

2021/0519

Miss Chloe Lucas

4 Sycamore View, Sheffield Road, Oxspring, Barnsley, S36 8YW

Erection of front porch and creation of parking space to front

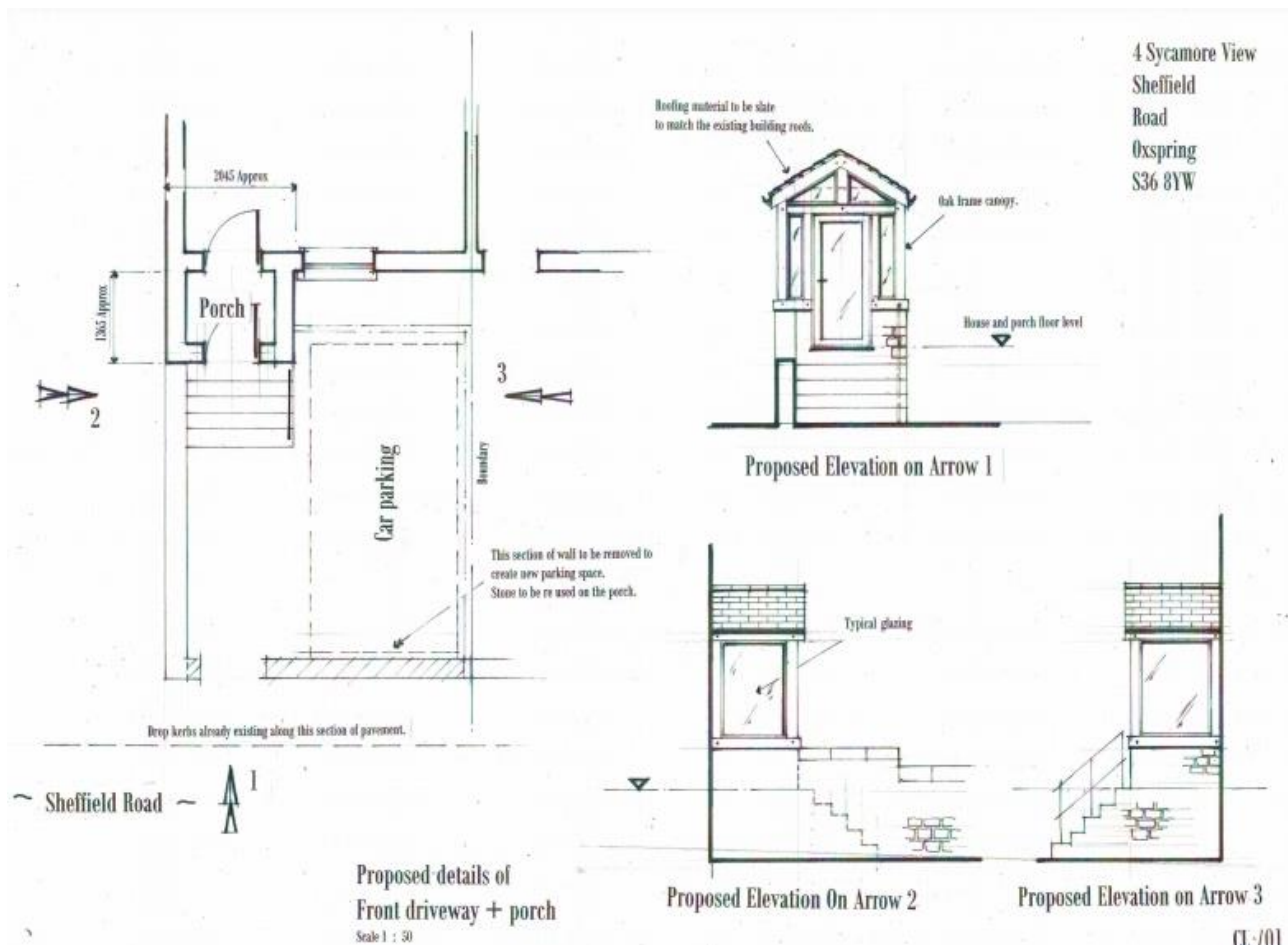
Site Description

The dwelling is a two-storey terraced dwelling located in Oxspring and is an end terrace on Sycamore View. Sheffield Road is a classified road (B6462) and has a varied street scene consisting of various dwelling types, constructed of a mix of different materials. The dwelling has an existing small front garden akin to the other four properties on Sycamore View.

