
2025/0085

Mr Jen Tse

318 - 320 Barnsley Road, Cudworth, Barnsley, S72 8TD

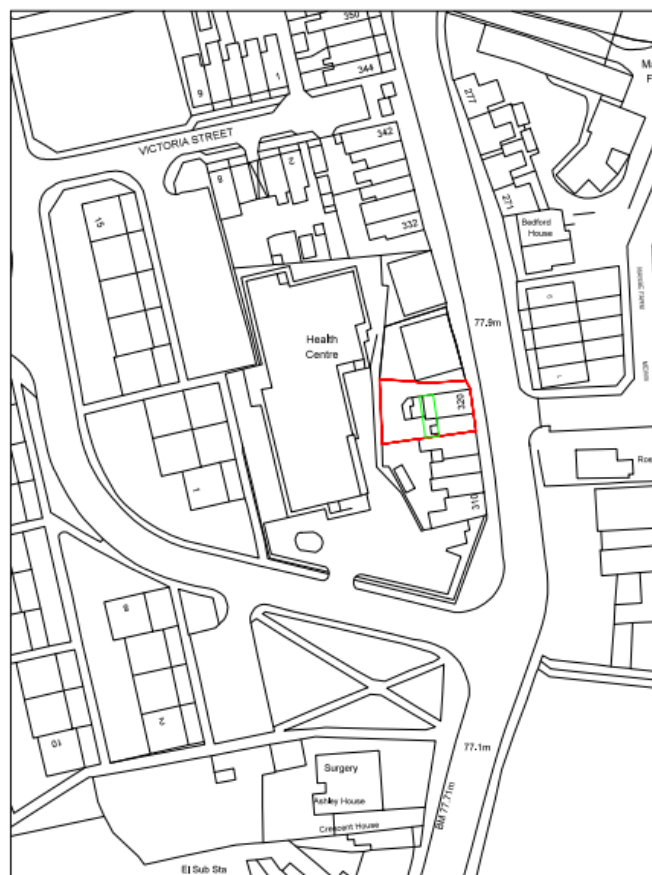
Change of use and subdivision of existing hot food takeaway and associated accommodation to create 4x residential units, including erection of single storey extension to rear.

Site Description

The application relates to a two-storey end-of-terrace property comprising of a ground floor takeaway with associated kitchen and storage areas and a first and second floor four-bedroom flat. It is located on the west side of Barnsley Road and opposite the junction with Manse Farm Mews, and in an area that is characterised by a mix of residential and commercial uses. The development site is located to the north of the Cudworth District Centre.

The property in question is constructed from brick with stone and existing fascia and projecting signs and roller shutters on the building frontage. It has a pitched slate roof. Access to the rear is achieved from the north side of the property. The area to the rear is entirely hard surfaced with some evidence of recent demolition visible and it is shared by several properties. There is an existing large, single storey ground floor extension to the southern adjoining property.

The property in question does not benefit from any existing off-street parking and there are no on-street parking restrictions immediately to the front. The area appears to be served by existing public transport links with bus stops located within walking distance to the north and south.



Planning History

There are three applications associated with the development site:

1. 2007/1476 – Certificate of Lawfulness for Chinese Takeaway. – Refused.
2. 2008/0199 – Certificate of Lawfulness for Chinese Takeaway. – Granted.
3. 2024/0963 – Change of use from takeaway with living accommodation to 4 apartments with external alterations (Prior Approval). – Withdrawn.

