
2024/0620

Mrs H MacIntosh

Demolition of existing 'Nissen hut' type structures and erection of new industrial unit for manufacture of concrete products, and associated works including extension of associated concrete yard and formation of new pathways.

Naylor Concrete Products Ltd, Whaley Road, Barugh, Barnsley, S75 1HT

Site Location & Description

The application site is a large established industrial/manufacturing site located at the Barugh Green industrial park. The site is occupied by Naylor Concrete Products Ltd, with the wider site extending to circa 300m in length. The majority of the site is used for open storage with the associated buildings located along the southern boundary and at the north-eastern corner. Smaller buildings are also dotted around the site.

The front of the site is bound by a green palisade fence, and is accessed off Whaley Road. An access road runs along the northern boundary with two vehicular entrances into the site. Mature trees border the site to the east and south, with the railway line further to the east. Smaller industrial units and offices are located to the south. To the north and west, the site is enclosed by other industrial and storage uses, also accessed via Whaley Road.

The application site consists of an existing 'nissen hut' style building which is located at the southern end of the site and is partially visible from Whaley Road. The building is made up of 3x cylindrical sections and is used for the manufacturing of concrete products from moulds. The submitted information suggests that the existing building is not fit for purpose thus is proposed to be replaced.

The majority of the site lies within a low risk development area as defined by the Coal Authority maps, however the most western section of the site lies within a High Risk area. The site is mapped as an historic landfill site as per the Environment Agency records, and within Flood Zone 1 thus at low risk of flooding. The site does fall within an inner, middle and outer area as mapped by the Health and Safety Executive.





Site History

2022/0219 - Erection of two storey office building and associated works including car park, landscaping and new access, GRANTED, 13/7/2022

2006/1242 - Change of use of land to B2 waste recycling centre, GRANTED, 20/12/2006

B/04/2228/DT - Erection of new office and workshop development for manufacture of concrete products with associated parking and hardstanding, GRANTED, 18/1/205

B/01/0606/DT - Renewal of B/00/0662/DT for offices and workshop, GRANTED, 18/6/2001

B/92/0553/DT - Renewal of permission for temporary offices and workshop, GRANTED, 9/7/1992

B/89/0281/DT - Renewal of permission for temporary offices and workshop B/86/0180/DT (Expired on 30/04/92), GRANTED, 19/5/1989

B/86/1275/DT - Outline for erection of workshops and offices, GRANTED, 19/3/1987

B/86/1179/OT - Regrading of land to use as industrial compound, GRANTED, 27/2/1987

B/83/0840/DT - Erection of two storage buildings (Expired on 28/02/86), GRANTED, 14/7/1983

B/83/0820/DT - Construction of industrial estate road and associated sewers, GRANTED, 14/7/1983

B/83/0150/DT- Formation of surfaced area to use as storage area for machinery etc, GRANTED, 3/3/1983

B/82/1421/DT - Erection of boundary security fence, GRANTED, 3/3/1983

B/82/1302/DT - Siting of 2 Derrick Cranes and erection of chain link fence to enclose compound, GRANTED, 2/12/1982

B/82/0837/DT - Erection of petrol attendants office and oil store, GRANTED, 29/7/1982

B/82/0371/DT - Construction of petrol, diesel/gas oil underground storage tanks and refuelling facility, GRANTED, 31/3/1982

B/78/2628/DT - Construction of new access, layout of roads, recontouring of land and culverting of drain in connection with the use of land for industrial purposes, UNKNOWN, 20/3/1980

