policies GS11 and BA11/3 have been fulfilled by virtue of the publication of the Core Strategy and its evidence base, and the proposals accord with the policies of this document through the creation of employment land within the Urban Barnsley area.
- 6.13 Furthermore, due to the size and location of the site, it is unlikely that it would come forward for any alternative use other than an expansion of the existing bus depot. This is not a speculative application, and therefore contrary to the emerging policy objectives within the Core Strategy, the Council would be missing an opportunity to create additional jobs if this proposal is refused.
- 6.14 In 2005, the Office of the Deputy Prime Minister published a guidance note titled 'The Planning System: General Principles'. This guidance note was later adopted by the Department for Communities and Local Government. This note provides guidance to Local Planning Authorities on the grounds for refusing an application based upon prematurity. Paragraph 17 states:

"In some circumstances, it may be justifiable to refuse planning permission on grounds of prematurity where a DPD is being prepared or is under review, but it has not yet been adopted. This may be appropriate where a proposed development is so substantial, or where the cumulative effect would be so significant, that granting permission could prejudice the DPD by predetermining decisions about the scale, location or phasing of new development which are being addressed in the policy in the DPD. A proposal for development which has an impact on only a small area would rarely come into this category. Where there is a phasing policy, it may be necessary to refuse planning permission on grounds of prematurity if the policy is to have effect."

- 6.15 As explained above the principle of development is supported by the emerging Core Strategy in that this proposal will enable a local employment site to grow and due to the service Stagecoach provides, will contribute to promoting economic prosperity. Furthermore, this site has historically been identified for employment use, albeit subject to a future review of the Development Plan. As explained in paragraph 6.8, this review has been completed and therefore the use of this site for employment purposes would not prejudice the objectives of the Core Strategy nor any emerging DPDs such as the Site Allocations Document. This proposal can no longer be considered as premature, and this reason for refusal is no longer relevant.

Reason for Refusal 2 – Residential Amenity

Noise

- 6.16 Residential amenity is an essential consideration for all developments. It is important to note that the site has been in operation as a bus depot for some time. Therefore, due consideration needs to be given to the additional effects arising from this proposal and not the existing operation. In light of the use of the site, there has been some history of noise pollution emanating from the site. Following these complaints, the applicant installed an acoustic fence and gate to the entrance and boundary of Wakefield Road to remediate these concerns.
- 6.17 A noise assessment for this proposal has been submitted in support of the application. The majority of background noise in this location is generated by the traffic travelling along Wakefield Road, with the remainder coming from the existing industrial and commercial uses which include the adjacent existing bus depot
- 6.18 Despite the proposals facilitating the movement of busses further way from the road and residential units, the report identifies that there would be a small increase in the background noise levels as a result of these proposals. To mitigate this, a 3m high acoustic fence is proposed, which reduces the increase in noise level to 3dB, which is barely perceptible (a normal conversation is 60-70 dB). Additionally, the acoustic screen will be screened from view by the proposed landscaping, which in turn will help to minimise any increase in sound.
- 6.19 The existing background noise levels are considered to be acceptable, and the conclusions of noise assessment undertaken in accordance with PPG24 and BS4142 identify that the increase in background noise levels is also acceptable.

Lighting

- 6.20 The proposals include lighting to the area of hardstanding for safety and security reasons. This lighting has been designed and positioned so it has a minimal impact on the neighbouring land uses during the night. This lighting will be further screened by the proposed security fence and proposed landscaping.

Air Quality

- 6.21 Although the site does not lie within either of the AQMA's, it is recognised that the increased bus movements from this depot could exasperate the situation. The

accompanying Air Quality Report prepared by EPAL discusses this issue in depth, and concludes that the proposed development would have a negligible effect on the AQMA. On this basis, no mitigation measures are required to ensure that this scheme is acceptable.

- 6.22 In summary, it is the proposed development would not have any effect upon the existing residential uses within the vicinity of this established bus depot that would exasperate the existing situation.

Transport

- 6.23 The impact of the additional bus movements also has potential to have a detrimental impact upon both residential amenity and general highway capacity. As discussed within the accompanying Transport Assessment prepared by Jacobs, the existing junction is operating well within its designed capacity and the proposals will not affect this.
- 6.24 The Transport Assessment also identifies that the proposals will not have a material impact upon the local highway network during peak hours, thus removing any potential for there to be increased queuing and impact on residential amenity. The proposals will have no impact upon road safety for local residents.
- 6.25 In summary, the proposals have no impact on the local highway network, with the majority of the increase in vehicle movements falling outside of the peak hours. It is therefore considered that the proposals comply with the transport policies of both the UDP and Core Strategy.

