BARNSLEY
Metropolitan Borough Council

Place Directorate
Regeneration and Assets
Planning, Policy, and Building Control

AUTHORITY UNDER LOCAL GOVERNMENT ACT 2000
DELEGATED POWERS

Application Reference	2026/0619
Site address	Lundwood Social Club, Pontefract Road, Lundwood, Barnsley, S71 5PN
Description of Development	Retrospective change of use of the former Lundwood Social Club (Sui Generis) to an MOT and tyre service unit (Sui Generis) including installation of roller shutter; and proposed change of use Lundwood Social Club (Sui Generis) to Class E(a) retail unit with associated works
Case Officer	Matthew Marsden
RECOMMENDATION	**Approve with Conditions**
Date of Recommendation	04/11/2026

Senior Officer/Group Leader Declaration
I certify that in my opinion, the determination of the application is in accordance with the National Scheme of Delegation.

This is a Schedule 2 application. By virtue of Regulation 5 of the Town and Country Planning (Discharge of Local Planning Authority Functions)(England) Regulation 2026, it is being dealt with under delegated powers because the Nominated Member and Nominated Officer do not agree that the Gateway Test is engaged because it does not raise any issues of economic, social or environmental significance to the local area and nor does it raise any significant planning matters having regard to the development plan and any other material considerations.

Delegation and Recommendation Authorised by:

Name: **E Ward** **Date:** **4th November 2026**

National Scheme of Delegation – Schedule 2 Gateway Test

	Please tick Schedule 2 category and/or is a Council Interest Application. Triaged applications in RED should be DELEGATED	√
1	An application for listed building consent made under section 10(1) of the Listed Buildings Act (making of applications for listed building consent).	
2	Listed Buildings Consent (variation or discharge of conditions) under section 19(1) of the Listed Buildings Act	
3	An application for planning permission connected with an application of a kind specified in para 1 or 2.	
4	An application for planning permission that is not (a) a householder application, (b) a minor commercial application, or (c) a minor residential application.	X
5	**(1)** An application made under section 73(1) of TCPA 1990 (application to develop land without compliance with conditions previously attached) in respect of which the original planning permission was a Schedule 2 planning permission. **(2)** In this paragraph "original planning permission" means a planning permission which is the first in a sequence of two or more planning permissions, where the second and any subsequent planning permissions were granted under section 73(1) of TCPA 1990; "Schedule 2 planning permission" means a planning permission granted pursuant to an application which is of a kind specified in this Schedule.	
6	Section 73A(1) of TCPA 1990 (planning permission for development already carried out)	
7	Application to modify or discharge a S106/S106A obligation. **(1)** In respect of a planning obligation that the authority concerned considers is connected with a Schedule 2 approval **(a)** a request to agree to modify or discharge that obligation under section 106A(1)(a) of TCPA 1990 (modification and discharge of planning obligations); **(b)** an application to modify or discharge that obligation under section 106A(3) of TCPA 1990 (modification and discharge of planning obligations). **(2)** In this paragraph, 'Schedule 2 approval' means any permission, agreement, consent or approval (other than a planning obligation) pursuant to an application which is of a kind specified in this Schedule.	
8	A reserved matters application in respect of a large outline permission (*a 'large outline planning permission' means an outline planning permission which permits development involving either or both of-* ***(a)****the provision of 500 or more dwellings;* ***(b)****the provision of a building or buildings where the floorspace to be created by the development is 50,000 square metres or more)*	
9	An application made under regulation 9(1) of the Town and Country Planning (Control of Advertisements) (England) Regulations 2007 (application for express consent to display advertisement)	
10	An application made under regulation 16(1) of the Town and Country Planning (Tree Preservation) (England) Regulations 2012	
11	Council Interest application ie submitted by the Council, Councillor or Council officer	

Gateway Test	**Details**
Economic, Social or Environmental Significance	N/A
Significant Planning Matter	N/A

