



PLANNING BY DESIGN
FROM CONCEPT TO COMPLETION

**Proposed driveway formation and dropped kerb at
the front of the property**

at:

11 Thicket Lane, Worsbrough, Barnsley, S70 4ST

Planning Statement

**Written and prepared by Planning By Design on
Behalf of Jade Walton**

1. Application

Planning By Design (**The agent**) has been instructed by Jade Walton (**the applicant**) to prepare and submit a planning application to the Barnsley Metropolitan Borough Council (**the Planning Authority**) for the proposed driveway formation and dropped kerb crossover at the front of the property at **11 Thicket Lane, Worsbrough, Barnsley, S70 4ST (the Site Location)**. The following statement has been constructed in support of this planning submission and seeks to demonstrate how the development is compliant from a National planning policy perspective and in line with the Local Development Plan.

2. Site Location

The application site is located in Worsbrough, Barnsley. The site comprises two-storey semi-detached property which is set back from Thicket Lane and has a rear garden area. The application property is facing B6100 Thicket Lane which is a classified road and characterised by a fairly consistent street scene consisting predominately of the two-storey semidetached or terracing dwelling. The dwelling is set back from the main road with a garden area at the front and a driveway at the side elevation. The application site is not associated with any significant planning constraints such as conservation area or landscape constraints.

3. Proposed development

The proposal is for the formation of a driveway and dropped kerb at the front of the property within the garden area. This proposal intends to convert the front garden area into a turning bay to allow enough space for vehicles to enter and leave the site in a forward motion. The front garden area is proposed to be raised to a level to match the existing side driveway. The existing boundary wall is proposed to be lowered to a height of a maximum of 0.6m. The proposed turning bay will be 5.0 metres long and 3.2metres wide. The new dropped kerb will be 3.2m wide (Fig. 1).

