2023/1018
Applicant: Mr Hamilton
Address: 181 Houghton Road, Thurnscoe, Rotherham, S63 0SA
Description: Installation of a dropped kerb onto highway

Site & Location Description:

The dwelling is an early to mid-twentieth century red brick semi detached house with what appears to be a hipped roof with additional (original) front two-story protrusion with a small section of gable roof. The dwelling has been fully rendered which is unusual but not extremely different to the original half rendered houses of similar style within the area. The dwelling features a reasonable sized front garden which has had much of its low front wall removed to allow for hardstanding parking provision and pedestrian access. The hardstanding surface appears to be constructed to retain water on site, with drainage provision, a slope from the highway towards the dwelling, and areas of gravel at the side boundaries.

The dwelling is located on the B6411 Houghton Road, which forms part of the principal main route through the village of Thurnscoe, where the dwelling is located. With the dwelling being situated on a main road which is considered as a classified road, and with the proposed dropped kerb being on Highways Land, planning permission in addition to the standard dropped kerb licence will be required.

Planning History: None

Proposed:

The proposal is to install a dropped kerb on Highways land outside of the curtilage of the dwelling to allow access onto the hardstanding parking area within the dwelling's curtilage. As a condition of Highways approval, additional remedial work may be required to be carried out to the existing driveway,

<u>Measurements:</u>

- Distance from front boundary of the dwelling's curtilage: 2.7m
- Approximate length of dropped kerb: 16ft / 4.877m

Local Plan Designation: Urban Fabric

Conservation Area: No

Neighbour Representations:

Letters were sent to nearby addresses; No comments were received.

Consultees:

Highways DC: Highways have advised that due to potential amendments created by the dropped kerb, a condition in relation to the existing driveway, ensuring it meets the required standards would need to be included with any planning consent.

Elected Ward Councillors: No comments or objects were received.

Policy Context

Planning decisions should be made in accordance with the development plan unless material considerations indicate otherwise and the NPPF does not change the statutory status of the development plan as the starting point for decision making. The Local Plan was adopted in January 2019 and is also now accompanied by seven masterplan frameworks which apply to the largest site allocations (housing, employment, and mixed-use sites). In addition, the Council has adopted a series of Supplementary Planning Documents and Neighbourhood Plans which provide supporting guidance and specific local policies and are a material consideration in the decision-making process.

The Local Plan review was approved at the full Council meeting on 24th November 2022.The review determined that the Local Plan remains fit for purpose and is adequately delivering 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. The next review is due to take place in 2027 or earlier if circumstances, require it.

<u>NPPF</u>

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 the development plan is absent, silent, or relevant policies are out-of-date, permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework as a whole; or where specific policies in the Framework indicate development should be restricted or unless material considerations indicate otherwise.
In respect of this application, relevant policies include:

Section 12: Achieving well-designed and beautiful places -
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 development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process.

Within section 12, paragraph 139 is the most relevant which indicates:-

Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance

and supplementary planning documents such as design guides and codes. Conversely, significant weight should be given to:

a) development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or

b) outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.

Local Plan

In reference to this application, the following Local Plan policies are relevant:

GD1 - General Development – Development will be approved if there will be no significant adverse effect on the living conditions and residential amenity of existing and future residents.

SD1: Presumption in favour of Sustainable Development: When considering development proposals we will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework.

D1 - High Quality Design and Place Making: Development is expected to be of a high quality design and will be expected to respect, take advantage of and reinforce the distinctive, local character and other features of Barnsley.

T4 – **New Development & Highway Safety:** 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.

Supplementary Planning Documents (SPD)

Parking

Walls and Fencing

House Extensions and Other Domestic Extensions

Principle of development

The site is located within land designated as Urban Fabric and located on a classified road. If the road was not classified, a Section 184 Licence may have just been required to create or change an access on a public highway. However, as the road is classified, Planning approval is required in addition to a section 184 Licence, which is subject to a separate application process and fee.

Residential Amenity

The provision of off-road parking has already been established by the applicant, which currently, and would continue to have an overall positive impact on residential amenity by reducing the number of vehicles potentially (but lawfully) parking on the road, which always have the potential to reduce

traffic flow and block views of the highway. Equally vehicles may park on the public footpath or verge, which has the potential to obstruct pedestrian access. Currently vehicular access to the application dwelling appears to be diagonally across the footpath, using the existing dropped kerb outside No.183. With a dropped kerb outside the application dwelling, vehicles accessing the dwelling would be able to do so safely whilst also causing minimal disruption to the flow of traffic or pedestrians.

Visual Amenity

In direct relation to this application for the dropped kerb, there would be no harm to the visual amenity of the area. Dropped kerbs are a common feature along this road and many other roads. Although not part of this application and considered permitted development, the removal of the low boundary wall and the installation of the driveway does not significantly affect the visual amenity of the street and due to the reduction of vehicles parking on the highway, would assist in approving the overall visual amenity of the area.

Highway Safety

The proposed works, by their nature, would improve the current highway safety of the road by allowing direct and easier access to the dwelling and hopefully reducing on road parking. In addition to planning consent a license for approval of the dropped kerb is also required, which would additionally approve the proposal and any works completed.

Summary

Following an assessment of the proposal and visit to the site, the proposal would be beneficial to both the dwelling and local area and a recommendation for approval would be suitable.

Recommendation: Approve with conditions