

July 2026



PLANNING STATEMENT

**Address - land at Wordsworth Business Park, Whaley Rd, Barugh Green,
Barnsley S75 1FJ**

**Proposal - Demolition of existing buildings, Erection of Vehicle
Maintenance Unit, Private Diesel & Adblue Fuelling Facility, 2No Truck
Wash facilities, 1No Plant Wash facility, Hardsurfacing for HGV and Car
parking and landscaping**

On behalf of
Wordsworth Property Developments Ltd

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1. Introduction

- 1.1 This Planning Statement (PS) has been prepared by ID Planning on behalf of Wordsworth Property Developments Ltd to support a full planning application for the Demolition of existing buildings, Erection of Vehicle Maintenance Unit, Private Diesel & Adblue Fuelling Facility, 2No Truck Wash facilities, 1No Plant Wash facility, Hardsurfacing for HGV and Car parking and landscaping on land at Wordsworth Business Park, Whaley Rd, Barugh Green, Barnsley, S75 1FJ
- 1.2 The application proposes the development of a vehicle maintenance unit for Wordsworth Excavations Limited. The company operate a fleet of HGVs and commercial vehicles to facilitate their earthworks, ground stabilisation and demolition contracting operation. The proposed vehicle maintenance unit will replace the existing ad hoc piecemeal VMU which has slowly developed as the business has grown, the proposed development modernises, formalises and futureproofs the vehicle maintenance facility for the wider business.
- 1.3 This statement describes the application site and proposed development before identifying and examining the policies and issues relevant to the application.
- 1.4 In seeking to establish whether the proposed use is appropriate, particular regard has been had to the statutory development plan and the National Planning Policy Framework.
- 1.5 The Statement seeks to establish that the proposed development is appropriate in all planning respects and includes consideration of the site's planning history, the Statutory Development Plan and the National Planning Policy Framework (2024).
- 1.6 Aside from this report, the application is supported by the following documents and plans:
 - Application forms including Owner Certificate
 - Plans
 - 7628-008B Site Location Plan
 - 7628-009A Existing Site Plan
 - 7628-010D Proposed Site Plan
 - 7628-011D Proposed Site Plan – Phasing
 - 7628-012D Proposed Site Plan - External Finishes
 - 7628-013 Proposed Building Plan
 - 7628-014B Proposed Roof Plan
 - 7628-015 Proposed Elevations
 - 7628-016 Proposed Truck Wash
 - 7628-017 Proposed Plant Wash
 - 7628-018A Proposed Fuelling
 - 7628-019 Proposed Cycle Shelter
 - 7628-020 Proposed Paladin Fence
 - 7628-021A Proposed Bin Store
 - DR-9254-01 Landscape Masterplan Rev C
 - NT1297-AGL-24-XX-D-E-0001 - External Lighting
 - NT1297-AGL-24-XX-D-E-0002 - External Lighting Lux Levels

- Planning Statement
- Design and Access Statement
- Preliminary Ecological Appraisal Report (PEAR)
- Biodiversity Net Gain Report & Metric
- Contaminated Land Assessment - Phase 1
- Coal Mining Risk Assessment (CMRA)
- Flood Risk Assessment
- Drainage Strategy (Foul and Surface Water)
- Drainage Maintenance Plan
- Energy / Sustainability Statement
- BREEAM Pre-Assessment
- Transport Statement

2. Site Description & Planning History

Site Description

- 2.1 Wordsworth Business Park is located to the north of Whaley Road in the Barugh Green area circa 2 miles north west of Barnsley Town Centre.
- 2.2 The application site, located adjacent to Wordsworth Excavation Headquarters, is at present subdivided across a number of tenants and in house operations including the existing ad hoc VMU facility.
- 2.3 All areas of the site currently access from the private unadopted highway (shared with Naylor's Concrete Products), this will be retained within the proposed development with access to staff parking from the unadopted road also service the existing offices and the HGV access separated to the existing HGV access.

Relevant Planning History

- 2.4 The Barnsley online database has been consulted to identify the planning history at the site. The history is summarised below.

Application reference	Description of Development	Approved & Date
2015/0061	Erection of 2 no. office units (B1)	6.5.15
2022/0269	Erection of new vehicle maintenance workshop building and associated works including demolition of existing buildings, formation of yards to the front and the rear of the new building and new wash bays	7.2.23

Pre Application History

- 2.5 The applicant has engaged with council informally at pre application stage. The LPA Inward Investment team are supportive of a local business expanding their current operation and investing in Barnsley.
- 2.6 The pre application discussion with Inward Investment confirmed the expected timescales to ensure an efficient start on site is achieved.

