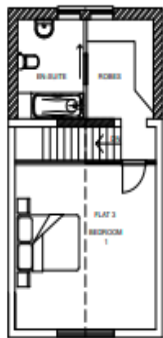




## PROPOSED



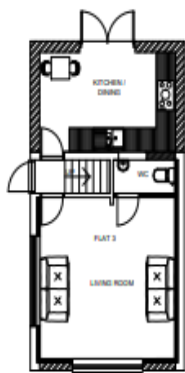
FIRST FLOOR PLAN 1:50  
PROPOSED



EAST ELEVATION 1:100



WEST ELEVATION 1:100



GROUND FLOOR PLAN 1:50  
PROPOSED

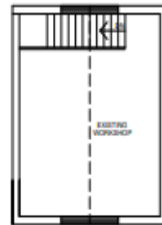


SOUTH ELEVATION 1:100



NORTH ELEVATION 1:100

## EXISTING



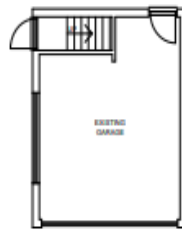
FIRST FLOOR PLAN 1:50  
EXISTING



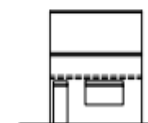
EAST ELEVATION 1:100



WEST ELEVATION 1:100



GROUND FLOOR PLAN 1:50  
EXISTING



SOUTH ELEVATION 1:100



NORTH ELEVATION 1:100



The application is seeking approval for the conversion of the existing dwelling into 2no self-contained flats and the conversion of garage into 1no self-contained flat and rear extension. There are no significant external alterations proposed to the building and the materials and roof will remain as existing. The existing dwelling will be converted into two, two-bedroomed flats. One located solely on the ground floor and the other on the first floor and second floor in the roof space. The existing rear garden area to the dwelling will be split to provide amenity space for both flats with a parking space also provided for each flat as well as the garage conversion and existing commercial use.

The proposal also involves the conversion of the garage to create new a dwelling/flat. It would have a lounge and kitchen/dining room at ground floor level and a bedroom and bathroom on the first floor. There is a rear garden which is approximately 71sqm. A parking area is proposed to the front which will allow for 1 parking space. The rear extension will be the same height and roof type of the existing with a rear projection of 3 metres and a width of 5 metres. Materials will match.

### Policy Context

Planning decisions 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 Local Plan was adopted in January 2019 and is also now accompanied by seven masterplan frameworks which apply to the largest site allocations (housing, employment and mixed-use sites). In addition, the Council has adopted a series of Supplementary Planning Documents and Neighbourhood Plans which provide supporting guidance and specific local policies and are a material consideration in the decision-making process.

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.

### **Local Plan Allocation – Urban Fabric**

To the extent that development plan policies are material to an application for planning permission the decision on the application must be taken in accordance with the development plan unless there are material considerations that indicate otherwise (section 70(2) of the Town and Country Planning Act 1990 and section 38(6) of the Planning and Compulsory Purchase Act 2004). In reference to this application, the following policies are relevant:

**Policy SD1: Presumption in favour of Sustainable Development** – States that proposals for development will be approved where there will be no significant adverse effect on the living conditions and residential amenity of existing and future residents. Development will be expected to be compatible with neighbouring land and will not significantly prejudice the current or future use of neighbouring land. Policy GD1 below will be applied to all development.

**Policy D1: High quality design and place making** – Development is expected to be of a high-quality design and will be expected to respect, take advantage of and reinforce the distinctive, local character and other features of Barnsley.

**Policy GD1: General Development** – Development will be approved if there will be no significant adverse effect on the living conditions and residential amenity of existing and future residents. Development will be expected to be compatible with neighbouring land and will not significantly prejudice the current or future use of neighbouring land.

**Policy H4: Residential Development on Small Non-Allocated Sites** – 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.

**Policy H6: Housing Mix and Efficient use of land** – Housing proposals will be expected to include a broad mix of house size, type and tenure to help create mixed and balanced communities. Homes must be suitable for different types of households and be capable of being adapted to meet the changing needs of the population. Proposals to change the size and type of existing housing stock must maintain an appropriate mix of homes to meet local needs.

**Policy H9: Protection of Existing Larger Dwellings** – Development within the curtilage of existing larger dwellings will be resisted where it will have an adverse impact on the setting of the original dwelling, and the size of the remaining garden area. The loss of existing larger dwellings will be resisted. Support will be given to the re-establishment of Houses in Multiple Occupation into single family sized houses.

**Policy Poll1: Pollution Control and Protection** – 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.

**Policy T3: New Development and Sustainable Travel** – New development will be expected to reduce the need to travel, be accessible to public transport and meet the needs of pedestrians and cyclists.

**Policy T4: New development and Transport Safety** – Expects new development to be designed and built to provide safe secure and convenient access and to not cause or add to problems of highway safety or efficiency.

### **Supplementary Planning Documents**

- Design of housing development
- Parking
- Sustainable Travel

### National Planning Policy Framework

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 12: Achieving well designed places** - The Government attaches great importance to the design of the built environment. 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. It is important to plan positively for the inclusion of high-quality design for all developments, including individual buildings, public and private spaces and wider area development schemes.

Within section 12, paragraph 139 states that *"development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes"*.

### Other Guidance

South Yorkshire Residential Design Guidance

### **Consultations**

Highways Development Control (DC) were consulted and raised no objections subject to conditions.

Highways Drainage were consulted and raised no objections.

Pollution Control were consulted and raised no objections subject to conditions.

St Helen's Ward Councillors were consulted and raised no objections.

### **Representations**

Neighbour notification letters were sent to surrounding properties and a site notice erected near the site, one objection was received and in summary raised the following material planning concerns.

