
2024/1089

Mr Sandha

83 High Street, Goldthorpe, Rotherham, S63 9LQ

Proposed single storey extension to shop and new access to flat above.

Site Description

The application relates to a two-storey mixed-use building located at the corner of High Street and Barnburgh Lane comprising of a ground floor convenience store and first floor flat.

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 south of the property. Areas immediately to the south and east are largely hard surfaced with grassed areas beyond. There are a couple of tree specimens located to the south-east.



Planning History

There are three applications associated with the development site:

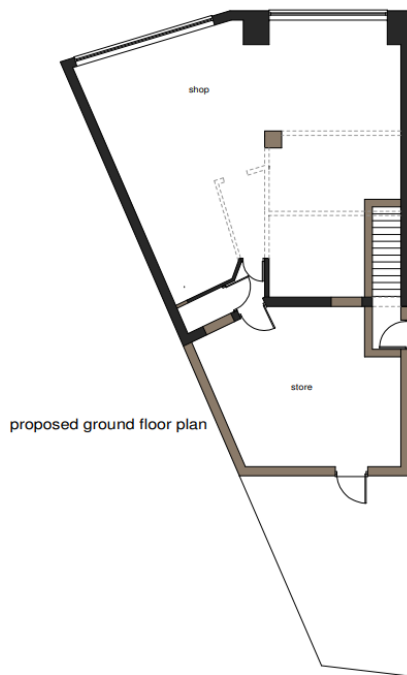
1. B/84/1266/DE – Installation of new shop front. – Approved.
2. 2016/1533 – Residential development (Outline). – Withdrawn.
3. 2021/1667 – Erection of single storey rear extension to shop and access to flat above. – Approved.

Proposed Development

The applicant is seeking permission for the erection of a single storey extension to the rear (west) of the shop and the creation of a new access to the flat above.

The proposed extension would measure approximately 5.5 metres (L) x 7.4 metres (W) x 3.2 metres (H). The extension would be constructed of closely matching brickwork and would adopt a flat roof. The proposed extension would form a new store with a total footprint of approximately 34.9sqm.

The proposed access would be located on the north elevation of the proposed extension. A staircase would be created internally.



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83 / 83a HIGH STREET
GOLDTHORPE
S63 9LQ

PROPOSED PLANS

scale	date	drawn	checked
1:100 @ A3	Aug 21	PS	
drawing no.	revision		
21 - 063 - 5			

**C3 Architecture Planning
& Design Ltd**

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PROPOSED ELEVATIONS

scale	date	drawn	checked
1:100 @ A3	Aug 21	PS	
drawing no.	revision		
21 - 063 - 6			

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Policy Context

Planning decisions should be made in accordance with the current development plan policies unless material considerations indicate otherwise; the National Planning Policy Framework (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 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 which are a material consideration in the decision-making process.

The Local Plan review was approved at a full Council meeting held 24th November 2022. The review determined that the Local Plan remains fit for purpose and is adequately delivering on 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, which is due to take place in 2027, or earlier, if circumstances require it.

Local Plan Allocation – Urban Fabric

The development site is allocated as urban fabric within the adopted Local Plan which has no specific allocation. Therefore, the following policies are relevant:

- ***Policy SD1: Presumption in favour of Sustainable Development.***
- ***Policy GD1: General Development.***
- ***Policy POLL1: Pollution Control and Protection.***
- ***Policy D1: High quality design and place making.***
- ***Policy T3: New Development and Sustainable Travel.***
- ***Policy T4: New Development and Transport Safety.***
- ***Policy BIO1: Biodiversity and Geodiversity.***
- ***Policy CL1: Contaminated and Unstable Land.***

Supplementary Planning Document(s)

- ***Residential amenity and the siting of buildings (Adopted May 2019).***
- ***Biodiversity and geodiversity (Adopted March 2024).***
- ***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 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 12: Achieving well designed places.***

Paragraph 131. The creation of high quality, beautiful and sustainable 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. Being clear about design expectations, and how these

will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process.

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.

– Section 15: Conserving and enhancing the natural environment.

Paragraph 187(e). Planning policies and decisions should contribute to and enhance the natural and local environment by: preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality, taking into account relevant information such as river basin management plans.

Paragraph 187(f). Planning policies and decisions should contribute to and enhance the natural and local environment by: remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate.

Paragraph 196. Planning policies and decisions should ensure that:

a) a site is suitable for its proposed use taking account of ground conditions and any risks arising from land instability and contamination. This includes risks arising from natural hazards or former activities such as mining, and any proposals for mitigation including land remediation (as well as potential impacts on the natural environment arising from that remediation);

b) after remediation, as a minimum, land should not be capable of being determined as contaminated land under Part IIA of the Environmental Protection Act 1990; and

c) adequate site investigation information, prepared by a competent person, is available to inform these assessments.

