
2018/1284

Applicant: Barnsley MBC

Description: Demolition of former factory building

Site Address: Dawsons, Wath Road, Elsecar, Barnsley, S74 8HJ

5 letters received, 4 of which offer support for the building demolition and the fifth requesting the retention of the trees.

Site Description

The application relates to a rectangular steel frame building measuring circa 2900m² which was built in the 1970's. The building was occupied by Dawson's MMP Ltd until recently which was a supplier of catering equipment. The building is accessed via Wath Road to the West of the site and has parking and manoeuvring areas adjacent to the West and North elevations. Internally, there is one very large storage space at the back (east side) of the building with a series of small offices along the front (west side).

The building sits within the Elsecar Conservation Area and is immediately to the North of Elsecar Heritage Centre, which is home to numerous listed buildings. There are residential properties to the North of the site as well as a pedestrian access to the canal and Trans Pennine trail. To the East of the site is a temporary overspill carpark used by the Elsecar Heritage centre as well as the Trans Pennine Trail and Elsecar Heritage Railway. Beyond the railway are several dwellings on Distillery Side, as well as the Newcomen Beam Engine which is the only one of its kind in the world and classified as a Schedule Ancient Monument.

Until recently the building was owned by Dawson M M P Ltd., a restaurant supply company, and used as a storage depot and offices. They vacated the site in December 2017 and the land and building was sold to Barnsley Council. The building is currently empty

Proposed Development

Given the building is within a conservation area planning permission is required for demolition.

The applicant seeks permission to demolish the building and clear the site ready for potential future development.

Policy Context

Planning decision 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 development plan consists of the Core Strategy and saved Unitary Development Plan policies. The Council has also adopted a series of Supplementary Planning Documents and Supplementary Planning Guidance Notes, which are other material considerations.

The emerging Local Plan has now reached a very advanced stage with the Council having received the Planning Inspector's report for fact checking. The Final Report is anticipated to be received between this report being written and the date that planning and regulatory board will consider this application. This means that substantial weight can be given to the policies contained within the Local Plan. Strictly speaking, the Core Strategy and Unitary

Development Plan remain the development plan for the borough. However, in light of the fact the Local Plan that is on the verge of being adopted, these are now afforded less weight, particularly where it is clear that relevant policies within either of the documents are superseded by up-to-date policies within the Local Plan

Policies of relevant in the emerging Local Plan are as follows:

Policy GD1 – General Development
Policy D1 – High Quality Design and Place Making
Policy HE1 – The Historic Environment
Policy HE3 – Developments affecting Historic Buildings
Policy HE5 – the Demolition of Historic Buildings
POLL1 – Pollution Control and Protection

Core Strategy

CSP 26 – New Development and Highway Improvement – New development will be expected to be designed and built to provide safe, secure and convenient access for all road users.

CSP29 – Design – High quality development will be expected, that respects, takes advantage of and enhances the distinctive features of Barnsley. Development should enable people to gain access safely and conveniently.

CSP30 – The Historic Environment – We will positively encourage the management, conservation and enjoyment of Barnsley’s historic environment.

CSP40 ‘Pollution Control and Protection’ Development states that developers will be expected to minimise the effects of any possible pollution and provide mitigation measures where appropriate.

NPPF

The NPPF 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:

Para 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.

Para 124 - The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. 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.

Para 200 - Local planning authorities should look for opportunities for new development within Conservation Areas and World Heritage Sites, and within the setting of heritage assets, to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to the asset (or which better reveal its significance) should be treated favourably.

Consultations

Historic England – No objections

Conservation Officer – No objections

SYAS – No comments

Yorkshire Water – No objections

Drainage – No objections

Highways – No objections

Tree Officer – No objections subject to conditions

PROW – no objections subject to suggestions

Pollution Control – No objections subject to conditions

Ward Councillors – No comments

Representations

Neighbours were consulted in writing and a site notice was erected on Wath Road. A public notice was also published in the Barnsley Chronicle. As a result, 5 letters have been received. 2 of the letters were in complete support of the proposal and a further 2 letters support the removal of the building but highlight some areas of concern. The fifth letter does not object to the removal of the building but does raise concerns. The main points of concern from those 3 letters are set out below:

- Potential loss of trees
- Loss of privacy
- Impact on wildlife
- Potential contamination
- Potential structural disturbance
- Concerns over the use of the site as a temporary car park
- Concerns over future development on the site
- Noise and disturbance generated during demolition
- Potential anti-social behaviour

Assessment

Principle of development and impact on Historic Setting

The site itself has high historical and archaeological significance. The east end of the site contains the buried remains of the first Elsecar Canal Basin (constructed in the 1790s) which was in-filled and redeveloped as railway sidings in the mid-19th century. The railway sidings

themselves were a key part of the workshop complex, and there is potential for buried remains including rails and track-beds to survive. The site forms part of the setting for the Elsecar Newcomen Engine (a Scheduled Ancient Monument) which sits directly to the East, the former Elsecar Workshops/New Yard and rows of 18th and 19th century workers housing on Wath Road– the majority of which are Listed Buildings.

