

Application Reference: 2026/0074

Site Address: 13 Fitzwilliam Street, Hoyland Common, Barnsley, S74 0NJ

Introduction: Formation of hardstanding and boundary wall to provide 1 no. enclosed off street parking space.

Relevant Site Characteristics

The property is located at the end of a terraced row on Fitzwilliam Street and within the Hoyland Common area.

The surrounding area is characterised by predominantly terraced properties constructed from stonework and red brickwork. Due to the restrictive nature of the area, street parking is common practice.

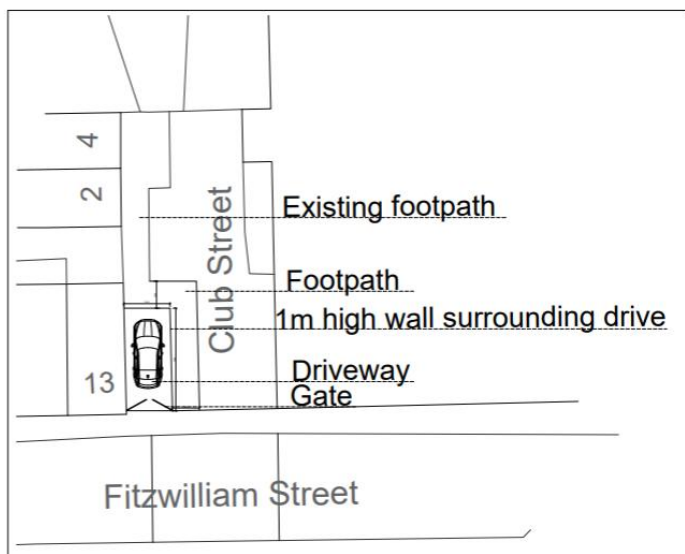
Hoyland Common Working Men's Club is located to the southwest of the site and is separated from the property by Club Street. To the southeast of the site is adjoined properties 2 and 4 Club Street. These neighbouring properties are accessed via Club Street. Club Street provides a sloping gradient towards the rear of the site.

The site dwelling is constructed from stonework to the front elevation and red brickwork to the side elevation. The dwelling features a tiled pitched roof form. A small garden is located to the rear of the property.

Detailed description of Proposed Works

The applicant is seeking permission to form a hardstanding area and enclosing wall to the south of the dwelling, resulting in the relocation of the existing footpath. The hardstanding would be approximately 7 metres long and approximately 3.15 metres wide. The hardstanding area would slope to the rear of the site and be surfaced in 'tarmac'. The enclosing wall would have an approximate height of 1 metre and would match the slope of the road. The wall is detailed to be constructed from stone to match the front elevation of the dwelling. A 1-metre-high gate is proposed to the front of the hardstanding.

PROPOSED



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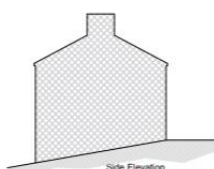
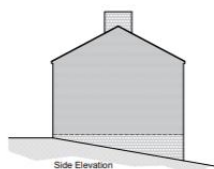
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EXISTING & PROPOSED PLANS

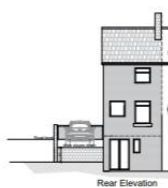
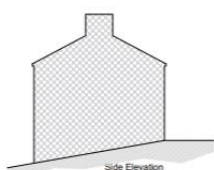
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EXISTING



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EXISTING & PROPOSED ELEVATIONS

Relevant policies

The Development Plan

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires proposals to be determined in accordance with the development plan unless material considerations indicate otherwise. The development plan for Barnsley consists of the Barnsley Local Plan (adopted January 2019).

The Local Plan review was approved at the full Council meeting held 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.

The following Local Plan policies are relevant in this case:

- Policy SD1: Presumption in favour of Sustainable Development.
- Policy D1: High Quality Design and Place Making.
- Policy GD1: General Development.
- Policy T4: New Development and Transport Safety

National Planning Policy Framework (NPPF) and the National Planning Practice Guidance

In December 2024, The Government published a revised National Planning Policy Framework ("NPPF") which is the most recent revision of the original Framework, published first in 2012 and updated a number of times, providing the overarching planning framework for England. It sets out the Government's planning policies for England and how they are expected to be applied. The NPPF must be taken into account in the preparation of local and neighbourhood plans, and is a material consideration in planning decisions. This revised document has replaced the earlier planning policy statements, planning policy guidance and various policy letters and circulars, which are now cancelled.

