
Ref 2022/0070

Applicant: Mr Peter Sleight

Description: Erection of a two-storey building comprising 6no flats and associated parking

Site Address: Land at Hall Street, Hoyland, Barnsley, S74 9JR.

Site Location and Description

The application site fronts onto Hall Street which is located centrally within Hoyland Town Centre. Hall Street runs from north to south and supports both commercial land residential uses. It links King Street (north) to Southgate (south) which in turn form part of the town centre one way system. Commercial uses include a wholesale carpet shop, offices to the rear of the terraced properties to the East and retail units towards King Street. The application site is located to the west of Hall Street and is overlooked by a row of two storey traditional terrace properties (4-12), a newly built outdoor market sits on a former car park to the West site and the side elevation of the carpet shop is immediately to the north.

**Site History**

00/0125 – Erection of two-storey block of 6 flats – approved

05/0605 – Erection of a two-storey building of six self-contained flats – approved

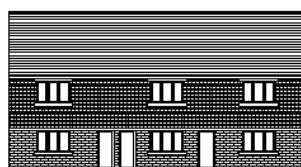
2010/0120 – Erection of two-storey building of six self-contained flats (B/05/0605/HN Extension of time limit) – approved

2013/0133 – Erection of two-storey building of six self-contained flats (B/05/0605/HN and 2010/0120 Extension of Time Limit) – approved & extant

2016/0575 - Erection of a two-storey building comprising 6 flats and parking – approved & Extant upto 06/07/2019 – approved plans shown below;



