

Application Reference Number:	2025/0693.		
Application Type:	Full.		
Proposal Description:	<i>Installation of a new security cabin, 2No. pedestrian turnstiles, 2No. relocated vehicle barriers and associated pedestrian gates and fencing.</i>		
Location:	<i>Smithies Lane Depot, Smithies Lane, Smithies, Barnsley, S71 1NL.</i>		
Applicant:	BMBC.		
Third-party representations:	<i>No responses to date.</i>	Parish:	
		Ward:	<i>Old Town.</i>

This application is being brought before members as the Council is the applicant.

Summary:

The applicant is seeking planning permission for the demolition of an existing security cabin and the installation of a new security cabin, the installation of 2no. pedestrian turnstiles, the relocation of 2no vehicle barriers and the erection of associated pedestrian gates and fencing.

The development site is allocated as urban fabric within the adopted Local Plan which has no specific allocation. Development is therefore acceptable in principle if proposals would not adversely affect residential amenity, highway safety, and where satisfactory standards of design are achieved.

The proposed development would have no adverse impact on residential amenity, visual amenity, and highway safety, and is considered acceptable in policy terms. The proposal is therefore considered to be an acceptable and sustainable form of development in accordance with Section 2 of the National Planning Policy Framework (NPPF, 2024).

Recommendation: **APPROVE subject to conditions.**

Site Description

This application relates to an area of land comprising vehicle parking, a kerbed island, security cabin, and associated fencing and vehicle barriers within the Smithies Lane Depot immediately behind the entrance off Smithies Lane.



Planning History

There is an extensive planning history associated with the development site. However, the most recent and relevant applications are:

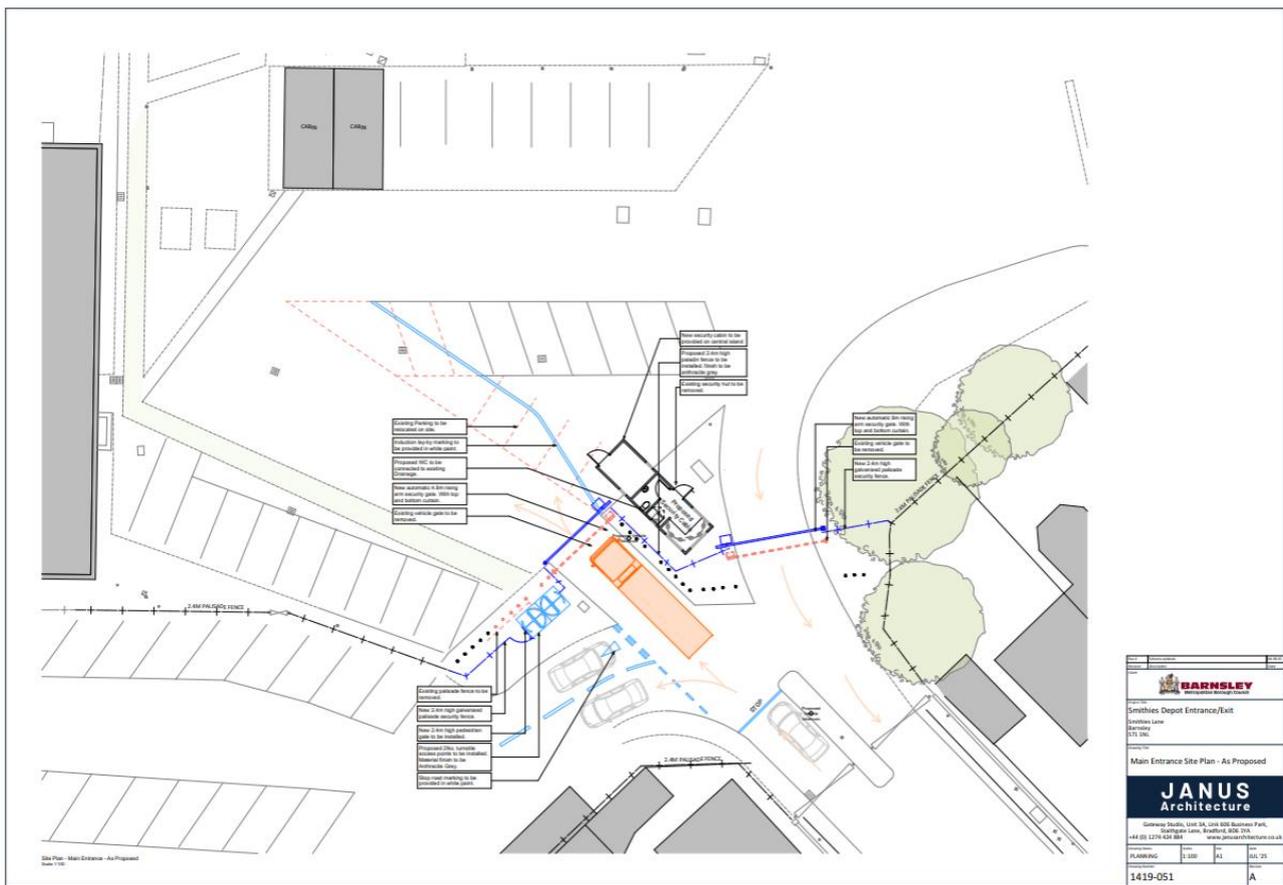
Application Reference	Description	Status
2012/0024	Erection of single storey rear extension to existing changing rooms & refurbishments.	Approved.
2019/0113	Erection of 2.4m high security fence.	Approved.
2025/0368	Demolition of existing night garage.	Prior Approval – Not Required.