3. Proposed Development

Introduction

- 3.1 The following section provides a description of the proposed development. This text should be read in conjunction with the plans and technical reports submitted in support of the application.
- 3.2 The proposal seeks permission for a Vehicle Maintenance Unit, as described above to facilitate the ongoing maintenance of the operator's fleet of HGV and commercial vehicles. The main VMU building will accommodate 4 service and maintenance bays to allow multiple vehicles to be serviced or repaired in the same shift, ancillary offices, staff facilities, canteen and parts store.
- 3.3 In addition to the HGV Maintenance Unit, formalised parking for 55 of the operator's HGVs will be set out within the site for overnight/weekend parking, ancillary to this HGV parking will be a Fuelling and Adblue refill station and 3No wash stations for both HGVs and Plant/machinery as these return from site.
- 3.4 As part of the works a 20 space car park will be provided directly adjacent to the VMU building to allow parking for staff. An existing car park (around the power pylon) for staff and company vehicles will be hard surfaced and the entrance relocated to separate cars from HGVs, this will likely be constructed after the VMU is operational. Any reference in supporting reports to 'phase 2' references this 114 space car park surfacing.

4 Relevant Planning Policy

Statutory Development Plan

- 4.1 The Development Plan for the site comprises the Barnsley Local Plan 2019-2033 adopted in January 2019.
- 4.2 There are currently no formal plans to update the Local Plan for Barnsley. At this stage the emerging Plan is therefore not a material consideration.

Barnsley Local Plan 2019-2033 (Adopted January 2019)

- 4.3 These are the relevant policies from the Barnsley Local Plan:
- **Policy GD1** – General Development
 - **Policy LG2** – Location of Growth
 - **Policy E3** – Uses on Employment Land
 - **Policy T3** – New Development and Sustainable Travel
 - **Policy T4** – New Development and Transport Safety
 - **Policy D1** – High Quality Design and Place Making
 - **Policy BIO1** – Biodiversity and Geodiversity
 - **Policy CC1** – Climate Change
 - **Policy CC2** – Sustainable Design and Construction.
 - **Policy CC3** – Flood Risk.
 - **Policy CC4** – Sustainable Drainage Systems.
 - **Policy RE1** – Low Carbon and Renewable Energy
- 4.4 The adopted Policy Map confirms the Whaley Road Industrial Estate is within the Main Urban Fabric, no other Policy Map designations apply to the proposed development site. Albeit the site is clearly within an area of existing established cosmetic industrial use.

National Planning Policy Framework (February 2025)

- 4.5 Material planning considerations include the National Planning Policy Framework (“NPPF”) which was updated and issued in February 2025. The framework sets out the Government’s planning policies for England and how these are expected to be applied.
- 4.6 The NPPF confirms that the purpose of the planning system is to contribute to the achievement of sustainable development. Paragraph 8 sets out the three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways. These are:
- **An Economic objective** – to help build a strong, responsive and competitive economy by ensuring that sufficient land of the right type is available in the right places at the right time to support growth, innovation and improved productivity and by identifying and coordinating the provision of infrastructure;
 - **A Social objective** – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment with accessible services and open spaces that reflect current and future needs and support communities health, social and cultural well-being; and

- **An Environmental objective** – to contribute to protecting and enhancing our natural, built and historic environment.
- 4.7 Paragraph 11 sets out the presumption in favour of sustainable development. In relation to decision taking this means:
- “c) approving development proposals that accord with the development plan without delay; or***
- d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date⁷, granting permission unless:***
- The application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed⁶; or***
- Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.”***
- 4.8 Section 6 covers Economic Development and paragraph 85 states that “decisions should help create the conditions in which businesses can invest, expand and adapt.”
- 4.9 Paragraph 87 states: “Planning policies and decisions should recognise and address the specific locational requirements of different sectors”, the development allows the modernisation and more efficient operation of the existing VMU on the site of the existing Wordsworth Group Headquarters.
- 4.10 Section 11 sets out the requirement for the efficient use of land. Paragraph 124 confirms that decisions should “give substantial weight to the value of using suitable brownfield land” and “promote and support the development of under-utilised land and buildings”
- 4.11 The NPPF also considers design matters and states the Government attaches great importance to the design of the built environment (paragraph 131). In this context, developments should function well and add to the quality of an area, as well as optimising the potential of the site to accommodate development. Developments should also be visually attractive and create safe and accessible environments (paragraph 135).

