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**2022/0181**

M & P Nietrzebka

Formation of a driveway and associated dropped kerb

30 Huddersfield Road, Barnsley, S75 1DL

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**Site Location & Description**

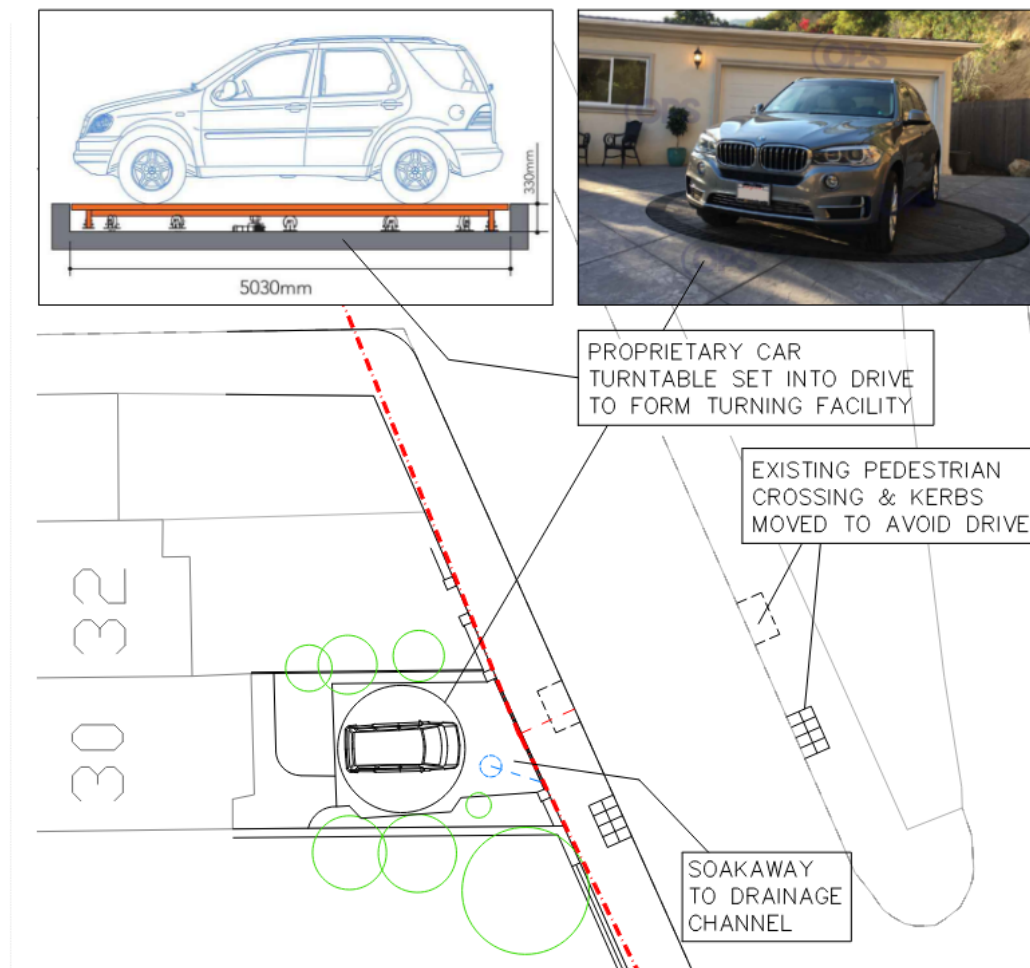
Huddersfield Road (A635) is a busy arterial route, linking the town centre with the north of the borough and currently benefits from a 30mph speed limit, with waiting restrictions in place. The area is predominantly residential area on the busy main road, interspersed with some non-residential uses, including a doctor's surgery and a pharmacy. There are a mix of housing types and styles, including stone terraced and detached Victorian villas.

The dwelling subject to this application is a semi-detached stone built Victorian villa with gable projection fronting the highway. The site lies within Huddersfield Road Conservation Area. The dwelling is set back from the highway and benefits from some modest landscaping to the front of the property. Works to provide the off-street parking area were undertaken prior to the submission of a planning application and following contact from enforcement the boundary wall was re-instated. The picture below (top right) shows the site prior to the works being undertaken, the picture (bottom left) shows the works after completion, and the picture (bottom right) shows the remedial works while permission is sought.