Central to the NPPF is a presumption in favour of sustainable development which is at the heart of the framework (paragraph 10) and plans and decisions should apply this presumption in favour of sustainable development (paragraph 11). The NPPF confirms that there are three dimensions to sustainable development: economic, social and environmental; each of these aspects are mutually dependent. The most relevant sections are:

Section 2 - Achieving sustainable development

Section 4 - Decision making

Section 12 - Achieving well-designed places

The National Design Guidance (2019) is a material consideration and sets out ten characteristics of well-designed places based on planning policy expectations. A written ministerial statement states that local planning authorities should take it into account when taking decisions.

Supplementary Planning Guidance

In line with the Town and Country Planning (Local Planning) (England) Regulations 2012, Barnsley has adopted twenty eight Supplementary Planning Documents (SPDs) following the adoption of the Local Plan in January 2019. The most pertinent SPD's in this case are:

- House Extensions and Other Domestic Alterations
- Parking
- Walls and Fences

The adopted SPDs should be treated as material considerations in decision making and are afforded full weight.

Representations

The application has been advertised in accordance with Article 15 of the Town and Country Planning Development Management Procedure (England) Order 2015.

Any neighbour sharing a boundary with the site has been sent written notification and the application has been advertised on the Council website.

Three representations have been received, highlighting the following concerns.

1. The proposal and specifically the wall would reduce the currently available parking and access facilitated by Club Street.
2. The proposal would restrict access for emergency services and deliveries to both 2 and 4 Club Street and Hoyland Common Working Men's Club and its cellar.

Consultations

Highways – Despite maintaining a 5-metre carriageway, the proposal raises concerns regarding the likely operational impacts of parking behaviour. The introduction of a formal, private parking space along with the relocation of the perimeter footpath would alter the existing layout and may encourage informal or opportunistic parking adjacent to the footway. This would therefore reduce the carriageway width to the detriment of vehicular movement, potentially leading to difficulties for opposing vehicles passing, restricted manoeuvrability, and obstruction to vehicles accessing the existing residential properties and the Working Men's Club car park served from Club Street. Additionally, this would have the potential to impact deliveries to the adjacent cellar. In addition, pedestrian intervisibility splays of 2m x 2m cannot be achieved on exit from the proposed parking space due to the position of the adjoining property. This gives rise to highway safety concerns directly associated with the proposal.

Taking all matters into consideration, the proposal is not considered acceptable from a highway's perspective. In particular, the development would give rise to highway safety concerns arising from inadequate pedestrian intervisibility, together with the likely detrimental impact on the operation of Club Street and the pressure placed on existing on-street parking provision for surrounding residents. Highways Development Control therefore raise objection to the application.

Planning Assessment

For the purposes of considering the balance in this application, the following planning weight is referred to in this report using the following scale:

- Substantial
- Considerable
- Significant

- Moderate
- Modest
- Limited
- Little or no

Principle

The site falls within Urban Fabric where extensions and alterations to a domestic property are acceptable in principle provided that they remain subsidiary to the host dwelling, are of a scale and design which is appropriate to the host property and are not detrimental to the amenity afforded to adjacent properties.

Scale, Design and Impact on the Character

The Supplementary Planning Document for Walls and Fences states ‘The design, the materials used and the height of the wall or fence should relate to the character of the area in which you live or work. Particular care should be taken on site frontages, in other visually prominent locations, or in sensitive settings (close to listed buildings for example). In urban and suburban areas the use of stone, artificial stone and brick walls, good quality timber fencing, iron railings or hedges will usually be appropriate depending on the type and colour of the materials used and the character of the area and the individual property. The use of less appropriate materials such as blockwork, concrete panels, perforated blocks and industrial security fencing will often damage the appearance of a property and the area in which it is located. In rural areas, dry stone or traditional stone coursed walls or hedges (for instance, hawthorn) will usually be most appropriate.’

The proposal would not significantly detract from the character of the street scene. The wall is proposed to be at a modest height of 1 metre and detailed to be constructed from matching stonework to the front elevation of the associated dwelling allowing the proposal to match the character of the site and street. The proposed gate is also considered to be low level and would have minimal impact on the character of the street scene. The location of the wall is considered to be in a prominent location, however given the small nature of the wall and hardstanding, would not be detrimentally impactful on the character of the street scene.