5 Planning Assessment

- 5.1 Under Section 38(6) of the Planning and Compulsory Purchase Act 2004 and Section 70(2) of the Town and Country Planning Act 1990, applications are to be determined in accordance with the development plan unless material considerations indicate otherwise.
- 5.2 The development plan for Barnsley comprises the:
- Barnsley Local Plan 2019
 - A number of SPDs (Parking, Planning Obligations & Sustainable Construction and Climate Change)
- 5.3 Being adopted in 2019 the development plan in this instance is considered to be in-date and full weight can be given to the policies.

Sustainable Development

- 5.4 The development site is in the main 'urban fabric' of Barnsley, at the head of the settlement hierarchy being the main focus for development. The proposed development, related to the success and growth of an existing Barnsley Headquartered business improves the economic, social and environmental conditions in the area.

Principle of Development

- 5.5 Policy LG2 confirms priority will be given to development in (*inter alia*) Urban Barnsley, where it is expected to accommodate significantly more growth than other areas. Policy E3 relates specifically to use on existing employment land confirming general industrial uses will be allowed, and ancillary uses allowed where appropriate in scale.
- 5.6 Overall, there is clear in principle support within the adopted Local Plan for the creation of a Vehicle Maintenance Unit to serve an existing successful local business along with the proposed associated works in reorganising the wider site and operations including installation of new truck and plant wash facilities. The proposed development is in accordance with Policy SD1, LG2 and E3.

Design

- 5.7 The comprehensive development of the VMU site includes the erection of a 4-bay Maintenance Unit to the western boundary of the site, backing on to Whaley Road. The building as proposed would be 44mx31m in plan to accommodate the floorspace requirements of a maintenance unit, ancillary offices and staff facilities. The building would have a shallow dual pitched roof design and be of 16m ridge height (13m to eaves). The scale of the proposed building is representative of the operational needs and is inkeeping with the scale of other such industrial/commercial buildings in the vicinity.
- 5.8 The building would be clad in prefinished profiled steel cladding (Pure Grey RAL 000 5 000 & Anthracite 7016) and is considered an appropriate finish within the Whaley Road business park.
- 5.9 Beyond the design of the VMU building, a number of other physical features are proposed on site including tarmac/concrete hard surfacing and vehicle wash bays. Overall, the design of the proposed development is operationally required but achieves

a high quality modern commercial industrial appearance, significantly improving the current piecemeal appearance of the site having developed over time. The appearance of the proposed development is in accordance with Policy GD1, D1 and CC2.

Landscaping

- 5.10 As detailed within the submitted Landscaping Masterplan, non-operational areas of the site will be planted with flowering grass and native scrub. The site boundaries will be greened to soften the visual edge of the proposed development. Overall, the primary focus of the site is the operational needs and requirements of the business, but opportunities to landscape the site have been taken where possible. The proposal is in accordance with Policy GD1, D1

Flood Risk and Drainage

- 5.11 A comprehensive Flood Risk Assessment and Drainage Impact Assessment Report is submitted in support of the application. The report confirms the site is at minimal risk of flooding being located entirely within Flood Zone 1, the proposed industrial use is also considered less vulnerable and appropriate in Flood Zone 1.
- 5.12 Existing Foul and Surface drainage serving the site, and the wider landholding is located within the unnamed access road leading to Whaley Road. The on site drainage solution will consist of separate Foul and Surface Water systems, the private surface water system will include a 1520cu.m cellular attenuation tank to the northern boundary before utilising the existing connection to surface water pipes in the unnamed road. The proposed foul system (including wash down and refuelling facilities) will run from the proposed VMU to the existing sewer connection within the unnamed road. Overall the requirements of Policies CC3 and CC4 are met.

Highways

- 5.13 A Transport Statement prepared by JPG is submitted in support of the application. Firstly, the report confirms the extent of the adopted highway to be the northern edge of Whaley Road, all roads within the application site, wider Wordsworth Properties landholding and Naylor's Concrete landholding are privately owned.
- 5.14 The Transport Statement acknowledges that the proposed VMU will replace all existing vehicular movements related to the existing VMU and tenants who are being relocated. An existing staff car park will be resurfaced given the current inefficient unlined arrangement.
- 5.15 Staff typically arrive on site on a Monday morning and leave their private vehicles in the staff car park area for the week before returning to site on a Friday afternoon to depart. As such, daily movements associated with the proposed development would be for staff working in the VMU and HGV movements already operating from the site therefore the proposed development would not create additional trips (especially as existing tenants would leave the site).
- 5.16 The site is also considered to be within a sustainable location and can be readily accessed by public transport, on foot or by bike should staff desire, cycle parking is proposed on this basis.
- 5.17 Overall, the development is in accordance with Policies T3 & T4 and National Policy and there are no justifiable highways or transport related reasons why the proposed development should not be granted planning approval.

