



Poulsom Architectural Design and Planning Services

**Planning Statement for full planning for land off B4122, grid
reference: 392283 (easting) 179378 (northing).**

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1.0 Introduction and Background

- 1.1 This Planning Statement is prepared by Poulson Architectural Design and Planning Services Limited on behalf of DK Barnsley & Sons, the applicant and owner of the site. This statement should be read in conjunction with the submitted drawings.
- 1.2 This pre-application seeks formal advice on the creation of a new B8 facility on a greenfield site, located on B4122 and in very close proximity to Junction 17 of the M4 (0.7 miles away).

THE APPLICANT

- 1.3 DK Barnsley & Sons are a haulage company, distributing across the UK and Europe. The company are currently based on the Bowerhill Industrial Estate, employing 20 permanent lorry drivers, as well as outsourcing work to an additional 20 drivers, and employing five full time office and administrative staff. Given the constraints of their existing site, further expansion is not possible and has led the applicant to consider alternatives.
- 1.4 The applicant has owned the proposal site for many years and given that the majority of their business travel utilises the M4 and surrounding road network, has concluded that this is a good strategic location for their business expansion.

THE SITE

- 1.5 As aforementioned, the proposal would be on a greenfield site, off a slip road at the top of the A350 dual carriageway. This offers good connectivity to the major road network, a necessity for our client's business.



Map one: the site amongst other industrial units

- 1.6 The site is currently a vacant piece of land, with its most recent use being for agriculture.

2.0 Relevant Planning History

IN RELATION TO THE APPLICATION SITE

- 2.1 The planning history check revealed that the site has not been subject planning applications.

IN THE VICINITY

- 17/03417/OUT – outline planning for the erection of up to 1,000,000 sq ft of Class B8 (storage and distribution) Employment Space and Associated Infrastructure APPROVED 23/08/2018
 - 18/08446/REM – approval for all matters reserved by condition 2 attached to 17/03417/OUT including appearance, landscaping, layout and scale for 'phases 1 & 2' and the 'strategic landscaping' element at the boundaries of the site. APPROVED 15/03/2019
 - PL/2023/09891 - Erection of two units falling within Use Class B8. PENDING DECISION.
- 2.2 The first two applications have been implemented and there is a vast facility which is fully operational, directly adjoining the application site being discussed. The application yet to be determined is diagonally opposite the application site and all are examples of how this is becoming an increasingly important strategic location for freight and logistic businesses.

3.0 Application Proposal

- 3.1 The proposal seeks for the change of use from agricultural to B8, the erection of a workshop, office and hardstanding to facilitate the re-location of DK Barnsley & Sons Ltd.
- 3.2 The Workshop and office would be single storey, measuring a total of 835m², alongside additional hardstanding for staff parking and lorry storage.
- 3.3 This application is accompanied by the following documents:
- all associated drawings;
 - Travel Plan;
 - Travel Statement;
 - Flood Risk Assessment and Drainage Strategy;
 - BNG Assessment;
 - Preliminary Ecological Appraisal;
 - Desktop Archaeological Assessment;
 - Arboricultural Survey;
 - Landscape Visual Impact Assessment.

4.0 Planning Policy Considerations

- 4.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications are determined in accordance with the development plan, unless material considerations indicate otherwise. Therefore, in order to assess the acceptability of this proposal, it is necessary to assess it against the adopted development plan. It is also necessary to consider any material considerations relevant to the development proposal such as national planning policy contained within the National Planning Policy Framework (NPPF) and national planning guidance contained within Planning Practice Guidance (PPG).
- 4.2 In the case of the proposed development, the Wiltshire Core Strategy (adopted January 2015) is the development plan. The relevant development plan policies engaged in determining this planning application are:
- CP1
 - CP2
 - CP34
 - CP55
 - CP60
- 4.3 The key paragraphs of the NPPF are 8, 85, 111, 112, 113, 114, 115 and 135.