It is therefore considered that the proposed hardstanding, wall and gate is acceptable in terms of visual amenity and in compliance with Local Plan policy D1: High Quality Design and Place Making carrying limited weight in favour of the application.

Impact on Neighbouring Amenity

The proposed hardstanding and wall would not be likely to be detrimentally impactful on the residential amenity of neighbouring properties. The parking area is proposed to the northwest of the nearest property, 2 Club Street, and would be distanced by approximately 6.5 metres. Given the proposed wall would reduce in height to the rear of the parking area at a similar gradient to the road, the height nearest to 2 Club Street would be modest and would not result in any loss of light, be overly dominant or result in a loss of outlook.

Due to the location and modest height of the proposed wall, the proposal would not be impactful on the residential amenity of any other neighbouring properties.

It is therefore considered that the proposal would not result in a significant increase in overlooking, overshadowing or reduce levels of outlook to a detrimental level and is in compliance with Local Plan Policy GD1 General Development. This carries limited weight in favour of the application.

Highways

Objections have been raised regarding the proposals impact on parking on Club Street and the possible impact on access for emergency services and deliveries to Hoyland Common Working Men's Club.

Despite the acknowledgement of the maintained 5-metre carriageway width, highways have objected to the proposal due to the following concerns. The surrounding area is characterised by terraced properties with no designated access to off-street parking. As a result, residents are reliant on street parking which is already at a limited availability. The proposal would result in a formal private parking space, which along with the 2m metre perimeter footway, would result in an alteration to the existing layout which may encourage more informal and opportunistic parking adjacent to the proposed footway. This has the potential to result in a reduced carriageway width which would be to the detriment of vehicular movement. Subsequently, this would restrict manoeuvrability and result in the obstruction of vehicles accessing 2 and 4 Club Street and Hoyland Common Working Men's Club. Although no Working Men's Club delivery details have been provided, the location of the proposal would also have the potential to restrict manoeuvrability and therefore be an obstruction to deliveries to the Working Men's Club cellar adjacent to the proposal.

The proposal is positioned directly adjacent to the site dwelling. As a result, views to the northeast of the access are severely restricted. Pedestrian visibility splays of 2m x 2m cannot be achieved on exiting the parking space as a result of the proximity to the existing dwelling. This gives rise to highway safety concerns and would detrimentally impact on highway safety.

The proposal would therefore have an unacceptable impact on highway safety as a result of inadequate pedestrian visibility splays. Additionally, the proposal has the potential to result in excessive pressures on the existing on-street parking which could result in obstructions and restricted vehicle manoeuvrability impacting on emergency services and local business deliveries.

As such the proposal is considered unacceptable in terms of its impact on highway safety and is not in compliance with Local Plan Policy T4 New Development and Transport Safety. This therefore carries substantial weight against the application.

Planning Balance and Conclusion

Although the proposal would provide a satisfactory impact on residential amenity and visual amenity this would only hold limited weight in favour of the proposal due to the impact of the proposal on highway safety.

The proposed hardstanding and boundary wall would cause detrimental damage to the highway safety and is therefore contrary to local planning policy T4 and weighs substantially against the proposal.

For the reasons given above, and taking all other matters into consideration, the proposal does not fully comply with the relevant plan policies and planning permission should not be granted. For the reasons given above, and taking all other matters into consideration, planning permission should be refused.

RECOMMENDATION: Refuse

Justification

STATEMENT OF COMPLIANCE WITH ARTICLE 35 OF THE TOWN AND COUNTRY DEVELOPMENT MANAGEMENT PROCEDURE ORDER 2015

It has not been considered necessary to make contact with the applicant to amend the application as amendments would not be able to alleviate the issues raised by highways.

Due regard has been given to Article 8 and Protocol 1 of Article 1 of the European Convention for Human Rights Act 1998 when considering objections, the determination of the application and the resulting recommendation. It is considered that the recommendation will not interfere with the applicant's and/or any objector's right to respect for his private and family life, his home and his correspondence.

The reason for the Council's decision to refuse planning permission are:

- 1) In the opinion of the local planning authority, the proposal would detrimentally impact highway safety and is contrary to Local Plan Policy T4 New Development and Transport Safety.