



PLANNING CONSULTATION RESPONSE

Application No	<u>2026/0619</u>
Proposal	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.
Address	Lundwood Social Club, Pontefract Road, Lundwood, Barnsley, S71 5PN
Date of Consultation Reply	07/09/26
Consultee	Highways Development Control

Consultation Assessment and Justification

Thank you for consulting Highways Development Control on this application.

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.

Having reviewed the submitted information, including the Highways Technical Note and swept-path analysis, I note 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.

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



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also anticipated that two employees would be associated with this element of the development.

On this basis, the appointment based operation described within the submitted 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.

The tracking provided appears 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, it is clear that there is insufficient space for vehicles to access the parking spaces.

I also note that 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. However, no swept-path analysis has been provided for a servicing or delivery vehicle. Tracking should therefore be submitted for the largest vehicle anticipated to service the proposed retail premises, demonstrating that it can satisfactorily enter, manoeuvre within and leave the site without reversing onto Pontefract Road.

Sarah Sharp
Senior Engineer
Highways Development Control

NO OBJECTION*	Defer for amends/further information*	OBJECT
<u>Consultation Condition(s):</u>		
<u>Consultation Informative(s):</u>		
<u>Planning Obligations required</u>		