- Concerns were raised about highway safety, including the amount of traffic, poor visibility, the bend the dwelling is located on and multiple cars parking on kerbs in the vicinity.
- Concerns were raised that there would be insufficient parking spaces on the site for both the proposed flats and the existing commercial use.

The material considerations above are noted and will be addressed in the report below specifically in the highway safety section. Additionally, further comments were received, and the following non-material issues were raised.

- The applicant may rent out the flats for the homeless rather than live in it with no respect for existing neighbours.

Whilst these non-material concerns are noted, they cannot be taken into consideration in the determination of the application.

## **Assessment**

### Principle of Development

The site is located within an area of Urban Fabric where Local Plan Policies GD1 'General Development' and H4 'Residential Development on Small Non-allocated Sites' apply. These require that development should be compatible with its surroundings. In this case the street is predominantly residential and as such the use of this site for residential uses would be in keeping with the locality. All new dwellings proposed must ensure that living conditions and overall standards of residential amenity are provided or maintained to an acceptable level both for new residents and those existing, particularly in respect of the levels of mutual privacy. In addition, development will only be granted where the development would maintain visual amenity and not create traffic problems or prejudice the possible future development of a larger area of land.

Policy H9 'Protection of Existing Larger Dwellings' states '*development within the curtilage of existing larger dwellings will be resisted where it will have an adverse impact on the setting of the original dwelling, and the size of the remaining garden area. The loss of existing larger dwellings will be resisted. Support will be given to the re-establishment of Houses in Multiple Occupation into single family sized houses.*' The removal of the detached garage and garden area it's in, to 5 - 7 Chatsworth Road would not have a significant impact upon the dwelling and a good-sized plot would remain.

Although the proposal to create self-contained flats within the dwelling would mean the loss of an existing larger dwelling that could be suitable for a family home there is a unique circumstance in this case which allows the subdivision to be acceptable. This is because of the existing commercial unit that is attached to the dwelling and has been for a significant period of time (B/92/0625/BA) which takes away from its suitability as a larger dwelling. It is considered that because of the commercial unit this property would not be as attractive as a family home and therefore its loss would be negligible to the stock of larger dwellings within the borough.

### Residential Amenity

With regards the conversion to flats, the proposed internal dimensions meet the standards within the South Yorkshire Residential Design Guide for the bedrooms and bathrooms. The combined kitchen, living room and dining room for the ground floor flat is also compliant. The combined kitchen, living room and dining room for the first-floor flat isn't compliant and is 3sqm short of the recommendation. The conversion is still acceptable however as there is extra space in the attic bedroom and landing that in total makes up for the smaller combined kitchen, living room and dining room and on the whole this small lack of space would not be significantly harmful to the occupiers of the flat.

Shared private amenity space for flats should be a minimum of 50sqm plus and additional 10sqm per unit either as a balcony space or added shared private space. The flats retain the existing garden area to 5 - 7 Chatsworth Road which exceeds the recommendation for private amenity space. Overall, the proposed conversion is not expected to be detrimental to the residential amenity of the neighbours nor the future occupiers.

The garage as existing is one and a half storey with new windows proposed to the ground floor on the front and rear elevations and at first floor the rear elevation. The habitable room windows are predominantly located on the front and rear elevations of the proposed dwelling which therefore will not significantly be overlooked. Over 21 metres is maintained to the adjacent dwellings to the front and there are no dwellings set to the rear.

In terms of overshadowing, the building is existing and well established therefore there should not be a significant loss of light, overbearing or overshadowing impact to the main habitable room windows or private garden areas of any of the adjacent dwellings. The property is small in scale and set within a residential area.

In terms of the amenity of the proposed occupiers of the new dwelling, the room sizes and garden area meet the requirements of the SYRDG and the SPD. In addition, 5 - 7 Chatsworth Road would have sufficient remaining garden area in accordance with the SPD. The setting and amenity of the proposed flats would be maintained to an acceptable degree. The proposal is considered to be acceptable when measured against the guidelines set within the SPD 'Designing New Housing Development' in terms of residential amenity and Policy GD1 of the Local Plan.

### Visual Amenity

There are no significant external changes arising from the subdivision of the existing dwelling therefore there will be no significantly harmful impact to visual amenity from the proposed conversion. The materials are to be retained as existing whilst maintaining the core design of the existing building. There is to be no significant change to the outside of the property therefore the visual amenity of the street scene is not expected to be compromised.

The garage is set facing the highway and features shared frontage parking as do other dwellings in the street scene. Whilst a dwelling of this type and design would not normally be allowed in this position, the building is existing, and its conversion would not harm the visual amenity of the street scene to a significant degree. The proposal is considered to be acceptable in terms of design and would have little detrimental impact on the street scene of Chatsworth Road. As such the proposal is considered acceptable in terms of design in accordance with policy H9 and D1 of the Local Plan.

### Highway Safety

Highways officers have confirmed that there will be no impact upon highway safety. The site plan shows a provision of two parking spaces in a tandem arrangement for two flats proposed in the existing dwelling and one parking space for the converted garage. It should be noted that all of the flats proposed are two bedrooms or less, and as such the available parking for the site exceeds the requirements of one space per unit. There is also sufficient space within the site to accommodate a parked vehicle for the office use.

Whilst concerns have been raised by an objector over the intensity of the site given that it is on a bend, the site plan has demonstrated that parking can be successfully accommodated for all uses within the site. Additionally, it is noted that the business use has previously been operational with no allocated parking. Taking the site history into account, and given that the parking requirements have been met, there are no objections to the application from a highways point of view.

### **Recommendation**

**Approve with conditions**