2021/1026

Mr Kaye

Proposed infill link building extension

Mount Tabor Wesleyan Chapel, Barnsley Road, Wombwell, Barnsley, S73 8DT

Site Location and Description

The site is located on Barnsley Road, close to a busy roundabout between Wombwell Town Centre and Stairfoot roundabout.
The site is set back from the highway and is separated from the main Barnsley Road (A633) by a layby.

The site consists of two buildings, the pitched roof former chapel to the front and the two storey flat roof Sunday school building to the rear.
There is a yard area between these two buildings, with an additional toilet block building located along the south eastern boundary.

The site is not level and rises towards the north west of the site, with yard area also falling away to the south east; access to the rear building is taken via a stepped access.









Site History

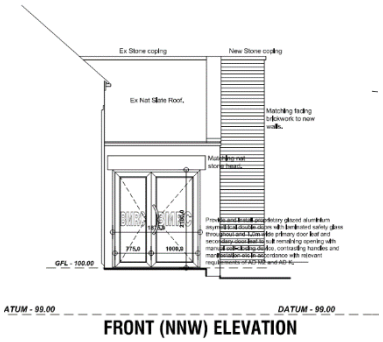
2018/0416 – Change of use from place of worship (Class D1) to an area for indoor recreation (Class D2) for Model Railway Club and associated works – approved

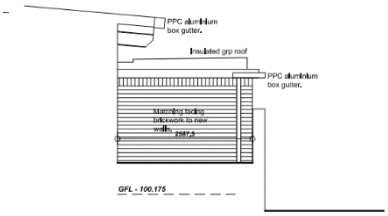
Proposed Development

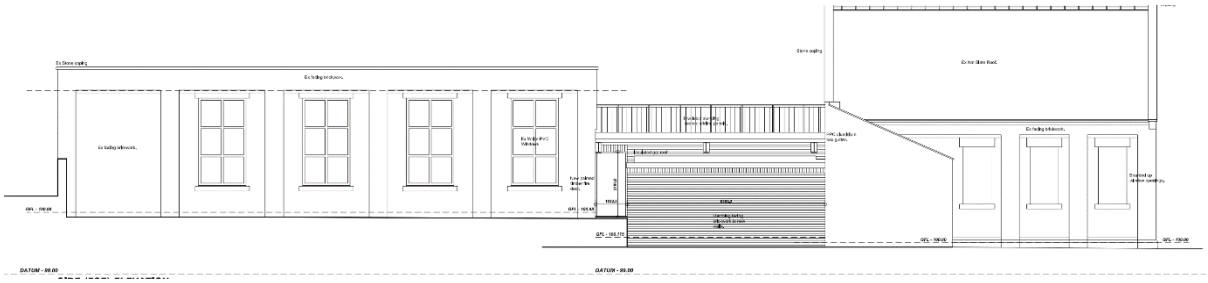
The applicant seeks permission for the erection of a link building, which will cover the open yard area between the former chapel to the front and the Sunday school to the rear, to bring the buildings together under their approved use and enable accessibility and circulation throughout together with more contemporary ancillary accommodation.

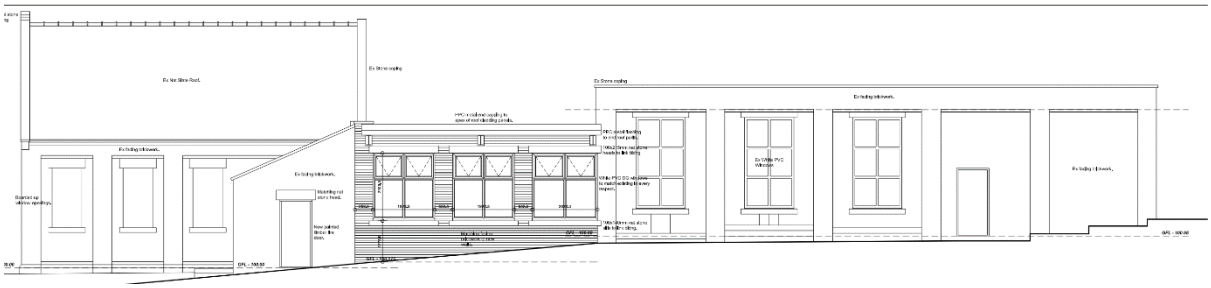
The extension is to have a footprint of approximately 74m2 and measure approximately 7.4m in length and 10m in width.
The extension is designed with a mono pitch roof and due to the levels within the site heights range from 2.8m to 4.3m.