Reason for Refusal 3 – Impact and Appearance on the Countryside

- 6.26 The site is currently undeveloped and constitutes a greenfield site. Notwithstanding this, it is identified as being “Urban Land”, whereby the Core Strategy encourages development to be concentrated. Furthermore, the site does not fall within any greenbelt or open space designation.
- 6.27 As the site is of a low quality, located adjacent to a busy A-road and is surrounded by employment / industrial uses. It is considered that Policy GS2 is relevant, which promotes reclamation and improvement of derelict, disused, degraded and under used land, particularly for industrial development.
- 6.28 The site is not used as local amenity space for formal or informal play, recreation and cultural events. The site is low grade agricultural land, and offers minimal biodiversity. It considered that the loss of this greenfield will not have a detrimental impact upon the wider area and is consistent with the existing relationship between industrial employment uses to the west of Wakefield Road and surrounding countryside.
- 6.29 Emerging Core Strategy policy CSP29 and UDP policy BE6 includes criterion by which the design of new proposals can be assessed. Turning to each of these:

A) The Quality of Layout, And Suitability of Scale of the Development

- 6.30 The layout of the scheme is a simple yet efficient use of the site to allow the safe parking of buses. The site utilises the topography of the location so that the level changes help to naturally screen the development. The scale of the proposals are in keeping with the existing and surrounding uses and are considered to be appropriate for this location.

B) The Use, Quality, Design and Landscape Treatment of Open Land within the Site and the Area around Buildings

- 6.31 The area to the north and west of the site is open in character, with land to the south is in industrial and commercial use for storage and light industry, with residential uses to the east. The proposed area of hardstanding will be viewed within the context established developed sites, and will be vacant for the majority of the day when busses are providing a service to the residents of the borough. During this time, it will be possible to read the site as being "open" as there will be no buildings or busses in view. The boundary to the site will be landscaped to ensure that there will be minimal visual impact. As discussed below, it is proposed that these aspects of the scheme are conditioned to ensure that an appropriate landscaping scheme can be agreed with the Council.

- 6.32 It is therefore considered that the proposals comply with this part of the policy.

C) The Standard of Detailed Design and Facing Materials of Proposed Buildings

- 6.33 This part of the policy is not applicable as there are no buildings or structures being proposed as part of this scheme.

D) The Suitability of the Whole Development for its Proposed Context and its Relationship with Adjoining Land Uses.

- 6.34 The proposed development is intrinsic to the adjacent bus depot and will enable Stagecoach to continue to operate a valuable service to the local community. The western side of Wakefield Road is characterised by industrial development and areas of open storage, and these proposals are in keeping with the surrounding uses. The wider area surrounding the site is open in character, and any visual effect arising from these proposals will be minimised through appropriate landscaping.
- 6.35 The Council's Core Strategy Policy CSP29 on design sets out they key principles and objectives for new buildings and those developments which are visited by members of the public.
- 6.36 Whilst this policy is more relevant to the development of structures, the policy does require proposals to take into account existing features such as topography. On analysis of the scheme, it is clear that the proposals represent, as far as can be expected, a high quality development. The proposals seek to utilise the topography of the site to minimise any detrimental impact on the wider views, and will incorporate landscaping to reinforce this and to enhance the views of the wider area.

- 6.37 The proposals seek to ensure that all employees can safely access the site.
- 6.38 The design of the proposals also includes measures such as rainwater attenuation to ensure that the increased area of hardstanding will not increase the risk of flooding elsewhere by controlling the rate of discharge into the sewer system.
- 6.39 Whilst it is difficult to introduce sustainability measures into this scheme because of their simplicity, the proposals themselves provide an inherent sustainable benefit through the public transport service that serves the community.
- 6.40 It is therefore considered that the proposals are of an appropriate design and accords with the Council's UDP and emerging Core Strategy policies regarding design, sustainability and flooding.

