
2022/1204

Ms J Walton

Formation of a driveway and associated dropped kerb

11 Thicket Lane, Worsbrough Dale, Barnsley, S70 4ST

Site Location & Description

Thicket Lane (B6100) is a busy arterial route, linking the south of the borough with the north east and currently benefits from a 30mph speed limit.

The area is mixed used along the busy main road, interspersed with residential properties. The dwellings are mainly red brick semi-detached properties.

The dwelling subject to this application is a semi-detached red brick dwelling of approximately 1960s construction. The dwelling is set back from the highway and benefits from a small front garden enclosed by a low-level red brick wall.

The dwelling currently benefits from a driveway to the north-eastern side of the property and an associated drop kerb, which do not benefit from permission.



Site History

2022/0513 – Formation of a dropped kerb – application withdrawn to seek additional information required by highways. Highways considered that the development was unacceptable given that there was no facility to turn within the site to enter and exit the highway in a forward gear.

Proposed Development

The applicant seeks permission for the installation of a dropped kerb and associated driveway to the above dwelling, to allow for entry and exit of the site in a forward gear the applicant proposes to install a permeable block paved area to the front of the dwelling.

The works are part retrospective, the creation of the driveway and the access on to the classified road being carried out prior to the submission and determination of a planning application.

Local Plan

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

Policy GD1 General Development

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.

National Planning Policy Framework 2021 (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 there are no relevant development plan policies, or the policies which are most important for determining the application are out of date, unless the application of policies in the Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed or any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies of the Framework taken as a whole.

Consultations

Highways – initially objected to the earlier scheme due to the lack of turning provision within the site. Following the submission of this application the concerns raised were addressed, however a concern, which was not raised in the earlier application has been raised in relation to the driveway gradient exceeding 1:12.

Representations

The application was advertised by way of a site notice and neighbour notification letters were sent to surrounding properties; no letters of representation have been 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.

Highway Concerns

Following the withdrawal of previous application 2022/0513, this application has been submitted along with the relevant information intended to address the previous highway issues.

The Design and Access Statement, along with the accompanying plans, shows that internal turning provision is proposed, that pedestrian visibility splays are to be provided and that adequate vehicular sight lines can be achieved. It is noted that the 2m x 2m pedestrian visibility splays are incorrectly shown on the 'Visibility Splay Plan' and could not be provided in the manner shown as they would include the need to reduce the height of a boundary wall outside the control of the applicant. However, it does appear that when correctly measured, satisfactory pedestrian visibility can be achieved within land controlled by the applicant.

One issue that has not previously been considered is that of the gradient of the access/driveway which should not exceed 1:12; the driveway is steeper than this and has a gradient of approx. 1:8 and as such does not meet usual requirements. However, given the local context whereby a number of vehicular accesses can be seen as having a similar gradient, it is not considered unacceptable given that the other more significant issues having now been satisfactorily addressed.

The plans incorporate a turning area within the site to allow vehicles to enter and exit the highway in a forward gear which alleviates highways initial concerns of the earlier application. Highways have been consulted on the application and raise no objection to the proposal and as such it is considered that the proposed scheme is acceptable and in compliance with Local Plan Policy T4 New Development and Transport Safety.

Visual Amenity

Whilst not a new housing development, best practice guidance, which is relevant in this instance, states that within new housing developments, parking areas to the front of dwellings should be designed to reduce their dominance, Building for Life considers that an over reliance on in front of plot parking should be avoided. The area between dwellings and the highway provides one of the best opportunities for enhancing the appearance of a housing scheme. Careful attention to matters such as paved surfaces rather than tarmac, tree and shrub planting and the erection of walls and railings can have a major impact and where front garden physical boundaries exist in the neighbouring areas these should continue to be used in new development.

The main concern when allowing parking to the front of properties, is the loss of the boundary treatment and any landscaping that may exist. Whilst it is not an excuse to undertake works prior to planning permission being approved, it does allow the full extent of the development to be appreciated. In this instance, whilst the dropped kerb and driveway have been created, the majority of the existing low level brick wall has been retained; the plans clearly show that with the

introduction of the parking area to the front of the property, the wall, whilst reduced in height to 600mm will be retained along with a reasonable amount of landscaping retained to the front of the property, softening the surfaced area. In addition, it is intended that the parking area will be blocked paved rather than laid in tarmac, further lessening the impact.

It is therefore considered that the proposed driveway would not have a detrimental impact on the character of the wider street scene and as such is in compliance with Local Plan Policy D1.

Conclusion

Based on the assessment above it is considered that the proposed development would not have a significant adverse impact on highway safety, nor would it have a detrimental impact on the character of the wider street scene, and as such is in compliance with Local Plan Policies D1, and T4 and is therefore acceptable.

Recommendation

Approve with Conditions