

2023/0641

C/O Agent

Conversion of building to 2 self contained flats and storage use

C R Joinery, Cote Lane, Thurgoland, Sheffield, S35 7AE

Planning History

76/2047 - Change of use of meeting house to warehouse – Refused

76/2048 - Conversion of meeting house to dwellinghouse – Refused

76/2049 - Change of use of meeting house to electrical contractor's office, warehouse and depot – Refused

79/1640 - Change of use of former Chapel to furniture workshop/design studio – Refused

79/4149 - Change of use of former Methodist Church to warehouse use – Refused

80/0330 - Use of Scouts meeting hall for light industrial purposes – Refused

2022/1192 - Conversion of building to 4 self contained flats including external alterations- Refused

2023/0231 - Conversion of building to 4 self contained flats including external alterations – Withdrawn

Description

The property is a detached, stone built building set on the east side of Cote Lane and is arranged over two storeys with a mezzanine level accessed from the ground floor. Due to the slope of the site, the property is split level and as viewed from Cote Lane the building appears as a single storey property, however there is a lower ground floor to the rear which is accessible via stone steps. The ground floor is accessed via a front entrance porch on Cote Lane. The curtilage of the property is limited and there is approx. 1.5m gap between the building and the northern and eastern boundaries of the site.

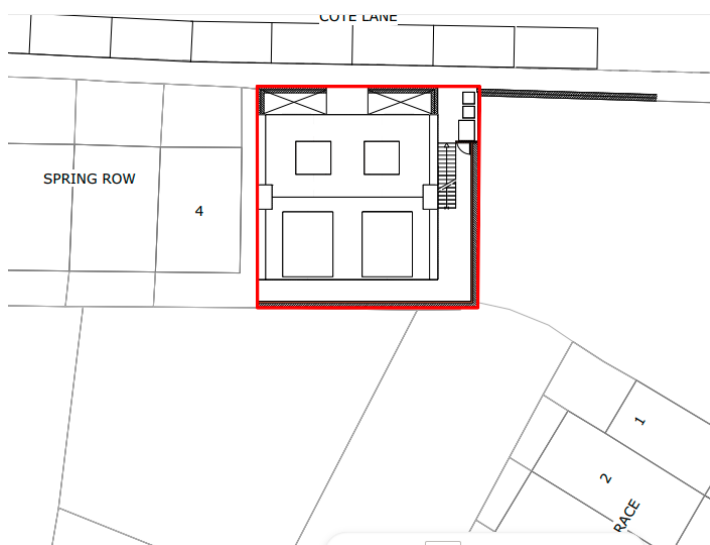
The building is set within a small pocket of development of Cote Lane with other terraced properties and detached dwellings set within close proximity, which consists of Spring Terrace and Rose Cottage set to the north east and Spring Row and Spring Row Cottage, which is set directly to the south. Cote Lane is rural and sloping in nature and there is limited public transport. The site is set over 600m from Halifax Road and the limited amenities within the village of Thurgoland.

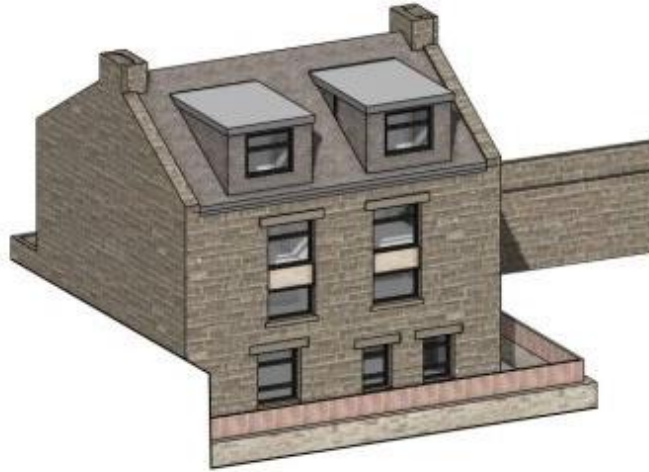


Proposed Development

The application is a full planning application which involves the conversion of the building to a residential use of 2 self contained flats and associated storage. The proposals will create 1 bed units, with recessed roof terraces to the front bedroom areas and small outdoor shared amenity area to the side/rear of approx. 35sqm. Due to the site constraints no parking is provided.

Existing features such as, the entrance porch and chimneys have been retained. The proposal includes the formation of two new dormer windows to the rear roof slope to provide bathrooms and to the frontage two recessed roof terraces. The proposal includes the main habitable room windows on the front elevation and two windows to the rear at first floor level to a study/living area.

