
2024/0327

Applicant: Mr Sundralingham

Address: 190B Pontefract Road, Cudworth, Barnsley, S72 8AE

Description: Erection of a single storey rear extension and external staircase, creation of a side elevation doorway at first floor level, amendments to the shop frontage and ground floor internal alterations to merge the 2no. retail units into 1 unit (Amended Plans & Description)

Site & Location Description:

The application site is listed as 190B Pontefract Road, in Cudworth, but is part of a larger building consisting of ground floor retail unit 190A, a residential flat above unit 190A, and a mixed-use unit comprising of ground floor a ground floor retail unit 19B, with living space above on the first floor. The flat above 190A already has exclusive access from the rear of the building via an external staircase. The living space above 190B currently features access through the currently empty retail unit below. The last recorded use of No. 190B was a hairdressing salon, whilst No. 190A is currently operating as a convenience store.

The overall building comprising of units 190A and 190B, and flat above 190A is located in a main road within the settlement of Cudworth but is not located within the defined district centre of Cudworth, which is located on Barnsley Road. There are other retail and commercial units within the area but predominantly the area is residential. There is no specific parking provision, but except for a bus stop outside No. 190A, there is on street parking provision, starting outside 190B and progressing along Pontefract Road.

Regarding construction, the whole building is built of red brick with a tiled gabled roof, of a similar size to pair of semidetached houses. The front, first floor elevation aspect of 190B appears to have been rebricked, or clad in brick effect material, as it looks significantly newer than other aspects of the structure's brickwork. The front façade of the whole building features typical retail unit facias of large, glazed panels and glazed doors with box style signage units above, with the signage of 190A being more prominent. 190A also has vinyl stickers covering much of the glazing units whilst 190B features the name of the former hairdressers on the signage above the glazed panels and door below, but since its closure, these are usually covered by black roller shutters. The rear elevation of 190A features a rear extension of a similar size and design to that proposed for 190B, with 190A also featuring an existing external Staircase.



Planning History:

- **2013/0739** - Change of use from dwelling house (Class C3) to hairdressing salon (Class A1) – Approved with conditions 30th September 2013
- **2018/1507** Single storey rear extension and installation of outside staircase to first floor flat (At 190a) – Approved with conditions 31st January 2019

Proposed:

The proposal is for a modest sized rear extension, which would be created on the rear elevation of 190B, within the rear yard of the premises. The proposed extension would be very similar in design and size to the existing extension at the rear of 190A and would use matching materials to the existing premises. Further works would include the removal of the signage box on the front elevation of 190B, the addition of an external staircase and new door on rear side elevation of the flat above 190B. The proposed plan also indicates that an internal ground floor wall separating the retail trading areas of units of 190A and 190B would be removed, and some modest internal works to the living space above 190B would be undertaken.

Measurements:

All existing roof and eaves heights have been measured on the existing plans and remain unaltered on the proposed plans.

Proposed Rear Extension:

- **Projection: 4.5m**
- **Width: 3.08m**
- **Maximum Eaves Height: 2.18m**
- **Maximum roof height: 3.43m**

Retail Space

- **Original Unit 190A: 45.6 sqm**
- **Original Unit 190B: 30.6 sqm**
- **New Combined Unit: 94.2 sqm**

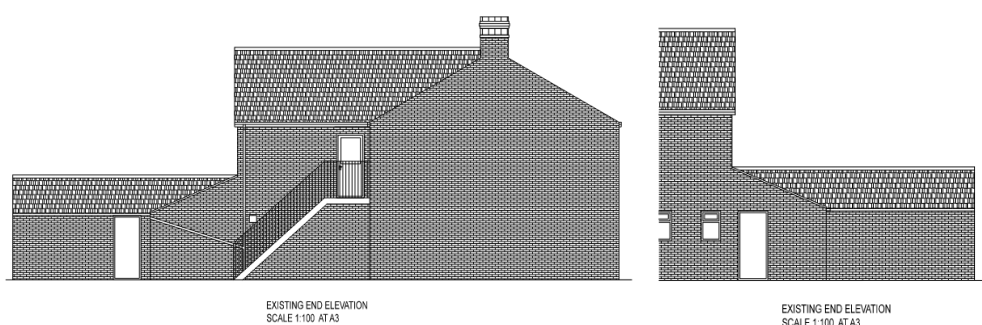
The approximate internal retail floor space of the units excluding storage, kitchen and WC are:

Residential Accommodation:

