
November 2022



**Land at Aldham Industrial Estate, off Mitchells Road, Wombwell,
Barnsley, S73 8HA**

Planning Statement

**Full planning application for the proposed development of 3 light
industrial units off Mitchells Road, Barnsley**

On behalf of

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Executive Summary

This Planning Statement has been produced following instructions from Cadam Construction Ltd to support a full application for 3 light industrial units on land between Aldham Industrial Estate, Mitchells Road. This submission as a full planning application provides details specific to the unit layout, site layout and landscaping. The application proposes to deliver a high-quality small scale industrial development ideal for start up and small scale industrial businesses. Parking is provided at an appropriate standard and the vehicular access from Mitchells Road will provide access.

1.0 Introduction and Site Description

- 1.1 This Planning Statement has been produced following instructions from Cadam Construction Ltd to support the full planning application for 3 light industrial units on land off Mitchells Road, Wombwell.
- 1.2 This Statement describes the application site and proposed development before identifying and examining the policies and issues relevant to the application.
- 1.3 This Statement seeks to establish whether the proposed development is appropriate, particular regard has been had to the planning history of the site, the statutory Development Plan and the National Planning Policy Framework.
- 1.4 The application is supported by the following documents and plans:
 - Completed application form and certificates;
 - Statutory Application Fee (£2,772.00);
 - Site Location Plan & Site Layout Plan;
 - Full Plans and Elevations;
 - Planning Statement;
 - Flood Risk Assessment & Drainage Strategy;
 - Noise Impact Assessment;
 - Tree Survey & Arboricultural Impact Assessment;
 - Phase 1 Site Investigation;

The Site

- 1.5 The site lies to the north of Wombwell and is an infill site, located between Mitchells Road and Barnsley Road (A633). Access to the site is taken from Mitchells Road to the north. The site is bound by residential development and Barnsley Road to the south, 3 light industrial units on Mitchells Road to the north east and a handcar wash on Barnsley Road to the north west.
- 1.6 The site is 0.15 hectares in size and consists of a grassed area and a number of trees which are to be removed and replaced within the landscaping strip along Barnsley Road.
- 1.7 The site and is well contained along its boundaries by perimeter fencing, roads and existing buildings.
- 1.8 The site is within the main urban fabric, within the development boundary of Wombwell. The site is not allocated for any specific use and is considered 'white land' within adopted Local Planning Policy.
- 1.9 Trees within the site are proposed to be removed and replaced as detailed within the submitted Arboricultural Impact Assessment, and the entirety of the site lies within Flood Zone 1 as can be seen on the governments Flood map for Planning online service.

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- 1.10 The site is highly accessible and in a sustainable location. There are bus stops directly adjacent to the site on Barnsley Road with links to Rotherham and Barnsley Town Centres which are both public transport hubs.

The Planning Application

- 1.11 In formulating the development proposals for the site, Local Plan Policies and other material considerations have been considered.
- 1.12 It is considered that in developing a scheme that addresses these key aspects, the detailed plans demonstrate how this light industrial development will be brought forward in an appropriate and sustainable manner, providing opportunities to start-up and expanding business create additional employment in the Town whilst preserving the amenity of nearby residents.
- 1.13 There is limited planning history related to the site, after a search of the Council's public access website, no relevant planning applications were found relating to this development.

2.0 The Proposed Development

- 2.1 The development proposes to deliver a high quality small scale industrial development comprising of 3 adjoined 133sqm units on a parcel of underutilised land between existing industrial units on Mitchells Road and Barnsley Road.
- 2.2 The development seeks to address significant demand in the area for small industrial units for SME businesses including start-ups. Local Commercial Agents and the applicant s knowledge of the market has confirmed there is growing demand for the proposed development type.
- 2.3 The existing stub to the eastern end of Mitchells Road will be utilised to facilitate access to the development and will form a single access to the yard. The internal layout of the site will provide a yard to the northern edge, parking and loading directly in front of the proposed units with a landscape buffer to the southern edge of the site.