THE PRINCIPLE OF THE DEVELOPMENT

- 4.4 The application site is not on allocated employment land. Therefore, to establish the acceptability, the site will need to be assessed against the criteria identified under CP34 of the WCS.
- 4.5 CP34 states the following:
- “outside the Principal Settlements, Market Towns and Local Service Centres, developments will be supported that:*
- i) are adjacent to these settlements and seek to retain or expand businesses currently located within or adjacent to the settlements; or*
 - ii) support sustainable farming and food production through allowing development required to adapt to modern agricultural practices and diversification;*
 - iii) are for new and existing rural based businesses within or adjacent to Large and Small Villages; or*
 - iv) are considered essential to the wider strategic interest of the economic development of Wiltshire, as determined by the council.”*

4.6 The applicant has successfully grown the business to the multigenerational business it is today, through organic expansion resulting in a total of 25 people being employed permanently and a further 20 sub contractors receive full time hours from the applicant. The company seeks to further expand which would enabled the recruitment of 14 in the short term (directly after the site is operational) and an additional 16 in the medium term (within five years). The creation of jobs is a wider strategic interest to the economic development of Wiltshire.

The majority of journeys the applicant makes utilises the M4 as a starting position and due to no suitable sites within allocated employment land, it has necessitated the applicant to consider alternatives, including re-locating the business to other strategic hubs such as Swindon.

It is concluded that criterion iv) of CP34 is met by the applicant and therefore, the second set of criteria identified within CP34 will now be reviewed individually.

a) Meet sustainable development objectives as set out in the policies of this Core Strategy

4.7 The Wiltshire Local Plan Review – Revising the Spatial Strategy (September 2023) confirms that both Chippenham and Melksham are a focus for growth (pg.42). Compared to the other settlements in the County, where growth is not anticipated at the same level. With Chippenham expected to deliver an additional 42.5ha of employment land throughout the plan period.

4.8 The applicant's vehicles travel 2.1m kilometres annually. 98% of the trips utilise the M4, which is 21.5km from the yard on Bowerhill Industrial Estate. The lorries leave the yard and travel back midweek as a minimum, meaning each lorry travels a minimum of 86km weekly between the yard and the M4 junction weekly, equating to 3,371km for the entire fleet (98% of trips). Annually this is 175,302 excess kilometres which could be eradicated if the relocation to Chippenham was successful.

Wiltshire Council's Cabinet declared a Climate Emergency in 2019, aiming to be Carbon neutral by 2030 and formally adopting a Climate Strategy in 2022.

The Climate Strategy 2022-2027 considers how transport will play a role in the overarching Carbon neutral objective, the plan seeks to utilise influence and partnership to *reduce transport emissions through planning policy, guidance for good design and the next Local Transport Plan*, amongst other things.

The proposal will result in a reduction in transport emissions, when compared to the current business model and therefore is supporting the Climate Strategy and the Cabinet's goals of moving towards being a Carbon neutral Authority.

4.9 The Wiltshire Council Local Transport Plan 2011-2026 - Smarter Choices Strategy Reducing carbon emissions also considers ways in which Carbon emissions can be reduced.

Paragraph 2.10 of the Smarter Choices Strategy state that over a third of transport related emissions come from the journey to work and travelling as part of work. Concluding that business is a key area to tackle in terms of Carbon reduction, including workplace travel plans which typically combine measures to support walking, cycling, public transport and car sharing and reduce business travel related Carbon emissions.

4.10 Given the content of paragraphs 4.7 and 4.8, it is concluded that the proposal would meet sub criterion a) of CP34.

b) are consistent in scale with their location, do not adversely affect nearby buildings and the surrounding area or detract from residential amenity

4.11 The application site is a greenfield piece of land and is east to a recently approved B8 facility (reference:17/03417/OUT), which was granted outline consent in 2018 for 1,000,000ft² of commercial space. To the east of the application site is Chippenham Pit Stop, a privately-owned truck stop. Across

the road to the north, is the Stanton St Quinton Household Recycling Centre and Maintenance Depot, a commercial transport site. There are no private residences in the immediate vicinity.