B/76/0605/DT - Concrete Plant and Offices, REFUSED, 20/5/1976

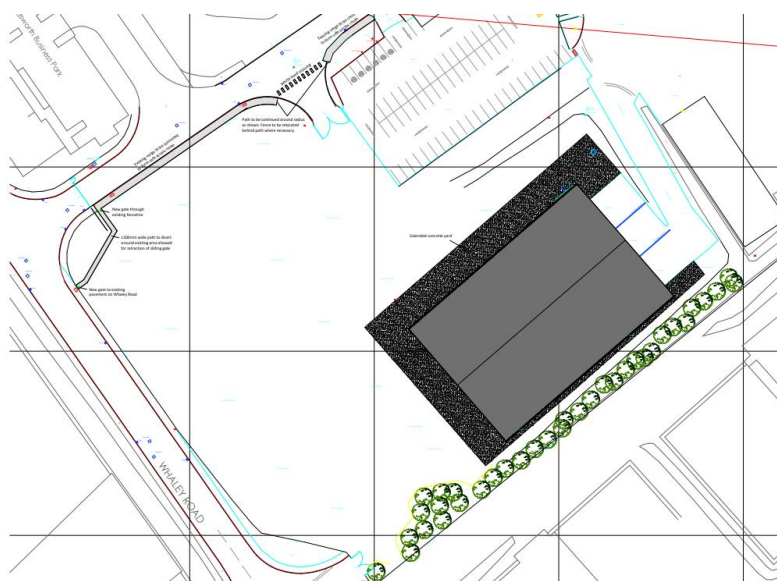
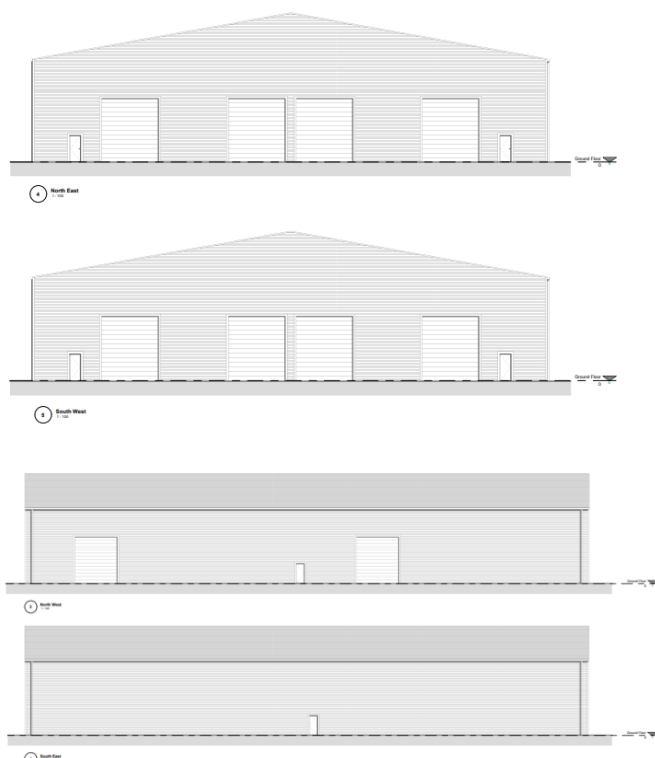
Proposed Development

This application seeks full planning permission to erect a new industrial style building in the same position as the current nissen hut structure. The development includes demolishing the existing structure and replacing it with a purpose built building which will be used for the same use (manufacturing of concrete products).

The building is single storey but large in scale/massing for operational reasons. The building is proposed with a gable style roof with 4x roller shutter doors on both the north and south facing elevations, and two additional roller shutters on the western elevation. The building is fairly square in shape, measuring 60m in length and 40m in width, with a ridge of 11.6m and an eaves height of 8m. The roof and walls will be finished in grey metal sheeting.

An extended concrete yard will be formed around the perimeter of the building to access the roller shutter openings and pedestrian doorways. The formation of a new pedestrian footpath along the northern and north-western corner of the site is also proposed. The footpath will mostly follow the boundary of the site, replacing the existing grass verge and include a crossing at the north-west vehicular entrance. Two new pedestrian gates are proposed at the western corner of the site onto Whaley Road and adjacent to the main site entrance, as well as the re-positioning of the existing palisade fence along this boundary. The new footpath will provide a safe access route around the edge of the site.

Additional ecological information has been provided to address concerns regarding mandatory bio-diversity net gain and how the +10% would be achieved. The red line boundary has been amended to include additional area of land (along the south-western boundary) which is to provide tree planting as per the submitted landscape plan. The application has been re-advertised on this basis.



Policy Context

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires planning decisions to be made in accordance with the development plan unless material considerations indicate otherwise. 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.

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

National Planning Policy Framework – December 2024

The National Planning Policy Framework (NPPF) was revised in December 2024, replacing the previous versions. The NPPF is a material consideration when assessing planning applications. The following sections are relevant to this application proposal:

Section 6 – Building a Strong, Competitive Economy
Section 9 – Promoting Sustainable Transport
Section 11- Making Effective Use of Land
Section 12- Achieving Well-designed Places
Section 15 - Conserving and Enhancing the Natural Environment

Barnsley Local Plan

The site lies within Urban Fabric as defined in the adopted Barnsley Local Plan.

The following Local Plan policies are relevant:

Policy GD1: General Development
Policy D1: High Quality Design and Place Making
Policy SD1: Presumption in favour of Sustainable Development
Policy T4: New Development and Transport Safety
Policy LC1: Landscape Character
Policy POLL1: Pollution Control and Protection
Policy E3: Uses on Employment Land
Policy E4: Protecting Existing Employment Land
Policy UT1: Hazardous Substances
Policy CL1: Contaminated and Unstable Land
Policy BIO1: Biodiversity and Geodiversity

Supplementary Planning Documents

The Council have adopted SPDs to provide further guidance about the implementation of specific planning policies in the Local Plan. The adopted SPDs should be treated as material considerations in decision-making and are afforded full weight. The following SPDs are relevant to this proposal:

Development on Land Affected by Contamination, November 2019

Biodiversity & Geodiversity, March 2024

Consultations

Local Ward Cllrs– No response.

