

Applicant: Ms Stephanie Dunlavey

Description: External alterations to existing workshop/store/office building including replacement roof and re-modelling

Site Address: Rear of 56 Hoyland Road, Hoyland Common, Barnsley, S74 0PB

Site Location & Description

The application relates to a light industrial (B1(c)) workshop/store building with associated office. The building is a mixture of single storey and two storey elements and is constructed from brick and profile metal sheeting. There is a pedestrian access and vehicular access to the front of the building which is served by an access road located between 54 and 56 Sheffield Road.

The properties to the South of the Site, fronting Sheffield Road, are 2 storey stone built terraced buildings which accommodate a mixture of commercial and residential uses. The application immediately adjoins outbuildings associated with these properties. To the North of the site is a gated development of residential dwellings which shares the same access as the site.



Proposed development

The main amendments relate to the replacement/remodelling of the existing roof. There are numerous angles and pitches associated with the current roof layout and it is proposed to simplify the design to incorporate a flat roof across the entire building with a step in the middle where the height increased to the 2-storey element. The remodelling would allow for a first-floor office space

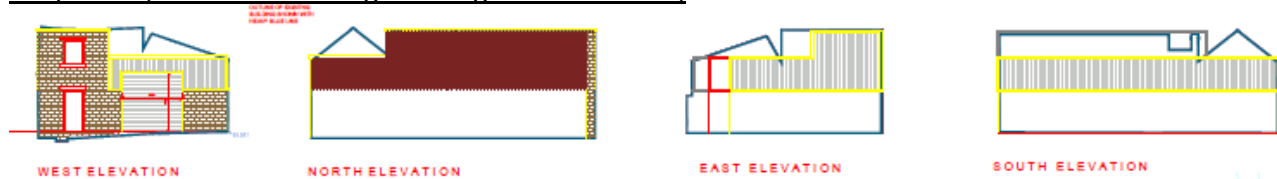
and the materials of the building would be more uniform with a mixture of brick and profile metal sheet. The footprint of the building would not increase but the creation of the first-floor office would add 37m² of floorspace.

Following discussions between the applicant and the neighbouring resident, the proposed materials have been amended during the course of the application to reduce the amount of profile metal sheeting, particularly on the Northern Elevation

Existing



Proposed (outline of existing building shown in blue)



Policy Context

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

Policy T4 New development and Transport Safety

Policy GD1 General Development

Policy D1 High Quality Design and Place Making

Policy Poll1 Pollution Control and Protection

Policy LG2 The Location of Growth

Policy E4 Protecting Existing Employment Land

Policy CL1 Contaminated and Unstable Land

NPPF

The NPPF 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.

Paragraphs of particular relevance to this application include:

Para 80 – Planning policies and decision should help create the conditions in which businesses can invest, expand and adapt.

Para 91 - Planning policies and decisions should aim to achieve healthy, inclusive and safe places

Para 109 - 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 would be severe.

Para 124 - The creation of high-quality 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.

Consultations

Reg Services – No comments

Ward Councillors – No comments

Representations

4no. letters of objection/concern were received. The main points of concern are;

- Metal cladding facing the Northern boundary boundary (this has since been removed and replaced by brick following resident's correspondence with the applicant)
- Noise and disturbance during construction
- Potential impact on access to their property/lack of parking
- Potential trespassing from builders
- Location of rainwater goods

Assessment

Principle of Development

Local Plan Policy LG2 'The Location of Growth' states that priority will be given to development in Urban Barnsley. Urban Barnsley will be expected to accommodate significantly more growth than any individual Principle Town. Policy E4 'Protecting Existing Employment Land' goes on to state 'land or premises currently or last used for employment purposes will be retained in order to safeguard existing or potential jobs'.

The NPPF paragraph 80 states that 'planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity'.

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.

Residential Amenity

The footprint of the building would not increase as a result of the proposed works as the alterations predominantly relate to the remodelling of the roof. There would be an office area created at first floor level, but the maximum height of the resultant building would not exceed the current maximum height, in fact some areas, especially to the rear would be reduced in height given the pitched roof would be replaced by a flat roof.

The building is within close proximity to the rear elevations of the properties fronting Hoyland Road and it shares a boundary with 4 The Old Smithy, directly to the North of the site. However, overall, the proposed roof does not exceed the highest part of the existing roof and when the existing building is overlaid on the proposed building, it would not be significantly different in terms of overshadowing or overbearing impact. As such, residential amenity levels would be maintained.

The Offices would have a window at first floor level on the front elevation, but this would face the access road and outbuildings beyond. The main office space would be lit by roof lights which have

no views of neighbouring properties or private amenity spaces; therefore, privacy levels would be maintained.

There would only be a modest increase of 37m² of floor space as a result of the first-floor office. It is not proposed to increase staff numbers and the current operations on the site and opening times would be retained, as such, there would be no significant increase in noise and disturbance over and above current levels, in accordance with Local Plan Policy GD1.

An objection has been received regarding potential noise and disturbance during construction, a condition will be recommended to limit it to sociable hours. The objector also raised concerns regarding potential trespassing on their land and vehicular access being blocked, that is separate from the planning process and covered by separate legislation.

Design & Visual Amenity

The building is in a non-prominent position set back from Hoyland Road with only fleeting glimpses from between the terraced properties. In any case, the proposed works to simplify the existing roof design and coordinate the external materials would arguably improve the visual amenity of the area resulting in a more cohesive building, in accordance with Local Plan Policy D1.

It is noted that an objector raised concerns with the impact the profile metal sheeting on the Northern elevation would have on their visual amenity, however, following discussions between the neighbour and the applicant this has since been amended to brickwork to match the existing brickwork.

Highway Safety

There would be no increase or decrease in the number of parking spaces and it is not proposed to increase the number of staff. The existing vehicular and pedestrian access points would remain.

Conclusions

Taking into account the relevant development plan policies and other material considerations, it is not considered that there are any significant and demonstrable adverse impacts that would outweigh the benefits associated with the granting of planning permission for the revised scheme. The proposal therefore complies with the development plan as a whole and the advice in the NPPF.

As such the scheme is considered to accord with policies and guidelines and is recommended for approval.

Recommendation

Approve subject to conditions