Biodiversity

- 5.18 A Full Biodiversity Net Gain Assessment has been submitted which appraises the proposed development in terms of Biodiversity Enhancements to ensure a 10% Net Gain is achieved in line with National Legislation and Policy BIO1.
- 5.19 The Baseline assessment of the site confirms there are 0.47 on site habitat units at present.
- 5.20 The proposed landscaping scheme incorporates native scrub planting, species-rich flowering lawn and retained grassland, enhancing the site's green infrastructure and providing 0.73 post development habitat units. The proposed development secures on site BNG of well in excess of the 10% net gain requirement in national legislation and Policy BIO1.

Ecology

- 5.21 A Preliminary Ecological Appraisal prepared by Brooks Ecological is submitted in support of the application. Given the existing industrial use of the site and negligible chance of existing on site habitats for protected species, no further surveys are recommended. It is unlikely that an Ecological Impact Assessment will be required given the existing 'Very Low Distinctiveness' site conditions. The development is therefore in accordance with Policy BIO1.

Sustainable Design

- 5.22 The proposed VMU building has been designed to be incorporate sustainable technology including Solar PV to the roof, A BREEAM pre-assessment report has been prepared confirming a 'Very Good' rating is deemed achievable. Finally, a Thermal Modelling and Compliance Report is submitted which confirms a 15% reduction in carbon emissions above the building regs requirements is achievable. The proposed development is therefore in accordance with the requirements of Policy CC2 and RE1.

Contamination

- 5.23 A suite of Ground Contamination Reports have been prepared by JPG and are submitted in support of the application. The Phase 1 desk top appraisal recommends further investigations in the form of a Phase 2 intrusive site investigation. These works are currently underway and include:
- Trial pits in order to assess the nature of the shallow subsurface and confirm the depth and distribution of the made ground. These will be target historical features, e.g. pond, railway sidings, and will also provide general site coverage. Trial pits will also enable samples to be obtained to submit for geotechnical testing in order to assess the suitability of the material for re-use in earthworks.
 - Cable percussive and window sample boreholes with in-situ tests in order to assess the ground conditions at the site and confirm the composition, extent, depth, and nature of any made ground and underlying natural ground. The boreholes will enable the installation of hazardous ground gas and groundwater monitoring wells.
 - Rotary open hole boreholes to investigate for the presence of shallow coal workings in the Dunsil seam and the unnamed seam which are inferred to outcrop on the site.

- Chemical analysis of soil, leachate and water samples in order to determine the concentrations of potential contamination on the site and classify selected materials for disposal off-site (not including WAC testing).
 - Geotechnical testing to classify materials and inform foundation design and chemical testing to assess the Aggressive Chemical Environment for Concrete Classification.
 - Monitoring of gas and groundwater wells for hazardous ground gases, methane, carbon dioxide, oxygen and flow rate to the requirement of the Local Authority.
- 5.24 A Phase 2 ground investigation Report will be submitted as soon as completed within the planning application process.
- 5.25 Additionally, a Coal Mining Risk Assessment was recommended through the Desk Top Appraisal. A CMRA is submitted in support of the application and the investigative works will be completed as part of the above and the results included within the Phase 2 report.
- 5.26 Overall, it is clear the principle of development to facilitate the modernisation of an existing successful local business is established and from the above justification and supporting reports there are no technical matters which would prevent the application being approved.

6 Conclusion

- 6.1 This Planning Statement has been prepared by ID Planning on behalf of on behalf of Rula Developments Ltd and Wordsworth Properties in support of a full planning application for the Demolition of existing buildings, Erection of Vehicle Maintenance Unit, Private Diesel & Adblue Fuelling Facility, 2No Truck Wash facilities, 1No Plant Wash facility, Hardsurfacing for HGV and Car parking and landscaping on land at Wordsworth Business Park, Whaley Rd, Barugh Green, Barnsley, S75 1FJ
- 6.2 The proposed development seeks to reorganise the existing operation on site and create greater efficiencies within the Wordsworth Group Headquarters.
- 6.3 The scheme ensures the provision of sustainable development in line with the NPPF and gains support from NPPF in several respects. The proposal has been assessed against the development plan and the scheme does not lead to material conflict with the policies contained within it.
- 6.4 As such, the application should be approved in accordance with Local Plan Policies GD1, LG2, E3, T3, T4, D1, BIO1, CC1, CC2, CC3, CC4 and RE1.