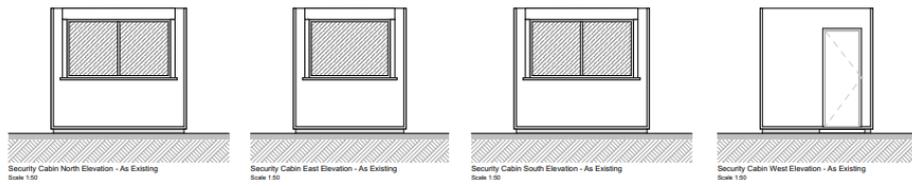
Proposed Development

The applicant is seeking planning permission for the demolition of an existing security cabin and the installation of a new security cabin, the installation of 2no. pedestrian turnstiles, the relocation of 2no vehicle barriers and the erection of associated pedestrian gates and fencing.

The proposed cabin would measure approximately 8.2 metres (L) x 2.5 metres (W) x 3 metres (H). The cabin would be similarly located on the existing kerbed island and would extend north-west into adjacent vehicle parking spaces. The cabin would be bounded by a 2.4-metre-high Paladin fence to the south-east and south-west – finished in anthracite grey. A new security gate with a 6-metre rising arm would be installed to the south-east and a new security gate with a 4.8-metre rising arm would be installed to the west. Both security gates would feature a top and bottom curtain. A new vehicular intercom would be installed on the island to the south-west of the cabin. Opposite the island to the south-west, existing Palisade fencing and bollards would be removed and two pedestrian turnstiles, approximately 2.3-metres-high, would be installed alongside a new 2.4-metre-high pedestrian gate and 2.4-metre-high galvanised Palisade fencing. A new vehicular intercom would also be installed to south-east behind the existing entrance barriers off Smithies Lane. New road markings would be painted in white, including an induction lay-by to the north-west of the cabin.

During the application process, the applicant submitted an amended scheme that reduces the extent of the works proposed, including the omission of a new turning circle and a new kerbed island among other changes. The amended scheme is under consideration.



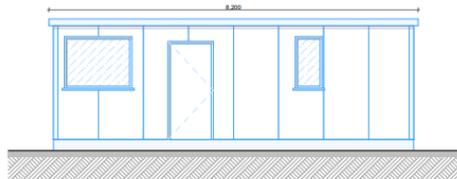


Security Cabin North Elevation - As Existing
Scale 1:50

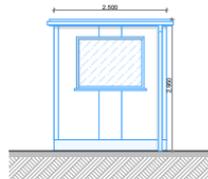
Security Cabin East Elevation - As Existing
Scale 1:50

Security Cabin South Elevation - As Existing
Scale 1:50

Security Cabin West Elevation - As Existing
Scale 1:50

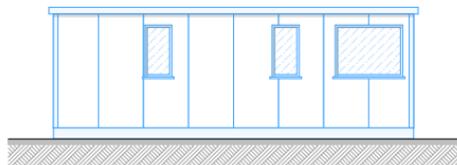


Security Cabin North Elevation - As Proposed
Scale 1:50

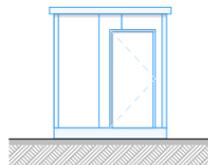


Security Cabin East Elevation - As Proposed
Scale 1:50

Proposed Material Specification
Walls and Windows to be painted anthracite grey.
Entrance Door to be painted light grey.

