

Application Reference Number:	2026/0089
Proposal Description:	Installation of bollard lighting and column luminaires at existing car park.
Location:	Old Post Office Car Park, 600 Huddersfield Road, Haigh, Barnsley

Recommendation:

Approve subject to conditions.

Site Description

The Old Post Office is a two-storey Public House with a large car park and beer garden area which extends to the south. The site is set between the M1 motorway to the east and the A637 to the west which connects to Junction 38 of the M1 to the north. The site is set within the Green Belt as allocated within the Local Plan. The site of the proposal is set to the south of the existing car parking and screened by trees along the boundaries.

The wider area is open Green Belt, largely used for agricultural purposes.

Planning History

2023/0507 - Development of 12no. electric vehicle charging points, ancillary equipment cabinets, substation infrastructure, fencing and associated landscaping – Approved subject to conditions.

Proposed Development

The applicant has proposed for the installation of bollard lighting and column luminaires at the existing car park to supplement the Electric Vehicle Charging Points that have been installed as part of planning permission 2023/0507. The proposal is for 13no. Bollard lighting and 10 column luminaires. The agent has provided the following justification for the works:

“The proposed lighting is essential to ensure the safe and secure operation of the EV charging hub for users during hours of darkness. By enabling safe manoeuvring, pedestrian movement and vehicle charging, the lighting directly supports the functionality of local transport infrastructure. This accords with Local Plan Policy T4 (New Development and Highway Improvement), which supports proposals that ensure safe access and do not compromise highway users.”

Relevant Policies

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 it.

The site is located within the Green Belt as shown on the Local Plan Proposals Map, therefore Policy GB1, Protection of the Green Belt applies, protecting the Green Belt from inappropriate development in accordance with National Planning Policy.

In addition the following policies apply:

- Policy SD1: Presumption in favour of Sustainable Development
- Policy GD1: General Development
- Policy D1: High-quality design and place making
- Policy Poll1: Pollution Control and Protection
- Policy T3: New development and Sustainable Travel
- Policy T4: New Development and Transport Safety

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

In December 2024, The Government published a revised National Planning Policy Framework ("NPPF") which is the most recent revision of the original Framework, published first in 2012 and updated a number of times, providing the overarching planning framework for England.

It sets out the Government's planning policies for England and how they are expected to be applied. The NPPF must be taken into account in the preparation of local and neighbourhood plans and is a material consideration in planning decisions. This revised document has replaced the earlier planning policy statements, planning policy guidance and various policy letters and circulars, which are now cancelled.

Central to the NPPF is a presumption in favour of sustainable development which is at the heart of the framework (paragraph 10) and plans and decisions should apply this presumption in favour of sustainable development (paragraph 11). The NPPF confirms that there are three dimensions to sustainable development: economic, social and environmental; each of these aspects are mutually dependent.

The most relevant sections are:

- Section 2 - Achieving sustainable development
- Section 4 - Decision making
- Section 9 - Promoting sustainable transport
- Section 12 - Achieving well-designed places

- Section 13 – Protecting the Green Belt

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.

Consultations

Pollution Control – No objections, subject to the following condition:

The development shall be carried out as detailed in document “20260089 Charging Area Lighting Works Plan.pdf” with the following lighting being installed: JCC-COMMERCIAL BOLLARD-14w-1190lm-IP66-IK10-500mm and KINGFISHER VIVA-CITY-PRO-40w LED-2700k-1050mA C/W AYB70 STREET OPTIC ON 3.5m column with 750mm outreach arm. The specifications of the lighting shall not be altered without permission of the local planning authority.

Highways – No objections.

Trees – No objections subject to conditions.

Ecology – 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. A site notice was posted at the site. No representations have been received to this publicity.

