

PLANNING STATEMENT

Householder planning application

Formation of a driveway and parking area to the front of the dwelling, including retaining walls, alterations to existing ground levels and associated steps.

Site	30 Quarry Bank Close, Cudworth, Barnsley, S72 8BJ
Applicants	Mr D & Mrs A Maltby
Agent	White Agus Ltd, Office One, Drill Hall, 11 Eastgate, Barnsley, S70 2EU
Prepared by	Tom Agus M.C.I.A.T, Partner
Project reference	26-064
Date	August 2026
Accompanying drawing	26-064-01 Rev A — Plans and Elevations (1:50 & 1:100 @ A1)

1.0 Introduction

- 1.1 This Statement is submitted by White Agus Ltd on behalf of Mr D and Mrs A Maltby in support of a householder planning application at 30 Quarry Bank Close, Cudworth, Barnsley, S72 8BJ.
- 1.2 The application seeks permission for the formation of a driveway and off-street parking area to the front of the dwelling. The works involve re-grading the front garden, the construction of retaining walls to the side boundaries and the formation of steps to provide pedestrian access to the front door.
- 1.3 This Statement should be read alongside the completed application forms and drawing 26-064-01 Rev A, which shows the existing and proposed ground floor plans, elevations, location plan and block plan, together with a full set of surveyed spot levels.
- 1.4 The Statement describes the site and its context, sets out the background to the application, describes the proposal, identifies the relevant planning policy and assesses the proposal against it.

2.0 The Site and Its Surroundings

- 2.1 The application site comprises a two-storey dwelling situated on Quarry Bank Close, a residential cul-de-sac within the established residential area of Cudworth. The surrounding properties are of a similar age, scale and construction, and the street has a consistent pattern of open frontages used for off-street parking.
- 2.2 The defining characteristic of the site is its topography. The highway and adjoining footpath fall steeply across the frontage of the site, from a surveyed level of +09.032m at the higher end to +07.899m at the lower end. The front garden falls in the same direction, from +09.968m adjacent to the dwelling to +08.153m at the lower boundary, with measured gradients across the frontage of approximately 4°, 5° and 3.5°. Between the front boundary and the footpath is a grass verge falling at approximately 17°.

- 2.3 The dwelling has an integral garage at ground floor level, served by an existing dropped crossing to part of the frontage. Because of the change in level between the highway and the garage threshold, the existing access is steep and of limited practical use. The remainder of the frontage is served by a raised kerb.
- 2.4 The combination of a steep frontage and a substandard existing access means that the property does not at present benefit from a usable, level off-street parking space, and vehicles associated with the dwelling are parked on the highway.
- 2.5 The adjacent property has recently been re-laid to provide a similar frontage parking arrangement, and photographs of that arrangement are submitted with this application. The proposal would therefore sit comfortably within an established and evolving pattern of development on this street.

3.0 Background

- 3.1 The applicants originally approached the Council for consent to form a dropped crossing to their frontage. That application was refused. On review, the applicants explained that they were seeking to make the frontage structurally sound, including the introduction of retaining walls and the reduction of the existing steep gradient, and they were advised to obtain professional design input and to regularise the position through the planning system.
- 3.2 White Agus Ltd was subsequently appointed. A measured survey of the property and its frontage was undertaken, and a scheme was developed and revised in consultation with the applicants. The present application follows that advice and seeks permission for the engineering and enclosure works required to deliver a safe and usable frontage.

4.0 The Proposal

- 4.1 The proposed works, as shown on drawing 26-064-01 Rev A, comprise:
- Re-grading of the front garden to form a driveway and parking area at a gradient of approximately 5.6°, following the incline of the adjoining highway;
 - The construction of retaining walls to the side boundaries of the driveway, scaling at a maximum retained height of approximately 1.5m at the highest point adjacent to the dwelling and reducing to below 1m where the walls meet the highway boundary. Walls to be constructed in facing brick to match the existing dwelling.
 - The formation of steps with 140mm risers to provide safe pedestrian access from the driveway to the front entrance;
 - The re-setting of an existing manhole cover to suit the revised levels; and
 - Surfacing of the driveway in a permeable material, or the direction of surface water run-off to a permeable area within the curtilage of the dwelling.
- 4.2 For completeness, the applicants also intend to convert part of the existing integral garage to an office. That work is internal, does not enlarge the dwelling and is considered to constitute permitted development under Class A of Part 1 of Schedule 2 to the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended). It is described here for context only and does not form part of this application.

- 4.3 Similarly, the hard surface itself would fall within Class F of Part 1 where constructed of porous materials or drained to a permeable area, and the applicants intend to construct it on that basis. This application is made because the retaining walls exceed the 1m limit set out in Class A of Part 2 of Schedule 2 where adjacent to a highway used by vehicular traffic, and because the associated alterations to ground levels constitute engineering operations falling outside permitted development.
- 4.4 The extension of the existing dropped crossing will be the subject of a separate application to the Council as local highway authority under section 184 of the Highways Act 1980, and does not form part of this application.

