

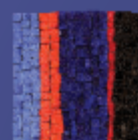
Planning Statement

Erection of a Temporary Ancillary Storage Building, Anchored to Existing Hardstanding

Newlands Way,
Valley Park,
Wombwell,
Barnsley,
South Yorkshire,
S73 0UW,

Fernco Ltd

DECEMBER 2024



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1 Introduction

- 1.1 This Planning, Design and Access Statement accompanies a full planning application for the erection of a storage building at Newlands Way on behalf of Fernco Ltd.
- 1.2 This statement considers the site and its surroundings and summarises the planning policies which are material to the proposal, along with further guidance and evidence which has been considered.
- 1.3 The analysis addresses all the issues which we consider to be relevant to the determination of the planning application. It concludes that planning permission should be granted, having regard to the development plan and other material considerations.
- 1.4 This statement should be read in conjunction with the following plans and documents:
 - Site Location Plan (Ref: FER-TRI-ZZ-00-DR-A-3000)
 - Proposed Site Plan (Ref: FER-TRI-ZZ-00-DR-A-3001)
 - Proposed Plans and Elevations (Ref: FER-TRI-ZZ-00-DR-A-3002)

2 The Proposals

2.1 The application description is as follows:

“Erection of a temporary ancillary storage building, anchored to existing hardstanding.”

2.2 Fernco Ltd is a global manufacturer and distributor of goods to the following sectors: civils and drainage, plumbing and flood protection. The proposed development site is the UK base for operations.

2.3 The manufacturing of goods at the site is continuous from 06:00 Monday morning until 04:00 on Saturday morning. However, deliveries and collections only occur between the hours of 08:00 and 17:00 Monday to Thursday and 08:00 to 16:00 on Fridays. There are no deliveries or collections from the site on Saturdays and there is no activity at the site whatsoever on Sundays. The proposed development will not impact upon these existing arrangements.

2.4 There are 75 employees currently working at the site. 70 of these workers are full-time, with the remaining 5 being part-time workers. The proposed development will not impact upon staffing numbers.

2.5 The company has identified a clear and urgent need for additional internal storage space. The building will store raw materials and manufactured goods, predominantly: rubber extrusion, moulded rubber gaskets and steel coil.

2.6 The area of hardstanding where the building will be sited is currently used for the external storage of pallets and crates.

2.7 The dimensions of the proposed building are as follows:

Internal

- 55m length x 7.5m width
- GIA: 412.5 sqm

External

- 55.1m length x 7.8m width x 4.2m height (eaves) / 5.5m height (ridge)
- GEA: 429.8 sqm

2.8 The building will be anchored to the existing hardstanding using shallow chemical anchor bolts. As such, no intrusive groundworks or foundations will be required for the erection of the building.

- 2.9 The building will be constructed from an anodised aluminium frame, with galvanised steel connections. The roof will be made from a flame retardant white PVC material and the walling will be goosewing grey steel sheet cladding. The building will be accessed via two roller shutter doors and three personnel doors.
- 2.10 Site access will remain as existing directly off Meadowgate to the north.
- 2.11 The design, materials, and prefabricated method of construction of the building will ensure a quick delivery and erection. This will minimise disruption to existing operations and allow the company to rapidly address its need for additional internal storage.

3 Site and Surroundings



Figure 1 – Aerial view of the site

- 3.1 The application site is a 0.4 ha area of land containing existing hardstanding used for the external storage of goods and general yard purposes.
- 3.2 The development site is bound to the north by Meadowgate. To the east is a warehouse as part of the wider site with Newlands Way beyond it. To the south is vegetation acting as a buffer between the site and Wath Road. To the west is a neighbouring industrial estate, with a public footpath dividing the two sites.
- 3.3 Given that the building will be positioned on existing hardstanding and anchored to a tarmac base, there are no ecological issues associated with the development.
- 3.4 The entire site is located in Flood Zone 1 as defined by the Environmental Agency and is therefore at a low risk of flooding.
- 3.5 There are no designated heritage assets in close proximity to the site. The closest asset is the Church of St Mary (Ref: 1191688) situated 1.0 miles away off Church Street.
- 3.6 The site is highly accessible by both pedestrian and cycle networks. The Trans Pennine Trail runs directly to the north of the site. The site is also well connected by public transport. The nearest bus stop is on Wath Road, a 6-minute walk away (0.3 miles). From here, the X20 operates and connects the site to Barnsley and Doncaster Interchanges respectively.
- 3.7 The site is well situated for storage and distribution purposes, as it is highly accessible. The A6195 runs to the south of the site and links to the M1, which provides connectivity to the wider motorway network.