PROPOSED FRONT ELEVATION



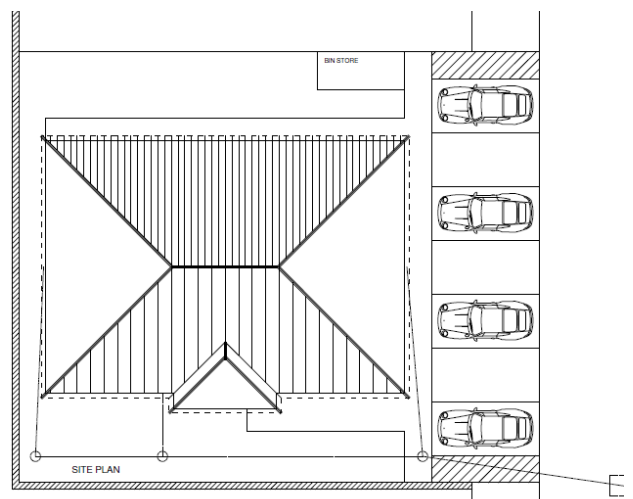
PROPOSED REAR ELEVATION



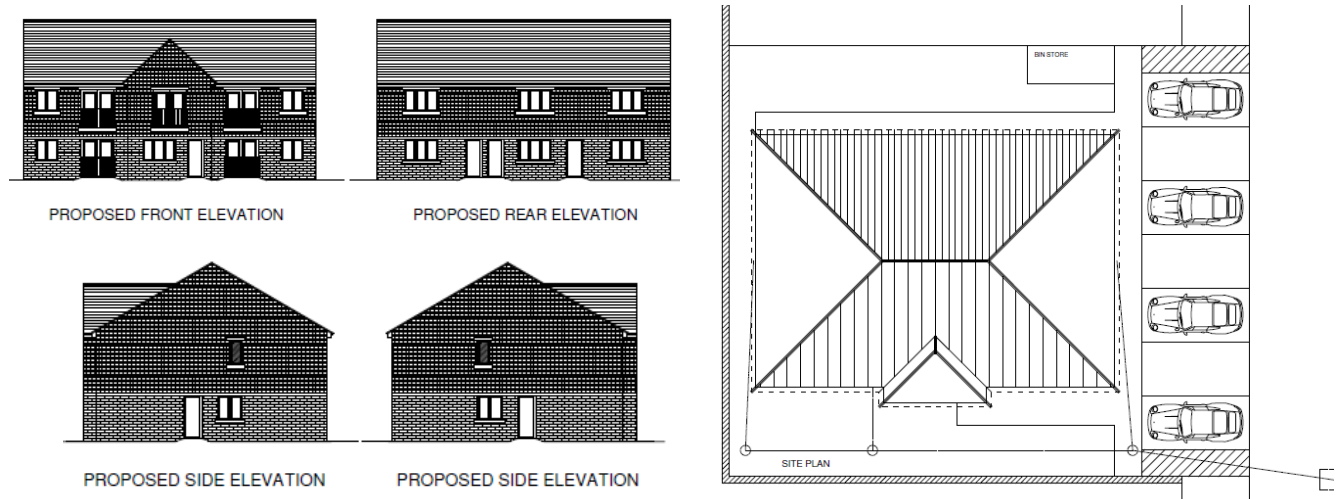
PROPOSED SIDE ELEVATION



PROPOSED SIDE ELEVATION



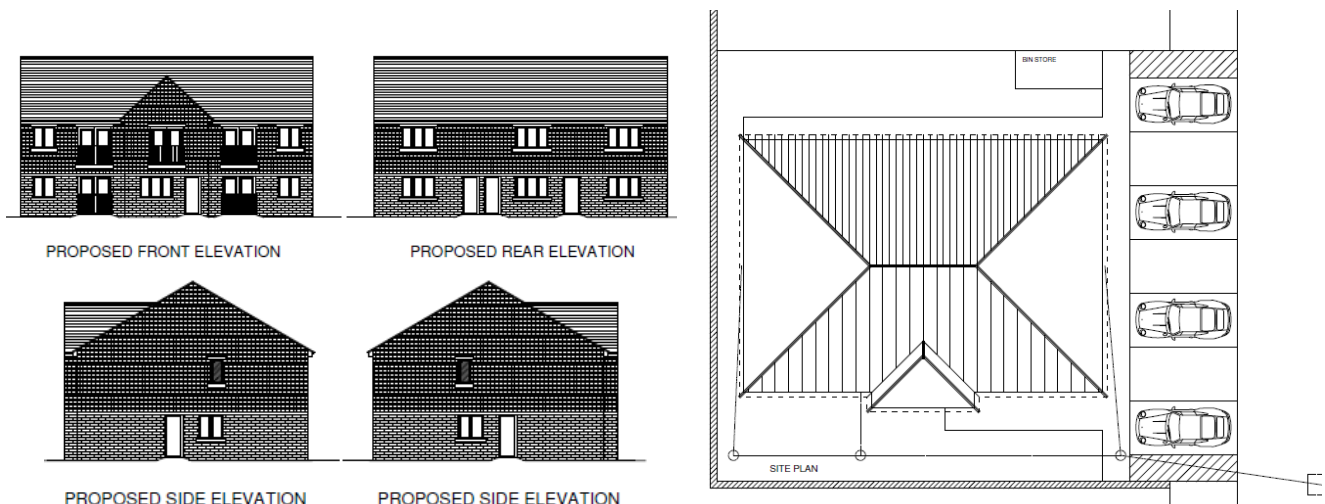
2019/0321 - Erection of a two-storey building comprising 6no flats and associated parking – approved subject to conditions



Proposed Development

Following on from the previous approvals, the last of which (2019/0321) is still valid until 08/05/2022, the applicant seeks permission for exactly the same development in order to have a further 3 years to commence the development. The building would accommodate 2no. 2 bedroom and 1no. 1-bedroom apartments on both the ground and first floors, 6 apartments in total.

Externally there would be a bin store adjacent to the Northern elevation and 7no. parking spaces adjacent to the Eastern elevation.



Policy Context

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

Policy H1 The Number of New Homes to be Built

Policy H6 Housing Mix and Efficient Use of Land

Policy T3 New Development and Sustainable Travel

Policy T4 New development and Transport Safety

Policy SD1 Presumption in favour of Sustainable Development

Policy LG2 The Location of Growth

Policy GD1 General Development

Policy D1 High Quality Design and Place Making.

Policy Poll1 Pollution Control and Protection

Policy BIO1 Biodiversity and Geodiversity

Policy CC2 Sustainable Design and Construction

Policy CC4 Sustainable Drainage System (SuDS)

Policy RE1 Low Carbon and Renewable Energy

Policy I1 Infrastructure and Planning Obligations

SPD's

- Design of Housing Development
- Parking
- Sustainable Travel

Other

South Yorkshire Residential Design Guide

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 7 - The purpose of the planning system is to contribute to the achievement of sustainable development.

Para 11 – Plans and decisions should apply a presumption in favour of sustainable development.

Para 93 - Planning policies and decisions should aim to achieve healthy, inclusive and safe places

Para 111 - 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 126 - 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

Highways – No objections subject to same conditions as 2019/0321

Reg Services – No objections subject to conditions

Drainage – no objections subject to conditions

Tree Officer – No comments on this application but no objections previously

SYMAS – No objections, site does not lie within a CMRA

Yorkshire Water – No objections

SFSY – No objections subject to standard condition

Ward Councillor – 1no. Cllr raised concerns that the development would add to the existing parking problems within the area.

