2021/1484

Mr Chris Booth

95 Wingfield Road, Athersley South, Barnsley, S71 3PP

Widening of dropped kerb access to highway and enlargement of hardstanding area to front of dwelling

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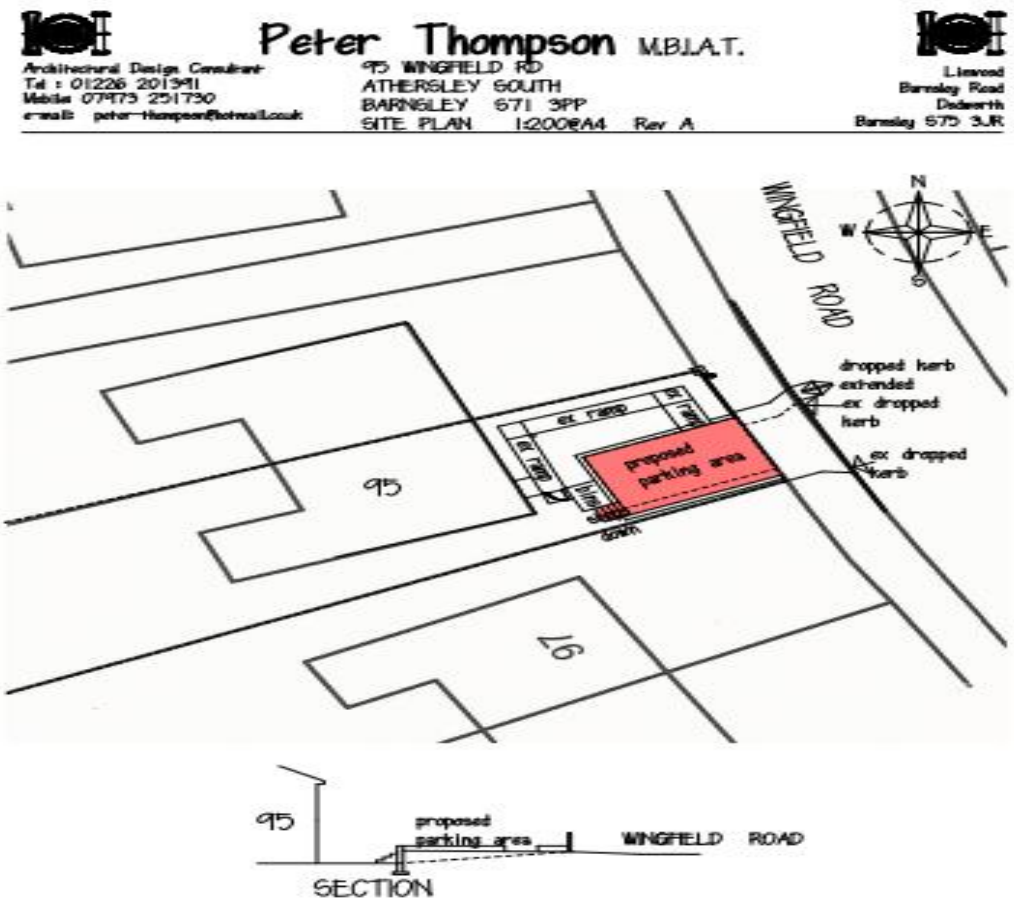
Site Description

The dwelling is a two-storey semi-detached dwelling located in Athersley South. Wingfield Road is subject to a 30mph speed limit and has a consistent street scene featuring two-storey semi-detached dwellings that share external materials. The dwelling has an existing parking area to the front.

Proposed Development

The applicant is seeking approval for the widening of a dropped kerb access and the enlargement of a hardstanding area to front of dwelling. This is in connection with a disabled access ramp.



Policy Context

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

Local Plan Allocation – Urban Fabric

The Barnsley Local Plan (BLP) was adopted at the full Council meeting held 3rd January 2019. In addition, the Local Authority (LPA) has adopted a series of Supplementary Planning Documents (SPD), and Neighbourhood Plans which provide supporting guidance and specific local policies and are a material consideration in the decision-making process.

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 Transport Safety – States that 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.

<u>Supplementary Planning Document: House extensions and Other Domestic Alterations</u>

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; and
- 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.

<u>National Planning Policy Framework</u>

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. 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 134 states that *"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"*.

Consultations

Highways Development Control (DC) were consulted and raised no objections subject to conditions.

Highways Drainage were consulted and raised no objections subject to conditions.

Representations

Neighbour notification letters were sent to surrounding properties, no comments were received.

Assessment

Principle of Development

Alterations to residential properties are considered acceptable where they do not have a detrimental impact on the amenity of surrounding residents, visual amenity and highway safety. Accesses to properties will be allowed where adequate visibility is provided for drivers entering the highway for both pedestrians and vehicles.

Residential Amenity

The parking area does not exceed the height of the land level adjacent the highway and the disabled ramp has a height only slightly above the adjacent fencing which itself is modest. Although the parking area does have a width greater than the existing house it is still not considered to be overbearing nor would it result in overshadowing to any neighbouring properties. The proposal is in compliance with Local Plan policy GD1: General Development and is therefore considered to be acceptable in terms of residential amenity.

Visual Amenity

The proposed development is set to the front of the property and therefore it will be visible in the street scene of Winfield Avenue. However, this impact of this is minimal due to the modest height of the parking area which is not too dissimilar to that of the paved driveway on the adjoining dwelling. Therefore, it is deemed the proposal will not have a detrimental impact upon the character of the dwelling or the street scene of Wingfield Avenue.

All in all, the proposal is considered to be a fairly minor development and despite being visible it is to serve a genuine need and as such, it is considered to be in compliance with Local Plan policy D1: High Quality Design and Place Making and is acceptable in terms of visual amenity.

Highway Safety

The proposed access widening along with the enlarged parking area is necessitated by the provision of disabled access facilities. The proposals do not adversely impact upon the highway and are therefore considered acceptable in terms of highway safety.

Recommendation

Approve with conditions