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**Ref 2021/1001**

Applicant: BMBC - James Harding (Group Leader Prevention and Support)

Description: Change of use of existing two storey and single storey buildings from residential flats (Use Class C3) to a mixture of offices (Class E), Residential Institution (Class C2) and hotel/boarding house (Class C1) and associated works including new footpath link, new and replacement fencing, vehicle and personnel gates and a disabled access

Site Address: Queens House, Queens Road, Barnsley, S71 1AR

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Consultation letters were sent to neighbouring properties and a site notice was erected within close proximity of the site. No letters of objection have been received.

### Site Location & Description

The application relates to an existing part 2 storey, part single storey building which accommodates 16no. 1-bedroom flats/bedsits. The 2-storey element of the building is located adjacent to Queens Road with a large single storey off shoot attached to the Northern elevation. The site is located on the corner of Queens Road and Carey Avenue. Vehicular access to the site is taken from Queens Road and there are parking areas located to the East of the building. To the East of the parking area is a line of trees separating the site from the neighbouring car parks. In the South East corner of the site is a small triangle of green space with mature trees.

To the West of the site, fronting Queens Road, are 2 storey semi-detached residential properties, to the East are the access and car parks associated with Barnsley Metrodome Leisure Centre. To the South of the site, opposite Queens Road, are commercial and residential properties fronting Windermere Road and Belgrave Road. To the North West is the playing fields associated with Queens Road Academy.



## Proposed development

The application is for the proposed change of use / alteration & refurbishment of the existing two storey building from residential flats to a mixture of offices (Class E), residential institutional (Class C2) and short stay lodging type accommodation (Class C1).

In addition, the refurbishment and change of use to the single storey units from residential to residential institution accommodation (Class C2). The application also includes associated works including new footpath link, new and replacement fencing, vehicle and personnel gates and a disabled access.

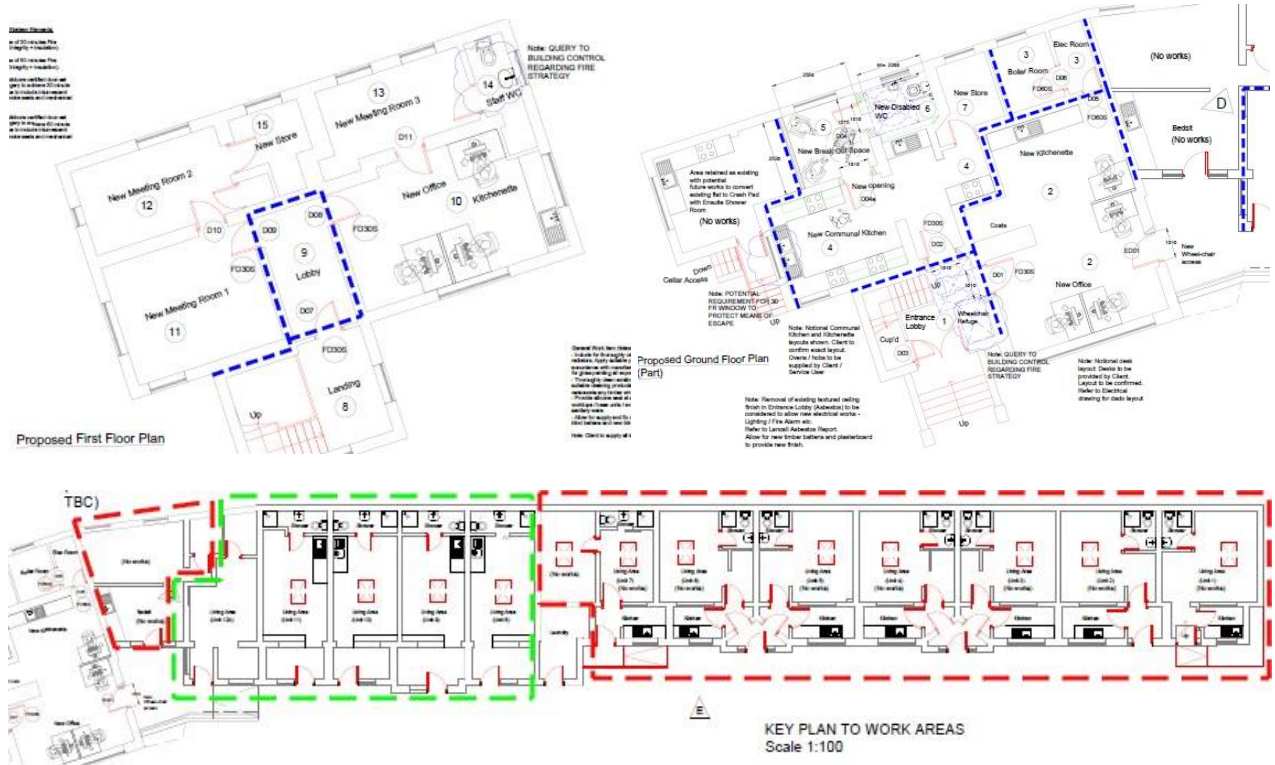
It is proposed the property will be used to provide managed temporary housing and lifestyle support to adults in need. 12 living units would be provided which is 5 less than the current number of 18.

