

**Application Reference:** 2025/0965

**Site Address:** 46 Thurnscoe Lane, Great Houghton, S72 0DY

**Introduction:**

This application seeks full planning permission for the installation of a dropped kerb and formation of a driveway.

**Relevant Site Characteristics**

The site fronts onto the classified Road, B6411 Thurnscoe Lane. The site consists of a semi-detached bungalow with an open plan lawned garden area at the front of the property. Directly adjacent to the site is an open area of green belt and located to the rear of the site is a recreation ground. Access to the rear of the property can be gained from Norfolk Court.

The site is located along a classified route (B6411) that runs between the villages of Great Houghton and Thurnscoe. As it passes the site, Thurnscoe Lane is subject to a speed limit of 40mph, this changes to 60mph some 85m to the east of the site.

**Location Plan**  
Site Address: 46, Thurnscoe Lane, Great Houghton, Barasley, S72 0DY



Date Produced: 06-Nov-2025

Scale: 1:1250 @A4

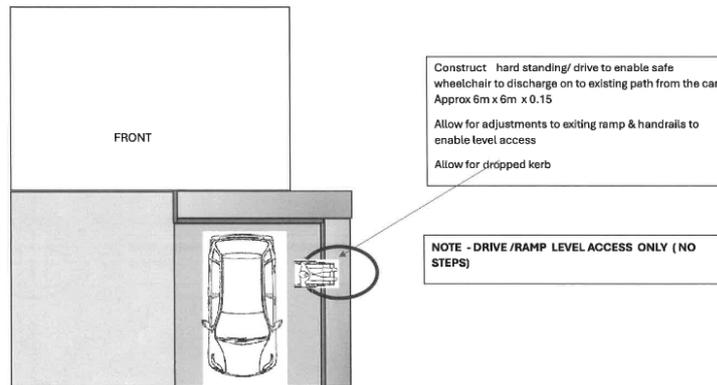


**Site History**

Application Reference	Description	Status (Approved/Refused)
N/A		

**Detailed description of Proposed Works**

The proposal is for the formation of a hard surfaced driveway and the installation of a dropped kerb onto Thurnscoe Lane which is a classified road.



<b>Address: 46 Thurnscoe Lane S72 1TQ</b>		
Scale NTS	Date: 27 <sup>th</sup> June 2026	Proposed Hardstanding + Dropped Kerb
Surveyor:	Bernard Collins	

## 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

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

### **Consultations**

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.

No representations have been received.

Highways Section – Object as the scheme would be detrimental to highway safety..

### **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**

Class F, Part 1 of Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) sets out that development consisting of *'the provision within the curtilage of a dwellinghouse of a hard surface for any purpose*

*incidental to the enjoyment of the dwellinghouse as such*' is permitted development provided that the relevant criteria and conditions are complied with.

Planning permission is required for access onto and development upon a classified highway and permission will be granted where such development does not impinge upon highway safety.

Local Plan Policy 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. The NPPF states that development should be refused on highway grounds if there would be an unacceptable impact on highway safety.

Whilst the formation of a vehicular driveway could be implemented under permitted development rights provided that all the relevant criteria and conditions are complied with, the application site is located on a classified highway and planning permission is required for an access onto a classified highway. It is unlawful to drive over a pavement to access a driveway without a dropped kerb. The proposed dropped kerb and the formation of a vehicular driveway must therefore be considered in conjunction.

#### Scale, Design and Impact on the Character

The existing property has an open plan front garden area which is lawned. Hard standing along the frontages of properties within this locality is commonplace, however these properties have adequate turning space within their curtilage for safe entry and egress onto the classified road. That said, the proposed hardstanding is not expected to impact the visual amenity of the area.

The proposal is therefore considered to comply with Local Plan Policy D1: High Quality Design and Placemaking and would be acceptable regarding visual amenity. Nevertheless, a proposal that is considered acceptable regarding visual amenity does not warrant the approval of a scheme that is considered unacceptable in terms of its impact on highway safety.

Moderate weight has been given to the design and impact on the character of the area.

#### Impact on Neighbouring Amenity

The proposed development would not be significantly detrimental to the amenity of the occupant(s) of the application property or nearby neighbouring properties and would not contribute to significantly increased levels of overshadowing, overlooking and loss of privacy or reduced levels of outlook. This weighs moderately in favour of the proposal.

The proposal is therefore considered to comply with Local Plan Policy GD1: General Development and would be acceptable regarding residential amenity. Nevertheless, a proposal that is considered acceptable regarding residential amenity does not warrant the approval of a proposed scheme that is considered unacceptable in terms of its impact on highway safety.

#### Highways

The site is located along Thurnscoe Lane, a classified route (B6411) that runs between the villages of Great Houghton and Thurnscoe. As it passes the site, Thurnscoe Lane is subject to a speed limit of 40mph, this changes to 60mph some 85m to the east of the site.

Given that Thurnscoe Lane is classified, there is a requirement for vehicles to be able to turn within the site curtilage so that they can enter and exit in a forward gear in the interests of highway safety. Classified roads by their very nature are busier roads and it is considered that vehicles reversing to/from the driveway would have a detrimental impact on highway safety for oncoming vehicles on Thurnscoe Lane. In addition, the on-street parking that occurs along the site frontages of neighbouring dwellings would, if the proposed scheme were implemented, only serve to further exacerbate highway safety issues by impeding visibility for the driver of a vehicle when attempting to exit the driveway.

Therefore, the proposals are considered unacceptable from a highways development control perspective as they are viewed as being prejudicial to highway safety contrary to Local Plan Policy T4 New development and Transport Safety.

Significant weight has been given to highway safety.

#### Planning Balance and Conclusion

For the reasons given above, and taking all other matters into consideration, the proposal fails to comply with the relevant plan policies and as a result planning permission should be refused. Under the provisions of the NPPF, the application is considered to be country to Policy and is therefore recommended for refusal.

#### **RECOMMENDATION: Refusal**

In the opinion of the Local Planning Authority, the development would present significant highway safety concerns regarding limited visibility and a lack of adequate turning space within the application curtilage to enable safe entry and egress on a classified highway. The development is viewed prejudicial to highway safety and therefore fails to comply with Paragraph 115 of the National Planning Policy Framework and Local Plan Policy T4.

#### **Justification**

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

In dealing with the application referred to above, due to the proposed/existing works in this instance it has not been possible to seek a solution for the reasons above.

**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.**