Nominated Officer Review	**Y**	
Does the application fall within Schedule 2 or is it a "Council Interest" application?	**Y**	Name: Garry Hildersley Job Title: Head of Planning
Is the Gateway Test met?	**N**	Date:
Final Decision		
The application will be determined by delegated authority		**X**

Application Reference Number:	2026/0619

Application Type:	Full

Proposal Description:	Retrospective change of use of the former Lundwood Social Club (Sui Generis) to an MOT and tyre service unit (Sui Generis) including installation of roller shutter; and proposed change of use Lundwood Social Club (Sui Generis) to Class E(a) retail unit with associated works

Location:	Lundwood Social Club, Pontefract Road, Lundwood, Barnsley, S71 5PN

Applicant:	Mr H Ahmed

Third-party representations:	None	**Parish:**	None
		Ward:	Monk Bretton

Summary:

This planning application seeks the change of use of the former Lundwood Social Club (Sui Generis) to an MOT and tyre service unit (Sui Generis) including installation of roller shutter; and proposed change of use Lundwood Social Club (Sui Generis) to Class E(a) retail unit with associated works.

The site falls within Urban Barnsley and Lundwood Local Centre as allocated by the adopted Local Plan. Development comprising a change of use is considered acceptable in principle if proposals are a suitable location for the use class and would not significantly adversely affect residential and visual amenity and highway safety.

The proposal would have no adverse impact on highway safety, residential or visual amenity 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 4 of the National Planning Policy Framework (NPPF, 2026).

Recommendation:

