

2024/0395

Miss Katie Mitchell

Change of use of part of building for a beauty salon and training school (Mixed use Class E/F1)

Unit 3, Potters of Barnsley Ltd, Barnsley Road, Wombwell, Barnsley, S73 8DJ

Background

1993/0336 - Change of use of vehicle fast fit centre to meat products preparation unit – Approved with condition – No vehicle deliveries outside of the hours of 7am to 7pm Mondays to Saturdays and at no time on a Sunday and Bank Holidays.

2003/0967 - Erection of two storey container for store and office use – Approved

2015/0929 - Erection of two storey extension to existing meat production unit to create storage and office accommodation – Approved with conditions

2018/1087 - Discharge of condition 6 (Tree protection measures) of application 2015/0929 – Approved

2021/1512 - Change of use from meat processing factory to mixed use development, Class E (Commercial Business and Service apart from Class E(a) display or retail sale of goods) – Approved with conditions including the following:-

The uses hereby permitted shall be carried on only between the hours of 07:00 to 19:00 Mondays to Sundays including Bank Holidays.

Reason: To reduce or remove adverse impacts on health and the quality of life, especially for people living and/or working nearby, in accordance with Local Plan Policy POLL1.

2022/0551 - Change of use of Unit 5 to motorcycle showroom with workshop and storage (Sui Generis) – Approved with conditions

Description

Potters of Barnsley is a former meat processing factory (B2 use) which is set off Barnsley Road, Wombwell. The building has a recent permission to change into a mixed use development including, Class E (Commercial Business and Service apart from Class E(a) display or retail sale of goods). Occupants for the units were not established at the time of the 2021 permission so a mixed use permission was sought to allow for a range of occupiers. Unit 3 is vacant and is the subject of this application. Unit 5 is now used as a motor cycle showroom and garage as approved under application 2022/0551.

The site currently consists of a parking area to the front and a metal clad factory building on a brick plinth. To the rear is a hard surfaced yard. To the north east and north west of the site are new build residential properties, to the south east is a car sales business. Adjacent to the site on Barnsley Road are residential properties which consist of semi detached and terraced dwellings. Existing landscaping screens the site along the north east and north western boundaries.

Proposed Development

The applicant is proposing a change of use of Unit 3 to a beauty salon and training school (Mixed use Class E/F1).

The external alterations include new windows in place of the existing roller shutter doors. No signage is proposed, however this may be subject to separate advertisement consent. The existing parking areas will be utilised by the business. The floor plans show a classroom/training room, lash/makeup/nail station area, 3 treatment rooms, two offices, wc, reception, and kitchen/staff room.

The applicant has confirmed the following:-

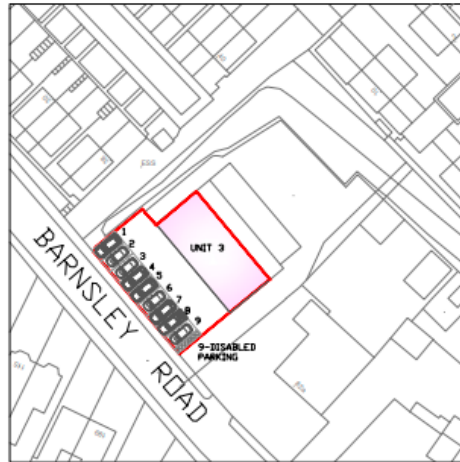
Opening Hours proposed are 9:00 to 17:00 Mondays, Tuesdays, Wednesdays and Fridays, 9:00 to 20:00 on Thursdays, 9:00 to 15:00 Saturdays and at no time on Sundays or Bank Holidays.

The applicant has provided the following information in support of the planning application at the request of the Highways Officer:- 'Firstly, the car park will be 9 spaces with one disabled parking space. The back also has parking area, which is used for the business already at the back.

The areas will be up for rent on a self employed basis. These areas will not all be used at once. There will be a maximum of 9 clients at any one time, When at full capacity. This is as the beautician/ hair dressers renting out the spaces will be working on different days and times. The rooms will be allocated to them, so all there belongings will be in their rooms or at their stations but all the staff will not be all working together. I will work out a rota once the beauticians and hairdressers are finalised for working days so the salon will not be over capacity at any one time.

The training school will be used with in the salon hours, but it will not be at the same time as clients. As training days will be booked far in advance, so the salon will be booked out for those days. As I will be the one doing the teaching, and other members who are renting my spaces. The teaching will commence in training hours but not when the salon is full of clients. This will be blocked out in advance so the salon is not over capacity.