Policy Context

Planning decision 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 new Local Plan was adopted at the full Council meeting held 3rd 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).

Local Plan

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

Policy GD1 General Development
Policy D1 High Quality Design and Place Making
Policy Poll1 Pollution Control and Protection
Policy SD1 Presumption in favour of Sustainable Development
Policy T4 New Development and Highway Improvement

NPPF

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 there are no relevant development plan policies, or the polices which are most important for determining the application are out of date, unless the application of policies in the Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed or any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies of the Framework taken as a whole.

Consultations

Highways DC – No objections
Pollution Control – No objections subject to conditions
Drainage – No objections happy for details to be checked by Building Control on site
Yorkshire Water – No comments received
Ward Councillors – No comments received

Representations

Neighbour notification letters have been sent to surrounding properties; no representations have been received.

Assessment

Principle of development

The erection of extensions to commercial premises are considered acceptable in principle where satisfactory standards of design are achieved, where they do not have a detrimental impact on the character of the street scene and the amenity of neighbouring residents and uses are maintained.

Residential Amenity

The proposed extension is to be located between the northern and southern buildings on the site to provide a link between them and to improve the way the site is used.

The extension would be situated to the north west of 227 Barnsley Road and adjacent to the boundary with this property, which could result in overshadowing or loss of outlook, however the extension has been designed to limit its impact on this property, in that the element closest to the boundary is no higher than the building which it replaces with the remainder of the mono pitch roof sloping away from the boundary lessening the impact of the proposal on this property and its amenity space.

The extension would be located to the south east of 245 Barnsley Road, which could lead to some overshadowing given highest part of the roof is closest to this boundary, however, the extension is set in from the boundary, is lower than the existing buildings on site and is set at an angle to the boundary which also lessens the potential impact.

It is not considered that the use of the building would give rise to an increased disturbance; it is not proposed to intensify the use of the site but to improve the way the site is used.
The link building will provide level access between the buildings and to the facilities which are currently outside and at a considerable level difference.
Whilst the proposed building may not increase levels of disturbance there is concern that the construction may and therefore it is considered prudent to include a condition limiting construction hours.

It is therefore considered that the proposed extension would not have a significant detrimental impact on the amenity of neighbouring residents and as such is acceptable and in compliance with Local Plan Policies GD1 and POLL1.

Visual Amenity

The proposed extension is to be located towards the rear of the site and as such would not be highly visible from public vantage points.

Whilst the extension is of a modern design and construction it is considered that it harmonises well with the original buildings given the onsite constraints and allows the history of the building to be read.
The small elements which would be visible from public vantage points are located a significant distance from the back edge of the pavement and would be read against the large two storey flat roof building to the rear of the site.

It is therefore considered that the proposed extension would not have a detrimental impact on the character of the street scene and as such is considered acceptable and in compliance with Local Plan Policy D1.

Highway safety

Concerns were raised in relation to parking as part of the change of use application in 2018; it was suggested at the time at the club would have access to a car park at a nearby retail unit, however this wasn't confirmed by the way of a legal agreement and couldn't be taken into account. The application was approved with a condition limiting the use to Barnsley Model Railway Club.

Highways were consulted on this application and stated that whilst there were issues in relation to parking on the previous application, this application seeks to improve the way the site is utilised rather than intensifying its use and on that basis the proposal is considered acceptable in terms of its impact on the highway network and highway safety.

Recommendation

Grant planning permission subject to conditions.