
2024/0638

Motor Fuel Group

Erection of additional kiosk unit (Use Class E(a), creation of an EV charging zone, erection of four new jet wash structures, sub-station enclosure, LV panel, meter cabinet and associated works

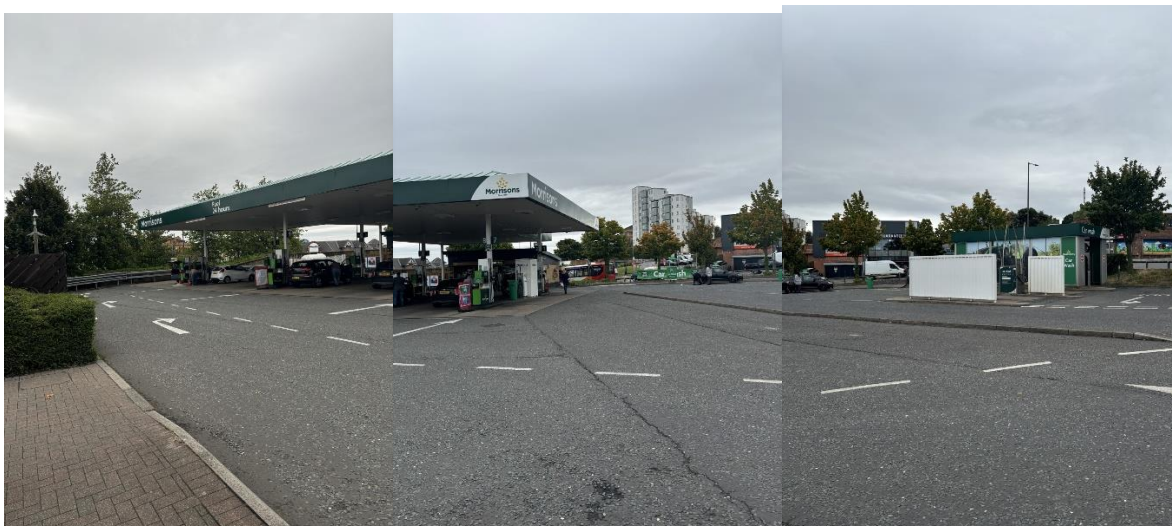
Morrisons Service Station and Customer Car Park, Lower Thomas Street, Barnsley, S70 1LQ

Site Location & Description

The application site consists of an existing petrol station associated with Morrisons supermarket at Lower Thomas Street. The petrol station is located at the front of the site, adjacent to Upper New Street and the West Way (A628) within Barnsley Town Centre.

The petrol station consists of an existing forecourt with fuel pumps and small retail shop. There is also a car wash and associated equipment, typical of a petrol station. The wider area consists of the supermarket car park with the store circa 80m to the west. Trees and landscaping are planted along the edge of the petrol station and between parking bays to soften the appearance of the site.

The surrounding area consists of a variety of uses, with the McDonalds restaurant located to the east of Upper New Steet and as well as small shops. An NHS site is located to the south of Lower Thomas Street. Further to the south is residential housing.



Site History

The site has a complex planning history, relevant applications include:

2008/0215 - Display of illuminated signage to filling station canopy, kiosk, car wash and new price clock, GRANTED, 13/3/2008

B/02/0473/BA - Erection of two-storey superstore with associated car parking and petrol filling station, GRANTED, 7/8/2002

Proposed Development

The application seeks full planning permission for the erection of an addition retail/kiosk unit (Use Class E(a) as well as alterations to the existing petrol station arrangement to facilitate new EV charging spaces; new jet washes and associated electrical equipment.

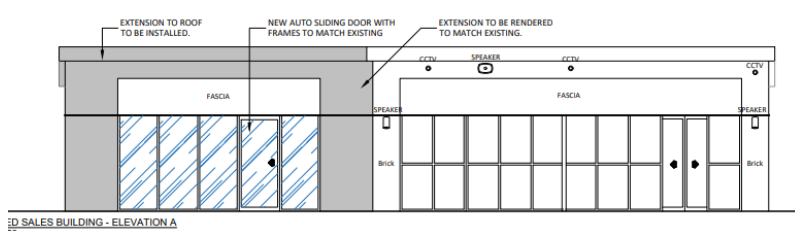
During the course of the application the red line boundary has been extended due to changes in the EV parking bay layout. The development description was also updated to define the proposed use as Class E(a). The application has been readvertised to this affect.