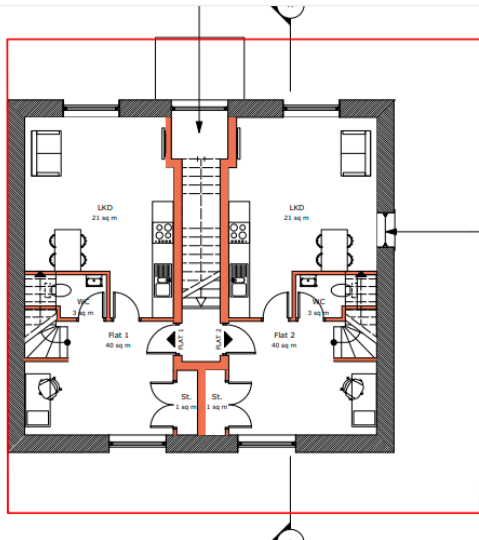




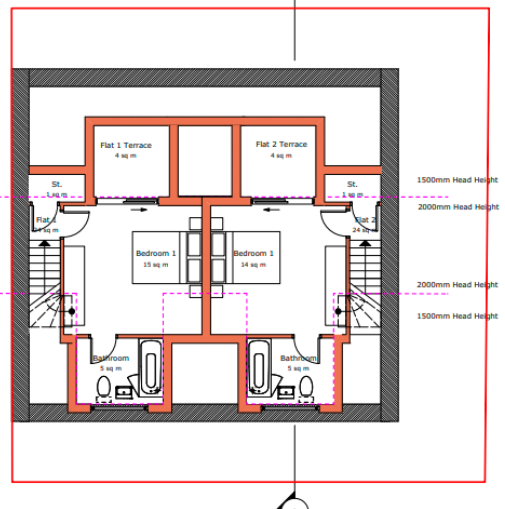
REAR VIEW

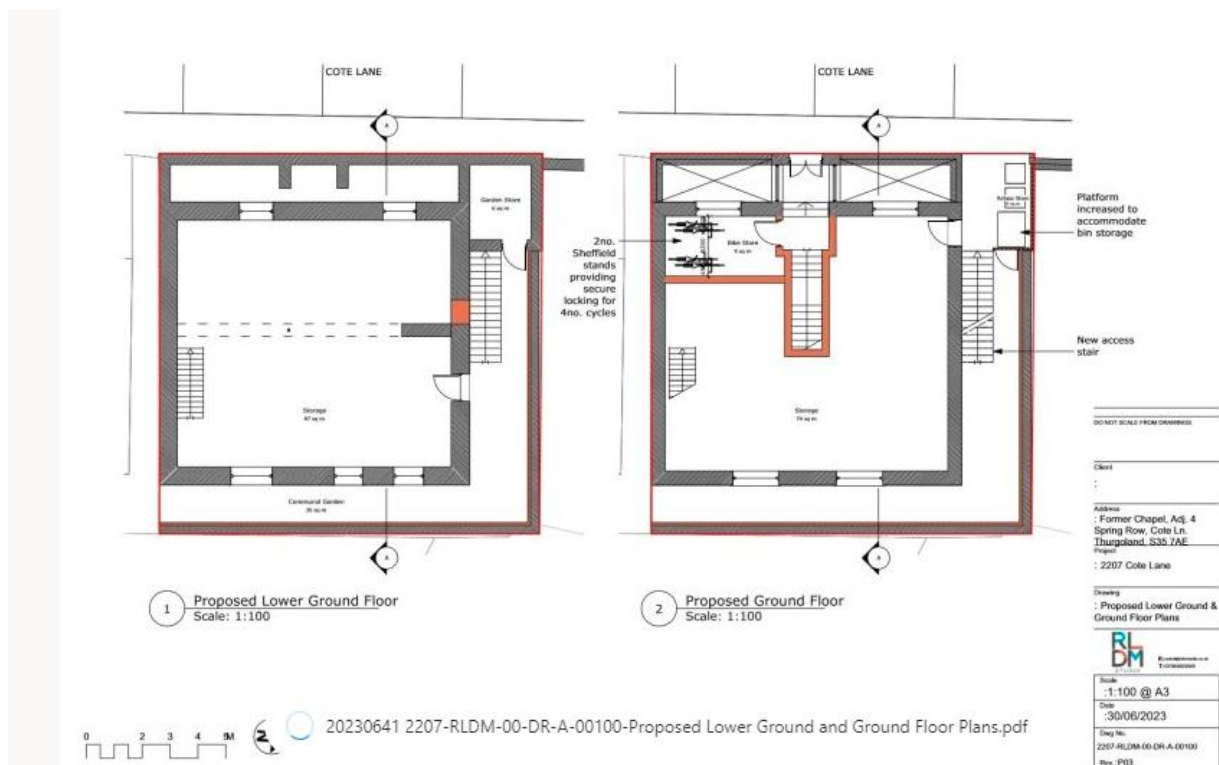


Architectural rendering of the rear and front views of a three-story brick building. The rear view shows a gabled roof with two dormer windows and a low brick wall. The front view shows a central entrance with a porch, flanked by windows, and a low brick wall.