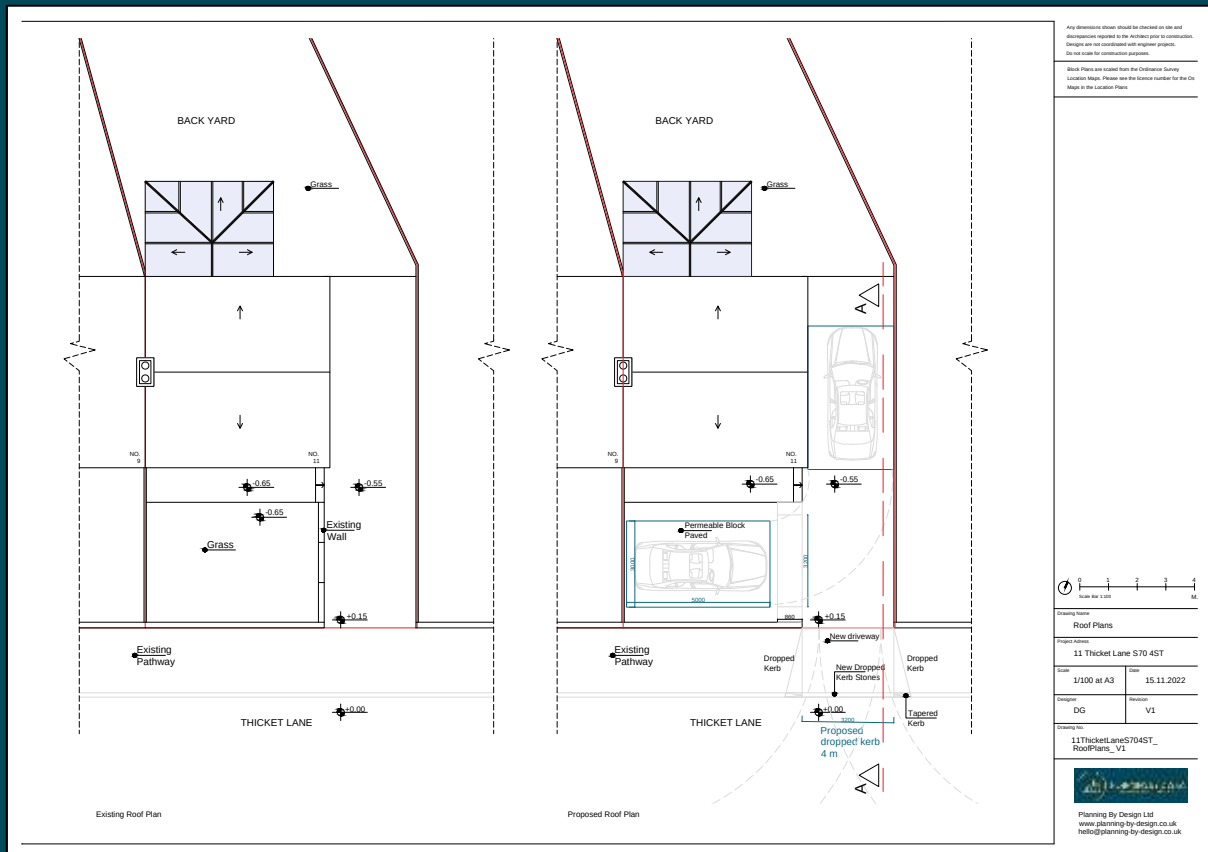


Figure 1: Existing and proposed Roof plans (not to scale, see planning drawings)

4. Planning History

A review of the council's planning database in November 2022 showed the following relevant planning history for the site.

Application ref 2022/0513 – Formation of the dropped kerb was withdrawn due to a lack of details submitted within the application. Therefore, new resubmission is encouraged by the council and especially by Highways with revised drawings to address highway issues.

5. Design and Access

5.1. Design

The front garden area will be turned into a parking space and turning area to allow vehicles to enter and leave the site in a forward motion. The existing boundary wall will be lowered to a height of 0.6m to prevent visibility obstructions.

5.2. Access

Pedestrian access to and from the property will not change as a result of this development. Pedestrian visibility would not be obstructed and it would be in accordance with the national guidance. The pedestrian visibility splay of 2.0m x 2.0m will be provided as shown on the drawings below (Fig. 2). Furthermore, the vehicular visibility splay of 2.4m x 43m is secured and addressed on the planning drawings to ensure there are no visibility obstructions (Fig. 3).