Approve subject to conditions

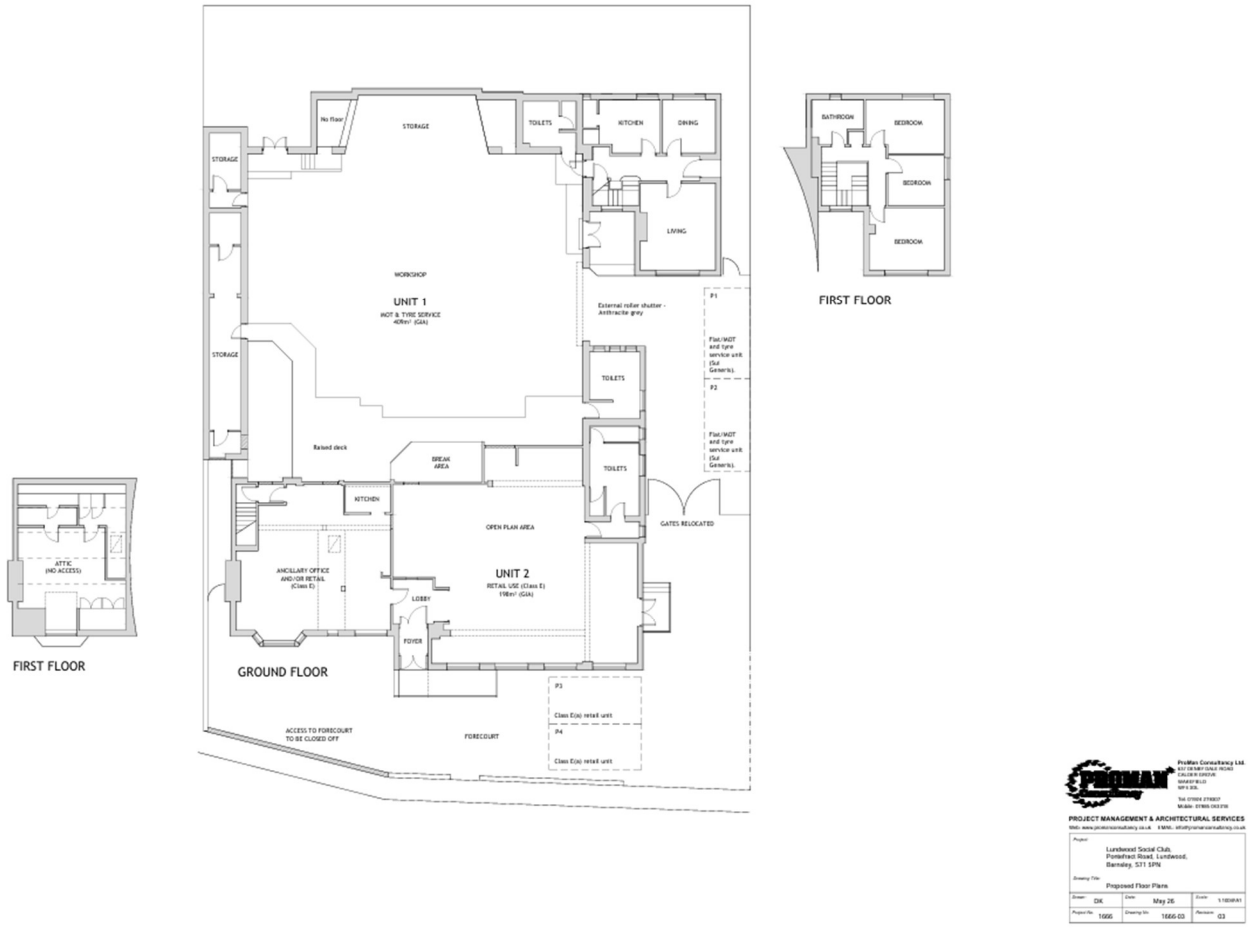
Site Description

The application relates to the former Lundwood Social Club situated on the western side of the A628 Pontefract Road in Lundwood Local Centre. Pontefract Road is a classified route subject to a 30mph speed limit, with an existing bus lay-by immediately to the south of the site and waiting restrictions along the western side of the carriageway adjacent to the site. The former social club is a part single and part-two-storey red brick building with an attached two-storey residential element. There are residential properties adjacent and opposite the site. To the south of the site is Iceland with other commercial premises location on Pontefract Road.



Proposed Development

The application seeks permission for the change of use of the former social club to provide an MOT and tyre service unit together with a Class E retail unit to the front of the building, whilst retaining the existing residential accommodation within the site. Minimal external alterations are proposed. Some internal alterations have been undertaken retrospectively.



Relevant Polices

The Development Plan

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires 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 the full Council meeting on 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.

Local Plan Allocation – Urban Barnsley / Lundwood Local Centre

To the extent that development plan policies are material to an application for planning permission the decision on the application must be taken in accordance with the development plan unless there are material considerations that indicate otherwise (section 70(2) of the Town and Country Planning Act 1990 and section 38(6) of the Planning and Compulsory Purchase Act 2004).

In reference to this application, the following policies are relevant:

Policy SD1: Presumption in favour of Sustainable Development – States that proposals for development will be approved where there will be no significant adverse effect on the living conditions and residential amenity of existing and future residents. Development will be expected to be compatible with neighbouring land and will not significantly prejudice the current or future use of neighbouring land. Policy GD1 below will be applied to all development.

Policy GD1: General Development – Development will be approved if there will be no significant adverse effect on the living conditions and residential amenity of existing and future residents. Development will be expected to be compatible with neighbouring land and will not significantly prejudice the current or future use of neighbouring land.

Policy D1: High quality design and place making – Development is expected to be of a high-quality design and will be expected to respect, take advantage of and reinforce the distinctive, local character and other features of Barnsley.

Policy TC1: Town Centres – Support will be given to maintaining and enhancing the vitality and viability of the following hierarchy of centres:

Town: Barnsley Town Centre
District: Cudworth, Hoyland, Wombwell, Goldthorpe, Penistone, Royston
Local: Athersley ,Bolton on Dearne (St Andrew's Square), Darfield, Darton, Dodworth, Grimethorpe, Hoyland Common, Lundwood, Mapplewell, Stairfoot, Thurnscoe (Houghton Road), Thurnscoe (Shepherd Lane)

Barnsley Town Centre is the dominant town centre in the borough. To ensure it continues to fulfil its sub regional role the majority of new retail and town centre development will be directed to Barnsley Town Centre.

The District Centres have an important role serving localised catchments and meeting more local needs. To ensure they fulfil this role and continue to complement and support the role of Barnsley Town Centre new retail and town centre development will also be directed to the District Centres.