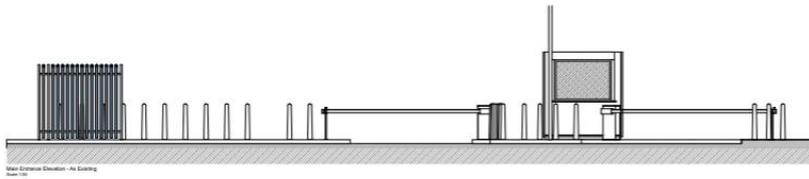


Security Cabin South Elevation - As Proposed
Scale 1:50

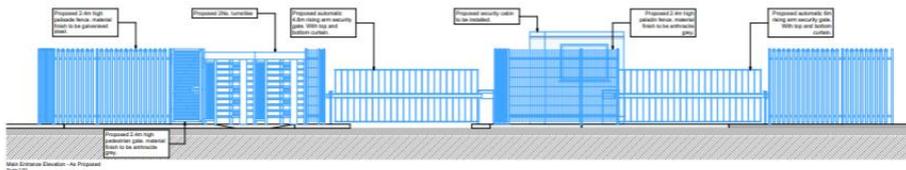


Security Cabin West Elevation - As Proposed
Scale 1:50

Revision	Description	Date
BARNSELY Metropolitan Borough Council		
Project Title Smithies Depot Entrance/Exit		
Location Smithies Lane Barnsley S71 1NL		
Drawing Title Security Cabin Elevations - As Existing and Proposed		
JANUS Architecture		
Gateway Studio, Unit 3A, Link 606 Business Park, Staingate Lane, Bradford, BD6 1YA +44 (0) 1274 424 884 www.janusarchitecture.co.uk		
Drawing Code	Scale	Date
PLANNING	1:50	A1 JUL '25
Drawing Number	Revision	
1419-052	-	
<small>1419 - Barnsley Smithies Entrance Planning.pdf</small>		



Main Entrance Elevation - As Existing
Scale 1:50



Main Entrance Elevation - As Proposed
Scale 1:50



Typical Pedestrian Turnstile



Typical Vehicle Barrier

Revision	Description	Date
BARNSELY Metropolitan Borough Council		
Project Title Smithies Depot Entrance/Exit		
Location Smithies Lane Barnsley S71 1NL		
Drawing Title Barrier Elevations		
JANUS Architecture		
Gateway Studio, Unit 3A, Link 606 Business Park, Staingate Lane, Bradford, BD6 1YA +44 (0) 1274 424 884 www.janusarchitecture.co.uk		
Drawing Code	Scale	Date
PLANNING	1:50	A1 JUL '25
Drawing Number	Revision	
1419-054	-	
<small>1419 - Barnsley Smithies Entrance Planning.pdf</small>		

Relevant Policies

The Development Plan

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires development proposals to be determined in accordance with the development plan unless material considerations indicate otherwise. The Development Plan for Barnsley consists of the Barnsley Local Plan (adopted January 2019).

The Local Plan review was approved at a full Council meeting held 24th November 2022. The review determined that the Local Plan remains fit for purpose and is adequately delivering on 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, which is due to take place in 2027, or earlier, if circumstances require it.

The development site is allocated as urban fabric within the adopted Local Plan which has no specific allocation. The following Local Plan policies are therefore relevant in this case:

- *Policy SD1: Presumption in favour of Sustainable Development.*
- *Policy GD1: General Development.*
- *Policy POLL1: Pollution Control and Protection.*
- *Policy D1: High quality design and place making.*
- *Policy T4: New Development and Transport Safety.*

National Planning Policy Framework (NPPF) and the National Planning Practice Guidance

In December 2024, the Government published a revised NPPF which is the most recent revision of the original Framework, first published in 2012 and updated several times, providing the overarching planning framework for England. The NPPF sets out the Government's planning policies for England and how they are expected to be applied. The NPPF must be taken into account in the preparation of local and neighbourhood plans and is a material consideration in planning decisions. The revised document has replaced the earlier planning policy statements, planning policy guidance and various policy letters and circulars, which are now cancelled.

Central to the NPPF is a presumption in favour of sustainable development (paragraph 10) and plans and decisions should apply this presumption in favour of sustainable development (paragraph 11). There are three dimensions to sustainable development: economic, social and environmental; each of these aspects are mutually dependent. The following NPPF sections are relevant in this case:

- *Section 2: Achieving sustainable development.*
- *Section 4: Decision-making.*
- *Section 12: Achieving well designed places.*

The National Design Guidance (2019) is a material consideration and sets out ten characteristics of well-designed places based on planning policy expectations. A written ministerial statement states that local planning authorities should take this guidance into account when taking decisions.

