

Application Reference Number:		2025/1020	
Application Type:		Full	
Proposal Description:		Installation of dropped kerb vehicular access and formation of parking area to front of dwelling.	
Location:		44 Barnsley Road, Dodworth, Barnsley, S75 3JW	
Applicant:		Mr Terry Pyne	
Third-party representations:	None.	Parish:	
		Ward:	Dodworth, Stainborough & Tankersley

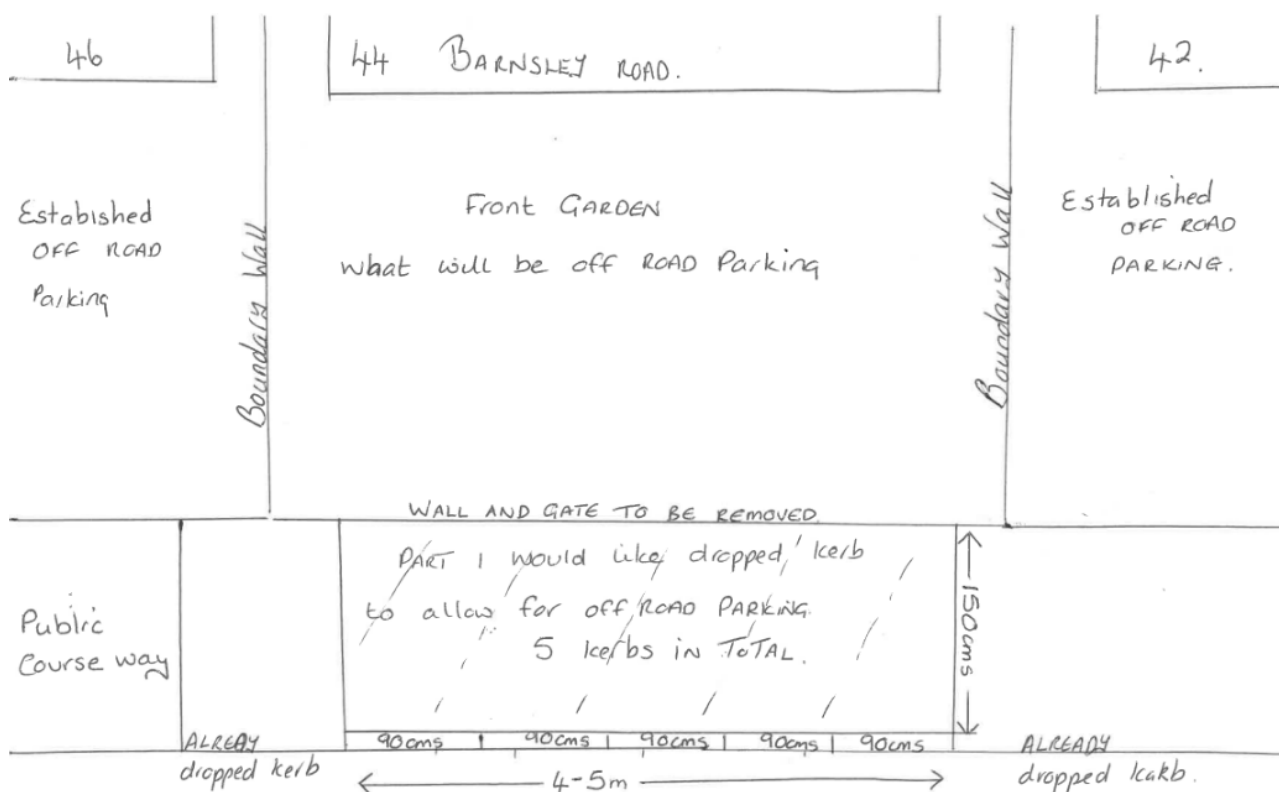
SUMMARY	
The application seeks full planning permission for the installation of dropped kerb vehicular access and formation of parking area to front of dwelling. The site lies within Urban Fabric There are no outstanding consultee objections or concerns. The proposal will have no adverse impact on highway safety, residential or visual amenity and is considered to be acceptable in policy terms. The proposal is therefore considered to be an acceptable and sustainable form of development in line with paragraphs 7 and 8 of the National Planning Policy Framework (NPPF, 2026). Recommendation: GRANT Planning Permission subject to conditions	

Site Description

The application relates to a semi-detached property located on Barnsley Road, Dodworth, a classified road. A small garden is located to the front of the dwelling and a modest garden to the rear.

Proposed Development

The applicant is seeking permission to install dropped kerbs spanning approximately 4.5 metres. The existing wall and gate is proposed to be removed to facilitate access to a new driveway. The driveway would be constructed from tarmac.



Policy Context

The Development Plan

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires development 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 a full Council meeting held 24th November 2022. The review determined that the Local Plan remains fit for purpose and is adequately delivering on 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, which is due to take place in 2027, or earlier, if circumstances require it.

