
2022/0501

Applicant: Mr Joubert

Formation of a dropped kerb access

Sledbrook House, Crows Edge, Sheffield, S36 4HF

Site Location & Description

The application site is a detached dwelling sited to the western side of Sheffield Road. The property has a short path leading up to the front of the dwelling where there is a brick wall and gate enclosing the property. There are a number of large trees surrounding the site. The dwelling itself is not located in the green belt, however the area of grass to the front of the dwelling where the proposed access and parking area will be located are.

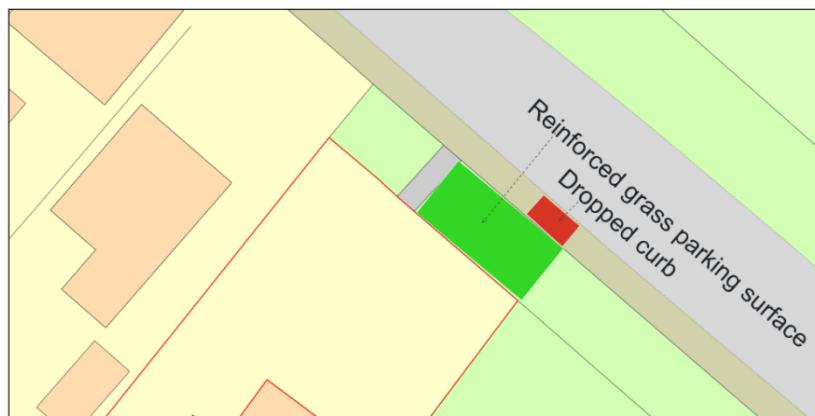
Sledbrook House



Proposed Development

The applicant seeks permission of the installation of a dropped kerb to the front of the dwelling.

Proposed Works 01



Planning History

No relevant history.

Policy Context

Planning decisions should be made in accordance with the development plan unless material considerations indicate otherwise and the National Planning Policy Framework (NPPF) does not change the statutory status of the development plan as the starting point for decision making. The new Local Plan was adopted at the full Council meeting held 3rd January 2019 after it was found to be sound by the appointed Planning Inspector following the examination process.

NPPF

The National Planning Policy Framework sets out the Government's planning policies for England and how these are expected to be applied. At the heart is a presumption in favour of sustainable development. Development proposals that accord with the development plan should be approved unless material considerations indicate otherwise. Where the development plan is absent, silent or relevant policies are out-of-date, permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework as a whole; or where specific policies in the Framework indicate development should be restricted or unless material considerations indicate otherwise.

Local Plan

The site is allocated as Urban Fabric and partly within the Green Belt within the Local Plan Proposals Maps and therefore the following policies are relevant:

Policy GD1 General Development

Policy GB2 Replacement, extension and alteration of existing buildings in the Green Belt

Policy D1 High Quality Design and Place Making

Policy SD1 Presumption in favour of Sustainable Development

Policy T4 New Development and Transport Safety

Supplementary Planning Document: House Extensions and Other Domestic Alterations

The Supplementary Planning Document (SPD) sets out the design principles that specifically apply to the consideration of planning applications for house extensions, roof alterations, outbuildings & other domestic alterations and indicates that these developments:

1. be of a scale and design which harmonises with the existing building
2. not adversely affect the amenity of neighbouring properties
3. maintain the character of the street scene and
4. not interfere with highway safety.

Consultations

Highways – Object due to the proposals being prejudicial to highway safety.

Parish Council- No comment.

Representations

Neighbour notification letters were sent to surrounding properties; no representations were received.

Assessment

Principle of development

Accesses to properties will be allowed where adequate visibility is provided for drivers entering the highway for both pedestrians and vehicles.

The property itself is not located within the Green Belt, however the area where the dropped kerb and parking area will be located are. Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.

Paragraph 150 of the National Planning Policy Framework states that certain forms of development are not inappropriate in the Green Belt, provided they preserve its openness and do not conflict with the purposes of including land within it. One exception relevant to this proposal is part b which refers to engineering operations; the installation of the dropped kerb would fall into this category.

The installation of the works would facilitate parking and it could be argued this may bring about an associated visual and spatial impact on openness. It is however acknowledged that the works are low profile, modest in size and it is probable that vehicles will come and go from the dwelling which is expected from a residential property. The parking area is to be constructed from re-enforced grass which would assimilate well visually with the existing grass verge and as such would not be considered to be visually intrusive. It is therefore considered that the development would not detrimentally affect the openness on this edge of the Green Belt or conflict with the purposes of including land within it. As such, the principle of the works from a Green Belt perspective are acceptable.

Highway safety

The applicant seeks permission to create a dropped kerb access to a classified road to serve a parking area directly in front of the property.

Sledbrook House fronts onto the A616 Sheffield Road and appears to currently have vehicular access via a track that commences some 60m to the south east of the property.

From the submitted 'Proposed Works' plan it can be seen that the proposed parking area is approximately 4.4m x 8.6m, this is insufficient to allow a vehicle to turn within the site. Given that Sheffield Road is classified, there is a requirement for vehicles to 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 or from the parking area would have a detrimental impact on highway safety for oncoming vehicles.

It should also be noted that the area is a grass verge that forms part of adopted highway and as such is not within the ownership or control of the applicant. Vehicles parked on the verge could cause an obstruction by impeding visibility for vehicles exiting the driveway of the adjacent property.

As such, the access would be prejudicial to highway safety and is therefore unacceptable from a highways development control perspective

Recommendation

Refuse