Supplementary Planning Guidance

In line with the Town and Country Planning (Local Planning) (England) Regulations 2012, Barnsley has adopted twenty-eight Supplementary Planning Documents (SPDs) following the adoption of the Local Plan in January 2019. The following SPDs are relevant in this case:

- *Residential amenity and the siting of buildings (Adopted May 2019).*
- *Walls and fences (Adopted May 2019).*
- *Parking (November 2019).*

The adopted SPDs should be treated as material considerations in decision making and are afforded full weight.

Consultations

This planning application has been advertised in accordance with Article 15 of the Town and Country Planning Development Management Procedure (England) Order 2015 (as amended).

Any neighbour sharing a boundary with the site has been sent written notification and the application has been advertised on the Council website. Additionally, a site notice was placed nearby, expiring 19th September 2025.

A 14-day re-consultation is being undertaken due to amended plans, expiring 22nd September 2025. No representations have been received.

Highways Development Control	<i>No objection subject to condition(s).</i>
Local Ward Councillors	<i>No comments received.</i>

Planning Assessment

For the purposes of considering the balance in this application, the following planning weight is referred to in this report using the following scale:

- Substantial
- Considerable
- Significant
- Moderate
- Modest
- Limited
- Little or no

Principle of Development

The development site is allocated as urban fabric within the adopted Local Plan which has no specific allocation. Development is therefore acceptable in principle if proposals would not adversely affect residential amenity, highway safety, and where satisfactory standards of design are achieved.

Proposals will also be expected to demonstrate that they are not likely to result, directly or indirectly, in increases in pollution which would otherwise unacceptably affect or cause nuisance to the natural and built environment or to people.

Impact on Residential Amenity, Health and Pollution Control

The development site is bounded by residential dwellings to the south and a Travelling Persons Site to the west. Whilst the proposed development is unlikely to contribute to a significant impact on the existing amenity levels of people living and/or working in the locality within the context of the existing day-to-day operations of the Depot, there could be some temporary disruption and nuisance caused during the works, and therefore, a condition could be used to control construction hours.

The proposed development would be implemented several metres from the rear gardens of adjacent residential dwellings within the Depot site, and therefore, it is unlikely that the proposed development would result in significant overshadowing. It is also not considered that the proposed development would result in overlooking and loss of privacy or reduced levels of outlook.

Considering the above, this is considered to weigh significantly in favour of the proposal.

The proposal is therefore considered to comply with Local Plan Policy GD1: General Development and Local Plan Policy POLL1: Pollution Control and Protection and is considered acceptable regarding residential amenity.

Impact on Visual Amenity

The proposed development would not significantly detract from the character of the street scene as it would be implemented within the Depot site which is largely screened by dwellings along Smithies Lane. The proposed development would also adopt a scale, materials and general appearance that is generally typical for such settings.

Considering the above, this is considered to weigh significantly in favour of the proposal.

The proposal is therefore considered to comply with Local Plan Policy D1: High Quality Design and Placemaking and is considered acceptable regarding visual amenity.

Impact on Highways

The Depot is served by one main access point for both vehicles and pedestrians off Smithies Lane. It is intended that the proposed development would improve the control of flow of vehicles entering and exiting the site and would prevent unauthorised access.

Highways Development Control were consulted, and no objections were received. It was stated that the proposed changes to the vehicular access arrangements are fairly modest and do not represent a significant departure from the existing arrangements but will assist in managing access and control of vehicles within the site. As such, the proposal is not expected to have any noticeable detrimental impact on the operation of the adjacent public highway. Pedestrian access would be controlled by a new pedestrian turnstile gate arrangement within the site.

The submitted proposed site layout shows that the proposed development would result in the loss of up to 6no. existing vehicle parking spaces. Whilst it is indicated that these spaces will be replaced within the Depot site, details of the location and layout of replacement parking have not been shown. Therefore, should this application be approved, such details could be secured by condition.

Notwithstanding the above, it was noted that a 'Give Way' road marking is incorrectly annotated as a 'Stop' road marking. However, for clarity, the markings to be applied are 'Give Way' as shown and not 'Stop' as described in the annotation.

The LPA has no reason to disagree with the professional opinions of Highways Development Control colleagues in this instance. The proposed development is therefore not considered to be prejudicial to highway safety and consequently, this is considered to weigh moderately in favour of the proposal, subject to conditions.

