

Application Reference Number:	2025/0498.
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Application Type:	<i>Full.</i>
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Proposal Description:	<i>Formation of vehicular access and dropped kerb.</i>
Location:	<i>8 Welfare View, Barnsley Road, Dodworth, Barnsley, S75 3LB.</i>

Applicant:	<i>Mr Mark Hearsom.</i>
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Third-party representations:	<i>None.</i>	Parish:	
		Ward:	<i>Dodworth.</i>

<p>Summary:</p> <p>The applicant is seeking planning permission for the installation of a vehicular access and dropped kerb off Welfare View – a B-classified road (B6449). The proposal includes the removal of part of an existing stone boundary wall to the front and the installation of a driveway extending the entire length to the east within the development site. An existing gated access to the rear would be retained.</p> <p>The proposed development would have no adverse impact on residential amenity, visual amenity, and highway safety, and is considered acceptable in policy terms. The proposal is therefore considered to be an acceptable and sustainable form of development in accordance with Section 2 of the National Planning Policy Framework (NPPF, 2024).</p> <p>Recommendation: APPROVE subject to conditions.</p>
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Site Description

This application relates to a modest-sized plot located on the north side of Welfare View and within an area which is principally residential that is characterised by two-storey detached, semi-detached and terraced dwellings of a similar scale and varying appearance. Welfare View forms a B-classified (B6449) that is busy and connects Dodworth Railway Station to Junction 37 of the M1. Welfare View has a very gradual incline from west-to-east. Some larger neighbouring plots benefit from off-street parking provision to the front while some smaller plots along Welfare View utilise a rear access road to access off-street parking provision to the rear. Some park on-street to the front.

The application property is a two-storey semi-detached dwelling constructed of brick with a concrete tiled hipped roof. The property is fronted by some hard surfacing bounded by a low-built stone wall. To the side and rear is garden space. There is an existing pedestrian access to the front off Welfare View. To the rear is an existing access road with timber access gates leading to the rear garden of the application property. There is evidence of similar rear accesses to neighbouring properties and utilisation of some rear space for vehicular parking.



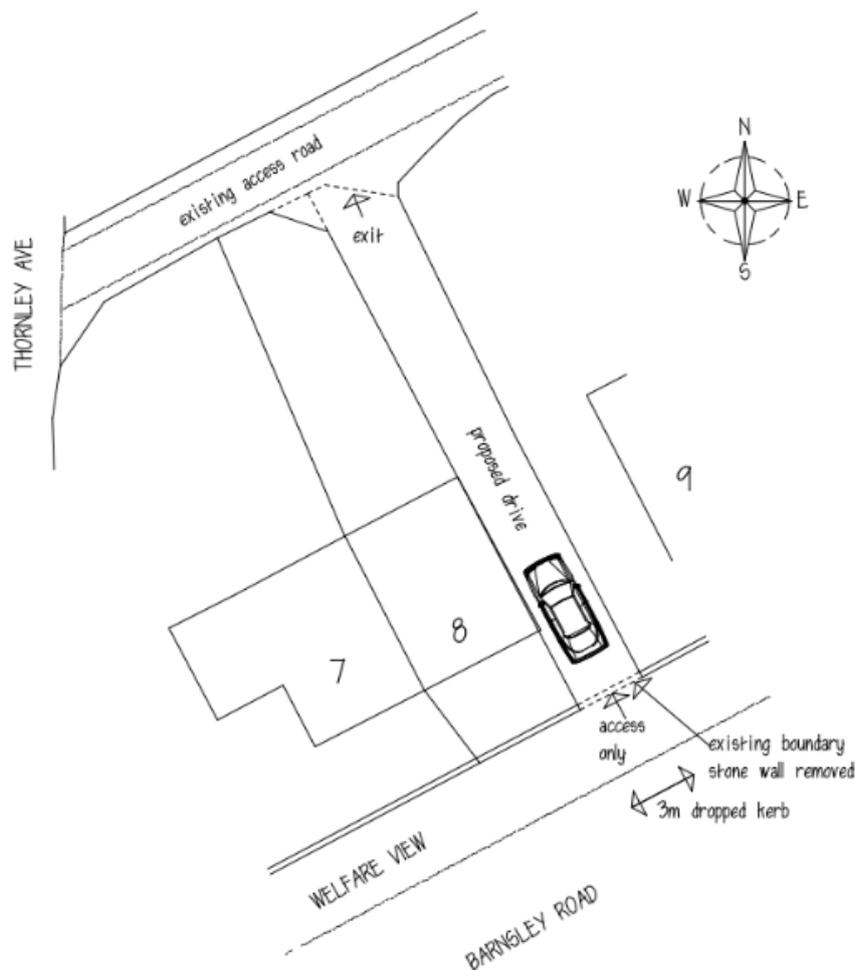
Planning History

There is no planning history associated with the development site.

Proposed Development

The applicant is seeking planning permission for the installation of a vehicular access and dropped kerb off Welfare View – a B-classified road (B6449). The proposal includes the removal of part of an existing stone boundary wall to the front and the installation of a driveway extending the entire length to the east within the development site. An existing gated access to the rear would be retained.