Proposed Units

- 2.4 The units proposed are to be in an adjoined block of 3 single storey units, each unit will be 133sqm in floor area with a roller shutter and pedestrian access door to the unit frontage and a single fire escape door to the rear.
- 2.5 The proposed units have been designed to reflect and assimilate with the existing small industrial units on Mitchells Road as shown below.



- 2.6 Full details of the light industrial units can be found in the submitted Floor Plans and elevations. A 3m drainage easement is retained along the south eastern boundary of the site.

Access and Parking

- 2.7 The site will be served by a vehicular access point from Mitchells Road, which is existing and currently serves as a turning head/stub adjacent to unit 11 of the existing development shown above. This access would safely accommodate the new development given its proposed use and the kerb radii and visibility splays created originally.
- 2.8 The proposed service yard can accommodate at least 12 parking spaces as shown within the proposed site plan whilst retaining turning space for light goods vehicles which is expected to be the largest vehicles that would enter the site by the nature of the proposed units and typical occupiers. Cars and vans can easily manoeuvre around the site whilst allowing access to the unit shutters for small deliveries etc.

2.9 Specific details regarding the proposed access and layout of the site can be found below in the corresponding Highways section.

3.0 Planning Policy Background

National Planning Policy

National Planning Policy Framework (NPPF)

- 3.1 The National Planning Policy Framework was revised on 20 July 2021 and sets out the government's planning policies for England and how these are expected to be applied. The NPPF replaces the majority of all previous national guidance. The NPPF is a material consideration in the determination of planning applications.
- 3.2 The NPPF is clear that there should be a presumption in favour of sustainable development where there is no conflict with the development plan.
- 3.3 Paragraph 8 of the NPPF confirms that the purpose of the planning system is to contribute to the achievement of sustainable development. It advises at paragraph 8 that:

“Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):

- a) **an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;**
 - b) **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**
 - c) **an environmental objective – to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.”**
- 3.4 Paragraph 11 sets out the Government's commitment to supporting sustainable development. In relation to decision taking, it states: -

“Plans and decisions should apply a presumption in favour of sustainable development.

For decision-taking this means:

- c) approving development proposals that accord with an up-to-date 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-date, granting permission unless:

- i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or**
- ii. 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.”**

Paragraph 11 of the NPPF is a significant material consideration in regard to assessing the nature of this application.

- 3.5 The NPPF sets out guidance in relation to differing themes, a number of which are relevant to the proposed development. The first of which is chapter 6 – building a strong, competitive economy with the document stating 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 (paragraph 81).
- 3.6 The NPPF also considers design matters and states the Government attaches great importance to the design of the built environment (paragraph 126). Stating **“Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities”**.
- 3.7 Paragraph 130 of the NPPF sets out criteria for ensuring good design through the planning process;

“Planning policies and decisions should ensure that developments:

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;**
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;**
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);**
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;**
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and**
- f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.”**

- 3.8 Finally, the NPPF states (Paragraph 213) that “**existing policies should not be considered out-of-date simply because they were adopted or made prior to the publication of this Framework. Due weight should be given to them, according to their degree of consistency with this Framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given)**”
- 3.9 In this context, it is considered that the proposals meet the overall objectives of the NPPF in terms of achieving high quality small scale industrial units to serve the needs of start-up and small businesses whilst allowing economic growth and job creation and preserving the amenity of local residents through location in an area of existing light industrial uses.

Statutory Development Plan Policies

- 3.10 Barnsley’s current Statutory Development Plan consists of the adopted Local Plan and policies map. Barnsley’s Local Plan was adopted by Full Council on 3 January 2019. A number of other Supplementary Planning Documents are also relevant to the proposed development.