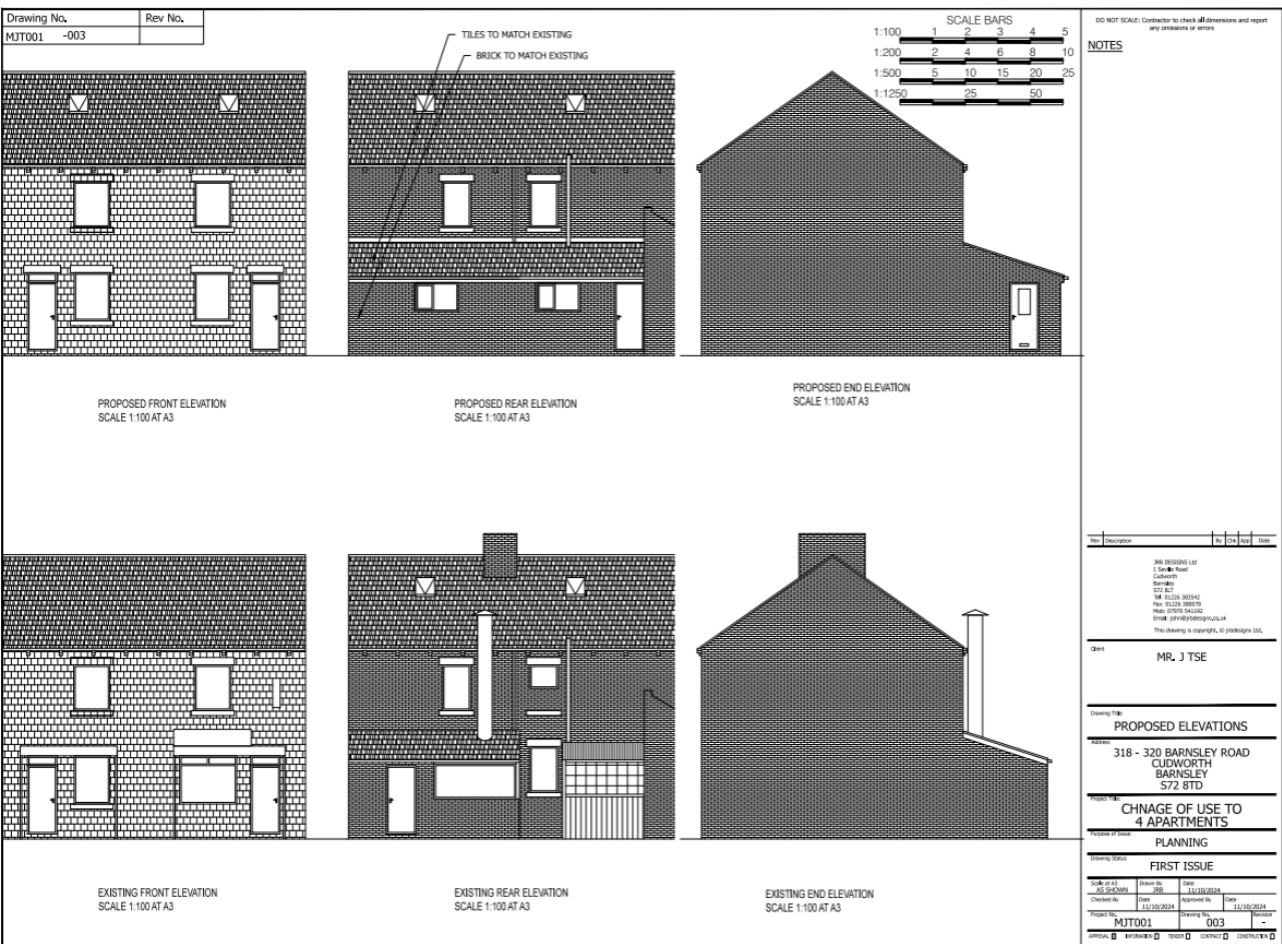
Proposed Development

The applicant is seeking permission for the change of use of an existing hot food takeaway and flat to create four residential units, including the erection of a single storey extension to the rear.

The ground floor would comprise of two one-bedroom residential units and the first and second floors would also comprise of two one-bedroom residential units. Each residential unit would have its own access and there would be no shared facilities.

The proposed extension would measure approximately 3.0 metres (L) x 9.1 metres (W) x 3.5 metres (H). The extension would be constructed of closely matching external materials, including brickwork and roof tiles.

Other works would include the installation of four roof lights with two each to the east and west roof planes of the existing building. Existing signage and roller shutters would be removed and there would be some minor alterations to existing apertures on the east and west elevations of the existing building.