The present building is considered to be of low architectural and historical significance. It is a relatively recent building (circa 1970's) of standard construction and is listed in the Conservation Area Appraisal as one of the buildings that do not contribute to the special character of the Conservation Area. The size of the building is out of scale, and the large expanse of brick and dark corrugated cladding contrast negatively with the surrounding historic environment. It also blocks sightlines between the village and the Elsecar New Colliery and Newcomen Engine (a Scheduled Ancient Monument) directly to the East, as well as other historic buildings on Distillery Side.

The building has some local interest as part of the Elsecar Colliery Workshops site, particularly as this is still within living memory and some of the former NCB employees still live in the local area, but it is not considered to represent a significant element of the workshop complex.

Historic England has commented that the “existing building on the site makes a negligible contribution to the character of the conservation area and the setting of the designated heritage assets”. As such, its loss is not considered to be of detriment to the Conservation Area, or the setting of the listed buildings and Scheduled Ancient Monument

Residential Amenity

There would be noise and disturbance as a result of the proposed demolition works; however, long standing residential amenity issues are not envisaged once all the materials have been removed.

The contractor would need to work in accordance with Building Regulations and Health and Safety Legislation.

Highway Safety

Highways DM have been consulted on the application and raised no objections. The applicants have submitted a method statement which deals with the demolition procedures including dust and mud issues.

Trees

The submitted Tree Survey revealed 39 items of woody vegetation, comprised of 28 individual trees and 1 group of trees or shrubs or hedges. Of the surveyed trees, 11 trees and 3 groups are retention category 'B', and the remaining 17 trees are 8 groups are retention category C.

The Significant tree cover within the site consists primarily of boundary groups of trees and shrubs surrounding the warehouse building and hardstanding areas. To the North West by the site entrance, two groups of individual trees line the grass verges. At the northern end of the site, two large mature crack willows are situated between the railway and the canal basin.

The survey has identified that the trees closest to the building will require removal. The Tree Officer has raised no objections with that proposal.

Given the nature of the works which are required it will be necessary to provide protection for the retained trees on the site and, as such, protective barrier details and a tree protection plan will be required prior to the commencement of the works on site. This will be secured via conditions.

Public Rights of Way

The track to the east of the property is not a recorded public right of way, but is heavily used by the public to connect to the Trans Pennine Trail without having to cross over the railway line. The applicants have agreed with the Public Rights of Way Team that a permissive public right of way can be put in place over the site to keep that access open.

Ecology

A bat survey has been submitted alongside the application. Following a site assessment there were no visible signs of bat presence either inside or outside the site and the building was considered to lack significant potential to support roosting bats. Furthermore, trees adjacent to the building lack features with potential to accommodate roosting bats.

The report concluded that no further bat survey is necessary providing that works commence within 24 months of the initial survey. However, demolition should proceed with caution for unexpected bat presence. If bats are subsequently discovered, work should be stopped and further advice sought.

Summary

The former Dawson's site is a key site within Elsecar Conservation Area, adjacent to the listed buildings at the Heritage Centre and the scheduled monument of the Elsecar Colliery Newcomen Engine. However, the existing building on the site makes a negligible contribution to the character of the conservation area and the setting of the designated heritage assets. Its removal offers the opportunity for enhancement.

Recommendation

Approve subject to conditions:-

- 1 The development hereby approved shall be carried out strictly in accordance with the plans 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 LDF Core Strategy Policy CSP 29, Design.
- 2 Demolition or remediation work comprising the use of plant, machinery or equipment, or deliveries of materials shall only take place between the hours of 0800 to 1800 Monday to Friday and 0900 to 1400 on Saturdays and at no time on Sundays or Bank Holidays.
Reason: In the interests of the amenities of local residents and in accordance with Core Strategy Policy CSP 40, Pollution Control and Protection.