The development site is in the Dodworth area of Barnsley, and therefore, the following Local Plan policies are relevant in this case:

- *Policy SD1: Presumption in favour of Sustainable Development.*
- *Policy GD1: General Development.*
- *Policy D1: High quality design and place making.*
- *Policy T3: New Development and Sustainable Travel.*
- *Policy T4: New Development and Transport Safety.*

Adopted Supplementary Planning Documents

In line with the Town and Country Planning (Local Planning) (England) Regulations 2012, Barnsley has adopted twenty-eight Supplementary Planning Documents (SPDs) following the adoption of the Local Plan in January 2019. The most pertinent SPD's in this case are:

Parking

The adopted SPDs should be treated as material considerations in decision making and are afforded full weight.

National Planning Policy Framework (NPPF) (2026)

Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. The National Planning Policy Framework 2026 sets out the overarching planning framework for England. It has replaced the previous version published in December 2024 and introduced a revised structure comprising national decision-making policies organised by policy code rather than paragraph number. Paragraph 1 confirms that the NPPF is a material consideration of critical importance for making decisions on development proposals in England.

Paragraph 15 confirms that the purpose of the planning system is to contribute to the achievement of sustainable development, and NPPF Policy S3 sets out a presumption in favour of sustainable development, with paragraph 17 setting out the three overarching objectives of sustainable development: economic, social and environmental. Relevant policies have been taken into account throughout the assessment of this application according to the issues raised by the proposal.

The most relevant sections are:-

- *Section 3: Decision-making policies.*
- *Section 4: Achieving sustainable development.*
- *Section 14: Achieving well designed places.*
- *Section 15: Promoting sustainable transport.*

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

This planning application has been advertised in accordance with Article 15 of the Town and Country Planning Development Management Procedure (England) Order 2015 (as amended). The application has been advertised on the Council website. No representations have been received to date.

This application shall not be determined until such a time that the consultation period has ended.

Highways – No Objection subject to conditions

Assessment

Section 38(6) of the Planning & Compulsory Purchase Act 2004 requires that: 'Where in making any determination under the planning acts, regard is to be had to the development plan, the determination shall be made in accordance with the plan unless material considerations indicate otherwise'.

The NPPF (2026) at paragraph 3 states that planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. The NPPF must be taken into account in preparing the development plan and is a material consideration in planning decisions.

The main issues for consideration are as follows:

- The principle of the development
- The impact on the character of the area
- The impact on neighbouring residential properties
- The impact on the highway network and highways standards

For the purposes of considering the balance in this application the following planning weight is referred to in this report using the following scale:

- Substantial
- Considerable
- Significant
- Moderate
- Modest
- Limited
- Little or no

Principle of Development

Plan-making policy TR6 of the NPPF states 'Development proposals should be refused if they would have a severe adverse impact on the transport network (in terms of capacity and congestion, including cumulative impacts), or an unacceptable impact on highway safety; taking into account any mitigation measures proposed as well as any wider network improvements, including measures to support sustainable patterns of movement. This applies both during the construction phase and following completion.'

Local Plan Policy T4 also states 'New development will be expected to be designed and built to provide all transport users within and surrounding the development with safe, secure and convenient access and movement'.

Impact on Design and Visual Amenity

The site is located in a predominantly residential area. The site is accessed from Barnsley Road which is classified as a B Road. The proposed dropped kerbs would not have any impact on the design and visual amenity of the site. The proposed driveway would create a similar arrangement to other driveways installed in the street scene.

The visual amenity of the streetscene would therefore be retained and the development would accord with Local Plan Policy D1: High Quality Design and Place Making. This carries substantial weight in favour of the application.

Residential Amenity

The proposed dropped kerb would allow for improved access to the site. This will in turn allow for a reduction of street parking. The proposal would not have any impact on residential amenity in terms of overbearing and overshadowing and would not substantially increase noise or disturbance.

It is therefore considered that the proposed development is acceptable in terms of Residential amenity and in compliance with Local Plan policy GD1: General Development and as such carries substantial weight in opposition of the application.

Impact on Highway Safety

The proposal aims to facilitate easier access to the existing driveway to the front of the dwelling. Although allowing for parking provisions which are accessed from a classified roads without onsite turning facility is not usually considered acceptable, given numerous other properties on the street provide similar arrangements, the proposal is considered acceptable on this occasion. In order to ensure safety is maintained, conditions will be added to the approval. Highways DC have been consulted on the application and have raised no objections subject to the conditions.

As such the proposal is not considered acceptable in terms of its impact on highway safety and in compliance with Local Plan Policy T4 New Development and Transport Safety. This carries significant weight in opposition of the application.

Planning Balance & Conclusion

In accordance with National decision-making policy S3 of the NPPF (2026) the proposal is considered in the context of the presumption in favour of sustainable development.

The proposal is considered to be located within a sustainable location and would not impact on the character of the area, highway safety, or upon residential amenity, and this weighs considerably in favour of the application.

All other material planning considerations have been fully explored by the appropriate consultees who have raised no objections to the proposal and holistically this weighs moderately in favour of the application.

The proposal is therefore, on balance, recommended for approval.

RECOMMENDATION: Approve subject to conditions.

Justification

Statement of compliance with Article 35 of the Town and Country Development Management Procedure Order 2015.

It has not been necessary to make contact with the applicant with regards to any amendments to the proposal.

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 representations, 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.