



Innovative Development Solutions

Ref: NTP. Anycolour Car

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Date: 28.03.22

Planning Development Management,
PO Box 634,
Barnsley,
S70 9GG

Submitted via the Planning Portal

Dear Sir/Madam,

Re: Planning Application – Retrospective Change of Use to Car Showroom (Sui Generis) at The Old Garage, Genn Lane, Worsbrough, Barnsley, South Yorkshire, S70 6TF

I refer to the above Planning Application submitted on behalf of our client and enclose a location plan and site plan, as well as this covering letter/ statement. Please note that the application fee is also paid through the planning portal under this submission.

Our client is seeking Retrospective Planning Permission for change of use to a Car Sales showroom.

Site Description

The application site relates to a commercial building and hardstanding forecourt situated on the southern side of Genn Lane close to the centre of Ward Green, situated 1 mile to the south of Barnsley Town Centre.

To the west of the site lies Ward Green Community Park, to the north on the opposing side of Genn Lane lies semi-detached housing and a cluster of newly developed town houses and adjacent these lies a single storey convenience store fronting onto Mount Vernon Road. To the immediate east of the site lies a 3-storey block of apartments, and to the south lies Ward Green Lodge an assisted living residence.

The site is in the centre of the settlement and bus stops lie immediately outside the site and other facilities are in close proximity.



Figure 1: Site location and context

The use

Planning permission is sought retrospectively for the change of use of the building and external forecourt to a car showroom for car sales (Sui Generis).

The business operates mainly on an online basis and hence the company name anycolourcar.com. All cars are displayed online where customers can view and then make enquiries on that basis.

The business displays a target itinerary of 40 cars for sale and the maximum rotation achieved in a very good week would be 6 sales resulting in 6 cars leaving and 6 cars coming in. However, on average a lower number of sales occur.

Some cars are bought straight off the website without customers ever visiting the showroom.

The business has 6 full time members (plus applicant) of staff working at the site and operates 0930 to 1830 Monday to Friday and 0930 to 1730 on a Saturday only.

The site has the ability to facilitate the following vehicle numbers:

Area	No of Cars
Showroom	9
Garage (used for prepping cars for sale)	2
Display Front	10
Visitor and staff	7
Overspill	3
Display back	16
Total	47

In addition to this an area to the front right of the entrance is used to facilitate staff and visitor parking which can accommodate 7 cars.

An overspill of 3 vehicles can also be achieved in front of the showroom.

The targeted stock level is however below the maximum indicated with a number of 40 the target amount.

Staffing

The business provides full time employment for 6 full time staff in addition to the applicant (7 total) and as such is a good local contributor to employment.

The method of journeys to work is as follows:

Employee	Journey method
Louise and Jonathan	Use one of sale cars 0
Nathan	1 car
Chad	1 car
Craig	1 car half of week (car shares with partner)
Adam	Cycles
Cameron	Walks
Total cars (week)	2.5

As such only 3 cars on site are generated from staff on any day as a maximum due to alternative more sustainable modes.

Background

As the site address suggests the site was previously used as a garage and the frontage canopy remains at the front of the building.

More recently the premises were used by a furniture business as a furniture showroom but unfortunately have been vacant for some time which led to vandalism and certain aspects of the building running into disrepair.

My client had the option to purchase the site and undertook this opportunity however unfortunately was ill advised by his solicitor in relation to the need to attain planning permission, as it was misinterpreted that the change from furniture sales to car sales wouldn't require a change of use.

The applicant has since been made aware of the need to seek retrospective permission.

The business has been operational since the beginning of February and the initial phase has involved the refurbishment of the building with new glazing, painting the exterior and repairing the interior so that it was fit for purpose and this has meant contractors have been on site which wouldn't normally be present.



In addition, the full itinerary of vehicles has been brought to the site in one go. As such the level of activity and disturbance resulting from the initial start up phase are way in excess of what will be encountered as the “norm”.

Planning Policy Context

For decision making, the newly updated NPPF advises that local planning authorities should approach decisions on proposed development in a positive and creative way, working pro-actively with applicants to secure developments that will improve the economic, social and environmental conditions of the area and that at every level should seek to approve applications for sustainable development.

National Planning Policy Framework

Paragraph 81 - Planning policies and 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.

Comment: *The proposals employ 7 full time staff (including applicant) on a site which was vacant for a considerable time.*

Paragraph 92 - Planning policies and decisions should aim to achieve healthy, inclusive and safe places.

Comment: The investment the applicant has made to repair and refurbish the building and create a premises for the car sales business, removes previous anti-social behaviour and prevents further degradation of the site.

Paragraph 111 - 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.

Comment: *The proposals provide staff and customer parking and are not considered to result in adverse highway safety impacts.*

Barnsley Local Plan

The Local planning policies and key areas of guidance that are relevant to the consideration of the application are:

Policy LG2 – Location for Growth

Policy E4 Protecting Existing Employment Land

Policy T4 New development and Transport Safety

Policy GD1 General Development



The site is allocated as Urban Fabric within the Local Plan Proposals Maps

Local Plan Policy LG2 'The Location of Growth' states that priority will be given to development in Urban Barnsley. Urban Barnsley will be expected to accommodate significantly more growth than any individual Principal Town.

Policy E4 'Protecting Existing Employment Land' goes on to state 'land or premises currently or last used for employment purposes will be retained in order to safeguard existing or potential jobs.

Considerations

The applicant seeks retrospective change of use for a small area of the building for car sales showroom along with the exterior forecourt.

The building houses other ancillary facilities for staff such as small office space, kitchen and WC facilities, as well as a bay garage which is used for car valet to prepare cars for sale.

The business employs 7 members of staff and as outlined above staff and visitor parking has been allocated (see Parking layout).

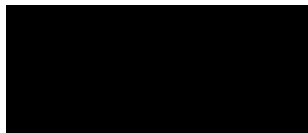
Cars are also loaded and unloaded on a single vehicle transporter which can be undertaken within the site to minimise disturbance. This combined with standard working hours results in the use and activity not resulting in any significant detrimental impact on residential amenity.

My client has invested in the area and refurbished the building and repaired the exterior from its prior vacant dilapidated state which has improved the appearance considerably.

We consider the re use of the site and restoration of the building, the jobs created and introduction of a viable commercial business into Urban Business present strong benefits in support of the application.

In Conclusion the proposals are considered both National and Local Planning Policy Compliant and permission should be granted.

Yours faithfully,



**Graham Northern BSc (Hons), MA, MRTPI
Director
Northern Town Planning Limited**