5.0 Planning Policy Context

- 5.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications be determined in accordance with the development plan unless material considerations indicate otherwise.
- 5.2 The development plan for the area is the Barnsley Local Plan (adopted 2019). The policies of most relevance to this application are:
- Policy SD1 — Presumption in Favour of Sustainable Development;
 - Policy GD1 — General Development;
 - Policy D1 — High Quality Design and Place Making;
 - Policy T4 — New Development and Transport Safety;
 - Policy CC4 — Sustainable Drainage Systems (SuDS).
- 5.3 The following Supplementary Planning Documents are also relevant: House Extensions and Other Domestic Alterations SPD; Parking SPD; and Sustainable Travel SPD.
- 5.4 At national level, the National Planning Policy Framework (December 2024, as amended February 2025) is a material consideration, in particular Section 9 (Promoting sustainable transport) and Section 12 (Achieving well-designed and beautiful places).

6.0 Planning Assessment

Principle of development

- 6.1 The site lies within an established residential area, where domestic alterations of this kind are acceptable in principle. The works are wholly domestic in character, are contained within the curtilage of the dwelling and would not result in any change of use. The proposal accords with Policies SD1 and GD1.

Design, character and appearance

- 6.2 Policy D1 requires development to be of high quality design and to respond positively to its context. The proposed driveway follows the natural incline of the highway rather than cutting against it, so the finished frontage would read as a continuation of the existing street levels rather than as an engineered intervention.
- 6.3 The retaining walls are functional structures required by the topography of the site. They are set within the plot along the side boundaries, are lowest at the point where they are most visible from

the highway, and would be finished in materials to complement the existing dwelling. Planting is retained to the frontage, as shown on the proposed front elevation.

- 6.4 Frontage parking is an established characteristic of Quarry Bank Close, and a comparable arrangement has recently been implemented at the adjoining property. The proposal would not therefore introduce an incongruous feature into the street scene, and no harm to the character or appearance of the area would arise.

Residential amenity

- 6.5 The works are confined to the front curtilage of the dwelling and are single-storey engineering and enclosure works only. There would be no loss of light, outlook or privacy to any neighbouring property, and no overbearing impact. The retaining walls are of modest height and are lower than the 2m permitted for enclosures elsewhere within a residential curtilage. The proposal accords with Policies GD1 and D1.

Highway safety and parking

- 6.6 Policy T4 requires development to be safe and accessible for all and to avoid unacceptable impacts on highway safety. The proposal delivers a clear highway safety benefit. At present, the frontage is steep, the existing garage access is substandard, and vehicles associated with the dwelling are parked on the highway within a cul-de-sac.
- 6.7 The proposal would provide a properly formed off-street parking space at a gradient of approximately 5.6°, equivalent to approximately 1:10, laid out to accommodate a vehicle clear of the carriageway. Although part of the garage is to be converted, the garage is not currently capable of being used for parking because of the gradient of its access; the proposal therefore represents a net improvement in usable off-street parking provision rather than a loss, consistent with the Parking SPD.
- 6.8 Pedestrian access to the dwelling is formalised by the proposed steps, and an existing manhole cover is to be re-set level with the new step arrangement, removing a trip hazard. The detailed design of the vehicle crossing itself will be agreed with the Council as local highway authority under the separate section 184 process, and the applicants are content for any permission to be conditioned accordingly.

Drainage and surface water

- 6.9 Policy CC4 seeks to ensure that development incorporates sustainable drainage. The driveway is to be constructed in permeable materials, or alternatively surface water run-off will be directed to a permeable area within the curtilage of the dwelling, such that there would be no increase in run-off to the public highway or the public sewer network. This can be secured by condition if the Council considers it necessary.

Other matters

- 6.10 No trees or hedgerows of amenity value would be affected by the proposal. The works have no implications for the historic environment, and the site is not subject to any heritage designation.

7.0 Conclusion

- 7.1 The proposal is a modest, wholly domestic scheme which responds directly to the topography of the site. It would provide the applicants with a safe and usable off-street parking space where none is presently available, remove a vehicle from on-street parking within a cul-de-sac, and formalise pedestrian access to the dwelling.
- 7.2 The works have been designed to follow the existing levels of the street, use materials which complement the host dwelling, and reflect an arrangement already established at the adjoining property. There would be no harm to the character and appearance of the area, no harm to residential amenity, and a demonstrable benefit to highway safety.
- 7.3 The proposal accords with Policies SD1, GD1, D1, T4 and CC4 of the Barnsley Local Plan, with the relevant Supplementary Planning Documents and with the National Planning Policy Framework. The applicants respectfully request that planning permission be granted.