
2023/0624

Applicant: Mr Sunder Kripalani

Conversion of two letting rooms to a one-bedroom flat

Bedsits 3 and 4, 303-307 The Crescent, Barnsley Road, Cudworth, Barnsley, S72 8SY

Site Description

The application is in relation to an attached, 3 storey building located on Barnsley Road in Cudworth. The building is constructed from stone with former retail units at the ground floor and residential accommodation above. The site has been subject to extensive planning history with the most recent application being a Lawful Development Certificate (LDC) for the existing use of the building as 5 flats in relation to the first and second floor of the building.

There are two dormers on the front roof plane facing onto the road and the site is located to the North-East of the District Centre of Cudworth on what is described as the secondary shopping frontage. The surrounding area is mixed in terms of its use, given the central location within Cudworth. The terrace row also consists of a hot food takeaway and a residential dwelling. In the nearby area there are a wider set of use classes consisting of retail, a public house, church, MOT and Servicing Garages, a supermarket (ALDI) and a mix of residential dwellings. To the rear of the building is a small courtyard, the use of which is unclear but the site visit showed it was used at that time for parking and bin storage. The rear elevation of the building has a metal external staircase leading to the first floor of the building.

Relevant Site History

2007/1853 - Conversion of ground floor shop units into three bed sits - Approved with conditions

2020/1345 - Change of use of ground floor retail units with HMO above to 6no.apartments including external alterations - Refused due to inadequate room sizes, lack of dedicated parking, and lack of private amenity space

2021/0301 - Change of use of ground floor retail units to 2no. flats - Approved with conditions

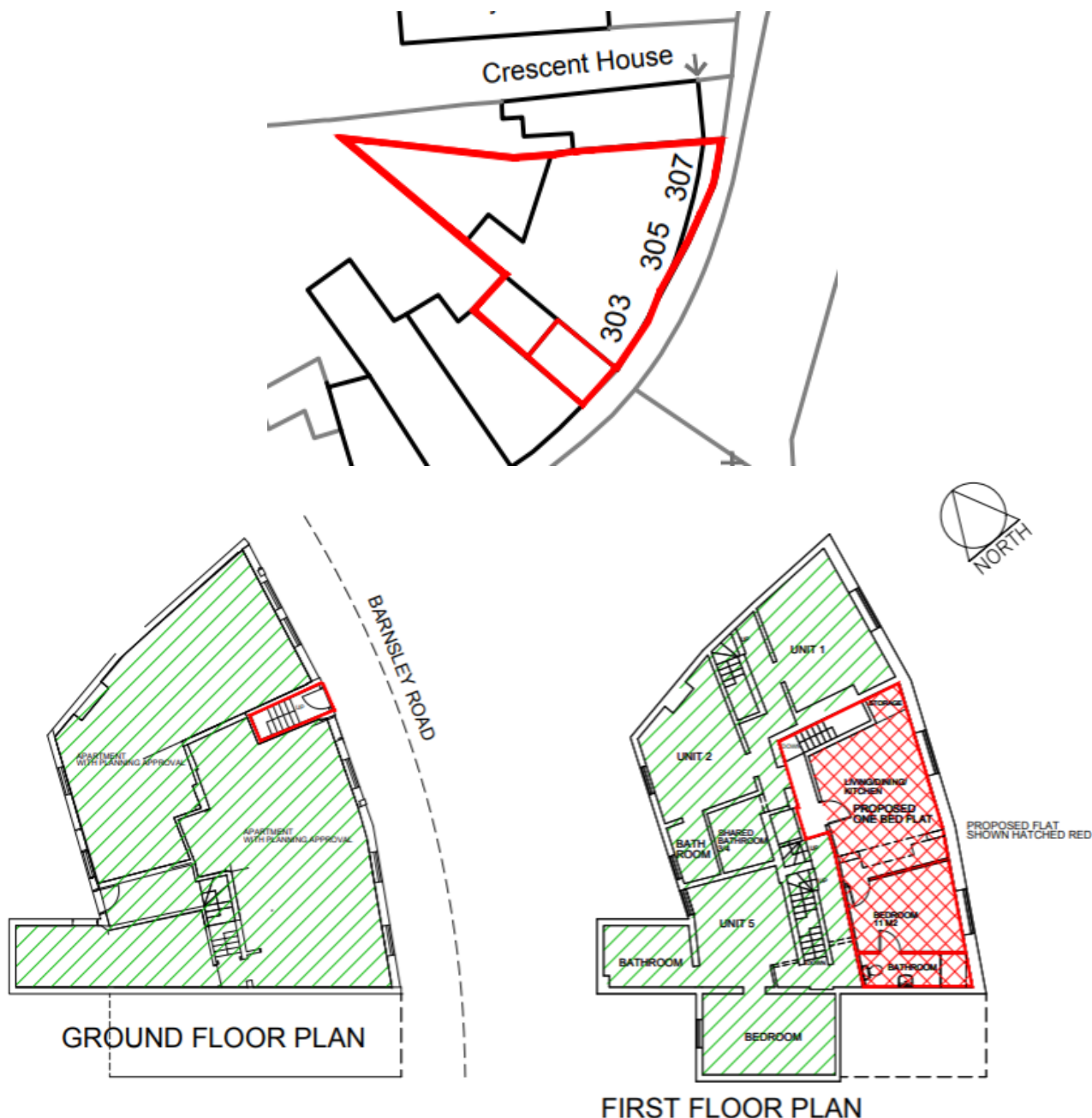
2022/0170 – Lawful development certificate for a 8 bedroom HMO – Refused due to insufficient evidence