The Local Centres serve smaller catchments and development here will be expected to meet the needs of the local area and not adversely impact on the vitality or viability of other nearby centres. All retail and town centre developments will be expected to be appropriate to the scale, role, function and character of the centres in which they are proposed.

Policy I2: Educational and Community Facilities – We will support the provision of schools, educational facilities and other community facilities. New schools, educational and community facilities such as local shops, meeting places, sports venues, cultural buildings, public houses and places of worship, should be located centrally to the communities they serve, in places where they will be accessible by walking, cycling and public transport. Such uses will be protected from development unless it can be demonstrated that the sites and premises are no longer required by the existing or an alternative community facility.

Policy LG2: The Location of Growth – Priority will be given to development in the following locations:

- Urban Barnsley;
- Principal Towns of Cudworth, Wombwell, Hoyland, Goldthorpe (which includes Thurnscoe and Bolton on Dearne), Penistone and Royston; and
- Villages.

Urban Barnsley will be expected to accommodate significantly more growth than any individual Principal Town, and the Principal Towns will be expected to accommodate significantly more growth than the villages, to accord with their place in the settlement hierarchy.

Policy Poll1: Pollution Control and Protection – Development will be expected to demonstrate that it is not likely to result, directly or indirectly, in an increase in air, surface water and groundwater, noise, smell, dust, vibration, light or other pollution which would unacceptably affect or cause a nuisance to the natural and built environment or to people.

Policy T3: New development and Sustainable Travel – Expects new development to be located and designed to reduce the need to travel, be accessible to public transport and meet the needs of pedestrians and cycles. Also sets criteria in relation to minimum levels of parking; provision of transport statements and of travel plans.

Policy T4: New Development and Transport Safety – 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.

Policy BIO1: Biodiversity and Geodiversity – Development will be expected to conserve and enhance the biodiversity and geological features of the borough.

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

Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. The National Planning Policy Framework (NPPF) 2026 sets out the overarching planning framework for England. It has replaced the previous version published in December 2024 and introduced a revised structure comprising national decision-making policies. Paragraph 1 confirms that the NPPF is a material consideration of critical importance for making decisions on development proposals in England.

Paragraph 15 confirms that the purpose of the planning system is to contribute to the achievement of sustainable development, and NPPF Policy S3 sets out a presumption in favour of sustainable development, with paragraph 17 setting out the three overarching objectives of sustainable development: economic, social and environmental. Relevant policies have been taken into account throughout the assessment of this application according to the issues raised by the proposal.

The following NPPF sections are relevant in this case:

- Section 3 - Decision-making policies
- Section 4 - Achieving sustainable development
- Section 8 - Ensuring the vitality of town centres
- Section 14 - Achieving well-designed places
- Section 15 - Promoting Sustainable Transport
- Section 16 - Promoting healthy communities

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 it into account when taking decisions.

Supplementary Planning Documents:

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 most pertinent SPD's in this case are:

- Biodiversity
- Parking
- Shop front designs
- Sustainable Travel

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

Consultations

Biodiversity - No objections subject to conditions

Highways Drainage - No objections

Highways Development Control - No objections

Monk Bretton Ward Councillors - No objections

Planning Policy - Objected due to loss of community facility

Pollution Control - No objections subject to conditions

Yorkshire Water - No objections

Representations

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

Neighbour notification letters were sent to surrounding properties and a site notice places at the site. No comments were received.

Assessment

Section 38(6) of the Planning & Compulsory Purchase Act 2004 requires that: *'Where in making any determination under the planning acts, regard is to be had to the development plan, the determination shall be made in accordance with the plan unless material considerations indicate otherwise'*.

The NPPF at paragraph 3 states that planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. The NPPF must be taken into account in preparing the development plan and is a material consideration in planning decisions.

