

**Proposed extension to existing driveway
area to create additional off street car
parking space.**

3 Near Bank, Shelley, Huddersfield, HD8 8LS

Planning Statement/ Covering Letter.

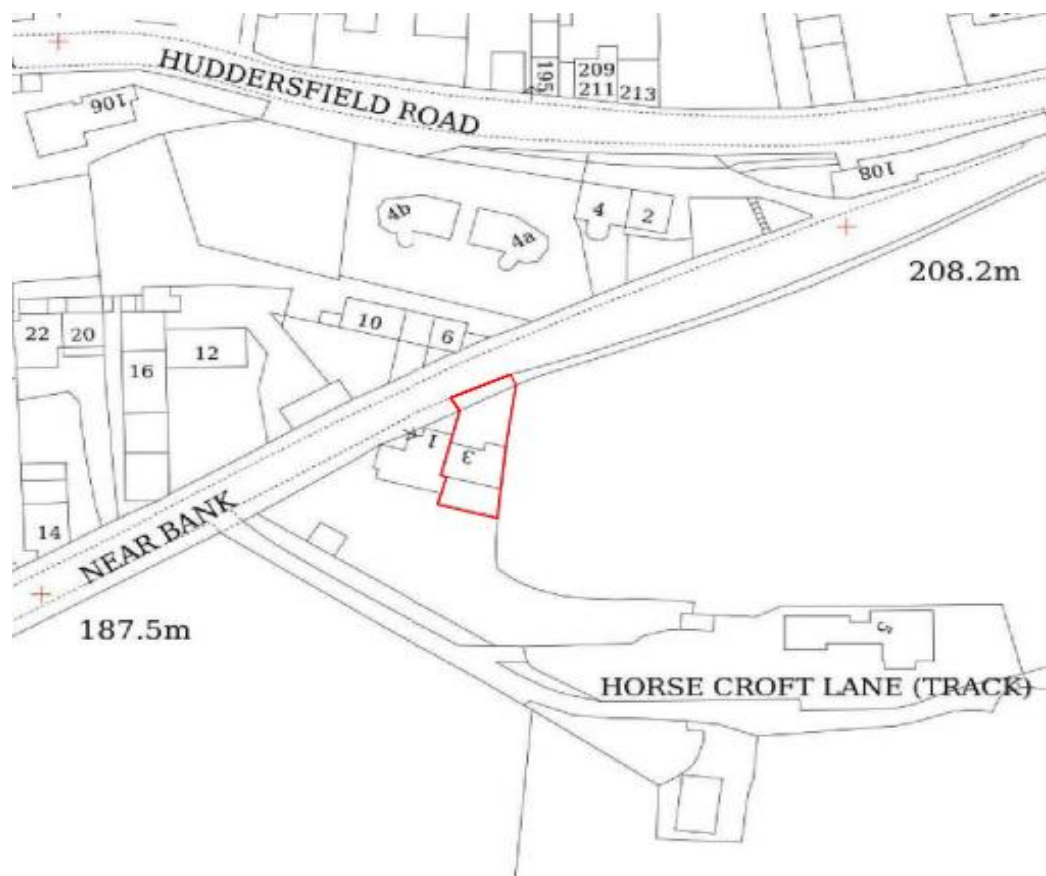
Application Site

The applications relates to a semi-detached dwelling in Shelley, 3 Near Bank. Due to the topography of the area, the dwelling appears to be two stories in scale from the front elevation and three stories from the rear.

It is constructed in natural stone and is designed with a gable roof which is finished in stone slate roof tiles. The front of the dwelling is located on Near Bank with a garden and amenity space located to the rear. Boundary treatment on site to the front garden area comprises of an open post and rail style wooden fence and a retaining stone wall which forms part of the existing car parking area. The rest of the front garden area consists of limited landscaping in the form of grass.

The site is located in a residential area with the immediate vicinity comprising of properties of a similar character, style and design to the application site with the predominant material of construction being natural stone with stone slate roof tiles. The site is located in the Green Belt. A Public Right of Way footpath runs to the rear of the application site.