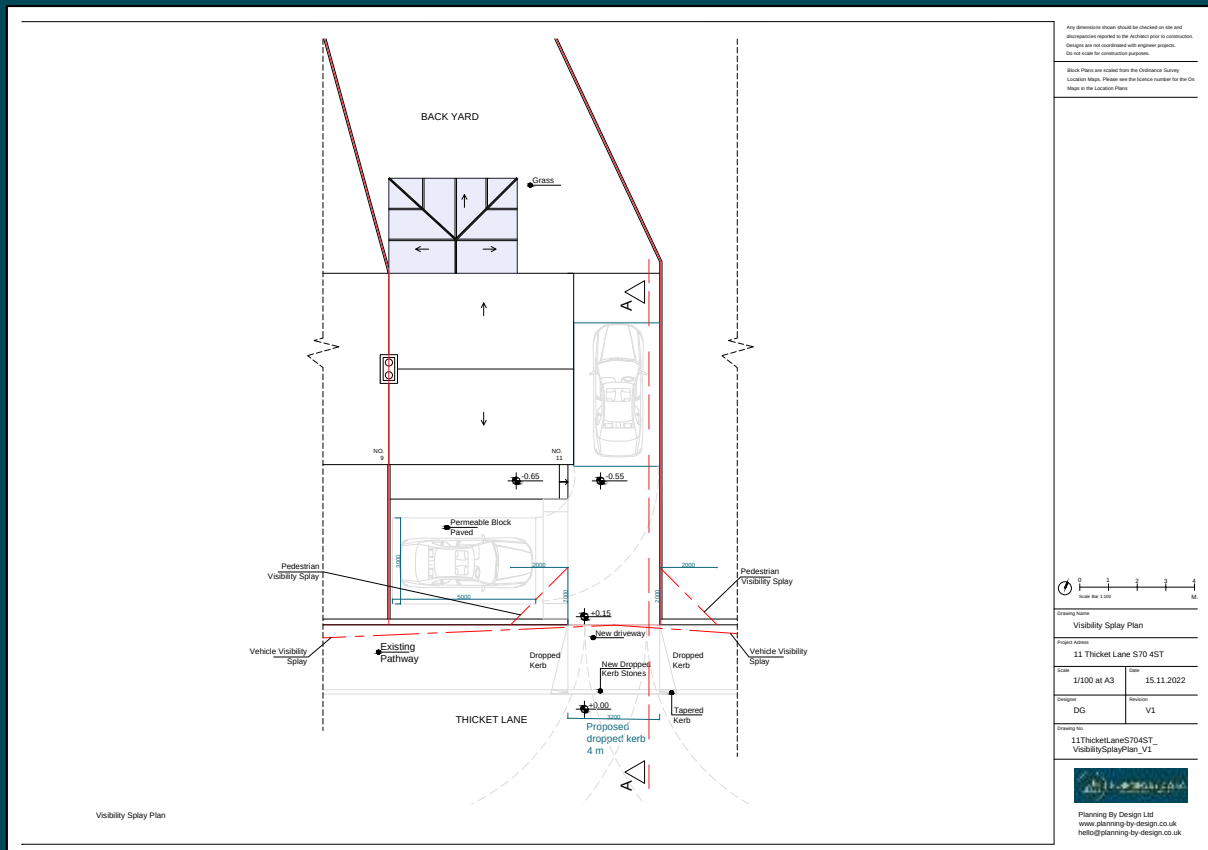




Figure 3: Vehicular visibility splay

6. National and Local Planning Policy Context

The following policy and guidance documents are recognized as primary considerations for the decision of the associated application at the site location:

- National Planning Policy Framework;
- National Planning Practice Guidance;
- Barnsley Local Plan (Adopted January 2019)
- Supplementary Planning Document: House extensions and Other Domestic Alternations

6.1. National Planning Policy Context

Paragraph 8 of the NPPF explains that achieving sustainable development means that the planning system has overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):

- a) an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at

the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

- b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
- c) an environmental objective – to protect and enhance our natural, built and historic environment, including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

Analysis: *The proposal represents sustainable development in line with the NPPF as it will provide significant social benefits to the applicant by significantly improving accessibility to and from the site. From an economic perspective, the proposal will yield economic benefits at a local level as local contractors will be sought to complete the work following a grant of permission. The proposal will also not result in any detrimental impact on the areas existing landscape character as no changes to the site are proposed aside from the dropped kerb and access.*

Paragraph 11 of the NPPF describes the presumption in favour of sustainable development. Additionally, paragraph 11 specifically states that for decision-making this means (amongst other things):

- approving development proposals that accord with an up-to-date development plan without delay; or:
- where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
 1. i) the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
 2. ii) any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole

In line with the National Planning Policy Framework, Planning by Design kindly request a timely decision to be made on the proposal. Additionally, Planning by Design welcomes the opportunity to engage in any relevant discussion with the appointed case officer on behalf of the applicant to address any concerns or further queries.

Section 12 of the NPPF relates to achieving Well-designed Places which states that “The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of

sustainable development, creates better places in which to live and work and helps make a development acceptable to communities

Analysis: *As highlighted through the supplied planning drawings and designs, the development will be of high-quality design and will sit well within the existing streetscape character.*

6.2. Barnsley Local Plan (2019)

Of the Barnsley Local Plan, the following planning policies are recognised as relevant material considerations for the assessment of this application:

- Policy SD1 – Presumption in favour of Sustainable Development
- Policy GD1 – General Development
- Policy D1 – High-quality design and placemaking
- Policy T4 – New Development and Transport Safety

Policy SD1 - Presumption in favour of Sustainable Development

Policy SD1 of the Local Plan states that proposals for development will be approved where there will be no significant adverse effect on the living conditions and residential amenity of existing and future residents. The development will be expected to be compatible with neighbouring land and will not significantly prejudice the current or future use of neighbouring land.

Analysis: *The proposal will be sympathetic in design and respond well to the existing street character and the area. The proposal will not have any detrimental impact on the amenity and therefore it is considered that proposal will be in line with policy SD1 of the local plan.*

Policy GD1 – General Development

Policy GD1 states that proposals for development will be approved if:

- There will be no significant adverse effect on the living conditions and residential amenity of existing and future residents;
- They are compatible with neighbouring land and will not significantly prejudice the current or future use of the neighbouring land;
- They will not adversely affect the potential development of a wider area of land which could otherwise be available for development and safeguard access to adjacent land;
- They include landscaping to provide a high-quality setting for buildings, incorporating existing landscape features and ensuring that plant species and the way they are

planted, hard surfaces, boundary treatments and other features appropriately reflect, protect and improve the character of the local landscape;

- Any adverse impact on the environment, natural resources, waste and pollution is minimised and mitigated;
- Adequate access and internal road layouts are provided to allow the complete development of the entire site for residential purposes, and to provide appropriate vehicular and pedestrian links throughout the site and into adjacent areas;
- Any drains, culverts and other surface water bodies that may cross the site are considered; Appropriate landscaped boundaries are provided where sites are adjacent to open countryside;
- Any pylons are considered in the layout;
- Existing trees that are to remain on site are considered in the layout in order to avoid overshadowing.

