
2021/0885

Mr Gareth Howard

Extension of service yards and provision of car parking to existing factory

Station Road Industrial Estate, Valley Road, Wombwell, Barnsley S73 0BS

Site Location and Description

Safestyle UK own a large area of the Valley Road industrial estate, which is accessed to the north west off Station Road. The site that forms this planning application is an area of open land to the front of the site and south side of Valley Road. There are several residential properties along the northern side of Station Road, with the proposed service yard extension to the rear and parking to the side.

Safestyle's buildings are split across Valley Road at a minor crossroads with each side having gated access and a security guard present monitoring vehicles and deliveries to and from the site. The buildings are a mix of red brick and grey cladding. There is palisade fencing around the site, this is set back from Station Road where the parking is proposed.

Proposed Development

The application is for an extension to the existing service yard which currently wraps around the factory buildings to the south of Valley Road. The extended yard is to the east of the buildings, directly to the rear of properties on Station Road, this provides some additional storage space and access to the car parking.

The parking area is located to the front of the site, adjacent properties on Station Road, between these and Valley Road. 39 additional spaces will be created laid out in two lines with a third line of 6 backing onto the existing sub station and electric generator building.

Planning History

2007/0580 – Erection of Industrial Units – Approved

2015/0224 - Erection of a new manufacturing unit adjacent to the existing PVC unit, and additional staff parking provision – Approved

2016/0236 - Variation of condition 2 of planning application 2015/0224: (Erection of a new manufacturing unit adjacent to the existing PVC unit, and additional staff parking provision) to raise height of part of building by an additional 3m – Approved

2018/0331 - Change of use of part of former manufacturing building (B2) to staff training centre (D1) including external alterations - Approved

Policy Context

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 new Local Plan was adopted at the full Council meeting held 3rd January 2019. 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.

The site is located in the urban fabric as designated in the Local Plan. As an existing employment site Local Plan Policy E3 Uses on Employment Land is the starting point for assessing development.

In addition, the following Local Plan policies are relevant to this application:

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

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's

-Parking

NPPF

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.

Paragraphs of particular relevance to this application include:

80-82 – Building a strong, competitive economy through: setting out a clear vision and strategy to encourage sustainable economic growth, seeking to address potential barriers to investment and being flexible.

109 – Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

180 & 181 – Pollution and Air Quality Impacts

Consultations

Air Quality – Requested either 10% of spaces have an EVCP or that the applicant provide a Electric Vehicle Charge Point Strategy. Both can be secured through condition.

Environment Agency – Standing advice only.

Yorkshire Water Services Limited – No comments

Pollution Control – No objections

Highways DC – No objections subject to conditions.

Forestry – No comments

Drainage – No objections subject to a condition requiring a detailed drainage strategy.

Ward Councillors – No comments received.

Representations

The application has been advertised both through site notice and neighbour letters to immediate residents. Three letters of objection have been received raising the following concerns:

- There is already enough noise from the factory, this will increase with this development.
- The parking should be located to the rear of the site or on the other side of Valley Road.
- Access onto the busy Station Road is dangerous.
- There is plenty of parking on the site / no need for more.
- Loss of wildlife.
- Increased flood risk as a result of the additional hard surfacing.

- Increased traffic associated with the development and in particular increased HGV movements.

Assessment

The proposed is for an extension of the service area and parking adjacent an existing factory and located in an existing industrial site. The land is located within the urban fabric as identified on the Local Plan Proposals Map. Policies SD1, presumption in favour of sustainable development and GD1, General Development provide the starting point for assessing the development. In addition, as the site is part of a wider existing employment area and Policy E3 applies.

The site is in a sustainable location, being within the settlement of Wombwell and close to Darfield. There are bus stops outside of the site and a convenience store to the other side of Station Road. In addition, Wombwell Town Centre is circa 300m to the south.

Policy GD1 sets various criteria against which development will be assessed, the most relevant being:

- There will be no significant adverse effect on the living conditions and residential amenity of existing and future residents;
- They are compatible with neighbouring land and will not significantly prejudice the current or future use of the neighbouring land;
- They include landscaping to provide a high quality setting for buildings, incorporating existing landscape features and ensuring that plant species and the way they are planted, hard surfaces, boundary treatments and other features appropriately reflect, protect and improve the character of the local landscape;

Policy E3 supports employment uses on employment land with ancillary uses allowed where appropriate in scale.

The development is assessed against these policies and the wider Local Plan below.

Visual Amenity

The proposed is for a service area extension and car park with the visual impact associated with the creation of additional hard surfacing and the loss of the existing green space. As the majority of the development is located to the front of the site it is highly visible, increasing its impact on visual amenity.

The applicant has confirmed that most existing trees on the site will be retained with the 4 being removed located within the site, adjacent the sub station and generator. All trees located around the site edges will be retained and appropriate arboricultural evidence has been provided to show how these can be protected during the construction process.

