

<b>Application Reference Number:</b>	2025/0612
<b>Proposal Description:</b>	Dropped kerb installation
<b>Location:</b>	32 Barnburgh Lane, Goldthorpe, Barnsley, S63 9PD

**Recommendation:**

Approve subject to conditions

**Site Description**

32 Barnburgh Lane, Goldthorpe, Barnsley, S63 9PD is located within Goldthorpe which is situated east of Barnsley Town Centre. The site is only accessible via road routes and is predominantly a residential area. The surrounding properties are a mix of detached, semi-detached and terraced dwellings. There are small number of commercial properties in the direct vicinity including the Dearneside Leisure Centre and a Asda supermarket.

**Planning History**

No recent or relevant planning history.

**Proposed Development**

The applicant has proposed the removal of the small boundary wall at the front of the property and the installation of a dropped kerb at the front of the property to create off street parking. The applicant has provided plans in support of the application.

**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 on 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.

- Local Plan Allocation – Urban Fabric

- Policy SD1: Presumption in favour of Sustainable Development
- Policy GD1: General Development
- Policy D1: High quality design and place making
- Policy Poll1: Pollution Control and Protection
- Policy T3: New development and Sustainable Travel
- 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 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 it into account when taking decisions.

### **Consultations**

Highways – No objections.

### **Representations**

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

### **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

Alterations to the highway are acceptable in principle where such development would not impinge upon highway safety, visual amenity or residential amenity, further consideration is given to these matters below.

### Highways Safety

The Councils Highways Officer has been consulted upon on this application, and they have stated as Barnburgh Lane is not a classified road, Highways DC officers would not require the applicant to provide internal turning within the curtilage of the site and would consider the introduction of off-street parking as a benefit to highway safety.

The proposals are acceptable from the perspective of highway development control. Officers would ask that the below informative is added to the decision notice. As such, the proposed development accords with policy T4 of the Local Plan. This weighs significantly in favour of the proposal.

### 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

For the reasons given above, and taking all other matters into consideration, the proposal complies with the relevant plan policies and however, as there have been no objections from any neighbours or residents. The previous prior approval application was approved and thus the current application is recommended for approval, subject to conditions.

#### **Recommendation**

Approve subject to conditions

#### **Justification**

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

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.