Analysis: *The proposed formation of a driveway and dropped kerb will have no adverse impact on the living conditions and residential amenity of existing and future residents. The proposal is well-designed and it will not have any detrimental impact on the street scene. The proposal is considered to provide safe and adequate access to the property with no hazards to vehicles or pedestrians. Given the above, it is considered that proposal is compliant with the policy GD1 of the local plan.*

Policy D1 – High quality design and Place Making

Policy D1 sets out the overarching design principles for the borough. Policy D1 states that development is expected to be of high-quality design and will be expected to respect, take advantage of and reinforce the distinctive, local character and features of Barnsley. The development proposal through its layout and design should

- Contribute to place making and be of high quality, that contributes to a healthy, safe and sustainable environment;
- Complement and enhance the character and setting of distinctive places, including Barnsley Town Centre, Penistone, rural villages and Conservation Areas;
- Help to transform the character of physical environments that have become run down and are lacking in distinctiveness;
- Provide an accessible and inclusive environment for the users of individual buildings and surrounding spaces;
- Provide clear and obvious connections to the surrounding street and pedestrian network;

- Ensure ease of movement and legibility for all users, ensure overlooking of streets, spaces and pedestrian routes through the arrangement and orientation of buildings and the location of entrances;
- Promote safe, secure environments and access routes with priority for pedestrians and cyclists;
- Create clear distinctions between public and private spaces;
- Display architectural quality and express proposed uses through its composition, scale, form, proportions and arrangement of materials, colours and details;
- Make the best use of high-quality materials;
- Include a comprehensive and high-quality scheme for hard and soft landscaping; and
- Provide high-quality public realm.

In terms of place-making development should make a positive contribution to achieving qualities of a successful place such as character, legibility, permeability and vitality

Analysis: *The proposed development will contribute to better and safer vehicular access to the site and towards the busy classified Thicket Lane. It will contribute to the place-making and it will create a high-quality driveway and parking turning area within the property curtilage. Therefore, the proposal is considered to be in accordance with Policy D1 of the Local Plan.*

Policy T4 – New Development and Transport Safety

The 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. If a development is not suitably served by the existing highway or would create or add to problems of safety or the efficiency of the highway or any adjoining rail infrastructure for users, we will expect developers to take mitigating action or to make a financial contribution to make sure the necessary improvements go ahead. Any contributions will be secured through a planning obligation or planning condition.

Analysis: *The proposed development will secure that vehicular access to the property is safe and convenient for all users. The proposal will be designed to allow enough space for vehicles to enter and exit the property driveway safely in forward gear. The proposed change in the front garden space will serve as a turning bay to allow safe turning on site. Therefore, the proposal is considered compliant with the Policy T4 of the Local Plan.*

6.3. Supplementary Planning Documents: House Extensions and other Domestic Alterations

This document establishes the design principles that specifically apply to the consideration of planning applications for house extensions, roof alterations, outbuildings & other domestic alterations.

The general principles are that proposals should;

- Be of a scale and design which harmonises with the existing building;
- Not adversely affect the amenity of neighbouring properties;
- Maintain the character of the street scene; and
- Not interfere with highway safety

***Analysis:** The development will be of scale and design which reflects well with the host dwelling and the existing street scene. It will not have any detrimental impacts on the residential amenity or area and it will be safe for all highways users.*

7. Conclusion

The proposed development requested via this planning submission is considered to be an appropriate development from a planning policy perspective, in accordance with the National Planning Policy Framework along with the Councils Local plan. This application does not propose any significant on site development works which will also ensure that the existing landscape character will undergo no change following development.

Planning By Design kindly request that a reasonable decision is made in line with the developmental objectives of the National Planning Policy Framework. Should the Planning Authority have any further questions in relation to this proposal, or feel that certain conditions would be necessary to accommodate a grant in permission for this proposal, Planning By Design would welcome the opportunity to communicate with the allocated Case Officer.