The proposed kiosk extension will project off the northern elevation of the existing shop building. Though attached, this will be a stand-alone separate unit with its own entrance and not an extension to the existing shop. The unit will have a glazed frontage, with sloped roof and render external finish.

4x new jet wash bays will be installed on the southern part of the station forecourt, 3 of which will have a covered canopy whilst one will be open-topped. 3x new customer parking bays will be created adjacent to the jet wash and the existing kerb at the vehicular entrance will be removed.

Alterations to the existing parking spaces to the west of the petrol station are also proposed. This includes creating 8x new EV charging bays on the most western section of the Morrisons car park. A small number of existing spaces will be lost due to the erection of the associated plant/electrical cabinets adjacent to the EV bays.

To the north-west of the petrol station 2x combi bays will be installed, again with associated infrastructure. The planting along the edge of the site will be retained though the existing tank (currently adjacent to the kiosk) will be removed.



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.

Allocation/Designations

The site is within Barnsley Town Centre District 7 / Southern Fringe as defined in the adopted Local Plan. The site is also a sensitive area of opportunity for tall buildings.

The site is within a High Risk development area as designated by the Mining Remediation Authority maps. The site is within Flood Zone 1 thus at low risk of flooding.

West Way is a designated 'Air Quality Link Road'.

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 7 – Ensuring the Vitality of Town Centre
Section 8 – Promoting Healthy and Safe Communities
Section 9- Promoting Sustainable Travel
Section 11- Making Effective Use of Land
Section 12- Achieving Well-designed Places
Section 16 - Conserving and Enhancing the Historic Environment

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 T3: New Development and Sustainable Travel
Policy T4: New Development and Transport Safety
Policy LC1: Landscape Character
Policy POLL1: Pollution Control and Protection
Policy TC1: Town Centres
Policy TC5: Small Local Shops
Policy BTC15: Southern Fringe
Policy TC3: Thresholds for Impact Assessments
Policy CC1: Climate Change
Policy CC2: Sustainable Design and Construction

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:

Parking, November 2019
Sustainable Travel, July 2022
Shop Front Designs, May 2019
Hot Food Takeaways, May 2019
Hot Food Takeaways (advice note) May 2019
Sustainable Construction and Climate Change, July 2023

Consultations

Local Ward Councillors- No objection.

Drainage- No objection subject to pre-commencement condition requiring full drainage details.

Pollution Control- No objection subject to condition regarding hours of construction.

Yorkshire Water- No objection subject to conditions attached.

Highways DC – No objection to the proposed development. No conditions required.

Mining Remediation Authority- No objection, no conditions required.

Planning Policy – Initially had concerns regarding the proposed shop/kiosk being used as a hot food takeaway and potential conflict with the adopted SPD. However, there is no objection based on the updated description which restricts the use to Class E(a) only. Addressed in further detail below.

South Yorkshire Mining Advisory Service – No objection subject to standing advice being added to the decision notice.

Representations

This application has been advertised in accordance with the Development Management Procedure Order (DMPO) 2015. Two rounds of publicity have been carried out as follows:

First Round

- Neighbour notification letters sent to adjoining properties- consultation expiry date: 24/9/2024
- Site Notice (Public Interest) displayed adjacent to the site- consultation expiry date: 27/9/2024

Second Round

- Neighbour notification letters sent to adjoining properties- consultation expiry date: 11/12/2024

- Site Notice (Public Interest) displayed adjacent to the site- consultation expiry date: 17/12/2024

0 neighbour representations have been received in response to the above publicity.

Assessment

Principle of Development

Section 7 of the NPPF relates to town centres and retail/leisure developments, emphasising the role which town centres play at the heart of local communities.

Local Plan Policy TC1 states that 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.