10no full time staff members are required for the proposed uses.

## Existing Plans



# Proposed Plans



## Policy Context

The site is allocated as Urban Fabric within the Local Plan Proposals Maps and therefore the following policies are relevant:

- Policy T4 New development and Transport Safety
- Policy GD1 General Development
- Policy D1 High Quality Design and Place Making
- Policy Poll1 Pollution Control and Protection
- Policy LG2 The Location of Growth
- Policy CL1 Contaminated and Unstable Land
- Policy CC1 Climate Change
- Policy CC2 Sustainable Design and Construction

## BIO1 Biodiversity and Geodiversity

### NPPF

The NPPF 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.

Paragraphs of particular relevance to this application include:

Para 80 - 'planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity'.

Para 92 - Planning policies and decisions should aim to achieve healthy, inclusive and safe places

Para 111 - 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.

Para 126 - The creation of high-quality buildings and places is fundamental to what the planning and development process should achieve. 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.

### SPD's

The following Supplementary Planning Documents are relevant to this application;

- Parking
- Sustainable Travel
- Design of Housing Development

### **Consultations**

Highways – No objections following additional information

SYP ALO – No objections, provided recommendations

Regulatory Services – No objections

Ward Councillors – No comments

### **Representations**

Consultation letters were sent to 28 neighbouring properties and a site notice was erected within close proximity of the site. No letters of objection have been received.

## **Assessment**

### Principle of Development

Local Plan Policy LG2 'The Location of Growth' states that priority will be given to development in Urban Barnsley. Urban Barnsley will be expected to accommodate significantly more growth than any individual Principal Town.

The NPPF paragraph 80 states that 'planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity'.

Development will be expected to demonstrate that it is not likely to result, directly or indirectly, in an increase in air, surface water and groundwater, noise, smell, dust, vibration, light or other pollution which would unacceptably affect or cause a nuisance to the natural and built environment or to people.

### Residential Amenity

The single storey element of the building would remain as 12no. living units with limited work required, albeit the units would change from class C3 (dwellinghouse) to Class C2 (residential institution). The two storey element of the building would not undergo significant changes externally. The ground floor would undergo internal alterations to change from flats/bedsits to office areas (class E) and communal facilities. The first floor would also undergo internal alterations to change from flats/bedsits to meeting rooms and offices, reducing the overall number of living units down by 5 compared with the current number of 18.

The class C1 and C2 uses would provide managed living accommodation for adults in need and the offices would accommodate workers to support those residents as well as providing support for adults in need in the wider community.

It is noted there are residential properties immediately to the West of the site but there is a primary school to the North West, commercial uses to the South and the Metrodome leisure centre to the East/North East, as such, it is not solely a residential area. The change of use from the existing flats/bedsits to offices and Class C1 and C2 uses would not significantly increase noise and disturbance given the nature of the area, as such, residential amenity would be maintained, in accordance with Local Plan Policy GD1.

The proposed alterations to the building and the site are relatively minor in nature and would not result in significant overbearing or overshadowing impacts.

### Design & Visual Amenity

There are no significant external alterations required to the building itself as part of this application. The external alterations are predominantly around the grounds of the building to provide additional security and easier access including a new footpath link, new and replacement fencing, vehicle and personnel gates and a disabled access.

The proposed amendments would not be particularly prominent on the streetscene and they mirror similar developments within the immediate area, as such, visual amenity would be maintained to a reasonable degree, in accordance with Local Plan Policy D1.

### Highway Safety

In terms of parking there are no marked allocated spaces but there is a vehicular access and an area of hardstanding to the East of the building. In any case, the parking provision required for the proposed use is less than that of the current use. The existing use has a requirement of 1 space per residential unit, however, SPD parking has no set parking requirements for C1 uses and C2

uses require 1 space per 4-8 staff and 1 space per 4 daily visitors, even then it is only applicable above 2500m<sup>2</sup> of floor space. In addition, the office use the SPD requires 1 space per 30m<sup>2</sup>, given the office accommodation is circa 125m<sup>2</sup> this equates to 4no. spaces.

In any case, the site is relatively close to public transport and the Transport Interchange and the residents of the building may not have vehicles. The car park of the Metrodome is also immediately adjacent which is Council owned.

Highways have been consulted on the application and have raised no objections following the submission of additional details relating to the height of the fence adjacent to the vehicular access point.

### Conclusions

Taking into account the relevant development plan policies and other material considerations, it is not considered that there are any significant and demonstrable adverse impacts that would outweigh the benefits associated with the granting of outline planning permission for the proposals. The proposal therefore complies with the development plan as a whole and the advice in the NPPF and is recommended for approval accordingly.

### **Recommendation**

**Approve** subject to conditions