In addition, the applicant has agreed to use mesh security fencing which has a less intrusive appearance than the palisade fencing used within the wider industrial estate. A condition requiring additional landscaping detail to be provided has also been added, designed appropriately, this will provide additional screening to soften the appearance of the car park and replacement habitat.

Overall, whilst there will be a negative impact on visual amenity because of the increased hard surfacing and parked cars on the site, this must be viewed in the context of the wider industrial estate which is already visually intrusive. Further, the agreed boundary treatment and landscaping will soften this impact. Therefore, the proposed is acceptable in visual amenity terms in accordance with Local Plan Policy GD1 and D1.

Residential Amenity

The proposed extended service yard will bring the site closer to existing residents on Station Road who back onto the site. However, there is a vehicle repair shop located at the rear of these properties and there is circa 32m between the boundary of the extended service yard and the boundary of residential gardens. In addition, the service yard extension is relatively limited in scale.

The car park, to the side of properties on Station Road, will bring both the physical development and noise disturbance associated with cars closer to houses here.

In both cases visual impacts and overlooking can be addressed through existing and additional screening. It should also be noted that distances exceed 15m at the closest point and are closer to 30m in most cases.

The main impact on residential amenity is therefore associated with noise. It is understood that residents have been previously disturbed by the reversing beepers of fork lift trucks and the window recycling business which is located on the other part of the site (over Valley Road). Residents have also raised concerns in comments about car doors and horns associated with the car park. However, the Councils Regulatory Services section have been consulted and raised no objections to the scheme, confirming that there have not been any recent noise complaints and past complaints associated with the recycling arm of the factory were investigated earlier in the year with measures in place since then resulting in no new complaints.

Therefore, although there will be some increase in the impact on residential amenity it is partly mitigated by landscaping and distance. Furthermore, existing controls on the site imposed by the Councils Regulatory Services are working and could be extended should the need arise. Therefore, the proposed is acceptable in relation to residential amenity impact when assessed against Policy D1 and GD1.

Highway Safety

At present it is common for Valley Road to be congested by staff parking on the highway and Safestyle are aware of this problem. With the additional parking provision the total on-site parking spaces will be 177, spread across both sides of Valley Road. The level of parking provided as such covers an entire shift of operatives and falls just 12 short of covering the full management staff additionally. As such given some staff may car share and use public transport the level of parking is considered sufficient. It is accepted that there may be times of congestion during shift changes but this will obviously be only a occurrence over a short timescale twice a day.

Highways have confirmed that the proposals include 39 new car parking spaces and an extension of the service yard. The proposed spaces are of adequate size and the layout provides sufficient access/aisle widths for all spaces. The proposals do not adversely impact upon the visibility at the junction of Valley Road with Station Road.

The Air Quality Officer has confirmed that the Sustainable Travel SPD requires 10% of car parking spaces for electric vehicle charge points (EVCPs) and it is recommended mode "3", minimum 7 kW (32 AMP) points are provided for commercial/retail/industrial development. However, the differing circumstances for non-residential development are acknowledged and therefore alternative solutions to the 10% aspiration can be considered, should the applicant submit an EVCP Strategy which identifies the optimum capability for that development. This can be secured through condition.

Flood Risk and Drainage

The site is located in an area known to be at risk of flooding, the applicant has been asked to provide a Flood Risk Assessment which confirms that all sources of flood risk have been evaluated and concludes there is a low probability of flooding. In addition, the proposed will not increase flood risk off site and the type of development is suitable for flood zone 2.

As the site is in Flood Zone 2 a sequential test is required. This is not covered on the FRA, however, the proposal is for an extension to an existing service yard and car parking to serve the factory. Guidance in the NPPG confirms it may be impractical to suggest that there are more suitable alternative locations for the proposed development in such cases and the applicant has confirmed this to be the case.

There is an area of land to the north east of Valley Road which is also in the applicants ownership and is shown as being at lower risk of flooding in the FRA. However, the applicant has confirmed this land has a bund on it, protecting the adjacent buildings from flooding and it is known that the site adjacent does flood at peak rainfall. Works to create a car park here would likely impact on that bund and the protection it offers. In addition, a new access would be required which would be close to the junction of Valley Way and Station Road.

Highways Drainage and the Environment Agency have been consulted and have not objected.

It is, therefore, accepted that the proposed complies with Local Plan Policy CC3 and CC4.

Conclusion

The proposed is for an extension to an existing car park and service yard, on an existing employment site. Appropriate landscaping can be agreed to minimize the visual impact of the proposed and to provide some improved habitat and appropriate flood risk assessment has been undertaken.

Based on the above assessment against Local Plan Policies and National Policies the proposed is acceptable and approval is recommended.

Recommendation

Grant subject to conditions