Local Plan Designation

- 3.8 The application site has not been given a specific designation in the Barnsley Local Plan (adopted 2019), however, it is an existing employment site as part of a wider Nature Improvement Area (NIA).

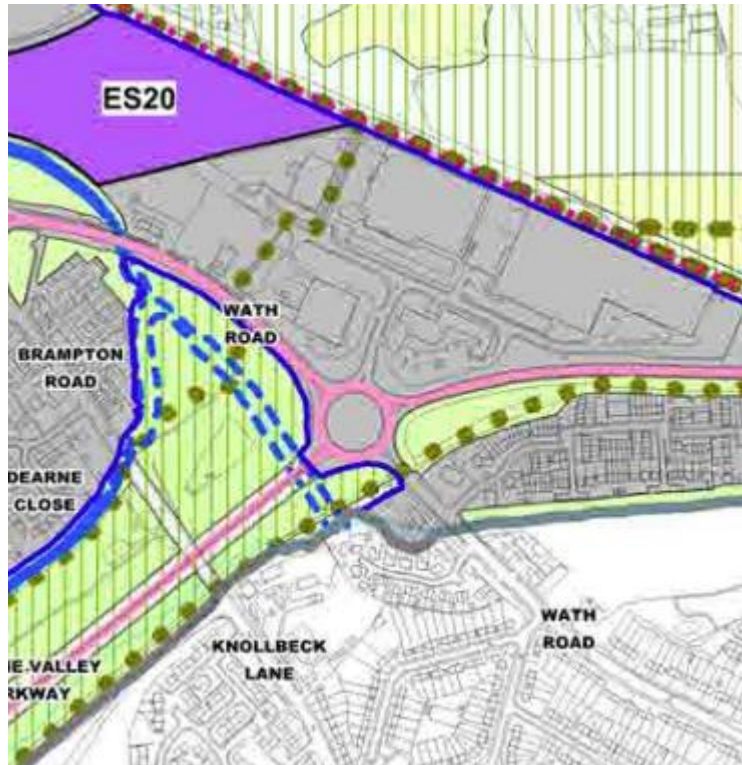


Figure 2 – Excerpt from the Local Plan Policies Map

4 Planning Policy and Evidence Base

National Planning Policy Framework

- 4.1 The National Planning Policy Framework (2023) sets out the purpose of the planning system of achieving sustainable development via three overarching objectives; **economic, social and environmental**.
- 4.2 Paragraph 11 of the NPPF requires Local Planning Authorities to apply a presumption in favour of sustainable development during decision-taking. This means that Local Planning Authorities should approve proposals that accord with the development plan without delay.
- 4.3 In support of building a strong and competitive economy, paragraph 85 of the NPPF 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.”*
- 4.4 Paragraph 87 of NPPF also goes on to explain that planning policies and decisions should *“recognise and address the specific locational requirements of different sectors. This includes making provision for...storage and distribution operations at a variety of scales and in suitable accessible locations.”*

Local Policy

- 4.5 The local development plan comprises the Barnsley Local Plan (adopted 2019). Policies of direct relevance are outlined below.

Barnsley Local Plan (Adopted 2019)

- **Policy LG2 – The Location of Growth** – This states that *“priority will be given to development in the following locations: urban Barnsley; Principal Towns of Cudworth, Wombwell, Hoyland, Goldthorpe, Penistone and Royston: and villages... Principal Towns will be expected to accommodate significantly more growth than the villages, to accord with their place in the settlement hierarchy.”*
- **Policy E3 – Uses on Employment Land** – This states that *“on allocated employment sites, or land currently or last used for employment purposes, we will allow the following uses:*

Research and development, and light industry:

General industrial; or

Storage or distribution

Ancillary uses will be allowed where appropriate in scale.”