3 No development or other operations being undertaken on site shall take place until the following documents in accordance with British Standard 5837:2012 Trees in relation to design, demolition and construction - Recommendations have been submitted to and approved in writing by the Local Planning Authority:

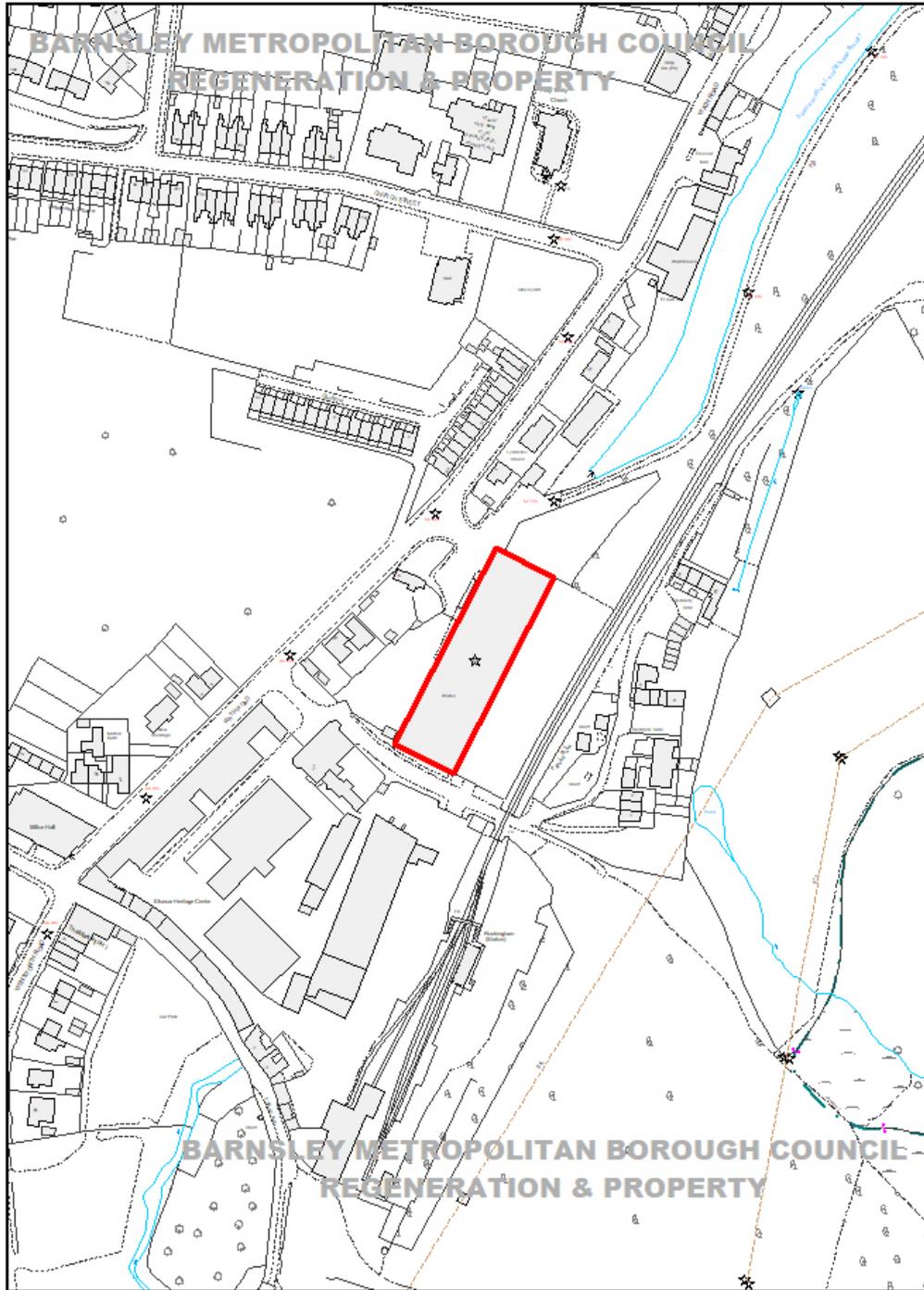
- Tree protective barrier details
- Tree protection plan

Reason: To ensure the continued wellbeing of the trees in the interests of the amenity of the locality.

4 The erection of barriers and any other measures specified for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced off in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the Local Planning Authority.

Reason: To safeguard existing trees, in the interest of visual amenity.

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