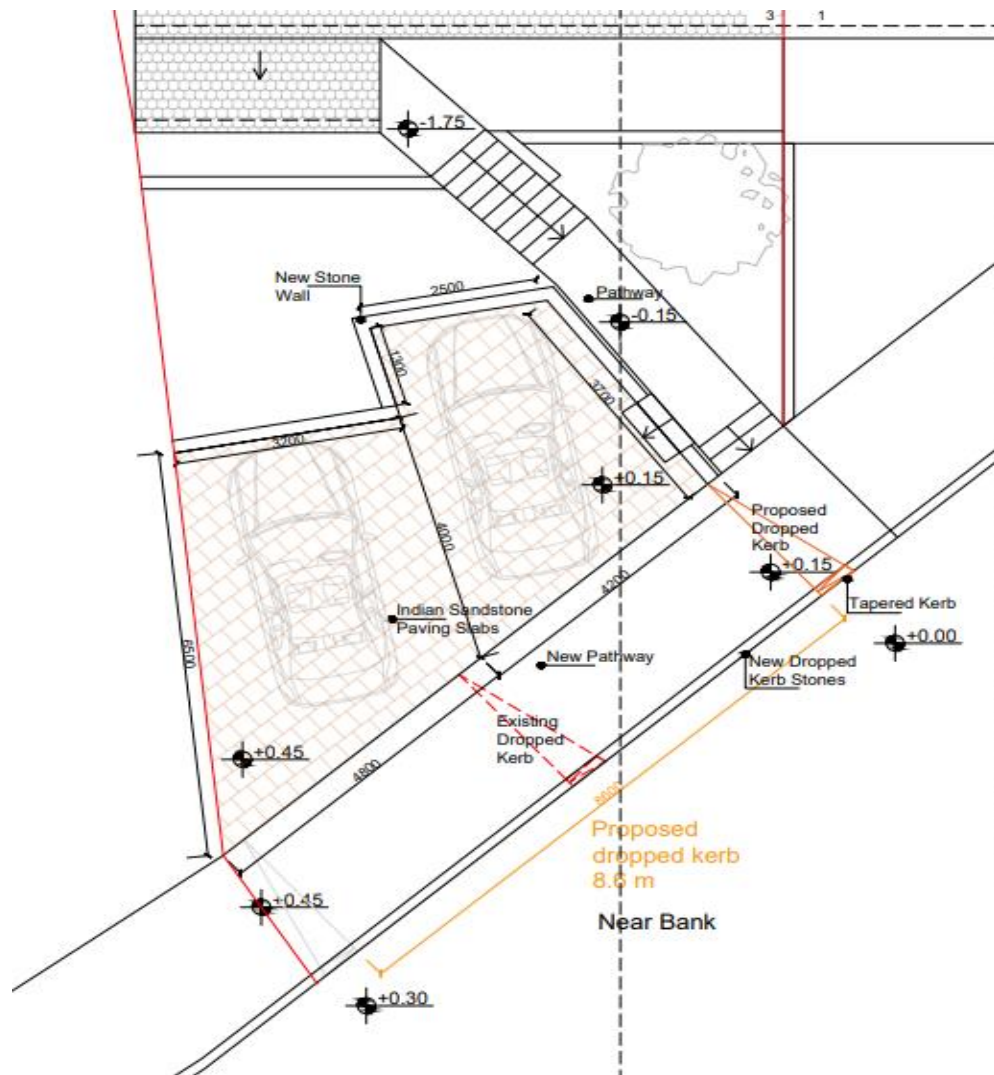
Figure 1: Site Location Plan



The Proposal:

The proposal is seeking full planning permission for the creation of an additional parking area for one vehicle to be located adjacent to the existing parking area. This would involve some minor changes to the ground levels to accommodate this and would also require a retaining wall similar to that used for the existing car parking area at the front of the property. The wall would be a new dry stone wall and would be designed in the same manner as the existing parking space. The new parking area would be constructed of Yorkshire Stone Buff Indian Sandstone Paving Slabs and these would also be used to resurface the existing parking space. This design would allow for the infill of crushed stone below for drainage purposes and to ensure the surface is permeable. The existing dropped kerb would also be increased in its width.

Fig 2: Proposed site layout:



Planning History:

There is no specific relevant planning history for this proposal. However the application site is surrounded by other dropped kerb access points and off street car parking for other residential properties.

Assessment

The following policy and guidance documents are recognised as primary considerations for the decision of the associated application at the site location:

National Policies:

National Planning Policy Framework (NPPF)
National Planning Practice Guidance

Adopted Local Plan Policies:

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications be determined in accordance with the Development Plan unless material considerations indicate otherwise. The statutory Development Plan for Kirklees is the Local Plan (adopted 27th February 2019).