2022/0904 – Change of use of first and second floor to 8 bedroom house in multiple occupation (HMO) and installation of dormer to front (Refuse)

2023/0159 – Lawful Development Certificate for existing use as five flats in relation to part of the first floor and full second floor of the building (Granted)

Proposed Development

The applicant is seeking approval for the conversion of letting rooms 3 and 4 of the building (both located on the first floor) to a one-bedroom flat. The flat is shown on the plans to feature three rooms, an open plan kitchen/dining/living room, a bedroom and a bathroom, with a small storage space in the open plan K/D/L room. There is no allocated parking or amenity space shown on the plan, and no external alterations are proposed. The access into the building is front of the building which is the same as the existing arrangement.



Policy Context

Local Plan

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 National Planning Policy Framework represents up-to-date government planning policy and is a material consideration that must be taken into account where it is relevant to a planning application. The following policies are relevant:-

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.

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.

SD1: Presumption in favour of Sustainable Development – When considering development proposals we will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. We will work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

LG2: The Location of Growth - Priority will be given to development in the following locations:

Urban Barnsley;
Principal Towns of Cudworth, Wombwell, Hoyland, Goldthorpe (which includes Thurnscoe and Bolton on Dearne), Penistone and Royston; and
Villages.

Urban Barnsley will be expected to accommodate significantly more growth than any individual Principal Town, and the Principal Towns will be expected to accommodate significantly more growth than the villages, to accord with their place in the settlement hierarchy

H1: The Number of New Homes to be Built – The Council will seek to achieve the completion of at least 21,546 net additional homes during the period 2014 to 2033. A minimum five year supply of deliverable sites will be maintained.

H2: The Distribution of new Homes – The location of housing development accords with the settlement hierarchy and Policy LG2 regarding location of growth.

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 in the Plan.

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.

T4: New Development and Transport Safety – New development will be expected to be designed and built to provide all transport users within and surrounding the development with safe, secure and convenient access and movement.

Poll1: Pollution Control – 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. Developers will be expected to minimise the effects of any possible pollution and provide mitigation measures where appropriate.

RE1: Low Carbon and Renewable Energy - All developments will be expected to seek to incorporate initially appropriate design measures, and thereafter decentralised, renewable or low carbon energy sources in order to reduce carbon dioxide emissions and should at least achieve the appropriate carbon compliance targets as defined in the Building Regulations.

Supplementary Planning Documents

- Design of Housing Development
- Parking
- Sustainable Travel

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

Highways DC – The Council's Parking SPD recommends one parking space per three rooms in houses of multiple occupancy. A one-bedroomed flat should be provided with one space according to the same document. As such, although there is a minimal increase to the required amount of parking, this would not be enough to have a significant impact on the highway. Barnsley Road is protected by a "no waiting at any time" restriction in front of The Crescent, and the site is in a central, sustainable location. Given the above, the scheme is acceptable from the perspective of highways development control. No specific conditions are deemed necessary.

Highway Drainage – No objections raised.

Pollution Control – No comments received.

Ward Councillors – No comments received.

Representations

Neighbour consultation letters were sent to neighbouring residents with a site notice placed nearby; no comments were received.

Assessment

Principle of Development

The application site has extensive planning history and the first and second floors of the building have been established to be residential. The proposed development seeks to change the use of 2 x letting rooms in the first floor from bedsits to a single residential flat. Local Plan Policy H4 allows for the creation of residential units on small non-allocated sites providing that other policies in the Local Plan are complied with. The principle of development is considered to be acceptable given that the building is remaining in residential use.