Barnsley Local Plan (2019)

- 3.11 The Barnsley Local Plan was adopted in January 2019. The site is unallocated and within the Main Urban Fabric of Wombwell, the site is therefore considered whiteland.
- 3.12 **Policy GD1** - states that proposals for development will be approved where:
- 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 will not adversely affect the potential development of a wider area of land which could otherwise be available for development and safeguards access to adjacent 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;
 - Any adverse impact on the environment, natural resources, waste and pollution is minimised and mitigated;
 - Adequate access and internal road layouts are provided to allow the complete development of the entire site for residential purposes, and to provide appropriate vehicular and pedestrian links throughout the site and into adjacent areas;
 - Any drains, culverts and other surface water bodies that may cross the site are considered;
 - Appropriate landscaped boundaries are provided where sites are adjacent to open countryside;
 - Any pylons are considered in the layout; and
 - Existing trees that are to remain on site are considered in the layout in order to avoid overshadowing.

The submitted supporting documents and architectural drawings ensure the development is in accordance with the above points.

- 3.13 **Policy LG2** confirms Wombwell, as a principal town, will accommodate significant growth.
- 3.14 **Chapter 8** relates to Economic Development, whilst there is no policy directly related to the provision of additional business premises on unallocated land. It is confirmed there is a presumption in favour of sustainable development given the site is within the Urban Fabric of Wombwell.
- 3.15 **Policies, T3, T4 and T5** – sets out guidance relating to new development, sustainable travel, highway improvements and reducing the impact of road travel. A Transport justification is set out in the below paragraphs.
- 3.16 **Policy D1** sets out guidance for good design principles advising that high-quality development will be expected to respect, take advantage of and reinforce the distinctive character and features of Barnsley. The architectural drawings detail this requirement whilst ensuring a functional development is formed.
- 3.17 **Policy CC3** relates to flood risk, the site is within flood zone 1. **Policy CC4** relates to drainage. The site will be appropriately drained and can be agreed by condition.

4.0 Planning Policy Assessment

- 4.1 This Planning Support Statement supports an application for 3 light industrial units on land between Mitchells Road and Barnsley Road, Wombwell.

Principle of Development.

- 4.2 The site is unallocated within the adopted Local Plan and is considered whiteland. As confirmed within pre-application enquiry (2021ENQ00324) "Aldham Industrial estate is within the Urban Fabric of Wombwell, as identified in the Local Plan, where there is a presumption in favour of sustainable development".
- 4.3 As such, the principle of development for small light industrial units in this location is deemed to be acceptable subject to no technical considerations requiring additional justification.
- 4.4 Furthermore, the development seeks to address significant demand in the area for additional small industrial units for SME businesses including start-ups. Local Commercial Agents and the applicant's knowledge of the market has confirmed there is growing demand for the proposed development type and no new supply to meet the demand, the proposed development therefore would meet a demonstratable demand.

Technical Considerations

- 4.5 The principle of development is established above, but all technical elements of the proposed scheme require considerations to ensure there are no undue effects of the development.

Highways

- 4.6 The proposed development will be accessed from and extension to the existing spur off Mitchells Road, the proposed units will back on to Barnsley Road and a new service yard will be introduced to the north of the new units with car parking spaces and a loading dock located in front of each unit.
- 4.7 Given the small scale of the units, the development is likely to be served by transit/box/panel vans. Notwithstanding this, a swept path analysis of the proposed service yard confirms that it is of sufficient size to comfortably accommodate a larger 10m rigid goods vehicle as a worst case scenario as shown on drawing 22132/ATR/01. The swept path analysis shows each individual unit can be serviced/accessed even if the other units service bays and parking spaces are occupied. Goods Vehicles access and egress the site in a forward gear without the need for reversing onto the public highway.
- 4.8 Car parking standards are set out within Barnsley Local Plan Supplementary Parking Document - Parking, which was adopted in November 2019. The Barnsley parking standards use the previously defined land use classes that have now been amended in accordance with the Town and Country Planning (Use Classes), but the parking standards are still implementable.
- 4.9 The proposed units have a combined GFA of 399m². Applying the standards within the SPD would equate to the provision of 10 car parking spaces, this is

detailed within the submitted site layout plan with additional parking that can be accommodated but space for turning and loading would need to be retained when deliveries and collections are scheduled. Appropriate cycle and EV charging can be secured by planning condition.