Local Plan Policy TC1 follows on to state that a sequential approach will be used to assess proposals for new retail and town centre development. This will help to achieve the spatial strategy for the borough and will focus development on identified centres in the first instance.

Local Plan Policy BTC15: Southern Fringe states that supported developments within this district include housing, offices, employment and commercial uses. Small scale shops and services will also be supported along the Dodworth Road frontage. Developments will be allowed that would support the liveliness and economic strength of the town centre.

The proposed development relates to an existing petrol station/supermarket use within Barnsley Town Centre and includes the erection of an additional retail outlet. Initially the proposed unit was described as 'Sui Generis' with hot food takeaway uses to occupy the unit in the form of '*on the go*' food. However, the use was considered to be in conflict with the Hot Food Takeaway SPD which identifies that the central ward is unsuitable for additional takeaway uses (based on the excess weight of children).

On this basis, the proposal has been amended with the proposed unit to instead be occupied by a Class E(a) retail use rather than a takeaway. The principle of retail uses within the Town Centre Boundary accords with the objective of Local Plan Policy TC1 and Section 7 of the NPPF and is therefore suitable.

Given that the fact that the retail use is within the Town centre boundary and that the extension relates to the existing petrol station use, a sequential test is not required. The development description has been updated accordingly, and the Policy Officer has no objection on this basis.

The principle of the proposed car park alterations are considered to be acceptable and will retain the existing use at the site.

In summary the principle of the proposed development is considered to be acceptable at the application site and accords with the relevant retail policies as set out in the adopted development plan, subject to strict accordance with the relevant conditions. This weighs in substantial favour.

Highway Considerations & Proposed Alterations

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 development includes various alterations to the existing forecourt and associated supermarket car park including the installation of EV charging bays and associated electrical equipment. This will result in the loss of a small number of spaces, however the Highways DC Officer has raised no objection in this regard. The existing car park is sufficiently sized and therefore the small loss of spaces is not detrimental to the parking availability.

The alterations to the forecourt such as the installation of new jet washing bays and 3x new spaces is also acceptable. The existing petrol station layout provides sufficient spaces for vehicles to manoeuvre.

The introduction of new EV charging equipment is welcomed and works towards achieving the Council's sustainability agenda by virtue of encouraging sustainable transport options. Overall there is no objection in terms of the impact upon highways/parking, which weights significantly in favour of the application.

Design, Appearance & Impact Upon Character of Area

NPPF 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, as well as display architectural quality and express proposed uses through its composition, scale, form, proportions and arrangements of materials, colours and details.

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 extension/new retail unit is considered to be acceptable in terms of its appearance and scale. The front and rear elevations will be flush with the existing kiosk building, thus not extending beyond the current forecourt area. The extension will have a footprint of circa 60sqm and will not dominate the appearance of the site. The roof height and style will match the existing building, as well as the external finishing materials. A glazed frontage will face towards the petrol filling area, similar to existing unit.

The proposed jet washing structures and associated electrical cabinets are acceptable in terms of their position and scale. The jet wash enclosure will replace the existing car wash structure, thus not be a new introduction to the site. The electrical cabinets provide a functional purpose, serving the EV charging bays and are therefore acceptable.

There are no residential properties located within close proximity to the site, and therefore there is no harmful impact upon amenity. Overall, the development will not significantly alter the character or appearance of the site. This weighs in significant favour of the application.

Conclusion

The principle of an additional retail unit is considered to be acceptable at the application site. The site lies within Barnsley Town Centre as defined in the adopted Local Plan, whereby retail uses should be directed. The proposal would not detrimentally harm the function or character of the existing supermarket site and will complement the range of amenities available.

The scale and appearance of the proposed retail unit and associated equipment/structures is acceptable. The electrical cabinets and jet washing enclosures are not uncommon in a petrol station. The development will not sufficiently alter the number of car parking spaces available at the within the supermarket site. The Highways DC Officer has no objection to the proposal.

Subject to strict accordance with the conditions attached and the operation falling within Use Class E(a) the development is acceptable. Albeit advertisement consent is required for any associated signage.

Recommendation

Granted.