There will be no more than 6 students in the training school at any one time. This is so that there is enough space in the training room and the students can be taught comfortably and can do practical's on each other. Also, my part time member of staff who will be joining my at the salon has a teaching assistant qualification too, so this will help in the training department also.'



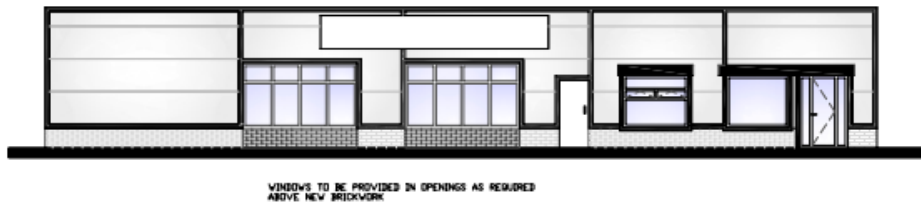
REV A CAR PARKING SPACES ADDED 30-05-24
STD CAR PARKING SPACE USED
2400 x 5000mm
DISABLED PARKING 5000 x 3600

CLIENT UNIT 3	TITLE BLOCK PLAN	 METRES	DRAWN	SCALE 1:500 @ A3	REV	A		
				DATE 11/05/2024	DRG No	24/003		

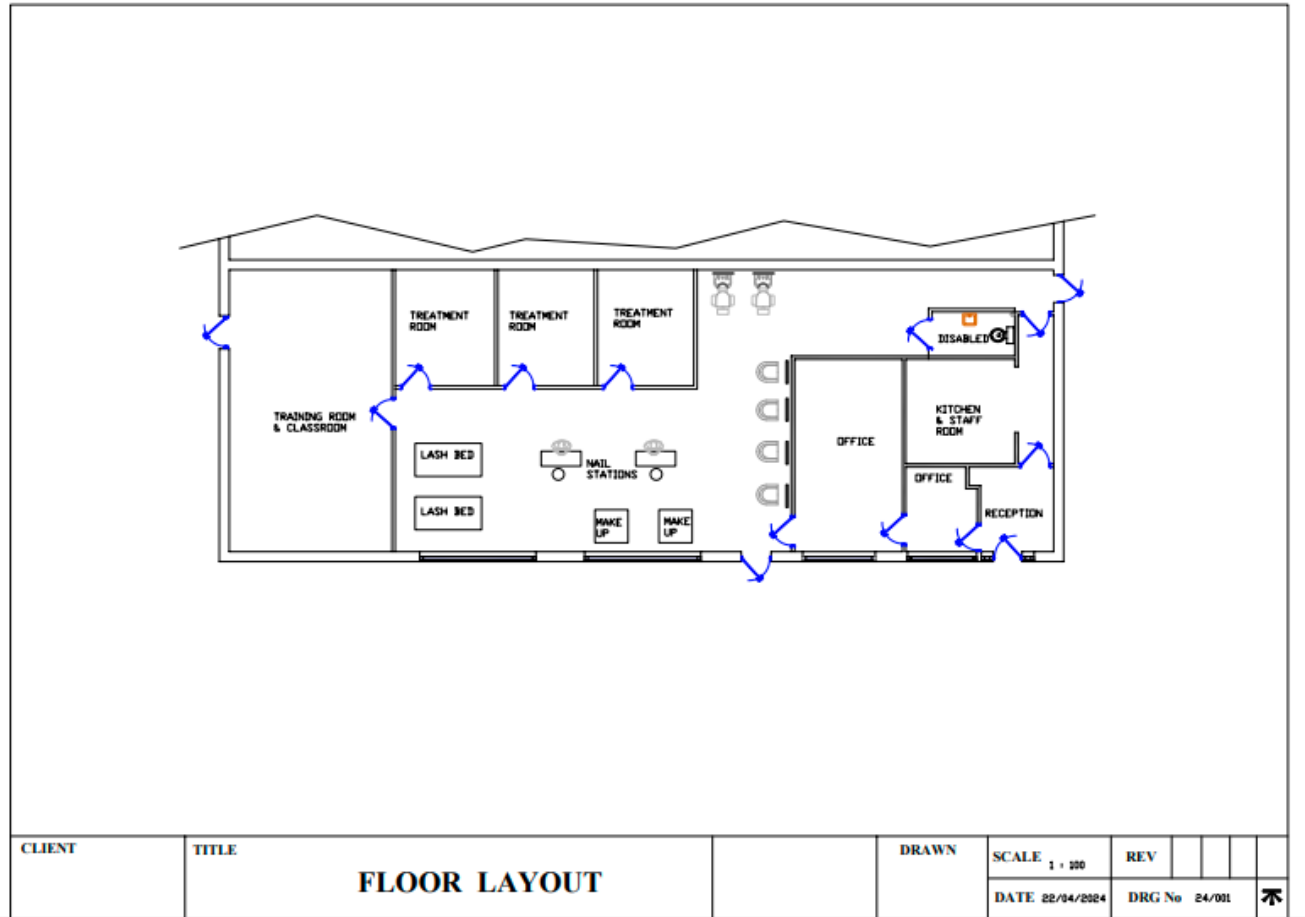
EXISTING FRONT ELEVATION



PROPOSED FRONT ELEVATION



CLIENT	TITLE FRONT ELEVATIONS (UNIT 3)	DRAWN	SCALE 1 : 100	REV			
			DATE 11/05/2024	DRG No	24/002		



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.

Local Plan

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

Policy GD1 General Development

Proposals for development will be approved if:

- There will be no significant adverse effect on the living conditions and residential amenity of existing and future residents;
- They are compatible with neighbouring land and will not significantly prejudice the current or future use of the neighbouring land;
- They will not adversely affect the potential development of a wider area of land which could otherwise be available for development and safeguards access to adjacent land;
- They include landscaping to provide a high quality setting for buildings, incorporating existing landscape features and ensuring that plant species and the way they are planted, hard surfaces, boundary treatments and other features appropriately reflect, protect and improve the character of the local landscape;
- Any adverse impact on the environment, natural resources, waste and pollution is minimised and mitigated;
- Adequate access and internal road layouts are provided to allow the complete development of the entire site for residential purposes, and to provide appropriate vehicular and pedestrian links throughout the site and into adjacent areas;
- Any drains, culverts and other surface water bodies that may cross the site are considered;
- Appropriate landscaped boundaries are provided where sites are adjacent to open countryside;
- Any pylons are considered in the layout; and
- Existing trees that are to remain on site are considered in the layout in order to avoid overshadowing.

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.

We will not allow development of new housing or other environmentally sensitive development where existing air pollution, noise, smell, dust, vibration, light or other pollution levels are unacceptable and there is no reasonable prospect that these can be mitigated against.