- **Total First Floor Exterior: 106.5 sqm**
- **Internal Space Each First Floor Unit: 29 sqm**

A small amount of internal work to the accommodation above the former retail unit of 190B would be undertaken, to allow for access to an external staircase and hallway to be created. The total footprint (excluding external staircases) would remain the same and both units

Existing and Proposed Floor Plans and Elevations

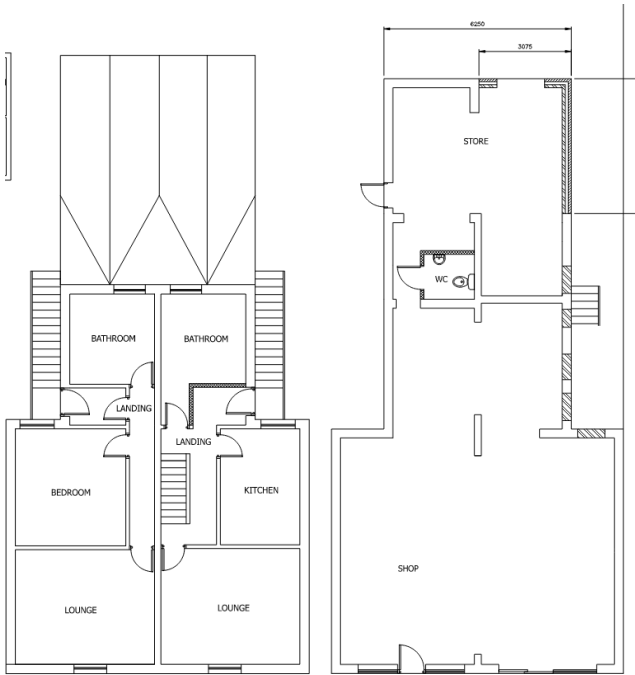
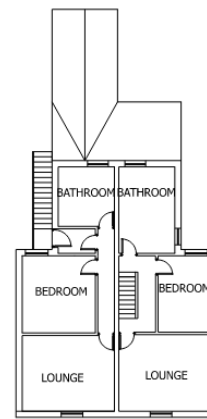
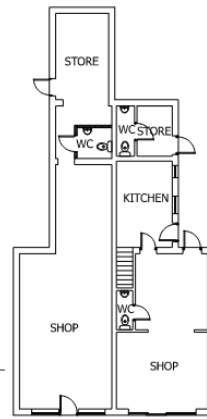




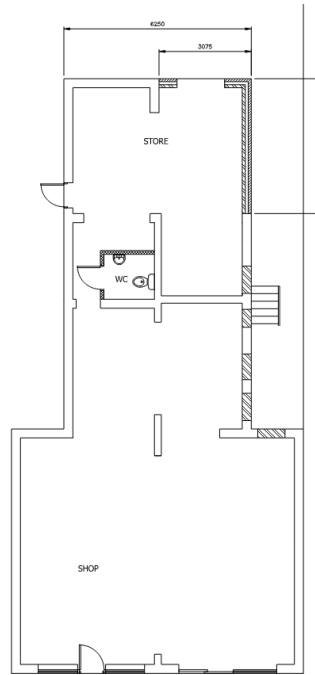
EXISTING FRONT ELEVATION
SCALE 1:100 AT A3



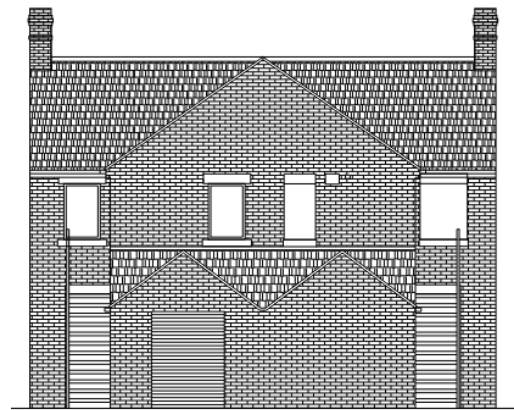
EXISTING REAR ELEVATION
SCALE 1:100 AT A3