- 4.10 Bus stops are located on Barnsley Road directly adjacent to the proposed development with regular connections to Barnsley and Rotherham Town Centres, as such it is clear options for sustainable public transport travel are available and close to the site.
- 4.11 Overall, there are no highways matters that would result in the refusal of the application and any outstanding details can be secured by an appropriately worded condition. The proposed development is in accordance with Policy T3, T4 & T5 and the Parking SPD.

Flood Risk and Drainage

- 4.12 A Full Flood Risk Assessment and Drainage Strategy prepared by Delta Simons is submitted in support of the application.
- 4.13 The FRA confirms the development site is located within Flood Zone 1 on the Environment Agency (EA) 'Flood Map for Planning and is therefore considered the lowest probability of flooding.
- 4.14 The proposed development will result in an overall hardstanding area of 0.132 ha. Surface water runoff generated by the proposed development will be restricted to 1 l/s for all events up to and including the 1 in 100 plus 40% climate change event. In order to achieve this restriction, attenuation will be provided in the form of underground geocellular crates. 95m³ of storage is to be provided on site, with SW discharged to the existing surface water sewer located in the northeastern area of the site.
- 4.15 Discharge of Foul drainage should be proposed to the 300mm combined sewer which is located to the northeast of the site in Mitchell Road, this is located down the gradient of the site so a gravity connection is possible.
- 4.16 Additionally, the proposed layout has been designed to maintain a 3m easement either side of the SW sewer that runs along the eastern boundary of the site in accordance with Yorkshire Water advice.
- 4.17 The development of the site is therefore in accordance with Policy CC3 & CC4.

Trees

- 4.18 A tree report and Arboricultural Impact Assessment has been prepared by AWA Tree Consultants in support of the planning application.
- 4.19 The report confirms that 8 trees will require removal to facilitate the development, 3 category 'B' trees and 5 category 'C' trees are proposed to be removed. The removal of the category 'B' trees has potential for some negative Arboricultural issues in the short term and the removal of the category 'C' trees has negligible Arboricultural impacts.

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- 4.20 The development of the proposal includes replacement tree planting to the south western boundary of the site, along the Barnsley Road boundary; the proposed landscape buffer would have a number of benefits including mitigating the required tree removals, provide visual screening and in the longer term improve the sites tree cover.
- 4.21 The Arboricultural Impact Assessment confirms the landscape strip would be a viable area for replanting to mitigate the required tree removals. Planted trees would need to be of medium ultimate size, or of a more upright form, such as Sorbus or fastigiata Oak, so as not to cause issues in the future with overhanging crowns into the site. The proposal is in accordance with Policy GD1.

Noise

- 4.22 A Noise Impact Assessment was requested as part of the pre-application enquiry written response, due to the proximity of residential properties to the proposed development. The proposed development does not seek permission for a B2 heavy industrial use and would be of a light industrial (Use Class E(g)) or B8 use which are compatible with residential areas.
- 4.23 A Noise Impact Assessment prepared by PDA Acoustic Consultants is submitted in support of the application. An environmental noise survey was carried out to obtain background noise levels.
- 4.24 The day to day operation of the proposed development has been assessed to be of an acceptable noise level that does not impact the amenity of the nearest residential properties as sensitive receptors.
- 4.25 A reasonable condition is recommended to prevent loading and unloading within the service yard during standard night time hours, this is highly unlikely to happen but does give the council an enforceable position if deemed to be necessary. External plant is highly unlikely to be required to the proposed units so has not been assessed.
- 4.26 The proposed development therefore would not produce an undue noise level that would impact the local residents and a standard condition could be included on any permission to prevent night time loading and unloading within the service yard in accordance with the requirements of Policy GD1.