Obscured window





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 held 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

The site is allocated as Urban Fabric within the Barnsley Local Plan Proposals Map. In reference to this application, the following policies are relevant:

GD1 'General Development' provides a starting point for making decisions on all proposals for development setting out various criteria against which applications will be assessed.

H4 Residential Development on Small Non-allocated Sites, proposals will be supported where they are located on previously or part developed land, are within a village, are accessible and have good access to a range of shops and services.

T3 'New Development and Sustainable Travel'

T4 'New Development and Transport Safety'

D1 'High Quality Design and Place Making'

Poll1 'Pollution Control and Protection'

SPD's

- Design of Housing Development
- Parking

Other

South Yorkshire Residential Design Guide

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 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.

Consultations

Thurgoland Parish Council - Thurgoland Parish Council have discussed this application and there are still some concerns and questions raised, which we would be grateful if you could consider.

1. The first important issue continues to be the problem of parking on Cote Lane where the application is located. The Parish Council have noted the Transport Statement but the Parish Council would like to point out some concerns with some of the points in the statement.

The Parish Council cannot see any area of parking, other than the space along the frontage of the application property. There are currently cars (residents of the existing properties) parking regularly on Cote Lane, together with any visitors to the Trans-Pennine Trail. This planning application has a potential of 4 extra residents vehicles.

- The Transport Statement states also there is space for 10 vehicles on the east side of Cote Lane - but there is a bus stop, and 2 drives which need to be taken into account.
- It is also stated that there is space for an additional 3 vehicles on the west side of Cote Lane - the Parish Council cannot identify this location as there are drains on the west side by the Cricket field which cannot bear weight it is understood. Access to the Thurgoland Cricket Ground is required on the west side of Cote Lane, and any parking in this area will impede the line of sight on Cote lane, especially if the area suggested on the west side means vehicles will be parked on both sides of a rural road, with a natural dip and a bridge.
- Additionally the area under the bridge on Cote Lane is often seen as a "parking" area, which it is not. The lines are there to guide high vehicles to the middle of the road to access under the bridge and are not indication of parking areas.
- The entrance to the Upper Don Trail is NOT parking area for the trail. This is a "no parking" area (written on floor) and it should not be used for parking as horses cannot access the horse gate if cars are parked in this space.
- With regard to number of vehicles, the traffic surveys were undertaken during February, not in the summer months when the Trans-Pennine Trail is well used. Also

is there an error on page 13 of the Transport Statement as the surveys were carried out in 2023 not 2022?

- There is currently a planning application for "2023/0554 Land adjoining Spring Terrace" and the displacement of vehicles has been raised by the Parish Council in conjunction with that application.

The concern is that this will increase the parking issues the Parish Council have complained about regularly over years. Parking on Cote Lane at this point impedes vehicles up and down the road, in an area where there is limited visibility, add to which the problems parked cars cause pedestrians, who often have to walk in the road around the vehicles. The Parish Council have regularly raised the issue of how dangerous Cote Lane is already with excessive parking in this particular area.

2. Would you please note that the Transport Survey consistently refers to the building as a "community hall". We have no knowledge of it ever having been a community hall. It was a Primitive Methodist Chapel until approximately 1976, and then became a joinery business or similar, but not a community hall.

3. Could you advise what the "storage area" is for?

Page 6 of the Design and Access Statement: "The ground and lower ground floors provide storage space and a separate communal bike store is accessed off the entrance lobby. The storage unit has a separate entrance from the residential entrance, with new doors on the side elevation at ground and lower ground levels."

- why is there such extensive storage area (ground and lower ground floors) for the 2 self contained flats? The area of Flat 1 is 64m² , Flat 2 64m², Lower Ground Storage 87m² and Ground Storage 74m²?

- What is planned for this storage area for 2 flats?

- Why are there separate entrance doors to the storage area on both the lower ground and ground levels?

I would be grateful if you could please note the concerns regarding parking and questions regarding the extensive storage areas.

Highways – No objections

Drainage – Details to be checked by Building Control

Yorkshire Water – No comments received

Ward Councillors – No comments received

Pollution Control – No objection subject to conditions

Representations

1 objection has been received which raise the following concerns:-

- Overlooking of home and garden
- Insufficient parking

- Highway safety issues with speed of traffic
- Elevated roof windows will spoil the look of the old building
- Inadequate public sewers
- Lack of Utilities

Assessment

Material Consideration

Principle of development
Residential Amenity
Design and Layout
Highway Safety

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 purely residential and as such the use of the site for residential uses would be in keeping with the locality.