- **Policy E4 – Protecting Existing Employment Land** – This states that *“land or premises currently or last used for employment purposes will be retained in order to safeguard existing or potential jobs.”*

4.6 Other Policies of potential relevance are outlined below:

- **Policy SD1 – Presumption in favour of Sustainable Development**
- **Policy GD1 – General Development**
- **Policy GD2 – Temporary Buildings and Uses**
- **Policy T3 – New Development and Sustainable Transport**
- **Policy T4 – New Development and Transport Safety**
- **Policy D1 – High Quality Design and Place Making**

5 Analysis

Principle

- 5.1 In accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004 and Section (2) of the Town and Country Planning Act 1990, the application must be considered alongside prevailing development plan policies. In relation to this application, the development plan consists of the Barnsley Local Plan (adopted 2019).
- 5.2 The site does not have a site specific designation in the Barnsley Local Plan. However, it is an existing employment site. Therefore, it is safeguarded under **Policy E4**, which calls for the retention of employment land to protect existing or potential jobs.
- 5.3 The proposed development is also supported under **Policy E3**. This states that *“on land currently or last used for employment purposes, we will allow the following uses: storage or distribution.”* Therefore, the proposed development is acceptable in principle.
- 5.4 The development site comes under the Principal Town of Wombwell. **Policy LG2** states that priority will be given to development in these Principal Towns. Therefore, the proposed development is appropriately located under this policy.
- 5.5 The proposal is also supported by national guidance in paragraph 85 of the NPPF which states that *“decisions should help create the conditions in which businesses can invest, expand and adapt”* as well as paragraph 87 and the need to *“recognise and address the specific locational requirements of different sectors. This includes making provision for storage and distribution operations at a variety of scales”*.
- 5.6 The development will enable an established local employer to increase efficiency and meet growing commercial demands. This in turn will boost the local economy.
- 5.7 The building will make efficient use of existing hardstanding and is subordinate in scale and appearance with nearby buildings. The proposed use is also consistent with existing operations and that of neighbouring businesses.
- 5.8 The proposals are suitably located, compliant with national and local policy, entirely appropriate to the surrounding area, and will meet the needs of an established local business and employer. The proposals should therefore be supported in principle.

Development Management Considerations

Design and Layout

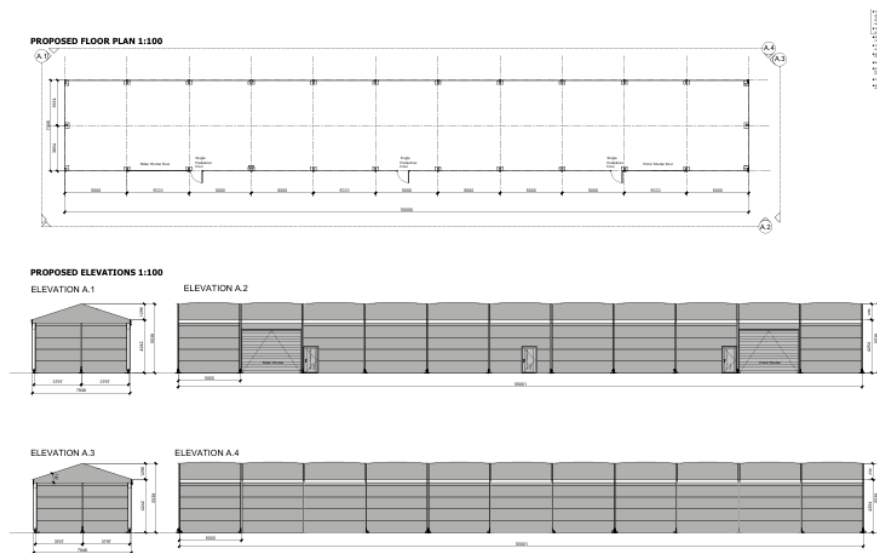


Figure 3 - Extract taken from elevational drawings

- 5.9 The siting of the building was chosen to ensure the most efficient use of the premises. By siting the building on underused yard area, it ensures maximum efficiency of movement within the site and allows for continued safe use of existing access routes.
- 5.10 The site is located within an existing industrial estate surrounded by commercial premises. The structure is subservient to nearby industrial buildings and its design is appropriate. The development will also not impact upon residential amenity, with the nearest residences located over 150m away. Therefore, the development is in compliance with **Policy GD1** and **Policy D1** of the Barnsley Local Plan.
- 5.11 There is a public footpath that runs to the west of the site as part of the industrial estate. The proposed development will not impose upon this as it is consistent with the existing use of the site and will be screened from view by vegetation.
- 5.12 The building is of a suitable, design, layout, scale and massing that reflects the local area and meets the requirements set out in the Barnsley Local Plan.

