
2021/0570

Co-op Food Delivery Programme

Illuminated and non-illuminated signage

Cathill Service Station, Coop Convenience Store, Doncaster Road, Darfield, Barnsley, S73 9JG

Site Location & Description

The application site includes a petrol station, small retail store, car wash and other smaller supplementary buildings on site. it is located just to the East of Cathill Roundabout with access from Doncaster Road into the South. The petrol station is found in the middle of the site with the store behind to the South. There are several parking spaces within the site and a garage (not within the site itself) immediately adjacent to the site to the East.

The site is located within the Green Belt.

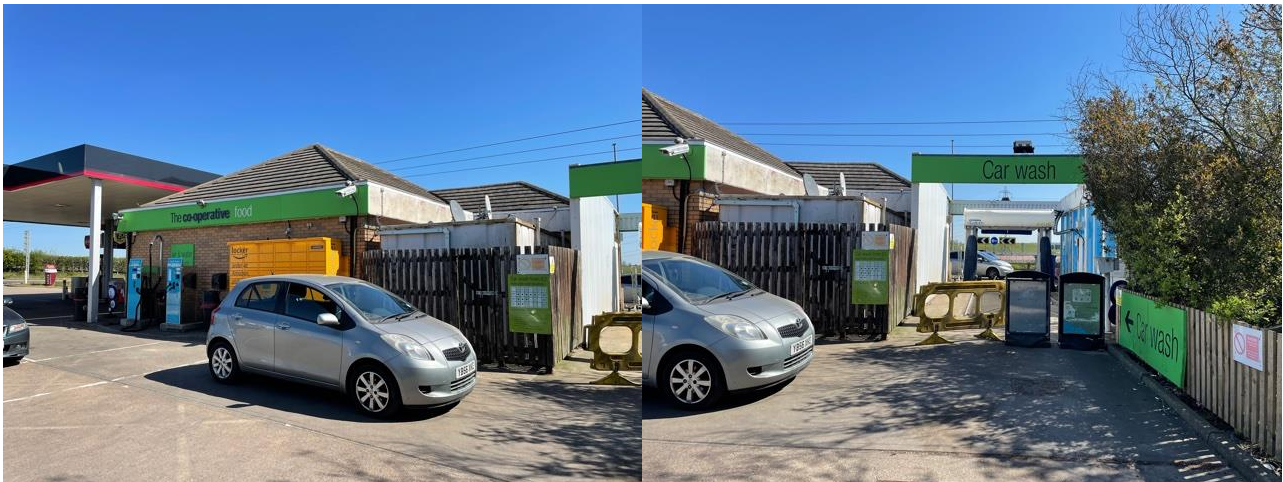
Front elevation:



East elevation



East Elevation:



Relevant planning history

B/95/0363/DA: Erection of petrol filling station (Refused)

B/95/1093/DA: Erection of petrol filling station, associated service facilities and landscaping (Historic)

B/96/1223/DA/AD: Display of illuminated fascia and pole signs (Historic)

B/98/0086/HR: Erection of car wash (Historic)

B/02/1260/DA: Installation of ATM cash machine and satellite dish (Historic)

B/02/1261/DA/AD: Display of internally illuminated fascia signs and projecting sign advertising ATM cashine (Historic)

B/02/1553/DA/AD: Display of non-illuminated 48-sheet advertisement hoarding (Historic)

B/04/1354/DA/AD: Display of two illuminated fascia signs and one illuminated pylon sign (Historic)

2009/0557: Display of 3 x fascia signs and window graphics to shop/petrol station (Approve with conditions)

2011/0074: Replacement of signage, illuminate canopy, fascias and freestanding signs and sign on the building (approve with conditons)

2016/ 1356: Application to display advertisements (2 x logo illuminated fascia signs, 2 non illuminated fascia signs, 8 non illuminated wall mounted aluminium panels, 2 non illuminated double sided post mounted aluminium panels, 2 x internally illuminated totem signs (approve with conditions)

2021/0326 Various alterations to site including new external freezer, new container, alterations to doors, relocation of existing container, existing jetwash to be replaced by parking, existing car wash to be replaced by jet wash, new newsstand and coal bunkers, new external Bybox, and new 2.7m high fencing (approve with conditions)

Proposed Development

The applicant seeks permission for the installation of illuminated and non-illuminated signage in the corporate colours, to include 1x illuminated fascia sign, 4x non illuminated fascia sign, 3x non illumination sign (air & water, reusable bags and Co-Op logo) and 2x banner frames.

The proposals are to replace existing fascia's and signage.