- **Policy D1: High quality design and place making.**
- **Policy T3: New Development and Sustainable Travel.**
- **Policy T4: New Development and Transport Safety.**

Supplementary Planning Document(s)

- **Design of Housing Development (Adopted July 2023).**
- **Parking (Adopted November 2019).**

National Planning Policy Framework (December 2024)

The NPPF sets out the Government's planning policies and how these are expected to be applied. The core of this is a presumption in favour of sustainable development. Proposals that align with the Local Plan should be approved unless material considerations indicate otherwise. In respect of this application, relevant sections include:

- **Section 5: Delivering a sufficient supply of homes.**

Paragraph 61. To support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay. The overall aim should be to meet an area's identified housing need, including with an appropriate mix of housing types for the local community.

- **Section 9: Promoting sustainable transport.**

Paragraph 116. 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, following mitigation, would be severe, taking into account all reasonable future scenarios.

- **Section 11: Making effective use of land.**

Paragraph 128(a). Local planning authorities should also take a positive approach to applications for alternative uses of land which is currently developed but not allocated for a specific purpose in plans, where this would help to meet identified development needs. In particular, they should support proposals to: a) use retail and employment land for homes in areas of high housing demand, provided this would not undermine key economic sectors or sites or the vitality and viability of town centres, and would be compatible with other policies in this Framework.

- **Section 12: Achieving well designed places.**

Paragraph 135. Planning policies and decisions should ensure that developments:

a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;

b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;

c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);

d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;

e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and

f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Other Material Consideration(s)

- *South Yorkshire Residential Design Guide 2011.*
- *Planning Practice Guidance.*

Consultations

Highways Development Control	<i>No objection subject to conditions.</i>
Highway Drainage	<i>No comments.</i>
Pollution Control	<i>No objection subject to conditions.</i>
South Yorkshire Police	<i>No comments.</i>
Yorkshire Water Services Ltd.	<i>No comments.</i>
Local Ward Councillors	<i>No comments.</i>

Representations

Neighbour notification letters were sent to surrounding properties. A site notice was placed nearby, expiring 14th March 2025. One representation was received raising concerns regarding the potential impact of additional parking on an already congested part of the road.

Assessment

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

Local Plan Policy H4: Residential development on small non-allocated sites, sets out that proposals for residential development on sites below 0.4 hectares (including conversions of existing buildings and creating dwellings above shops) will be allowed where the proposal complies with other relevant policies in the Plan.

Local Plan Policy H6: Housing mix and efficient use of land, states that proposals to change the size and type of existing housing stock must maintain an appropriate mix of homes to meet local needs.

The development site is located in an area that is a mix of commercial and residential uses with the existing housing mix in the locality comprising two-storey detached and terraced dwellings and flats above commercial units.

The principle of development is underpinned by Policy H4 subject to compliance with other relevant policies in the Local Plan. The principle of a residential use and property in this location is considered acceptable. The proposal would maintain an appropriate housing mix for the locality and would make efficient use of existing developed land, in accordance with Policy H6. Although the proposal would result in the loss of an existing commercial unit, the unit lies outside of the Cudworth District Centre and therefore its loss would not unduly affect the vitality or viability of the centre, in accordance with national and local planning policies and guidance.

Residential Amenity

Regarding overshadowing, the proposed extension would adopt a relatively modest scale, including a rearward projection and height. The extension would have a rearward projection less than that of an existing extension to 316 Barnsley Road and would not extend beyond the north elevation of the application property. The extension would also be set several metres away from the western site boundary and from the adjacent Health Centre, which is set below the level of the development site and largely screened by existing boundary treatments. All other works would be contained within the existing footprint of the existing application property. As such, any potential overshadowing impact which could occur is likely to be limited to existing areas of hardstanding and it is not considered that it would be significantly detrimental to people who live and/or work in the locality.