Proposed Development

The applicant is seeking approval for the erection of a front porch extension. The porch will project 1.4 meters from the front elevation of the dwelling. The porch has a width of 2.1 meters. The porch will feature a pitched roof with a ridge height of 3.15 meters and an eaves height of 2.3 meters. The materials used will be an oak frame, glazing and matching slate roof tiles.

This application also seeks permission for an access to a parking space served from Sheffield Road which would replace the existing front garden and remove the existing front boundary wall.



Policy Context

Planning decisions should be made in accordance with the Local Plan unless material considerations indicate otherwise. The National Planning Policy Framework (NPPF) does not change the statutory status of the Local Plan as the starting point for decision making. The Local Authority (LPA) has also adopted a series of Supplementary Planning Documents (SPD) and Supplementary Planning Guidance Notes, which are other material considerations.

Local Plan Allocation – Urban Fabric

Planning decisions should be made in accordance with the current development plan policies unless material considerations indicate otherwise and the recently revised NPPF does not change the statutory status of the development plan as the starting point for decision making.

The Barnsley Local Plan (BLP) 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 the decision-making process as the development plan for the Borough, superseding the remaining saved policies from the Unitary Development Plan (adopted in 2000) and the Core Strategy (adopted in 2011). In reference to this application, the following policies are relevant:

Policy SD1: Presumption in favour of Sustainable Development – States that proposals for development will be approved where there will be no significant adverse effect on the living conditions and residential amenity of existing and future residents. Development will be expected to be compatible with neighbouring land and will not significantly prejudice the current or future use of neighbouring land. Policy GD1 below will be applied to all development.

Policy GD1: General Development – States that proposals for development will be approved where there will be no significant adverse effect on the living conditions and residential amenity of existing and future residents. Development will be expected to be compatible with neighbouring land and will not significantly prejudice the current or future use of neighbouring land. Policy GD1 below will be applied to all development.

Policy D1: High quality design and place making – Supersedes Core Strategy Policy CSP 29 and sets out the overarching design principles for the borough. 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.

Policy 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.

Supplementary Planning Document: House extensions and Other Domestic Alterations

This document establishes the design principles that specifically apply to the consideration of planning applications for house extensions, roof alterations, outbuildings & other domestic alterations. The general principles are that proposals should;

- ***Be of a scale and design which harmonises with the existing building***
- ***Not adversely affect the amenity of neighbouring properties***
- ***Maintain the character of the street scene***
- ***Not interfere with highway safety***

The above principles are to reflect the revised principles in the NPPF, which promote high quality design and a good standard of amenity for all existing and future occupants of land and buildings.

National Planning Policy Framework

The NPPF sets out the Government's planning policies and how these are expected to be applied. The core of this is a presumption in favour of sustainable development. Proposals that align with the Local Plan should be approved unless material considerations indicate otherwise. Where a Local Plan is absent 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. This is assessed against the policies in the NPPF as a whole; or where specific policies in the NPPF indicate development should be restricted or material considerations indicate otherwise.

In respect of this application, relevant policies include;

Section 12: Achieving well designed places - The Government attaches great importance to the design of the built environment. 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. It is important to plan positively for the inclusion of high-quality design for all developments, including individual buildings, public and private spaces and wider area development schemes.

Within section 12, paragraph 130 is the most relevant which indicates that permission should be refused for development of poor design that fails to enhance the opportunities available for improving the character and quality of an area and its functionality.

Provisions under the 'Town and Country Planning (General Permitted Development) (England) Order 2015'

The Town and Country Planning (General Permitted Development) (England) Order 2015 (GPDO) states that porch extensions, with the ground area (measured externally) of the structure being less than 3 square metres and that are no more than 3 meters in height, can be erected without the need to submit a planning application.

This is an important consideration with this application as it represents a potential fallback position, whereby a porch extension can be erected without planning permission, because the Government considers the impact of such development to be modest.

Consultations

Highways Department Control (DC) were consulted and objected to the application because it cannot be supported from a highways perspective and it is recommended that planning permission be refused as the proposal will be contrary to the interests of highway and pedestrian safety.

Oxspring Parish Council were consulted and provided no response.