Policy Context

Planning decisions 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, 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 new Local Plan was adopted at the full Council meeting held 3th January 2019 after it was found to be sound by the appointed Planning Inspector following the examination process. This means that it now takes on full weight for decision making process in planning law terms as the development plan for the Borough, superseding the remaining saved policies from the Unitary Development Plan (adopted in the year 2000) and the Core Strategy (adopted in 2011). In reference to this application, the following policies are relevant:

GD1: General development – Proposals for general development will be approved providing there is no significant adverse effect on residential amenity, highway safety, the current or future use of nearby land and it upholds good quality design in accordance with local plan policy D1.

SD1: Presumption in favour of sustainable development – The Council will take a positive approach to proposals that reflect the presumption in favour of sustainable development contained in the NPPF.

GB1: Protection of Green Belt – In accordance with the NPPF, the erection of new buildings within the green belt will be classed as 'inappropriate' development with sites in the green belt being protected from such. Exceptions to this are:

- Buildings for agriculture and forestry;
- Provision of appropriate facilities for outdoor sport, outdoor recreation and for cemeteries;
- The extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building;
- The replacement of a building provided the new building is in the same use and not materially larger than the one it replaces;
- Limited infilling in villages, and limited affordable housing for local community needs; and
- Limited infilling or the partial or complete redevelopment of previously developed sites (brownfield land).

All such buildings will still be considered in terms of their impact on the openness of the green belt and whether they cause other harm.

In accordance with the NPPF and as set out in GB1, the Council will not allow proposals for 'inappropriate' development in the Green Belt unless it can be shown that there are very special circumstances that justify setting aside local and national policy.

GB2: Replacement, extension and alteration of existing buildings in the Green Belt – Provided that it will not have a harmful impact on the appearance, or character and will preserve the openness of the Green Belt, we will allow the following development in the Green Belt:

- Replacement buildings where the new building is in the same use and is not materially larger than that which it replaces;
- Extension or alteration of a building where the total size of the proposed and previous extensions does not exceed the size of the original building;
- Dividing an existing house to form smaller units of accommodation.

All such development will be expected to:

- Be of a high standard of design and respect the character of the existing building and its surroundings, in its footprint, scale and massing, elevation design and materials; and
- Have no adverse effect on the amenity of local residents, the visual amenity of the area, or highway safety.

D1: High quality design and place making – This policy sets the overarching design principles for the borough. Development is expected to be of high quality design and will be expected to respect, take advantage of and reinforce the distinctive, local character and features of the local area.

T3: New development and sustainable travel – New development is expected to be located and designed to reduce the need for travel, be accessible to public transport and encourage smarter ways to travel rather than unsustainable use of the private car.

T4: New development and highway improvement - 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.

SPD – Advertisements

NPPE

The National Planning Policy Framework 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.

In respect of this application, relevant policies include:

Section 12: Achieving well designed places - The Government attaches great importance to the design of the built environment. 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.

It is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes.

Within section 12, paragraph 130 is the most relevant which indicates that permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.

Section 13: Protecting green belt land – The government attaches great importance to Green Belts. The erection of new buildings within the green belt is classed as inappropriate in the green belt. Inappropriate development is, by definition, harmful to sites within the green belt and should

not be approved unless very special circumstances can be shown. There are several exceptions to this which were identified within policy GB1 of the local plan above.

Consultations

Highways DC – no objections to the proposals

Pollution Control - The associated documentation has been reviewed and the location and risks have been assessed and my comments are as follows:

This development is unlikely to have an adverse impact on health and the quality of life of those living and/or working in the locality, so approval is recommended.

Representations

Neighbour notification letters were sent to neighbouring properties and a site notice posted adjacent to the site; no comments have been received.

Assessment

Principle of Development

The site is located within the Green belt but is identified as previously developed land and in a visual or physical sense is not a 'typical' green belt building or use. Therefore its redevelopment, or further development is considered acceptable in this case but the extensions and alterations need to be restrained, in line with Local Plan Policy GB2.

The erection of the signage is deemed acceptable in principle and consent will be granted where the development is found to be appropriate in scale and respectful of the character of the area and advertisements should not adversely impact the amenity of local residents or undermine highway safety.

Visual Amenity

The proposed advertisements are sufficient to identify the premises, do not give rise to a cluttered or overly commercial appearance nor do they detract from the design of the newly approved unit. It is therefore considered that the installation of the proposed signage is acceptable, suitable for its location and is considered to be in line with Local Plan Policies GD1 and D1.

Highway Safety

Highways DC have been consulted but have raised no objection to the proposal and the proposal is therefore considered acceptable in terms of highway safety. Cathill roundabout has recently undergone highway improvement works as part of a wider scheme to increase capacity of the road network. The site located in a predominantly commercial area and it is considered that the signage would not have a detrimental impact on the convenient access and movement for highway users in line with Local Plan Policy T4.

Residential Amenity

No impact on residential amenity due to the distance to neighbouring properties..

Recommendation

Approve subject to conditions