Highways DC- No objection based on the submitted information, which is assessed in detail below. Condition attached relating the gates design and informative regarding mud on the highway.

Drainage – No objection to the proposed development, no conditions required.

Biodiversity Officer – Updated versions of the preliminary ecological appraisal (PEA) and BNG report and DEFRA metric have been submitted (received 29/11/2024) to support the application. Initially, the submission did not provide details to demonstrate how the development would provide +10% net gain in biodiversity. Whilst this information is not a mandatory requirement, due to the tight red line boundary, which included only the footprint of then new building and the footpaths, concerns were raised regarding the feasibility of providing on-site mitigation.

Updated information has been provided which demonstrates how and where the mitigation will be provided. The additional tree planting results in a +20.66% net gain in biodiversity which is welcomed and the red line boundary has been amended to include additional land. The Biodiversity Officer has therefore confirmed that the development is acceptable subject to the standard Biodiversity Gain Plan (pre-commencement) condition and the submission of a Habitat Management and Monitoring Plan (pre-commencement).

Coal Authority – No objection based on the submitted Phase 1 Geoenvironmental Risk Assessment and the Phase 2 Ground Investigation report. However, further detailed considerations of ground conditions and foundation design is required as part of the future building regulations applications. Informative attached to this effect.

Contaminated Land Officer – No response.

Enterprising Barnsley – Supports the proposal which will allow an existing occupier at Whaley Road to expand further, thereby helping to create more jobs and wider investment into Barnsley.

Environment Agency – No objection, recommendations attached relating to groundwater and contaminated land, included as an informative.

Health and Safety Executive – No formal comments received.

National Grid – No formal response.

Network Rail- No comments to make.

South Yorkshire Mining Advisory Service – No objection to the proposed development.

Waste Management – No response.

Yorkshire Water – No objection subject to condition relating to separate systems for foul drainage and surface water.

Pollution Control – The development is unlikely to impact upon the health or quality of life of those working or living nearby, no objection on this basis and no conditions required.

Representations

This application has been advertised in accordance with the Development Management Procedure Order 2015. The application has undergone two rounds of publicity as follows:

First Round (Original Submission)

- Neighbour notification letters sent to adjoining properties, consultation period expired: 8/8/2024
- Site Notice displayed (public interest), consultation period expired: 13/8/2024

Second Round (Updated Site Boundary)

- Neighbour notification letters sent to adjoining properties, consultation period expired: 26/12/2024
- Site Notice displayed (public interest), consultation period expired: 31/12/2024

No neighbour representations have been received in response to the above publicity.

Assessment

Principle of Development

The site falls within urban fabric which has no specific land allocation. New buildings and extensions are considered acceptable where they do not have a detrimental impact on the amenity of surrounding residents, visual amenity or on highway safety and accord with the relevant policies quoted below.

NPPF 2024 Paragraph 85 states that planning decisions should create the conditions in which businesses can invest, expand and adapt.

Local Plan Policy E3 states that on land currently or last used for employment purposes the following uses will be supported:

- Research and development, and light industry;
- General industrial; or
- Storage or distribution.

Ancillary uses will be allowed where appropriate in scale.

Local Plan Policy E4 states that land or premises currently or last used for employment purposes will be retained to safeguard existing or potential jobs.

The proposed development includes the demolition of an existing building and the erection of a new, purpose built building to be used for manufacturing uses, as well as associated alterations within the wider site. There will be no significant changes to the operations occurring at the site, with the development looking to expand/improve the current employment operations. The principle of the development is therefore considered to be acceptable subject to the considerations as followed.

Design, Appearance and Amenity

NPPF2 024 Paragraph 135 relates to high quality design and states that developments should function well and add to the overall quality of the area; are visually attractive; sympathetic to local character; maintain a strong sense of place whilst optimising the potential of the site and create places which are safe and inclusive and promote well-being.

Local Plan Policy D1 states that development is expected to be of high-quality design and should respect and reinforce the distinctive, local character and features. Development should contribute to place making and make the best use of materials.

Local Plan Policy GD1 states that proposals for development will be approved if there are no significant adverse effect on the living conditions and residential amenity of existing and future residents. Proposals should be compatible with neighbouring land and should not significantly prejudice the current or future use of neighbouring land.