Parking, Access and Vehicular Movement

- 5.13 The site is serviced by pedestrian and cycle routes, and is well connected by public transport networks. The closest bus stop is on Wath Road, a 6-minute walk away. From here, services connect the site to Barnsley and Doncaster.

- 5.14 Vehicular access will remain as existing off Meadowgate, which connects to the local highway network. The A6195 runs to the south of the site and links to the M1 which provides connectivity to the wider motorway network, making the site highly accessible.
- 5.15 Vehicle manoeuvrability will not be affected as a result of the development and there will be no loss of parking provision. Therefore, the proposed development is in compliance with **Policy T3**.
- 5.16 The proposed development is accessible, it does not impact highway safety or parking provision, is sustainably located and therefore complies with **Policy T3 and Policy T4** of the Barnsley Local Plan.

Other Matters

- 5.17 The site is not located within a conservation area or within close proximity to any heritage assets. It is located within Flood Zone 1 as defined by the Environmental Agency and is therefore at a low risk of flooding. The proposal will drain as existing with all surface water being discharged into a public sewer. There will also be no foul water connection necessary as part of the development, as it is for storage only.
- 5.18 Given that the building will be positioned on existing hardstanding and anchored to an existing tarmac base, there are no issues of contamination or biodiversity impact associated with the development. No trees or vegetation will be lost to accommodate the development and there will be no loss on biodiversity given the current baseline position. The proposal is *de minimis* exempt for Biodiversity Net Gain requirements.

Presumption in Favour of Sustainable Development

- 5.19 Paragraph 11 of NPPF outlines the presumption in favour of sustainable development which should be applied to planning decisions. We have demonstrated throughout this statement that the proposed development mutually supports the objectives of sustainable development which are set out in paragraph 8 of NPPF, particularly in relation to the economic objective.
- 5.20 The proposed development would support the efficiency and continuing operation of an established employer in the area. The proposal will allow their business to accommodate more stock, encouraging commercial growth and therefore meets the economic objective of sustainable development.
- 5.21 We have demonstrated that the development would not impact upon local amenity and the design, massing and siting of the building is acceptable for this industrial location. Additionally, the structures are modular, demountable and can be re-used elsewhere. This is inherently sustainable.
- 5.22 The application site is accessible by public transport and the local highway network as well as nearby residential areas for employees. As such, we believe the proposals comply with the social and environmental roles of sustainable development.

- 5.23 The proposed development mutually supports the economic, social and environmental objectives and constitutes sustainable development. A presumption in favour of approval should therefore be applied.

6 Conclusion

- 6.1 This Statement has demonstrated that the proposals should be approved having regard to national and local planning policy, together with other material considerations.
- 6.2 Fernco is an established local employer, with 75 employees currently working at the site. The proposed development will enable the company to streamline operations and increase efficiency. The company requires additional internal storage space to meet commercial demand.
- 6.3 The Barnsley Local Plan (adopted 2019) has not given the site a specific designation. However, it is an existing employment site and is therefore safeguarded for employment uses under **Policy E4**. The proposed development is also supported by **Policy E3** which encourages “*storage and distribution*” uses on land currently used for employment purposes.
- 6.4 National guidance encourages Local Planning Authorities to support local economic productivity by considering the needs of local businesses. The Framework also confirms that LPAs should apply ‘significant weight’ to supporting local businesses. Furthermore, it encourages LPA’s to approve planning applications that accord with local policies without delay.
- 6.5 The design, layout and accessibility of the proposed building is appropriate in this location. It will be subservient to the surrounding industrial environment and of a complimentary design. The proposed development will have no material impact on residential amenity.
- 6.6 The proposed development is accessible, it does not increase HGV trips or negatively impact highway safety or parking provision. The site is otherwise accessible, manoeuvrable and in a sustainable location.
- 6.7 We have demonstrated that the proposals meet the sustainable objectives as set out in Paragraphs 8 and 11 of the Framework. The development will sustainably meet the operational needs of an established local business and employer.
- 6.8 The proposals are entirely appropriate and comply with relevant planning policy and guidance. There is therefore a compelling case for the granting of permission without delay.



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