Residential Amenity

The proposed development does not make any external alterations to the building, such as additional windows or doors serving the property. Compared to the existing arrangement on site, the development would likely have a reduced or neutral impact on the amenity of neighbouring residential properties given that the unit numbers on site are effectively being reduced.

The flat features an open plan Kitchen/Dining/Living room measuring 21sqm and a bedroom measuring 11sqm. The total floor area of the flat would be 38sqm which falls short of the minimum standards expected of a one bed, one person flat in the borough (48sqm), however it meets minimum national expected floor space (37sqm). The bedroom is just under the required internal size for a double bedroom, whilst meets the criteria for a single bedroom (7sqm).

Despite the shortfall, consideration must be given to the fact that the existing building is used for residential purposes and already features bedsit units which do not represent good standards of living conditions for occupants. With this in mind, this is considered to be an acceptable layout compared to the existing arrangement in the building.

The building features a shared courtyard to the rear with access through an arched passageway under the building. The site visit showed that the area to the site is used for parking and bin storage and is not reasonably capable of being used for amenity space for the proposed flat. The SPD for Design of New Housing Development requires at least 50sqm. Clearly, this is not feasible on the site but the SPD does also state that flexibility can be afforded to sites located in the Borough's centres and consideration can be given to green spaces nearby. In this case, there is a substantial offering of green space nearby. Most notably is Cudworth Park (measuring 4.35 ha) which features a children's play area, bowling green/pavilion and MUGA. The closest entrance to Cudworth Park from the site is 310m from the entrance to the site, or a 4-minutes' walk according to Google Maps. But also, there is Dorothy Hyman 350m to the South, or a 7-minute walk according to Google Maps. Dorothy Hyman has a skate park, bowling green and youth centre and there is also a sports centre on site. This offering of local green space is considered acceptable to mitigate the shortfall of private/shared amenity space of the proposed flat.

The proposed development is considered to be acceptable subject to conditions.

Highways Safety

There is a shared area to the rear of the site in a courtyard area which is used for parking however this does not fall within the red line boundary for the site and technically there is no allocated parking proposed for the site. This is not in line with the Council's SPD for parking which requires at least one parking space per residential unit, however the same document requires at least 1 parking space per three HMO units. The site is currently occupied by two letting units, therefore can be interpreted that at least one parking space should be provided for the existing use. Hence there is no change to the required parking demand on site compared to the existing.

The southern side of Barnsley Road has double yellow lines which restricts parking, however the surrounding area allows for street parking. Additionally, there is a small car park immediately adjacent to the site which does not have any parking restrictions and could be utilised for future occupants of the proposed flat.

The site is located within the district centre of Cudworth with a wide array of local services nearby and a bus stop directly adjacent to the site which would very likely reduce the need for parking and private vehicular travel within the area. Barnsley road – particularly to the East – has an array of local services and shops, including a Supermarket (ALDI) within a short walking distance. Additionally, there are several green spaces in close proximity to the site, most notably is Cudworth Park (measuring 4.35 ha) which features a children's play area, bowling green/pavilion and MUGA. The closest entrance to Cudworth Park from the site is 310m from the entrance to the site, or a 4-minutes' walk according to Google Maps.

The application site is centrally located in the district centre of Cudworth and it's clear that there is a sufficient provision of local services and green space, with street parking nearby and local bus services which would serve the future resident/s of the building. The proposed development is therefore considered to be acceptable in terms of highways safety.

Visual Amenity

There are no external alterations proposed to the building.

Conclusion

The applicant is seeking approval for the change of use of the two letting units to a one bedroom flat. The site has substantial planning history with the most recent planning application being a Lawful Development Certificate (LDC) for the use of the building for five flats. As such, the building in general has long been established for residential purposes and the development proposes to change two undesirable letting units to a single residential flat. The site is considered to be in a sustainable location, within the district centre of Cudworth, close to a wide variety of local services, including a Supermarket (ALDI) within a short walking distance as well as the High Street of Cudworth to the East. There is also a substantial offering of green spaces nearby, most notably is Cudworth Park (measuring 4.35ha) which is 310m from the site, or a 4-minute walk.

The development is not in line with several elements of local planning policy in that the internal floor space does not meet the standards within the South Yorkshire Residential Design Guide (SYRDG), the lack of allocated parking and the lack of amenity space. However, it is considered that the above is mitigated by the

central location of the site, close to the above-mentioned local services and green space, and also the fact that the site is already used for smaller and undesirable letting units. The internal space of the flat meets the minimum national described space standard expected nationally in the technical housing standards document and given the existing use, it would be unreasonable to refuse based on the lack of internal amenity space.

The proposed development is considered to be acceptable and is recommended for approval subject to conditions.

Recommendation

Approve with conditions