Landscaping

- 6.41 To ensure that the impact of the proposals on the countryside setting is minimised, the application plans confirm that there will be perimeter landscaping to screen the proposed parking area.
- 6.42 At this time, a full survey of the site area has not been completed, and it is unknown as to what levels and species of planting will appropriate.
- 6.43 The applicant is committed to the provision of landscaping to screen the proposals, but at this time the precise details of the planting scheme are unknown. It is therefore proposed that a condition is attached to any forthcoming permission.
- 6.44 Any such scheme will take into account the guidance given by the Council in the *Landscape Design for Industrial Development in Barnsley* Supplementary Planning Guidance.
- 6.45 We respectfully suggest that this condition may be worded as follows:

"Prior to the construction of the approved area of hardstanding, a landscaping scheme detailing proposed plant species, their layout, on-going maintenance and visual appearance shall be submitted to and approved in writing by the Council."

- 6.46 It is considered that this condition would provide the Council with the necessary level of control concerning the detail of this element of the scheme in accordance with Policy CSP37 of the UDP.

7.0 CONCLUSIONS

- 7.1 This application made on behalf of Yorkshire Traction Co Ltd & Harworth Estates Ltd (UK Coal Mining Ltd) which seeks the change of use of land to form a parking area for buses and cars to increase the capacity of the depot from 98 to 130 buses.
- 7.2 This application is a resubmission, following a previous refusal on 30 July 2010 (ref: 2010/0363). The original application was refused on the following three grounds:
- Urban Land to Remain Undeveloped;
 - Residential Amenity; and
 - Appearance on the Countryside Setting.
- 7.3 The original application was not accompanied by the technical reports necessary to assess the effect of these proposals. These technical reports (noise, air quality and transport) now form part of the resubmission.
- 7.4 Having reviewed the planning merits of the scheme against the adopted planning policy framework and other material considerations, it is considered that the proposal accords with policies of the Development Plan.
- 7.5 The adopted UDP defines the site as Urban Land to be protected. The UDP indicates that the site has potential for employment use, although it should not be released until a further review of the development plan has been completed.
- 7.6 The Council's production of the emerging Core Strategy, which has been informed by an evidence base, clearly constitutes a formal review of the Local Plan. The Employment Land Review has informed the employment policies within the emerging Core Strategy. The Core Strategy promotes the need for over 100 hectares of employment land to create new jobs and promotes economic prosperity within the Barnsley Urban Area. As this site falls within the Barnsley Urban Area, and is identified as a potential employment site within the adopted Local Plan, the principle of its redevelopment for employment use accords with the Core Strategy and should not be considered premature following this review of the Local Plan.
- 7.7 The redevelopment of the site will create local jobs and also brings forward a number of benefits for the community. For example, this proposal will enable Stagecoach to ensure that the same standard of service can be enjoyed by the whole community, and promotes; a sustainable mode of transport.
- 7.8 The development of this site will also assist a local business that supports the local community through the service they offer and the jobs they provide. By allowing these proposals to proceed, Stagecoach will be able to maintain the level of jobs currently provided, with the potential for increasing these in the future.

- 7.9 The proposals have been designed to ensure that there is minimal visual impact upon the surroundings by utilising the existing topography of the site, and through a suitable landscaping scheme.
- 7.10 Historically, there has been some conflict between the existing depot and neighbouring residential units/ Following engagement with the local residents, an acoustic fence and gate were installed two years ago, which has contributed to reducing the effect of the depot. Through appropriate landscaping and mitigation measures, the proposed area of hardstanding will be treated to ensure that any disturbance is kept to a minimum, and the supporting acoustic report concludes that there would be a negligible increase in background noise levels following the installation of an acoustic fence and landscaping.
- 7.11 Additionally, the supporting Air Quality Report discusses the potential for the proposals to have a detrimental impact upon the AQMA, and concludes that there will be no effect on the area.
- 7.12 As discussed in the supporting information which accompanies the application, the proposals will have no material impact upon the local highway network, or the Air Quality Management Areas.
- 7.13 The content of the application and the revised proposals address the three reasons for refusal, prematurity, landscape character and impact on residential amenity. In the determination of this application, due consideration must be given to the operation of the existing bus depot. We consider this proposal will not give rise to an unacceptable intensification of the existing use. Furthermore, the capability for future expansion will help to preserve Stagecoach's position as one of the principle employers in the area.
- 7.14 It is considered that the proposals accord with planning policy at a national, regional and local level, and on this basis, planning permission should be granted.