In terms of the current use of the property, the property has a historic use as a chapel/meeting hall, although the applicant states that the more recent use is as a joinery workshop, however, there appears to be no planning permissions for this current use.

Residential Amenity

The proposal involves the change of use of the building into 2, 1 bed apartments with associated storage. This is a reduction in units of 2 from the previously withdrawn and refused applications. As the property is set in close proximity to existing residential properties, one of the main considerations would be the impact of the proposal upon the residential amenity of the surrounding residential properties. Objections have been received from a neighbouring resident with regard to the impact of the proposal upon residential amenity by way of overlooking impact and a loss of privacy. The SPD Design of Housing Development states that 'in order to ensure adequate levels of privacy are provided/ maintained, to ensure residential development does not result in unacceptable levels of overshadowing or loss of outlook and in order to provide adequate amenity space, development will usually be expected to comply with the external spacing standards.'

In terms of privacy and overlooking from existing and proposed windows, the building and existing windows are overlooked in close proximity by habitable room windows from Spring Terrace and is set in close proximity to the garden boundaries. The only habitable windows shown on the rear elevation are to a living/study area, however these are existing windows and the main living areas are set to the frontage of the property, therefore any overlooking/loss of privacy would be minimal. There are no additional habitable room windows proposed, and the dormer windows within the roofspace will be obscurely glazed bathroom windows. There are no habitable room windows to the side elevations.

In terms of noise and disturbance the proposal has been reduced from 4 to 2 units which would reduce any additional impact upon the neighbouring properties. The commercial use would also be replaced. Concerns have been raised with regard to the storage areas, however the proposed storage areas are to be conditioned to be used in connection with the proposed residential units, therefore there should be no commercial/business use of these areas. In

addition the proposed storage areas are not accessed internally from the flats and will provide the equivalent storage area to an ancillary outbuilding albeit within the building itself. The applicant has indicated that part of this area will provide cycle storage which will be beneficial to the occupants and encourage the use of green transport methods/ The internal accommodation has been measured against the South Yorkshire Residential Design Guide and meets all the relevant standards in terms of internal amenity space and room sizes.

In terms of external amenity space, the SPD states that shared private space for flats must be a minimum of 50sqm plus an additional 10sqm per unit as balcony space or added to shared private space. Where private space cannot be provided balconies must be provided. Balconies must be a minimum of 3sqm. The floor plans show that flats have small terrace areas which measure 4sqm and communal garden area to the rear of 35sqm. Whilst the shared amenity space falls short of the required 50sqm by 15sqm, given the location of the building within a rural area with access to outdoor recreational opportunities and close to the Trans-Pennine Trail, the proposal is on balance acceptable in terms of residential amenity in accordance with Policies GD1 and the Council's Supplementary Planning Document 'Designing New Housing Development' and The South Yorkshire Residential Design Guide.

Visual Amenity

There are no objections to the proposal in terms of visual amenity. The changes are felt to be sympathetic to the original building in accordance with policy D1 of the Local Plan.

Highway Safety

The highways section have been consulted and have provided the following comments:- 'The previous application was refused due to concerns with regard to a lack of parking provided. This application comes in place of the withdrawn application (no. 2023/0231) for four self-contained flats which was deemed by HDC officers to generate an unacceptable amount of off-street parking.

Although this application also does not provide sufficient parking provision to be commensurate with the Council's Parking SPD, it must be acknowledged that the previous uses of the site – as a joiner's workshop, and historically as a chapel – would also generate traffic and would therefore have increased on-street parking on Cote Lane.

This proposal would be expected to include two parking places where it provides none. However, given the previous uses of the site, and the wish to see the space brought back into use, Highways DC officers have no wish to raise objection to the scheme. It is recognised that the extant use could be similarly onerous on highway use and that this layout therefore provides a fair compromise by the developer. No specific conditions are deemed necessary.'

It is acknowledged that the Parish Council have raised a number of queries and concerns with regards to the applicant's TA and over the increase in car parking. However, given what the building could be used for, that only two 1-bed apartments are proposed, and that the Highways Officer has not raised any objections to the scheme it would be difficult to substantiate a refusal on this basis.

Given the comments above, the proposal is considered to be on balance acceptable and given the existing use and reduced proposed use, the proposal would not significantly impact highway safety in order to warrant a refusal on this basis and therefore in compliance with Local Plan Policy T4

Drainage

A neighbouring resident and the Parish Council have raised concerns with regard to the impact of the proposal upon the drainage/sewerage system, however the Drainage Officer has raised no concerns and considers that drainage plans can be checked by Building Control.

Recommendation

Approve with conditions