Representations

Neighbour notification letters were sent to surrounding properties, one objection was received and in summary raised the following points;

- The removal of the wall to create the parking space would spoil the visual aesthetics of the terraced dwellings (Sycamore View) and ruin the character of the street scene
- Concerns over pedestrian safety when a car pulls out from the parking space as the remaining wall is very high and will impede visibility

Assessment

Principle of development

The site falls within urban fabric as such, extensions to a domestic property are acceptable in principle provided that they do not have a detrimental impact on the amenity of surrounding residents, visual amenity and highway safety.

Additionally, planning permission is required for access onto and development upon classified highways. Permission will be granted where such development does not impinge upon highway safety or impact the residential and visual amenity of the area.

Highway Safety

As stated in the consultation response from the Highways DC, the introduction of the new access poses a danger to pedestrians and road users alike. Direct vehicular access from a classified road requires sufficient space within the curtilage of the dwelling to ensure access and egress can be undertaken in a forward travelling direction in the interests of highway safety.

The access and parking space do not provide the ability for a vehicle to egress from the site in a forward gear which elicits the vehicle to either reverse out onto Sheffield Road (B6462) when leaving the property or come to a stop on Sheffield Road (B6462) and reverse into the parking space. Both of which are dangerous manoeuvres to perform upon a classified highway owing to the volume of traffic and the types of vehicles that utilise such a road class.

Furthermore, there is a requirement for a 2m x 2m pedestrian intervisibility splay where the parking space joins the back of footway in the interests of pedestrian safety. These spays are to be kept clear of obstructions over 900mm in height. The existing side boundary wall (to remain) is therefore obtrusive as it has a height of approximately 1.75 meters.

The proposal is considered to be contrary to Local Plan Policy T4: New Development and Highway Improvement and as a result is unacceptable in terms of highway safety.

Visual Amenity

The SPD states that for extensions '*materials should normally be of the same type, colour and texture to the existing house or as close a match as possible*'. In this case, the proposed porch materials will be an oak frame, glazing and matching slate roof tiles. The extension utilises a pitched roof which is akin to the existing dwelling pitched roof. The proposed extension partially conforms to the SPD in terms of its external materials and roof type.

The natural stone wall forming the front boundary between the curtilage of the dwelling and the highway is proposed to be removed. The loss of the end most length of stone wall (each of the four dwellings that form Sycamore View have a wall) reduces the level of continuity provided by a high-quality boundary treatment therefore decreasing the visual appeal of the location.

Residential Amenity

The SPD states that "*modest single storey front extensions, which are in keeping with the style of the existing house, may be allowed*". The proposed extension will not have a significant detrimental impact on any neighbouring property by way of overshadowing or being overbearing and the extension is not of an excessive size or scale. It is noted that the proposed height of the porch is 3.15 meters which exceeds the limit for using permitted development rights.

The impact of the parking space does not appear to have an obviously detrimental impact upon residential amenity. With the new parking space being limited to a capacity of one vehicle, its use is likely to have little impact upon surrounding residents in terms of noise, light and air quality.

The proposal is considered to be in compliance with Local Plan Policy GD1: General Development and is acceptable in terms of residential amenity.

Conclusion

The locality is detrimentally affected by the development particularly in terms of highway safety but also in relation to the erosion of the visual appearance of the area. As a consequence, it is found that the proposed access and parking space created is contrary to Local Plan Policies T4 and GD1 and the application should therefore be refused. The porch could be erected under permitted development guidelines provided that some slight changes were made to make it applicable.

Recommendation

Refuse

1. The proposed access arrangement is considered to be contrary to the interests of highway safety and the convenience of highway users. The proposal does not prevent safe entry and egress and thus poses a safety hazard and inconvenience for users of the highway and pedestrians due to the obstruction in the 2m x 2m pedestrian intervisibility splay. As such the proposed access and parking space is contrary to the requirements of Local Plan Policy T4 'New Development and Transport Safety' which requires development to be served with safe and convenient access arrangements.
2. The proposed development fails to provide sufficient and suitable accommodation within the site for parking, loading/unloading and turning of vehicles in connection with the use. Consequently, the proposal would be likely to result in increased vehicles manoeuvring and parking within the highway to the detriment of the safe and free flow of traffic on the highway and contrary to Local Plan Policy T4 'New Development and Transport Safety' which requires development to be served with safe and convenient access arrangements.