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Architectural Design Consultant Tel : 01226 201391 Mobile: 07973 251730 e-mail: peter-thompson@hotmail.co.uk	PROPOSED VEHICULAR ACCESS & DROPPED KERB 8 WELFARE VIEW DODWORTH BARNLEY	Linwood Barnsley Road Dodworth Barnsley S75 3JR
SITE PLAN 1:200@A4		



Relevant Policies

The Development Plan

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires development 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 a full Council meeting held 24th November 2022. The review determined that the Local Plan remains fit for purpose and is adequately delivering on 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, which is due to take place in 2027, or earlier, if circumstances require it.

The development site is allocated as urban fabric within the adopted Local Plan which has no specific allocation. The following Local Plan policies are therefore relevant in this case:

- *Policy SD1: Presumption in favour of Sustainable Development.*
- *Policy T4: New Development and Transport Safety.*
- *Policy GD1: General Development.*
- *Policy POLL1: Pollution Control and Protection.*
- *Policy D1: High quality design and place making.*

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

In December 2024, the Government published a revised NPPF which is the most recent revision of the original Framework, first published in 2012 and updated several times, providing the overarching planning framework for England. The NPPF 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. The 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 (paragraph 10) and plans and decisions should apply this presumption in favour of sustainable development (paragraph 11). There are three dimensions to sustainable development: economic, social and environmental; each of these aspects are mutually dependent. The following NPPF sections are relevant in this case:

- *Section 2: Achieving sustainable development.*
- *Section 4: Decision-making.*
- *Section 9: Promoting sustainable transport.*
- *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 this guidance 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 following SPDs are relevant in this case:

- *Parking (Adopted November 2019).*
- *Walls and Fences (Adopted May 2019).*
- *House extensions and other domestic alterations (Adopted March 2024).*

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

Representations

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

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 were received.

Consultations

Highways Development Control	<i>No objection(s) subject to condition(s).</i>
Local Ward Councillors	<i>No objections raised to the amended plans</i>

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 unless the NPPF establishes a specific weight:

- Substantial
- Considerable
- Significant
- Moderate
- Modest
- Limited
- Little or no

Principle of Development

Planning permission is required for access onto and development a classified highway and permission will be granted where such development would not impinge upon highway safety, visual amenity or residential amenity

Impact on Highways

During the application process, concerns were raised regarding the potential for reversing of vehicles onto a busy main road which could cause conflict with other road users, and a lack of turning space within the site to allow access and egress in a forward gear to avoid unsafe manoeuvres and possible conflict. The applicant initially provided videos and vehicular tracking to support the initial proposed scheme. However, this demonstrated that the development site could not achieve sufficient turning to the front and consequently, the applicant submitted an amended scheme.

The amended scheme includes the removal of part of an existing front stone boundary wall and the installation of a dropped kerb and vehicular access off Welfare View. A new driveway would extend the full length to the east within the development site and an existing gated access to the rear would be retained and utilised. The amended scheme would provide entry off Welfare View with exit taken from a rear access road and onto Thornley Avenue (or vice versa). While the proposed arrangement would be unusual, Highways Development Control have raised no objections as it is acknowledged that the proposal is a workable scheme in theory, particularly given local context with neighbouring properties having a range of different off-street parking facilities.

The LPA has no reason to disagree with the professional opinions of Highways Development Control colleagues in this instance. The proposed development is therefore not considered to be prejudicial

to highway safety and consequently, this is considered to weigh moderately in favour of the proposal, subject to conditions.

The proposal is therefore considered to comply with Local Plan Policy T4: New Development and Transport Safety and is considered acceptable regarding highway safety.

Impact on Residential Amenity, Health and Pollution Control

The proposal would not be significantly detrimental to the amenity of the occupants 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, and while there could be some temporary disruption and nuisance caused during the works, a condition could be adopted to control construction hours.

Considering the above, this is considered to weigh modestly in favour of the proposal.

The proposal is therefore considered to comply with Local Plan Policy GD1: General Development and Local Plan Policy POLL1: Pollution Control and Protection and is considered acceptable regarding residential amenity.

Impact on Visual Amenity

The proposal is not considered to adversely affect or significantly alter or detract from the character of the application property or street scene. While part of an existing front stone boundary wall would be removed, this is not considered to have a material adverse effect on the character of the area.

Considering the above, this is considered to weigh modestly in favour of the proposal.

The proposal is therefore considered to comply with Local Plan Policy D1: High Quality Design and Placemaking and is considered acceptable regarding visual amenity.

Planning Balance and Conclusion

In accordance with the provision of paragraph 11 of the NPPF (2024), this proposal is considered in the context of the presumption in favour of sustainable development and therefore, for the reasons given above, and taking all other material matters into consideration, the proposal complies with the relevant local and national planning policies and guidance and as such, planning permission should be granted subject to necessary conditions.

RECOMMENDATION: Approve subject to conditions.

Justification

Statement of compliance with Article 35 of the Town and Country Development Management Procedure Order 2015.

In dealing with the application, the Local Planning Authority has worked with the applicant to find solutions to the following issues that arose whilst dealing with the planning application:

- Lack of turning provision within the development site and potential for conflict with other road users.

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 representations, 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.