The proposed development involves erecting a new building, in broadly the same position at the existing nissen-hut structure. The proposed building is larger in size, having a footprint of 2433sqm which is circa 772sqm larger than the existing structure (footprint of 157sqm). However, given the large scale of the site, this is acceptable and would not dominate the appearance of the site or wider employment area.

The proposed building has a typical industrial appearance, being single storey with a gable roof and roller shutter openings on 3 elevations. The grey cladding finish is usual for a building of this use and is considered to be more suitable than the current nissen hut style structure. The scale and massing of the building is appropriate for the site and would not appear as an overdevelopment or disproportionate. The building is set back from the road and not immediately adjacent to any existing buildings. The overall design and appearance of the building is considered to be acceptable in this location.

The concrete yard around the proposed building is also suitable. The expansion of the yard would appear in-keeping and provide sufficient access into the building via all elevations.

The alterations to the boundary treatment and formation of a new pedestrian footpath is also considered to be acceptable in terms of appearance, providing a functional access along the edge of the site. The additional landscaping will also help to soften the appearance of the site when viewed from Whaley Road.

There is not considered to be any impact upon amenity. The building does not include windows, thus there will be no overlooking impact. The proposed building would be set away from the site boundary meaning there will be no overshadowing upon adjacent buildings/uses.

Overall, the proposed development is considered to be acceptable. The appearance of the building is in-keeping with the wider industrial setting and the site will remain characteristic of a typical manufacturing use.

Highways Considerations

NPPF Paragraph 116 states that 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.

Local Plan Policy T4 states that new development will be expected to be designed and built to provide all transport users within and surrounding the development with safe, secure and convenient access and movement. It follows on state if a development is not suitably served by the existing highway or would add to problems of safety or the efficiency of the highway, developers will be expected to take mitigating action to make sure the necessary improvements go ahead.

Table 1 of the Parking SPD (November 2019) sets out the adopted parking standards for new developments.

The existing car parking area currently serves the nissen hut structure and the larger building within the north-eastern corner of the site, and provides a total of 65 spaces. The development looks to provide a new manufacturing building, but no additional car parking has been proposed.

Based on the increase in floorspace, the parking requirements included in the Parking SPD requires an additional 14 spaces. However, the submitted information states that the development would create 6 additional jobs, with a total of 66 employees to be based at the site. On this basis, the existing provision of 65 spaces is considered to be sufficient. The site is in a sustainable location with regular bus routes serving the employment area.

In terms of traffic movements, a satisfactory Transport Statement has been submitted as part of the application. At worst-case, the development is expected to generate between 8-11 trips during peak periods. This equates to an additional vehicular movement on the highway network every 5½ minutes during the peak period, which is not considered to be a material increase or severely impact the highway network.

In summary, the proposed development is acceptable in terms of highways impacts, subject to the attached condition relating to the proposed pedestrian gate design.

Biodiversity Considerations

Local Plan Policy BIO1 states that development will be expected to conserve and enhance the biodiversity and geodiversity features by protecting and improving habitats; maximising biodiversity opportunities in and around new developments and encouraging provision of biodiversity enhancements.

The original application submission included a Biodiversity Net Gain assessment and metric as well as a preliminary ecological appraisal. However, this did not demonstrate how or where the uplift in biodiversity net gain would be delivered in order to achieve the mandatory +10%. Although, this level of information is not a mandatory requirement at planning application stage, the LPA raised concerns that application site (as defined by the red line boundary) did not provide sufficient space to facilitate the mitigation.

Updated versions of the relevant documents have been received as well as an updated location plan which includes an additional parcel of land which will accommodate the proposed tree

planting. Given the nature of the existing site, being primarily hard surfaced, the habitat baseline is only 0.10 units. The planting of the proposed trees would provide a +20.66% net gain in biodiversity which is welcomed.

On this basis, there is no objection in terms of biodiversity subject to the conditions relating to the biodiversity gain plan and the habitat management and monitoring plan which both need to be discharged in writing prior to the commencement of any development on site.

Conclusion

The principle of a replacement manufacturing building is acceptable in this location. The site has an established use for employment/industrial purposes, and situated within an existing employment area. Whilst the proposed building is materially larger than that it replaces, given the size of the site, this will not appear over dominant or impactful upon the surrounding area.

The development will create 6 additional jobs at the existing employment site and provide improved manufacturing facilities, which is welcomed. The alterations to the wider site, including the expanded concrete yard and improved pedestrian footpaths are acceptable.

There are no concerns in regard to the impact upon the highway network or parking provisions. The development is therefore recommended for approval subject to strict accordance with the attached conditions.

Recommendation

Approve with conditions