The most relevant Policies for consideration in this case are:

LP1 Achieving Sustainable development
LP2 Place Shaping
LP7 Efficient and effective use of land and buildings
LP24 Design

Relevant Supplementary Planning Documents and Guidance Supplementary Planning Documents (SPD):

Kirklees Council has adopted (as of 29th June 2021) supplementary planning document for House Extensions and Alterations. This is now a material consideration in the assessment of householder planning applications. This guidance indicates how the Council will usually interpret its policies regarding such built development, although the general thrust of the advice is aligned with both the Kirklees Local Plan (KLP) and the National Planning Policy Framework (NPPF), requiring development to be considerate in terms of the character of the host property, the wider street scene and the amenities of neighbouring residents.

Paragraph 8 of the NPPF explains that achieving sustainable development means that the planning system has overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):

i) an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right

time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

ii) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and

iii) an environmental objective – to protect and enhance our natural, built and historic environment, including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

The proposed alterations would not involve any extensions to the footprint of the existing dwelling and as such there is no significant impact upon the open or rural character of the Green Belt.

The site is without notation on the Kirklees Local Plan. Policy LP1 states that when considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework.

LP1 goes on further to stating that: The Council will always work pro-actively with applicants jointly to find solutions which mean that the proposal can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

Policy LP2 sets out that all development proposals should seek to build on the strengths, opportunities and help address challenges identified in the Local Plan. Policy LP24 of the KLP is relevant and states that “good design should be at the core of all proposals in the district”.

The parking area and new dropped kerb would allow for the provision of one additional off street car parking space. This would essentially improve highway and pedestrian safety as it allows for one further vehicle to be removed from on street car parking.

The Local Plan requires new developments to have sufficient regard for the context and character of the site and to preserve the character and appearance of the street scene. The application site is located in a residential area with a number of other properties nearby having already created off street car parking provision and dropped kerb access points.

The proposal is considered to replicate the parking situation of other properties within the locality. The development subsequently reflects the visual amenity of the street scene, which is characterised by the uniformity of these off street car parking areas.

Whilst it is acknowledged that the proposed extended hardstanding area, when viewed in conjunction with the existing hardstanding, would result in a minor but not insignificant loss of soft landscaped area in the front garden / lawn, the hardstanding extension would be immediately adjacent to the existing driveway/ parking area and would be a logical extension limited in scope and scale that would be consistent and sympathetic to that of the existing area in terms of appearance.

The proposed access and new parking arrangements, therefore, would be reflective of the character and appearance of the street scene and would preserve the setting of the local area. As such, the proposal is considered to be in accordance local planning policies referred to above and the National Planning Policy Framework in this regard.

It is not considered that any undue loss of privacy or residential amenity will occur as a result of the proposed developments and the relationship with all the surrounding neighbouring properties is acceptable.

The proposal amounts to Sustainable Development which accords with the prevailing policies of the Development Plan and NPPF.

As highlighted from the supplied elevations and proposed plans, the proposal will not have any significant impact on streetscape character or surrounding amenity.

The dwelling benefits from at least 1no parking space within its residential curtilage on the existing hardstanding / driveway to the front of the main house. The proposal would not materially intensify the site so as to the point where additional parking provision is critical.

Whilst it is acknowledged that the proposed extension to the hardstanding / driveway would result in a minor but not insignificant loss of existing garden and soft landscaping area, careful consideration in the design and layout of the proposal has been taken to retain as much of the soft landscaping as possible.

In fact, the proposed extension would significantly improve the accessibility and contribute to an increase in parking provision, with the addition of 1no additional parking space added as a result, and would allow for better vehicular access and circulation, and would therefore accord with KDP 15 of the SPD in terms of parking provision. Given the presence of existing accesses to residential properties along this stretch of the road and the visibility available in both directions, it is considered that the proposal would not have any unacceptable impact on highway safety.

The National Planning Policy Framework (NPPF) has a general presumption in favour of sustainable development.

Paragraph 11 of the NPPF confirms that there is a presumption in favour of sustainable development and that development that accords with the development plan should be approved unless material considerations indicate otherwise.

Para 11 of the NPPF (and footnote 8) also advises that where the development plan is absent, silent or relevant policies are out of date, permission should be granted unless there are specific policies in the NPPF that indicate that development should be restricted. This applies to a variety of designations, including SSSIs, Green Belt, AONBs, designated heritage assets and locations at risk of flooding.

Site Photographs:







Conclusion:

Following a review of the proposals applicable policy and material considerations it is of our professional view that the development is in compliance with all applicable policies as previously illustrated.

We see no reason for the council to refuse our request for planning approval and kindly request for a timely decision to be made in line with applicable guidance of the NPFF.



Should any further information be requested to assist in the council's assessment of the proposal, please do not hesitate to contact me directly.

Thank you,

Kind regards,

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