Paragraph 197. Where a site is affected by contamination or land stability issues, responsibility for securing a safe development rests with the developer and/or landowner.

Other Material Consideration(s)

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

Consultations

Highways Development Control	<i>No objection.</i>
Highway Drainage	<i>No comments.</i>
Pollution Control	<i>No objection subject to conditions.</i>
South Yorkshire Mining Advisory Service (SYMAS).	<i>No objection subject to standing advice.</i>
Mining Remediation (Coal) Authority (MRA).	<i>No objection subject to standing advice.</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. No representations were received.

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

Extensions to non-domestic buildings are acceptable in principle if proposals would not significantly adversely affect residential amenity and highway safety, and where satisfactory standards of design are achieved.

Impact upon Residential Amenity

Regarding overshadowing, the proposed extension would adopt a relatively modest scale, including a rearward projection and height, and whilst the extension would be located to the south of the rear curtilage of 81 High Street, the application site and the neighbouring plot are separated by an access lane. As such, any potential overshadowing impact is anticipated to be minimal and is not considered to be detrimental to the amenity of the occupant(s) of 81 High Street. Moreover, the occupant(s) of 81 High Street were notified of this application, and no objections were received.

Regarding overlooking and loss of privacy, the proposal would consist of a single storey extension with no windows. A new pedestrian access would be created on the north elevation of the extension, which would improve access to the first floor flat for its occupants. Any potential impact is therefore not considered to be detrimental to the amenity of existing and future occupants of the first floor flat or surrounding neighbouring properties.

Regarding outlook, the proposal would comprise of a single storey extension with a flat roof design, which would allow existing first-floor windows to remain unaffected whilst also minimising the impact on surrounding properties. Any potential impact is therefore not considered to be detrimental to the amenity of existing and future occupants of the first floor flat or surrounding neighbouring properties.

It is acknowledged that there could be some disruption and nuisance caused to people in the locality during construction and demolition works. However, any impact is likely to be temporary. Moreover, construction hours can 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.

Impact upon Visual Amenity

The proposed extension would be located to the rear of the application property and would adopt a relatively modest scale and would be constructed of closely matching brickwork. Whilst the extension would be located to the rear, it is acknowledged that it could be visible from the surrounding public realm. However, existing boundary fencing to the north and south would offer some screening, and the extension would act and would be seen as a continuation of the building's existing commercial use. The flat roof, whilst not an ideal design, also allows the first-floor windows to remain unaffected and minimises impact to neighbouring properties. The extension would also be similar in scale and appearance when compared with a previous scheme approved under application 2021/1667.

Considering the above, 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.

Impact upon Highway Safety

The proposed development is not considered to be prejudicial to highway safety; the proposal would result in a small increase in the retail floor area and would provide an improved means of pedestrian access to the existing first floor flat. The existing property does not benefit from any off-street parking provision, and it is considered that the development site is in a sustainable location with a good level of access to surrounding public transport links and local amenities. Highways Development Control were also consulted, and no objections were received.

Considering the above, this is considered to weigh moderately 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.

Impact upon Biodiversity and Geodiversity

In England, Biodiversity Net Gain (BNG) became mandatory from 12 February 2024 under Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021) and means developers must deliver a BNG of 10%. It has been indicated that this proposal is exempt under the de minimis exemption.

Impact upon Contaminated and Unstable Land

The development site is within a development high risk area as identified by the Mining Remediation Authority and therefore, the application is supported by a Coal Mining Risk Assessment (CMRA).

The submitted CMRA has been considered by the Mining Remediation Authority (MRA) and South Yorkshire Mining Advisory Service (SYMAS), who were consulted.

SYMAS stated that the submitted CMRA concludes that shallow coal is likely to be present, but its thickness and quality are such that the risk of unrecorded shallow mineworking's posing a risk to the development is considered low. The CMRA concludes that traditional foundation designs are likely appropriate, although consideration should be given to the possible presence of coal being exposed in foundation excavations. As such, no objections were received subject to the inclusion of standing advice from the MRA.

The MRA stated that it considers that the content and conclusions of the CMRA are sufficient for the purposes of the planning system in demonstrating (based on the professional opinion of Lyons CMC (Coal Mining & Geotechnical Consultancy)) that the development site is or can be made safe and stable for the development following the mitigation measures identified within the conclusions of the CMRA. As such, no objections were received subject to the inclusion of standing advice.

Considering the above, this is considered to weigh significantly in favour of the proposal.

The proposal is therefore considered to comply with Local Plan Policy CL1: Contaminated and Unstable Land and is considered acceptable.

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**