Assessment

The main issues for consideration are as follows:

- Impact on the character of the Green Belt
- The impact on the character of the area
- The impact on neighbouring residential properties

For the purposes of considering the balance in this application the following planning weight is referred to in this report using the following scale unless the NPPF establishes a specific weight:

- Substantial

- Considerable
- Significant
- Moderate
- Modest
- Limited
- Little or no

Principle of Development

The site is in the Green Belt. In terms of its impact on the Green Belt the applicant has provided the following justification:

“The lighting proposals represent a modest operational enhancement to an already approved EV charging development. In accordance with NPPF Paragraph 150(c), the scheme continues to constitute local transport infrastructure, which is not inappropriate in the Green Belt where openness is preserved.

The proposed bollards and slender lighting columns do not introduce material built form and will not affect the perceived openness of the site. The development remains entirely within the existing car park, an area already characterised by hardstanding, vehicle movements and EV infrastructure.

The Officer Report for 2023/0507 emphasised that the site’s containment between the M1 and A637, combined with mature boundary vegetation and surrounding topography, significantly limits wider visibility. The addition of low level lighting does not materially alter this established baseline.

The proposal therefore complies with Local Plan Policy GB1, which seeks to protect the Green Belt from inappropriate development unless openness is preserved. As the lighting is functional, small scale and sensitively designed, any impact on openness is negligible.

The principle of the development is acceptable as it would be improving the existing infrastructure at the site. The site is already established and as such these changes would be acceptable.”

The scheme would supplement the electric vehicle charging points that were approved under planning application 2023/0507. In the officer report that accompanied that approval the officer considered that the proposal “ would fall under the category of Paragraph 150 and 151 and there exists ‘*very special circumstances*’ in this case given that the proposal would encourage more sustainable modes of travel and the effect on the openness of the Green Belt would be limited. “ In addition the officer noted that “it would meet policy requirements in respect of local

transport infrastructure (provision of EVCP's) and renewable energy without impeding significantly to the openness of the Green Belt.”. As the proposal would supplement the EVCPs and make them more accessible to those utilising them then it is considered that a similar approach to the principle of this development can be applied as was to application 2023/0507. On this basis the principle of the development can be supported.

Residential Amenity

There would be little no detrimental impact to residential amenity as there are no residential properties nearby and thus would have little to no impact on residential amenity. The site is in close proximity to a public house and the M1 motorway which will be lit up by car headlights at night. In addition the lighting will be partially screened by existing vegetation. The Pollution Control team have raised no objections subject to a conditions that the specifications are in line with the details submitted. Moderate planning weight has been granted to this.

Visual Amenity

The development would cause little impact on visual amenity as the scheme would not be easily seen from the M1, which is at a higher level, and existing landscape screening will assist in mitigating the visual impacts to a more local scale. In terms of the lighting the developer has stated the following:

“The proposed luminaires are designed to be directional and low spill, projecting no upward light and will be fitted with microwave presence detection to switch on automatically when the area is occupied. The bollard lighting will be automatically switched off between 2300hrs and 0700hrs using time switch controls.”

The above can be conditioned as suggested by Pollution Control so there would be minimal impact on the visual amenities of the area. Moderate planning weight has been granted to this.

Trees

The Council's Tree Officer has been consulted on the application and had asked for further information to ensure the safety of the trees which are opposite to the site. Further information has been provided the and Tree Officer is satisfied that the works involved should not result in any significant detrimental impacts to the trees close by subject to conditions being attached. Moderate planning weight has been granted to this.

Highways Safety

The Councils Highways Officer has been consulted upon on this application, they have concluded that the scheme would not affect the current access, parking and turning arrangements of the site or otherwise adversely impact upon the highway and are therefore considered acceptable from a highway perspective. Moderate planning weight has been granted to this.

Planning Balance and Conclusion

For the reasons stated in the report above the proposal is recommended for approval subject to conditions

Recommendation

Approve subject to conditions

Justification**STATEMENT OF COMPLIANCE WITH ARTICLE 35 OF THE TOWN AND COUNTRY
DEVELOPMENT MANAGEMENT PROCEDURE ORDER 2015**

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.