PROPOSED FIRST FLOOR PLAN
62'x41' E 1:100 AT A3



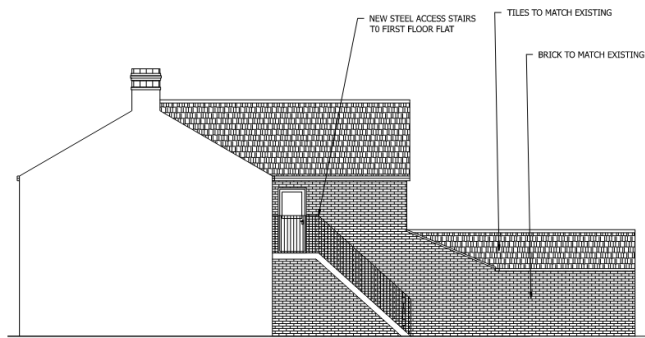
PROPOSED GROUND FLOOR PLAN
62'x41' E 1:100 AT A3



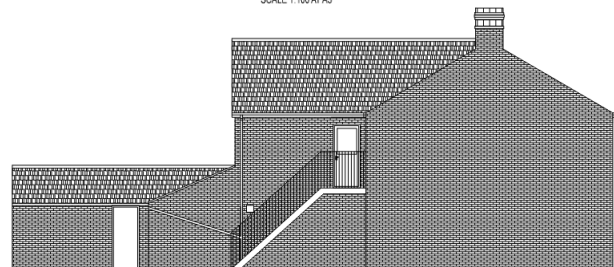
PROPOSED REAR ELEVATION
SCALE 1:100 AT A3



PROPOSED FRONT ELEVATION
SCALE 1:100 AT A3



PROPOSED END ELEVATION
SCALE 1:100 AT A3



PROPOSED END ELEVATION
SCALE 1:100 AT A3

Local Plan Designation: Urban Fabric

Conservation Area: No

Neighbour Representations:

Letters were sent to nearby addresses regarding the original plans, further letters were sent out to the same addresses regarding the amended plans and description; No comments were received in response to either round of correspondence.

Consultees:

Highways DC: Confirmed that whilst parking provision would be decreased by the extension, a single parking space would remain, and they would have no objection or require any planning conditions to be added.

Drainage: Confirmed that they have checked the supplied plans and are happy with the proposal.

Pollution Control: Raised concerns that the proposal may have a detrimental impact during construction and advised the addition of a condition outlining the times construction work may be carried out.

Ward Members: No comments or objections were received.

Yorkshire Water: No comments or objections were received

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 on 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.

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.

In respect of this application, relevant policies include:

Section 12: Achieving well-designed and beautiful places -

The creation of high quality, beautiful and sustainable 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. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process.

Within section 12, paragraph 139 is the most relevant which indicates:-

Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes. Conversely, significant weight should be given to:

a) development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or

b) outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.

Local Plan

In reference to this application, the following Local Plan 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.

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.

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.

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.

T4 – New Development & Highway 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.

Principle of development

The site is located within land designated as Urban Fabric, but this is an existing retail premises, and there are other commercial or retail premises within the immediate area. Extensions to businesses within the urban fabric are acceptable if they uphold a good standard of design and don't have a detrimental impact on nearby residential dwellings or on highway safety.

Residential Amenity

Due to the location of the proposal, in the rear yard of a retail premises, sandwiched between the adjoining 190a, and a residential dwelling, whilst there would be no impact for 190a, there may be a modest impact on amenity for the residents of the neighbouring dwelling. Having reviewed the plans, with the extension not being constructed up to the boundary with the neighbouring dwelling, and despite a long 4.5m projection, both the eaves height of 2.18m and overall height 3.43m, would be of a reasonable size, and with its pitched roof sloping away from the neighbouring dwelling, it should not cause a significant amount of harm in relation to overbearing or loss of light. The addition of an external staircase for the accommodation above 190B has the potential to increase usage at the rear of the premises but the internal staircase would remain, and any disturbance would be comparable to what may be expected within a residential area. Equally, with the size of the rear extension, and minimal alterations to the front of the retail units, there would be limited impact to amenity of other residential dwellings within the area

Visual Amenity

With the location of the proposed extension adjacent to residential dwellings, it may not be the most pleasant of structures for the neighbouring dwellings to see, but with matching materials proposed, a design in keeping with the extension at No.190A, and an overall having limited public view; there would be no significant harm to the character of the building or negative impact upon visual amenity within the immediate or broader area. The proposed changes to the front elevation of the retail units should also not have a significant impact on visual amenity, although the loss of a signage box above 190B, may impose a slight unbalance to the building's façade.

Highway Safety

Whilst there is a reduction in parking space at the rear of the premises, which would not be used by customers, and Highways DC being satisfied with this reduction, there would be no impact upon Highway Safety.

Recommendation: Approve with conditions