Developers will be expected to minimise the effects of any possible pollution and provide mitigation measures where appropriate.

Policy D1 High Quality Design and Place Making

Design Principles:

Development is expected to be of high quality design and will be expected to respect, take advantage of and reinforce the distinctive, local character and features of Barnsley.

Policy 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.

Policy TC1 Town Centres

Support will be given to maintaining and enhancing the vitality and viability of the following hierarchy of centres:

Town: Barnsley Town Centre

District: Cudworth, Hoyland, Wombwell, Goldthorpe, Penistone, Royston

Local: Athersley, Bolton on Dearne (St Andrew's Square), Darfield, Darton, Dodworth, Grimethorpe, Hoyland Common, Lundwood, Mapplewell, Stairfoot, Thurnscoe (Houghton Road), Thurnscoe (Shepherd Lane)

A sequential approach will be used to assess proposals for new retail and town centre development. This will help to achieve the spatial strategy for the borough and will focus development on identified centres in the first instance. Edge of centre and out of centre development will only be allowed where it meets the requirements of NPPF.

Impact assessments will also be required as laid out in policy TC3. These should comply with the requirements of the NPPF.

Policy TC3 Thresholds for Impact Assessments

Proposals for retail and leisure uses will be required to provide an impact assessment if they are of a scale, role or function where they could have a negative impact on the vitality and viability of the centre and are: Located outside the Primary Shopping Area of Barnsley Town Centre and are: Located outside a District Centre and have a floorspace in excess of 1000 square metres gross

Policy 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. If a development is not suitably served by the existing highway, or would create or add to problems of safety or the efficiency of the highway or any adjoining rail infrastructure for users, we will expect developers to take mitigating action or to make a financial contribution to make sure the necessary improvements go ahead. Any contributions will be secured through a planning obligation or planning condition.

NPPF

The National Planning Policy Framework (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.

Paragraph 86 of the NPPF states that local planning authorities should apply a sequential test to planning applications for main town centre uses which are neither in an existing centre nor in accordance with an up-to-date plan. Main town centre uses should be located in town centres, then in edge of centre locations; and only if suitable sites are not available (or expected to become available within a reasonable period) should out of centre sites be considered.