Representations

A site notice was erected within the immediate area and 13no. neighbouring properties consulted via letter. No letters of objection have been received.

Principle

Application 2019/0321 is extant and could be built out (subject to the relevant conditions being discharged), as such; the principle of residential development on the site has been set and has a bearing on this application. The previous application was considered under the Local Plan and South Yorkshire Residential Design Guide. It is noted that some of the SPD's have been updated, however, the majority of the guidelines used to assess this application within the previous SPD's have been carried forward into the currently adopted SPD's.

Hoyland is identified as one of the smaller district centres whereby retail provision is concentrated along the frontages to High Street, King Street and Market Street. The site falls outside the primary Shopping Frontages and therefore non-A1 uses can be considered.

Hall Street is an unusual thoroughfare connecting King Street to the North with Southgate. It is at present characterised by mixed uses, with commercial clustered towards the north of the street (nearly fronting King Street) and residential being more prevalent to the south (directly opposite the site). Residential use has clearly been established in the past when previous applications have been approved.

All new dwellings must ensure that living conditions and overall standards of residential amenity are provided or maintained to an acceptable level both for new residents and those existing. In addition, development will only be granted where it would maintain visual amenity and not create traffic problems/reduce highway safety.

Assessment

Residential amenity

The proposed building would be identical to the extant permission, as such; the proposal would not be different in terms of overbearing and overshadowing impact of the existing neighbouring dwellings. The SPD requires a separation distance of 12m between existing front elevations and proposed side elevations, the proposed separation would be over 14m. Furthermore, the window arrangements between the two schemes would be very similar resulting in comparable privacy levels for both existing and future residents.

It is acknowledged that there would be a number of habitable room windows on the Northern elevation within close proximity to the side elevation of the carpet shop, with restricted light and outlook, however, this reflects the previously approved scheme and they mainly serve bedrooms, the main living area windows are proposed to the South.

The proposed flats fall short of the overall floor space requirements as set out in the South Yorkshire Residential Design Guide; however, they are identical to the extant permission, and 2016 permission, which were also assessed against the SYRDG. There is also minimal amenity space available but there is access to amenity spaces within the local area given the town centre location.

There will be some noise and disturbance from Hoyland Market adjacent to the site, including early mornings during set up, however, the markets are only held on Tuesdays and Saturdays between 8.30 and 15.00 and Thursdays between 07.30 and 12.30, as such, residential amenity should be to a reasonable degree, especially as the side elevation of the building faces the market with limited habitable room windows in.

On the matter of the relationship which would be forged with existing properties it is of note that spacing standards are exceeded (15m from non to principle elevation) and therefore an objection could not be sustained on grounds of a loss of light, amenity or disturbance.

Visual Amenity

The proposed building would be identical to the extant permission. The front elevation incorporates gables, as well as French windows with Juliette balconies to benefit from the views towards Wentworth to the South, these features add interest and would maintain visual amenity from Southgate and Hall Street.

The side elevations would also be relatively prominent from Hall Street and the Market but again they have interest through fenestration and also the change in materials between ground and first floor which runs through the entire build.

As a result of the comments above, visual amenity would be maintained to a reasonable degree, in accordance with Local Plan policy D1 and SPD 'Designing New Housing Development'.

Highway Safety

With regard to parking, the introduction of the units is likely to lead to greater control of on street parking along Hall Street as vehicles would have to maintain access to the allocated parking spaces serving the flats. Highways have also confirmed that they have no objections to the proposals given the history and extant permission.

Each flat would be allocated 1no. parking space, which is in accordance with SPD 'Parking' and, given the town centre location, public transport is easily accessible with numerous bus stops within Hoyland and Elsecar Train Station a short walk away. There are also numerous shops and services available within Hoyland itself which future occupants could utilise.

Furthermore, the scheme would also incorporate a visitor space and, for any additional visitors to the scheme, there are numerous public car parks available within Hoyland Town centre, a short walk from the site.

Conclusion

The site is subject to a long planning history for residential development, including an identical extant permission for 6no. of flats. Despite the introduction of the Local Plan since the previous approval, the scheme still accords with relevant policies and guidelines.

The site is located within a sustainable location and would make a positive contribution to the physical improvement of the site. The provision of housing directly within the centre would contribute to its overall vitality and regeneration.

In the interests of regenerating the site and contributing to the local housing stock it is therefore recommended that the application is recommended for approval.

Recommendation

Approve subject to conditions