The main issues for consideration are as follows:

- The principle of the change of use
- The impact on the character of the area, design and visual amenity
- The impact on residential amenity
- The impact on highway safety
- The impact on biodiversity

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

As the application site is within a designated local centre, consideration will need to be given to whether the proposed use will support the vitality and viability of the local centre, in accordance with Local Plan policy TC1. Furthermore, Policy I2 indicates that community uses such as public houses will be protected from development unless it can be demonstrated that the site/premises are no longer required by the existing or an alternative community use.

This is further expanded upon in NPPF policy HC6 2 which adds that development proposals should not result in the loss of key community facilities unless it can be demonstrated that there is no reasonable prospect of the use being retained; the loss would be replaced by an equivalent or better provision, or there is sufficient alternative provision of the use in the local area.

The applicant states that *"the social club permanently ceased trading on 1st November 2024 and remained vacant since that date until its purchase at auction on 30th July 2025. The closure was not brought about by the current proposals but reflected the wider decline experienced by members' clubs across Barnsley and nationally. Changing social and drinking habits, falling membership numbers, increasing operating costs and changing leisure patterns have resulted in numerous working men's clubs and social clubs permanently closing over recent years. The closure of the former Lundwood Social Club is therefore entirely consistent with wider national trends rather than being an isolated occurrence"*. The LPA agrees with the notion that changing social and drinking habits will have played a large role in determining the future viability of the club use and in line with NPPF policy above there is no reasonable prospect of the use being retained given it has been vacant for almost 2 years at the time of writing. This weighs significantly in favour of the proposal.

In terms of alternative uses, although there are no social club uses in the locality, there are drinking establishments. The nearest public house to the application site is the Mill of The Black Monks, located approximately 750 metres to the south. Furthermore, the Sun Inn is also located approximately 1200 metres to the north. Given the area also has sustainable transport links to Barnsley Town Centre, given the existing provision, the loss of the social club use is considered acceptable. This weighs significantly in favour of the proposal.

The proposed development is for a straight conversion of the building, which is structurally sound and will not require major or complete reconstruction. The development does not require external fenestration alterations to facilitate the conversion nor any extensions. Therefore, the change of use of the building to provide an MOT and tyre service (Sui Generis) unit together with a Class E retail unit is acceptable in principle provided that it is not detrimental to the residential amenity afforded adjacent properties, along with visual amenity and highway safety. This weighs significantly in favour of the proposal.

Design and Visual Amenity

There will be no significantly harmful impact to visual amenity from the proposed conversion. The building is well established in the street scene. The core materials are to be retained as existing, whilst maintaining the design of the existing building. No major external alterations are proposed. This weighs significantly in favour of the proposal. The proposal is therefore acceptable in terms of visual amenity and impact upon the street scene in accordance with Policy D1 of the Local Plan.

Residential Amenity

During the construction phase and operational phase, this development has a potential to have an adverse impact on health and the quality of life of those living and/or working in the locality regarding pollution. A noise management plan was therefore summited with the application. This has been reviewed by the LPA's Pollution Control team who have raised no objections to the scheme. The hours of operation for the MOT and tyre service unit will be conditioned to minimise the impact. This weighs significantly in favour of the proposal.

The site is well established as being a non-residential use in a predominantly residential area. The site being close to residential properties is noted as is the other commercial uses on the street. The residential unit associated with the site shall only be occupied in association with the commercial premises and at no time shall be sold or rented out as a separate dwelling. Therefore, it is deemed there would be no harm to residential amenity of this property as it is tied to the use of the wider site. This will be controlled by condition. This weighs significantly in favour of the proposal.

The next closest dwelling, 250 Pontefract Road, is of greater concern given the impact of vehicular movements within close proximity of the dwelling which is arguably more intensive than the previous use in terms of vehicular movements. However, given the hours of operation of the proposed use compared to the previous use these are now less impactful on this dwelling and those further away. The loss of the social club use also reduces the potential for late night noise pollution.

As discussed above the noise generation from the proposed use is considered acceptable in this residential setting. This weighs significantly in favour of the proposal. The proposal is considered to be acceptable in terms of residential amenity.