When considering edge of centre and out of centre proposals, preference should be given to accessible sites which are well connected to the town centre.

Applicants and local planning authorities should demonstrate flexibility on issues such as format and scale, so that opportunities to utilise suitable town centre or edge of centre sites are fully explored.

Supplementary Planning Documents (SPD):

Parking – sets out parking standards that will be applied to all new development.

Consultations

Highways DC – No objections

Pollution Control – No objections subject to conditions

Drainage – Details to be checked by Building Control

Ward Councillors – No comments received

Representations

Neighbour notification letters were sent to surrounding properties and a site notice was posted adjacent to the site. The following comments have been received:-

1 objection –

- Potential light pollution
- Traffic
- Parking
- Increase in uses at the site

Assessment

Principle of Development

The proposal lies within an area of Urban Fabric (no specific allocation) on the Local Plan Proposals Map, where development may be considered acceptable where, there will be no significant adverse effect on the living conditions and residential amenity of existing and future residents and where they are compatible with neighbouring land and will not prejudice the current or future use of land. The site is set outside the District Centre of Wombwell.

The proposed use includes a beauty salon and training school (Mixed use Class E/F1). The site has permission for a mixed use development including Class E (Commercial Business and Service apart from Class E(a) display or retail sale of goods). The additional use for beauty training school is considered to be an appropriate and compatible use within this area of Urban Fabric and also compatible with the type of uses approved under extant application 2021/1512 and as such would not be considered of detriment to the vitality or viability of nearby local and district centres.. The proposal is therefore acceptable in principle, subject to General Development Policy GD1.

Other issues such as the impact upon residential amenity and highway safety and compliance with policy GD1 are assessed below:-

Residential Amenity

The main issue is considered to be the impact of the change of use upon residential amenity due to the proximity of the surrounding residential properties. Given the nature of the proposal as a beauty salon and training school, this will generally be a quiet use. The Council's Regulatory Services team have been consulted and have no objection to the proposal subject to conditions.

The applicant has confirmed that the use would be open for the following hours- Opening Hours proposed are 9:00 to 17:00 Mondays, Tuesdays, Wednesdays and Fridays, 9:00 to 20:00 on Thursdays, 9:00 to 15:00 Saturdays and at no time on Sundays or Bank Holidays. The original planning permission for the mixed use development was permitted for 07:00 to 19:00 Mondays to Sundays including Bank Holidays, therefore the use is intended to be open much less than these hours, but until 20:00hrs on a Thursday, which given the nature of the use is acceptable. Given the previous permission and that the Beauty use could be used under the previous planning permission, then the opening hours are acceptable and should be conditioned accordingly.

It is acknowledged that there are some residential properties within the vicinity however it is considered that the proposed use would not have a significant detrimental impact on amenity of the adjacent residential properties by way of noise/disturbance, given the nature of the proposal and compared to the previous permitted B2 use of the site. The proposal is considered to be acceptable when measured against policies GD1 of the Local Plan and POLL1, subject to conditions.

Visual Amenity

In terms of external alterations, no extensions to the building are proposed. The external alterations include a new glazed entrance/windows which are acceptable. Any separate signage, subject to the size and illumination, may require separate consent. The proposal is therefore considered to be acceptable in terms of visual amenity in accordance with policy D1 of the Local Plan.

Highway Safety

The site is located on A663 Barnsley Road, a classified road with a 30mph speed limit where it passes the site, and is located close to services, amenities and facilities. The application proposes to convert Unit 3. Access to the site will be gained over the existing access which provides suitable visibility. The site benefits from car parking provision to the front of the site with 9 parking spaces and a disabled parking space.

Further information has been provided by the applicant in terms of the nature of the business and the public car parks in the vicinity. The Highways Officer has stated:- 'Given that the applicant has clearly stated that the business will not be expanded upon from the staff and client numbers provided and the further information provided in relation to the available public car park provision in the local area, there are no further reasons to offer objection to the proposal. As there are no material changes to take place to the site access or carpark, there are no highways conditions required.'

The proposed change of use will be unlikely to impact upon highway safety or the local highway network, given the previous permissions at the site, in accordance with Policy T4 of the Local Plan and the SPD Parking.

Conclusion

In conclusion, the proposal is considered to be acceptable when measured against policies GD1 of the Local Plan and would not have a significant detrimental impact on the existing Local Centre, wider street scene, highway safety or residential amenity and as such is acceptable, subject to conditions.

Recommendation

Approve subject to conditions