The proposal is therefore considered to comply with Local Plan Policy T4: New Development and Transport Safety and is considered acceptable regarding highway safety.

Planning Balance and Conclusion

In accordance with the provision of paragraph 11 of the NPPF (2024), this proposal is considered in the context of the presumption in favour of sustainable development and therefore, for the reasons given above, and taking all other material matters into consideration, the proposal complies with the relevant local and national planning policies and guidance and as such, planning permission should be granted subject to necessary conditions.

RECOMMENDATION: Approve subject to conditions.

Justification

Statement of compliance with Article 35 of the Town and Country Development Management Procedure Order 2015.

It has not been necessary to make contact with the applicant to request amendments to the proposal during the consideration of the application, as it was deemed acceptable.

Due regard has been given to Article 8 and Protocol 1 of Article 1 of the European Convention for Human Rights Act 1998 when considering representations, the determination of the application and the resulting recommendation. It is considered that the recommendation will not interfere with the applicant's and/or any objector's right to respect for his private and family life, his home and his correspondence.

Conditions:

1. The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.

Reason: In order to comply with the provision of Section 91 of the Town and Country Planning Act 1990.

2. The development hereby approved shall be carried out strictly in accordance with the amended plans:

Main Entrance Site Plan – As Existing 1419-050.

Main Entrance Site Plan – As Proposed 1419-051 Rev. A received 5th September 2025.

Security Cabin Elevations – As Existing and Proposed 1419-052.

Barrier Elevations 1419-054 Rev. A received 5th September 2025.

and specifications as approved unless required by any other conditions in this permission.

Reason: In the interests of the visual amenities of the locality and in accordance with Local Plan Policy D1 High Quality Design and Place Making.

3. No development or other operations shall be undertaken on site, including any works of demolition, until a Construction Method Statement has been submitted to and approved in writing by the local planning authority. The statement shall include but not be restricted to:

- Detailed programme for the works;
- Measures to maintain safe and uninterrupted access for depot staff, operational vehicles and emergency services;
- Details of co-ordination with site management to avoid disruptions to day-to-day operations;
- Site safety measures for personnel and vehicles during the works;
- Temporary access arrangements as/ if required.

The approved statement shall be adhered to throughout the construction period.

Reason: To ensure the development is implemented in a safe and co-ordinated manner which minimises disruption to the operational requirements of the Depot and safe and efficient operation of the adjacent highway network and in accordance with Local Plan Policy T4 New Development and Highway Safety.

4. Prior to the installation of the induction lay-by hereby permitted, details of the location and layout of replacement car parking to compensate for those lost shall be submitted to and approved in writing by the local planning authority. The replacement parking spaces shall be provided in accordance with the approved details and made available for use prior to the induction lay-by becoming operational.

Reason: To ensure adequate on-site car parking provision is maintained and to prevent overspill parking on the surrounding highway network in the interests of highway safety and in accordance with Local Plan Policy T4 New Development and Highway Safety.

5. The external materials shall match those specified by the approved documents listed above.

Reason: In the interests of the visual amenities of the locality and in accordance with Local Plan Policies D1 High Quality Design and Place Making.

6. Construction or demolition-related activity shall only take place between the hours of 08:00am – 18:00pm Monday to Fridays, 09:00am – 14:00pm Saturdays and at no time on Sundays and Bank Holidays.

Reason: To reduce or remove adverse impacts on health and the quality of life, especially for people living and/or working nearby, in accordance with Local Plan Policy POLL1 Pollution Control and Protection.

Informative(s):

1. The granting of planning permission does not in any way infer that consent of the landowner is given. Therefore, the consent of all relevant landowners is required before proceeding with any development, including that of the Council as landowner.

If it should transpire that the applicant does not own any of the land included in this consent, then it is the responsibility of the applicant to seek all necessary consents and approvals of the landowner.

2. It is recommended that measures are taken to prevent a nuisance/ or effect the quality of life of local residents. Please note that the Council's Pollution Control Team have a legal duty to investigate any complaints about noise, smoke or dust. No waste should be burnt. If a statutory nuisance is found to exist, they must serve an Abatement Notice under the Environmental Protection Act 1990. Failure to comply with the requirements of an Abatement Notice may result in a fine of up to £20,000 upon conviction in Magistrates' Court. It is therefore, recommended that you give serious consideration to the steps that may be required to prevent a noise, dust or smoke nuisance from being created.