## Proposed Development

The applicant seeks permission of the installation of a dropped kerb and associated driveway to the front of the dwelling. To allow for entry and exit of the site in a forward gear the applicant proposes to install a car turntable, similar to that below. The works are part retrospective, the creation of the driveway being carried out prior to the submission and determination of a planning application. The parking area to the front of the property was created without planning permission, however, the boundary wall has been re-instated following contact from enforcement prior to the submission of this application.



## 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.

## Local Plan

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

Policy HE1 Historic Environment

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.

Paragraph 206 states the local planning authorities should look for opportunities for new development within Conservation Areas and World Heritage Sites, and within the setting of heritage assets, to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to the asset (or which better reveal its significance) should be treated favourably.

#### **Consultations**

Highways – initially objected to the scheme due to the lack of turning provision within the site; following the submission of amended plans providing a turning table within the site, no objections have been raised.

Conservation Officer - no objections subject to condition ensuring the surface of the turning table matches the existing hard surface – verbal comments

## **Representations**

Neighbour notification letters were sent to surrounding properties; one letter of comment has been received supporting the creation of off-street parking.

## **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 Safety

The property lies on the A635 Huddersfield Road between the junctions with Cockerham Lane and Pollitt Street. A 30mph speed limit and loading and waiting restrictions are in place.

Huddersfield Road is a primary vehicular traffic route into Barnsley Town Centre and is also a busy pedestrian route to the town centre and the nearby Barnsley College. The peak hour loading and waiting restrictions cover the hours of 8am to 9.30am and 4.30pm to 6.00pm and the heavily trafficked nature of this stretch of road discourages on street parking outside these hours. On street parking is available on the adjacent side streets of Victoria Crescent and Pollitt Street although these are heavily parked, and the carriageways are quite narrow in places. Consequently, there is limited opportunity for on street parking, and it is appreciated that the applicant seeks to create parking provision within the curtilage of their own property.

However, as this application is retrospective, and the parking area has already been created it can be seen that there is no provision for a vehicle to turn within the site. Given that Huddersfield Road is classified (A635), 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 into or from the driveway would have a detrimental impact on highway safety for oncoming vehicles on Huddersfield Road.

On this basis the application was deemed unacceptable and was to be recommended for refusal, however, following the initial comments from Highways, the applicant submitted amended plans which incorporated a turning table within the site to allow vehicles to enter and exit the highway in a forward gear which alleviates highways initial concerns, it is now considered that the proposed scheme is acceptable and in compliance with Local Plan Policy T4 New Development and Transport Safety.

### Visual Amenity and Impact on Conservation Area

There are 18 conservation areas in the borough, and each is designated for its particular built and historic significance. This significance is derived from the group value of its constituent buildings, locally prevalent styles of architecture, historic street layouts and its individual setting which frequently includes views and vistas both into and out of the area. Particular attention will be given to those elements which have been identified in a Conservation Area Appraisal as making a positive contribution to its significance.

Architectural relationships between buildings and the surrounding public realm tends to be formed through gardens and spaces created at the front of most properties, even terraced properties, by small walls and gates that create a subtle demarcation between the public and private realm.

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, particularly in Conservation Areas, 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. It is clear that the proposed parking area ensures that a substantial amount of landscaping is retained to the front of the property, softening the surfaced area. In addition, the parking area has been blocked paved rather than laid in tarmac, further lessening the impact. Furthermore, the existing stone gate posts are to form the drive access along with a small return of the boundary wall to the left of the entrance. The Conservation Officer has not raised any objection to the proposal and only requests that the turntable surface is block paved similar to that of the existing driveway. It is therefore considered that the proposed driveway would not have a detrimental impact on the character of the conservation area or upon the wider street scene and as such is in compliance with Local Plan Policy HE1 and 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 conservation area or the wider street scene, and as such is in compliance with Local Plan Policies HE1, D1, and T4 and is therefore acceptable.

### **Recommendation**

**Approve with Conditions**