Highways Safety

There will be no significant impact upon highway safety. The application relates to the former Lundwood Social Club situated on the western side of the A628 Pontefract Road. Pontefract Road is a classified route subject to a 30mph speed limit, with an existing bus lay-by immediately to the south of the site and waiting restrictions along the western side of the carriageway adjacent to the site. The application seeks permission for the change of use of the former social club to provide an MOT and tyre service unit together with a Class E retail unit, whilst retaining the existing residential accommodation within the site.

Upon review of the submitted information, including the Highways Technical Note and swept-path analysis, it is noted that the proposal has been amended following the previous pre application enquiry. In particular, the previously proposed hand car wash/valeting use has been removed. The southern vehicular access, which is located adjacent to and interacts with the existing bus lay-by, is proposed to be permanently closed, with all vehicular movements instead taking place via the retained northern access. These amendments address a number of the concerns previously raised regarding competing vehicle movements, potential queuing and the interaction of vehicles with the adjacent bus stop. This weighs significantly in favour of the proposal.

In respect of the proposed MOT and tyre service unit, the Technical Note advises that this would comprise a two-bay workshop operating on an appointment basis. A maximum of two customer vehicles would be accommodated at any one time, with appointments scheduled to avoid overlap and resultant overspill onto the retail forecourt or adjoining highway. It is also anticipated that two employees would be associated with this element of the development.

On this basis, the appointment-based operation described within the Technical Note alleviates earlier concerns in relation to parking provision and visiting customers. In relation to the proposed retail use, two customer parking spaces are shown within the front forecourt. The submitted swept-path analysis, however, does not satisfactorily demonstrate that these spaces can operate independently of the adjoining MOT and tyre business.

Initially no swept-path analysis was provided. Furthermore, the tracking provided appeared to rely upon vehicles manoeuvring through or within the area beyond the gated entrance serving the MOT and tyre unit, in order to access the parking spaces and leave the site in a forward gear. Should these gates be closed, there would be insufficient space for vehicles to access the parking spaces. However, the Technical Note advises that servicing and deliveries associated with the retail and MOT/tyre uses would take place outside normal operating periods so that sufficient space is available within the forecourt.

Further to the amended plans and swept paths provided, the re-positioning of the gates overcomes the tracking concerns previously raised. It is confirmed that the residential element is associated with the MOT/Tyre operation, and as such the parking spaces are annotated as such on the site plan. On this basis, there are no further concerns. It is therefore considered that the proposals wont adversely impact upon the highway and are acceptable from a highway's perspective. This weighs significantly in favour of the proposal.

Impact on Biodiversity

The LPA's Biodiversity Officer raised no objections to the proposal. A Biodiversity Net Gain (BNG) Assessment and Bat Preliminary Roost Assessment has been submitted in support of the application. The BNG assessment sets out how there are no habitats of value on site as it only comprises a building and areas of hardstanding. The assessment confirms that the development therefore meets the de minimis exemption from BNG.

The bat report assessed the building as having a low potential for roosting bats with two external features noted which could be utilised by bats; however, these features are located away from where works to the building have been undertaken. It is noted that where external works have been carried out it is unlikely that suitable bat roost features were affected and that bats were impacted upon. The bat report includes no recommendations for the installation of bat and bird boxes on the building affected by works but such measures can be secured by a condition, in line with the Biodiversity and Geodiversity SPD. This weighs moderately in favour of the proposal.

Planning Balance and Conclusion

In accordance with National decision-making policy S3 of the NPPF the proposal is considered in the context of the presumption in favour of sustainable development. The proposal is considered to be located within a sustainable location and would not impact on the character of the area, highway safety, or upon residential amenity, and this weighs considerably in favour of the application.

All other material planning considerations have been fully explored by the appropriate consultees who have raised no objections to the proposal and holistically this weighs moderately in favour of the application. The proposal is therefore, on balance, recommended for approval. For the reasons given above, and taking all other matters into consideration, the proposal complies with the relevant plan policies and 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

In dealing with the application, the Local Planning Authority has worked with the applicant to find solutions to the following issues that arose whilst dealing with the planning application:

- Highways

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 objections, 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.