
Application number: 2024/0756

Description: Conversion of single dwelling into two dwellings

Location: 30 West Avenue, Bolton Upon Dearne, Rotherham, S63 8LG

1. Site Location & Description

- 1.1. The application site is an end terrace on West Avenue, Bolton Upon Dearne, Rotherham, S63 8LG. The surrounding area is predominantly residential in character with properties ranging from detached, semi-detached and terraced properties. The site is adjacent to an allotment and is in close proximity to Wath Road Playground.

2. Proposed Development

- 2.1. The applicant is proposing that the current property be sub-divided to become two dwellings. It should be noted that the development was previously two dwellings however the two properties were knocked through to create a large single dwelling, over 10 years ago without planning permission.
- 2.2. The development would measure approximately:

30 West Avenue

- Living Room/Kitchen - 27.6m²
- Store/study - 4.73m²
- Bath – 4.37m²
- Bed1 – 11.58m²
- Bed 2 -24.4m²

32 West Avenue

- Living Room/Kitchen – 27.6m²
- Dinng Room – 8.47m²
- Store/study – 4.9m²
- Bath – 3.58m²
- Bed1 – 11.61m²
- Bed 2 – 24.9m²

3. Planning History

- 3.1. No recent or relevant planning history.

4. Policy Context

- 4.1. 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.

4.2. The Local Plan review was approved at the full Council meeting held 24th November 2022.

4.3. 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

4.4. The site is allocated in the Local Plan for employment use. In addition, the following Local Plan policies are relevant to this site: -

- SD1 Presumption in favour of sustainable development
- GD1 General Development
- D1 High Quality Design and Place Making
- CL1 Contaminated and Unstable Land
- Poll1 Pollution Control and Protection
- T3: New development and sustainable travel
- T4: New development and highway improvement
- LG2: The Location of Growth
- Policy H9: Protection of existing larger dwellings

SPD

- SPD: Parking
- South Yorkshire Design Guide

4.5. These policies are considered to reflect the Principles in the NPPF, which relates to high quality design and good standard of amenity for all existing and future occupants of land and buildings.

National Policy

4.6. 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.

5. Consultations

5.1. Highways – No objections, subject to the following conditions:

- The parking facilities shall be surfaced in a solid bound material (i.e. not loose chippings) and made available for the parking of motor vehicles prior to the development being brought into use.
- Boundary treatments abutting the parking area shall be set at a height no greater than 0.6m above the level of the back edge of the footway.

5.2. Drainage – No objections.

6. Assessment

Principle of development

6.1. The application site is located within a residential area within Bolton Upon Dearne which consist of a row of terrace dwellings. The applicant stated that the dwelling house had previously been two properties but had been converted into one over 10 years ago without planning consent.

6.2. The principle of a residential property in this location is acceptable, however there may be a loss of family housing as the site has now been converted into large family dwelling which would be contrary to policy H9. However, as the original layout of these properties is now being reinstated it can be argued that this proposal would be converting the properties to their original intended use and creating further housing. The conversion was also done without planning consent. As such the LPA find that the principle of the proposal is acceptable.

Residential Amenity

6.3. The site is already established as a residential property, the applicant is proposing for the subdivision of the current property into 2 dwellings. The change of use should not impact adversely on neighbouring properties as the site is already established for residential usage. The development would comply with the South Yorkshire Design Guide as all the rooms sizes and the private amenity space would comply with all of the requirements.

6.4. The Councils Regulatory Services Officer has assessed the scheme and has concluded that the development could have a potential impact on neighbouring residential properties during construction. As such the Officer has concluded that if approval was granted at the site a condition would be attached to limit the days and hours of work to 0800 to 1800 Monday to Friday and 0900 to 1400 on Saturdays and at no time on Sundays or Bank Holidays. I concur with their professional judgement and this condition would be attached if an approval was granted.

Visual Amenity

- 6.5. Local Plan Policy D1 states that “*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*”. The applicant is proposing to change the internal layout to provide two dwellings at the site. The applicant is not proposing any external alterations to the façade, however, is proposing to use the land to the side of the property (which is currently being used as amenity space) for the use of off-street parking. The applicant has stated that the development shall consist of the conversion and renovation of the site. Therefore, it is unlikely to have a detrimental impact on the visual amenity of the area.

Highway Safety

- 6.6. West Avenue has terraced housing all along the western side of the road and forms a boundary with an allotment site to the east. The carriageway is of insufficient width to accommodate parking to both sides of the road, this results in vehicles generally being parked along the full length of West Avenue to the site side of the road. There are approx. eight garages at the end of West Avenue which are accessed via an elongated turning head. This site is the end property along West Avenue and is positioned adjacent the turning head and garage area.
- 6.7. The Council’s Transportation Officer previously sought more information from the applicant in regard to off street parking. The applicant provided this information at a later date, the Transportation Officer then concluded that the information was sufficient and recommends approval subject to the condition that the parking facilities, indicated on the submitted plan, shall be surfaced in a solid bound material and Boundary treatments abutting the parking area shall be set at a height no greater than 0.6m. The Transportation Officer’s judgement is sound and as such the condition shall enforced if approval is granted.

7. Conclusion

- 7.1. Whilst the application would lead to the loss of a large family dwelling which should be protected under policy H9, this development would be reinstating the original layout of the dwellings and would lead to a gain in the number of dwellings by one in the area. The development would not lead to a detrimental impact due to residential or visual amenity, and highway safety. Therefore, this proposal is recommended for approval subject to conditions.

8. Recommendation

- 8.1. Approve subject to conditions