Regarding overlooking and loss of privacy, existing separation distances from the first floor apertures of the application property to the east and west would be maintained. Existing separation distances to the east from the ground floor of the application property would also be maintained. Whilst there could be some impact on the privacy of any future occupant(s) from people walking by the property, the proposed internal layout ensures that private habitable spaces are located to the rear part of the property. Any potential impact would also not be indifferent to what existing properties in the locality may experience. The extension to the rear would impact existing separation distances between the application property and the adjacent Health Centre. However, the Health Centre is set below the level of the development site and is largely screened by existing boundary treatments. It is therefore not considered that any potential impact would be significantly detrimental to people who live and/or

work in the locality, and the amenity of any future occupant(s) would be maintained to a reasonable degree.

Regarding outlook, most existing separation distances would be maintained except for the extension to the rear, which would achieve a reasonable distance to the western site boundary. It is therefore not considered that the proposed development would result in reduced levels of outlook that would otherwise be significantly detrimental to people who live and/or work in the locality, and the amenity of any future occupant(s) would be maintained to a reasonable degree.

The application form indicates that the proposed development would comprise of four residential units of two bedsits/ studios at ground level and two flats/ maisonettes at first floor level. The proposal would comply with the minimum internal space standards set out by table 4A.1 in the South Yorkshire Residential Design Guide (SYRDG) and with nationally described internal space standards.

All rooms would have reasonable access to natural light.

The existing application property does not benefit from any external private amenity space and none is proposed. The Design of Housing Development SPD states that where private space cannot be provided for flats, balconies must be provided. No balconies are proposed, but the property is located in a sustainable location with a good level of access to public transport, local amenities and several green spaces within the locality.

It is acknowledged that there could be some disruption and nuisance caused to people in the locality during construction and demolition works. However, any potential impact would be anticipated to be temporary and construction hours will be controlled by condition.

Subject to conditions, this is considered to weigh significantly in favour of the proposal.

The proposal is therefore considered to comply with Local Plan Policy GD1: General Development and Local Plan Policy POLL1: Pollution Control and Protection and is considered acceptable regarding residential amenity.

Highway Safety

The proposed development is not considered to be prejudicial to highway safety; the submitted block plan shows that two off-street parking spaces would be created to the rear of the application property alongside a secure cycle storage area. Whilst the number of off-street parking spaces would be less than what is normally required and set out by Table 1 within the Parking SPD, the existing property did not benefit from any off-street parking provision and it is considered that the development site is located in a sustainable location with a good level of access to public transport, local amenities and several green spaces within the locality. The application also indicates that four cycle parking spaces would be created to the rear of the application property to promote alternative and sustainable means of travel, in accordance with Policy T3 and Tale 2 within the Parking SPD. Full details of these spaces will be secured by condition.

During the process, concerns were raised regarding the potential impact of additional parking on an already congested part of the road. Whilst such concerns are acknowledged, for the reasons outlined above, the proposed development is not considered to result in an unacceptable impact on highway safety, nor severe residual cumulative impacts on the road network. Highways Development Control were also consulted, and no objections were received subject to conditions.

Subject to conditions, this is considered to weigh significantly in favour of the proposal.

The proposal is therefore considered to comply with Local Plan Policy T3: New Development and Sustainable Travel and Local Plan Policy T4: New Development and Transport Safety and is considered acceptable regarding highway safety.

Visual Amenity

The development is not considered to be detrimental to visual amenity or the character of the street scene as the proposed works would largely be contained within the existing footprint of the building and would utilise most of the existing apertures with only minor alterations to some. Existing signage and roller shutters to the building frontage would be removed and there would be no changes to the existing external materials.

The proposed extension would be located to the rear of the application property and would adopt a relatively modest scale and sympathetic appearance, including closely matching external materials, which will be secured by condition.

Subject to conditions, this is considered to weigh moderately in favour of the proposal.

The proposal is therefore considered to comply with Local Plan Policy D1: High Quality Design and Placemaking and is considered acceptable regarding visual amenity.

Planning Balance and Conclusion

For the reasons given above, and taking all other matters into consideration, the proposal constitutes acceptable development in respect of highway safety and residential and visual amenity and would comply with national and local planning policies and guidance.

**Recommendation -
Approve with Conditions**