
2021/1371

Mr Carl Hassell

Conversion of first floor flat into 2 studio flats.

51-53 Barnsley Road, Goldthorpe, S63 9LT



Description

The site is located on the corner of Barnsley Road and Straight Lane. The site comprises of a large 2 storey end terraced building, formally a hairdresser with a residential flat upstairs. The site has prior notification approval for the change of use of the commercial property below to a commercial property at the front and residential flat to the rear. The building is brick built with render to the upper floor frontage. The rear of the site has a small courtyard area which is accessed from Straight Lane. The property has been extended to the rear by way of a 2 storey and single storey rear extensions. The property fronts on to Barnsley Road and is located within the Primary Shopping Area in the Goldthorpe District Centre. The site is located within a parade of shops all fronting Barnsley Road. There are residential properties located on Straight Lane and adjacent on Barnsley Road. There is no allocated parking for this building.

The applicant has recently had a prior approval granted for the change of use of the ground floor from commercial to commercial and a residential flat to the rear 2021/1340

Proposed Development

The proposal originally proposed the conversion to 2 flats, however after further examination the flats did not meet the SYRDG standards. The proposal was amended, and the walls removed as follows:

The application seeks planning permission for the conversion of one large residential flat on the upper floor to 2 smaller studio flats. A new access door will be located on the Straight Lane elevation providing access to an internal staircase leading to both flats. The internal proposed measurements for each studio flat are Flat 2: 37sqm inclusive shower room 7.61sqm and Flat 3: 39sqm, with the bathrooms measuring

There is no dedicated parking provision for the proposed studio flats, however cycle storage provision has been provided within the rear courtyard.

Planning History

B/85/0538/DE – Installation of new shop front and extension to rear of shop (Historic)

Consultations

Pollution Control – No objection

Highways DC – Primarily they objected to the proposals, however, with the provision of cycle storage they have no further objections.

Ward Councillors – No comments received

Highways Drainage – No objection

Yorkshire Water – No comment

Neighbour Representations

None

Policy Context

The new Local Plan was adopted at the full Council meeting held 3rd January 2019 after it was found to be sound by the appointed Planning Inspector following the examination process. This means that it now takes on full weight for decision making process in planning law terms as the development plan for the Borough. Policies of relevance to this application would be as follows:

GD1: General development – Proposals for general development will be approved providing there is no significant adverse effect on residential amenity, highway safety, the current or future use of nearby land and it upholds good quality design in accordance with local plan policy D1.

SD1: Presumption in favour of sustainable development – The Council will take a positive approach to proposals that reflect the presumption in favour of sustainable development contained in the NPPF.

D1: High quality design and place making – This policy sets the overarching design principles for the borough. 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 the local area.

TC1: Town Centres – Centres are split between Barnsley Town Centre, District Centres and Local Centres. Local Centres serve smaller catchments and development here will be expected to meet the needs of the local area and not adversely impact on the vitality or viability of other nearby centres.

TC2: Primary and Secondary Shopping Frontages - Proposals for retail (A1-A5) uses will be allowed on Primary and Secondary Shopping frontages in Barnsley Town Centre and the District Centres provided that:

- Within each primary shopping frontage in Barnsley Town Centre and the District Centres, ground floor uses would remain predominantly retail (Class A1) in nature.
- Other uses may be acceptable, especially where they diversify and improve provision in a centre, provided that it can be demonstrated that the vitality and viability of the primary shopping area concerned would not be negatively affected and that ground floor uses on the Primary Shopping Frontages remain predominantly retail (Class A1) in nature.

T3: New development and sustainable travel – New development is expected to be located and designed to reduce the need for travel, be accessible to public transport and encourage smarter ways to travel rather than unsustainable use of the private car.

T4: New development and highway improvement - 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.

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

- Urban Barnsley
- Principle Towns of Cudworth, Wombwell, Hoyland, Goldthorpe, 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.

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.

SPDs:

- Parking
- Design of New Housing Development

Others

South Yorkshire Residential Design Guide

Assessment

Principle of Development

The site is located within the Goldthorpe District Centre but is also surrounded by residential properties to the rear and side of the property. Permission has already been sought to convert part of the ground floor into a residential flat within application 2021/1340. This was granted. Residential accommodation within this building is in principle acceptable providing the standards of the adopted Local Plan and associated adopted documents are met.

Highways

The property 51-53 Barnsley Road is situated on the corner of the Barnsley Road junction with Straight Lane in the centre of Goldthorpe. Double yellow lines prevent any on-street parking adjacent to the site along either Barnsley Road or Straight Lane. The property has no off-street parking provision.

T3: New development and sustainable travel, T4: New development and highway improvement, and SPD: Parking are relevant to this case as the site is not providing any off-street parking. The proposed development is located within a sustainable location with a number of good transport links:

- Goldthorpe train station is a 7-minute walk

- Bus stop is a 1-minute walk which provides several routes
- There are several amenities along the Highstreet, along with a supermarket which is a 4-minute walk

New development is expected to be located and designed to reduce the need for travel, be accessible to public transport and encourage smarter ways to travel rather than unsustainable use of the private car. The proposal is located within a sustainable area and has provided secure cycle storage facilities therefore the additional residential use would not adversely impact upon the highway. The proposals are therefore acceptable from a highway's development control perspective.

Residential amenity

In terms of noise from surrounding uses, the new flat will adjoin existing residential uses so commercial noise would not be considered an issue. In addition, the Council's Pollution Control Section have raised no objections to the scheme.

The proposed internal dimensions meet the standards for studio flats within the South Yorkshire Residential Design Guide. Shared private amenity space for flats should be a minimum of 50sqm plus and additional 10sqm per unit either as a balcony space or added shared private space. The residents have access to a rear courtyard area which provides private amenity space. The space is approximately 81sqm therefore provides enough private amenity space for the proposed 2 studio flats and approved flat on the ground floor. Given that the 1 bed studio flats and 1 bed ground floor flat is unlikely to appeal to families, it is considered that there is acceptable outdoor amenity space for the proposed and approved scheme.

Furthermore, within the surrounding area there is the Dearne Valley Green Heart partnership, which is one of the only 12 nature improvement areas in England which is creating a healthy and attractive natural environment providing plenty of outdoor amenity space within the local area. For the above reasons, the proposal is not expected to be detrimental to the residential amenity of the neighbours nor the future occupiers in line with Planning Policy, and the SYRDG.

Visual amenity

In terms of visual amenity, the proposed windows and doors would be comparable to the residential elements currently enjoyed within the current residential flat. There is to be no change to the outside of the property therefore visual amenity of the area is not expected to be compromised in line with Planning Policy.

Conclusion

The scheme is in line with Local Plan Policy, and SYRDG and it is not considered that there are any significant material considerations that weigh against the scheme. As such the recommendation is to approve subject to conditions.

Recommendation

Approve with conditions