Ground Investigation

- 4.27 A Phase 1 Desktop Study and Preliminary Risk Assessment Report prepared by GeoEnviro Solutions has been submitted in support of the application.
- 4.28 The pre-application enquiry written response confirms “the site is not in a High Risk Area and therefore a Coal Mining Risk Assessment is not required”.
- 4.29 A review of historic OS maps confirms the land has remained undeveloped from 1850-2022, land surrounding the site has been developed cyclically resulting in the present scenario as detailed within the site description.
- 4.30 A Phase II ground investigation is recommended, should the application be supported by the Local Authority prior to construction commencing on site. The Phase II investigation should incorporate borehole drilling to establish soil

conditions to a maximum depth of 4-5m, suitability of soil for offsite disposal and a ground gas monitoring program consisting of 4 visits over a one month period. The Phase II investigation and any such remediation can be secured by an appropriately worded condition.

- 4.31 There are therefore no ground contamination reasons why the proposed development cannot be supported, that could also not be dealt with by an appropriately worded condition in line with Policy CL1.

Design

- 4.32 The design of the proposed development is functional yet has taken consideration of the surrounding context in that it is reflective of the design of existing light industrial units on Mitchells Road to the north.
- 4.33 The proposed development would assimilate into the wider Aldham industrial Estate. Additionally, the proposed landscaping strip along the Barnsley Road boundary of the site will provide additional screen planting (as discussed in the Trees section above), this planting in the long terms will reduce the visual impact of the proposed development and allow a green appearance to the site boundary.
- 4.34 Overall, the functional design of the proposed development is required and the most important factor in the design, however the scheme has been designed to assimilate with existing light industrial development directly adjacent to the site and will incorporate a landscaping buffer to screen the development visually in line with Policy D1 of the Local Plan.

Amenity

- 4.35 The proposed development is located in a mixed use area including residential properties to the south east and opposite the site beyond Barnsley Road to the west.
- 4.36 The proposed scheme is single storey and would not be dominant or create overshadowing to the two storey residential properties circa 20m to the south east, particularly given the nearest property does not have windows facing the development site. There would be no overlooking created as a result of the proposed development. The proposed noise creation by the development has been considered separately above, the proposal would therefore not unduly affect the amenity of nearby residential neighbours given the proposed use would be acceptable in a residential setting.
- 4.37 The layout of the development site has been arranged to ensure the frontage of each unit faces away from the residential dwellings in order to minimise any modest impacts upon amenity. Adequate separation distances are proposed and the use of rear gardens is unhindered.
- 4.38 As such, the proposal is in accordance with Policy GD1

5 Conclusions

- 5.1 This Planning Support Statement has been produced following instructions from Cadam Construction Ltd to support a full application for 3 light industrial units on land between Aldham Industrial Estate, Mitchells Road.
- 5.2 The site is unallocated but within the Main Urban Fabric of Wombwell as confirmed within the pre-application enquiry written response. As such the principle of development is established in line with a presumption in favour of sustainable development.
- 5.3 The proposed development would create high quality economic benefits including premises suitable for start up and small businesses in a highly sustainable location. The provision of such premises would allow entrepreneurial growth and job creation providing direct and indirect economic improvements within Wombwell and the wider Barnsley area.
- 5.4 All technical considerations have been addressed in the above section and it is clear there are no technical reasons why the scheme cannot be supported, and any outstanding elements can be dealt with by condition where appropriate.
- 5.5 In view of the above, it is considered the scheme satisfies national and local policy and represents a suitable development proposal for the site that addresses all the relevant and material considerations. In this context, the proposal satisfies Section 38(6) of the Planning and Compulsory Purchase Act 2004 and it is considered planning permission should be granted.