The character of the locale is one of commercial use, amongst a backdrop of the Wiltshire countryside. The proposal would be consistent in scale with the location and would not adversely affect nearby buildings, due to the nature of the locale. Therefore, criterion b is met.

c) are supported by evidence that they are required to benefit the local economic and social needs

- 4.12 The business operates from Bowerhill Industrial Estate, employing 25 permanent colleagues and work to an additional 20 sub contractors. The current site does not offer room for expansion and despite the demand on the business, the constraints of the current location is impacting the growth and subsequent employment opportunities it can offer. From a social perspective, re-locating the business will reduce the Carbon emissions in the built up area of Bowerhill and would be less impactful on residents adjoining both the Bowerhill Industrial Estate and those homes on the route to the M4. Therefore, the wellbeing of people in residential areas will be protected as a result of the scheme.

d) would not undermine the delivery of strategic employment allocations

- 4.13 The application proposes a specific use for a specific business; it is not a speculative development seeking to attract new business to the location. Therefore, it will not result in undue competition for units on strategic employment allocations.

e) are supported by adequate infrastructure

- 4.14 The application site benefits from an existing access point onto the B4122 and 0.7 miles from the roundabout which joins the M4. This is excellent access to relevant infrastructure.
- 4.15 The proposal meets criterion iv) and all sub criteria of CP34 of the WCS and therefore, the principle of commercial development is acceptable on the application site.
- 4.16 Paragraph 85 of the NPPF (2024) states that “*significant weight should be placed on the need to support economic growth...taking into account both local business needs and wider opportunities for development.*” Continuing under the chapter ‘Building a strong, competitive economy’, paragraph 87 confirms that planning decisions should make provisions for storage and distribution operations in suitably accessible locations, especially where this is needed to support the supply chain, transport innovation and decarbonisation (criterion b).

As detailed in paragraph 4.8, the applicant’s business is heavily dependent on the M4 and wider transport network. By relocating to this site from Bowerhill, 175,302 excess kilometres will be saved, promoting the decarbonisation and unnecessary traffic in other parts of the Wiltshire transport network. Furthermore, the relocation of the business will create an additional 14 roles immediately after opening, with a further 16 within the subsequent five years. The approval of this scheme promotes economic growth of a local business and also the decarbonisation of the Local Authority.

SUSTAINABLE TRANSPORT

- 4.17 CP60 of the WCS considers sustainable transport and confirms that the Local Planning Authority will use its planning and transport powers to help reduce the need to travel and will support the sustainable, safe and efficient movement of people and goods within Wiltshire.

CP60 continues to explain how this will be achieved by planning developments in accessible locations (i), as well as influencing the routing of freight within and through the county (v). As detailed in paragraph 4.7 of this statement, the applicant travels a minimum of 175,302km annually between Junction 17 and the current premises. Re-locating to the application site will therefore eradicate these excess miles and therefore will assist the LPA in influencing the routing of freight within and through the county, to create more sustainable transport solutions.

- 4.17 It is anticipated that by simply re-locating the business, 1.36 tonnes of Carbon emissions will be saved annually, contributing to a more sustainable business and the Cabinet's goal of being Carbon neutral by 2030.

DESIGN AND LAYOUT

- 4.18 Following conversations with the Transport Consultant, the proposed junction has changed to ensure that highways requirements are met.
- 4.19 In terms of materials, the staff office is in red brick with anthracite windows and doors, with grey roof tiles. The lorry building is to be finished in horizontal cladding with brown, cream, grey and green hues to tie the building into the larger streetscene, picking up on the materials used at the adjacent St.Modwen Park.

5.0 Conclusion

- 5.1 This application seeks full planning consent for the change of use of an agricultural field to B8, alongside the creation of hardstanding, a workshop, office and associated facilities.
- 5.2 Employment development will allow the application to contribute towards air quality and a lower carbon economy, as required by Paragraphs 8 and 85 of the Framework.
- 5.3 The proposal should be considered on its own merits, having regard to the ongoing contributions the applicant makes to employment and the local economy.
- 5.4 It has been demonstrated how the proposal accords with relevant policies of the development plan and other material considerations, such as compliance with the NPPF, which weigh in favour of the development.