
Application number: 2024/0597

Description: Erection of extension to existing building

Location: Unit 1, Everill Gate Business Park, Everill Gate Lane, Wombwell, Barnsley, S73 0FJ

1. Site Location & Description

- 1.1. Everill Gate Business Park is located southeast of Wombwell, at the junction of Everill Gate Lane and Valley Way. The immediate area consists of mainly industrial/business uses, and to the west of the site opposite the A633 are residential properties. The units are constructed of grey and dark grey metal cladding.
- 1.2. There are a number of existing trees and hedges running along the north and east boundary, which provide a buffer to the road. The site is accessed via Everill Gate Lane to the east of the business units. This development would be phase 2 of as previously phase 1 was for the development of the site Use Classes B1 Business, B2 General Industry & B8 Storage and Distribution) under Ref: 2018/1353 was granted in April 2019.

2. Proposed Development

- 2.1. The applicant is seeking consent for the erection of a rear extension that would measure approximately:
- 6.7m (H) x 22.3m (L) x 8.7m (W)
- 2.2. The additional floor space created would be 819m². This extra space would be used as additional storage for the existing use. The applicant is not proposing any changes to any additional areas of the property and the existing 32 car parking spaces to the front of the site will be retained. The applicant has stated that all materials used will match the existing building.

3. Planning History

- 3.1. 2006/0064 - Development of B1, B2 and B8 (Industry, Storage and Distribution) units with access road (Outline) - Approved
- 3.2. 2009/0189 - Development of B1, B2 and B8 (industry, storage and distribution) units with access road (Reserved Matters) – Approved
- 3.3. 2012/1120 - Development of B1, B2 and B8 (industry, storage and distribution) units with access road (Reserved Matters) (2009/0189 Extension of Time Limit) – Approved
- 3.4. 2018/1353 - Development of the site for employment uses within use classes B1 (Business), B2 (General Industrial) and B8 (Storage and Distribution) and associated access, parking and circulation areas and infrastructure – Approved
- 3.5. 2019/0561 - Variation of condition 8 of planning application 2018/1353 relating to highways works – Approved
- 3.6. 2022/1178 - Erection of extension to existing building to create additional unit and creation of additional parking – (Unit 3) – Approved

3.7. 2022/1172 - Erection of canopy to existing building - Approved

4. **Policy Context**

4.1. 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.

4.2. The Local Plan review was approved at the full Council meeting held 24th November 2022.

4.3. 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

4.4. The site is allocated in the Local Plan for employment use. In addition, the following Local Plan policies are relevant to this site: -

- SD1 Presumption in favour of sustainable development
- GD1 General Development
- LG2 The Location of Growth
- E1 Providing Strategic Employment Locations
- E2 The Distribution of New Employment Sites
- E3 Uses on Employment Land
- T2 Safeguarding of Former Railway Lines
- T3 New Development and Sustainable Travel
- T4 New Development and Transport Safety
- D1 High Quality Design and Place Making
- GI1 Green Infrastructure
- GS2 Green Ways and Public Rights of Way
- BIO1 Biodiversity and Geodiversity
- Policy CC1 Climate Change

- Policy CC3 Flood Risk
- Policy CC4 Sustainable Drainage Systems
- Policy CC5 Water Resource Management
- RE1 Low Carbon and Renewable Energy
- CL1 Contaminated and Unstable Land
- Poll1 Pollution Control and Protection

SPD

- SPD: Parking

4.5. These policies are considered to reflect the Principles in the NPPF, which relates to high quality design and good standard of amenity for all existing and future occupants of land and buildings.

National Policy

4.6. The National Planning Policy Framework 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. Where the development plan is absent, silent or relevant policies are out-of-date, permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework as a whole; or where specific policies in the Framework indicate development should be restricted or unless material considerations indicate otherwise.

5. Consultations

5.1. Highways – Acceptable, subject to the following condition:

- The service vehicle manoeuvring facility, as indicated on the submitted plan, shall be surfaced in a solid bound material and made available for the access and manoeuvring of Heavy Goods Vehicles.

5.2. Drainage – No objections.

5.3. Regulatory Services – No objections.

5.4. Enterprising Barnsley Team – No objections and support the scheme.

6. Representations

6.1. The application was advertised by individual neighbour notification letter and by site notice. No comments have been received as a result.

7. Assessment

Principle of development

- 7.1. The building is located within an existing business park and the proposed extension would be used in order to provide protection from the weather when loading and unloading vehicles. The site is identified as an employment The proposal is therefore acceptable in principle, subject to policy GD1 and the impact of the proposal upon visual amenity and highway safety.

Residential Amenity

- 7.2. The site is a well-established commercial area, Everill Gate Business Park. The nearest residential property is situated approximately 130m away at 77 & 79 Wath Road. The Council's Regulatory Officer has assessed the scheme and has concluded that the extension would not cause harm to any residential properties nearby and as such raise no objections to the proposal.

Visual Amenity

- 7.3. The applicant has stated that the extension would be constructed with matching materials, and the design is to integrate with the existing structure at the site. The site is situated within a commercial setting and the extension is to take place at the rear of the property and would not be seen by highway users. The north side of the site is shielded by a large number of mature trees which run alongside the trans Pennine Trail. Whilst the nearest residential dwellings of 77 & 79 Wath Road, are also shielded by mature trees to the south and would not look directly at upon the site. Therefore, the development would not have a detrimental impact on the neighbouring visual amenity of those around it.

Highway Safety

- 7.4. The applicant is proposing to build to the rear of the site which would remove manoeuvring space to the rear of the site. However, the applicant is not proposing to remove any parking to the front of the property which services the site. The Council's Highways Officer has assessed the scheme and has concluded that although the extension would remove a significant portion of the rear service yard, the proposed site layout plan shows that sufficient space would be retained to accommodate the turning manoeuvre of a 16.5m HGV. Given the proposed B8 use, it is considered that any increase in vehicular movements would be imperceptible in terms of impact upon the highway network, as such, the proposals are therefore acceptable from a highway's development control perspective. They also state that the following condition should be attached if the application is to be approved:

- The service vehicle manoeuvring facility, as indicated on the submitted plan, shall be surfaced in a solid bound material and made available for the access and manoeuvring of Heavy Goods Vehicles.

- 7.5. The Transportation Officers judgement is justified, and their assessment is sound and as such this condition will be attached if an approval is granted.

Other

- 7.6. Enterprising Barnsley have been consulted upon this application and they fully support the planning application and stated that the development would help to support the growing needs of indigenous based business and inwardly investing companies and builds upon the previous intervention funding this developer has acquired in the past to help reinvest further

into the borough. Thereby, providing future employment space and an additional business rates uplift for BMBC.

- 7.7. The Council's Drainage Officer has also been consulted and have confirmed that they hold no objections to the scheme in respect to land drainage.

8. Conclusion

- 8.1. The development is considered to be acceptable in this location due to it being situated within an employment area. The development is unlikely to cause a detrimental impact to residential and visual amenity to nearby residential properties. An appropriate condition has been attached to ensure highway safety. As such the development should be approved subject to conditions.

Recommendation

Approve subject to conditions