2022/0405

Mr Sandra Bhatti

40 Wakefield Road, Staincross, Barnsley, S75 6JY

Formation of dropped kerb to provide access

Site Description

The dwelling is a two-storey detached dwelling located in Staincross. Wakefield Road is characterised by large, detached properties with large front gardens set well back from the road. Wakefield Road is a classified road (A61) and is subject to a 40mph speed limit at this locale. The dwelling is set back from the highway with a driveway in between.

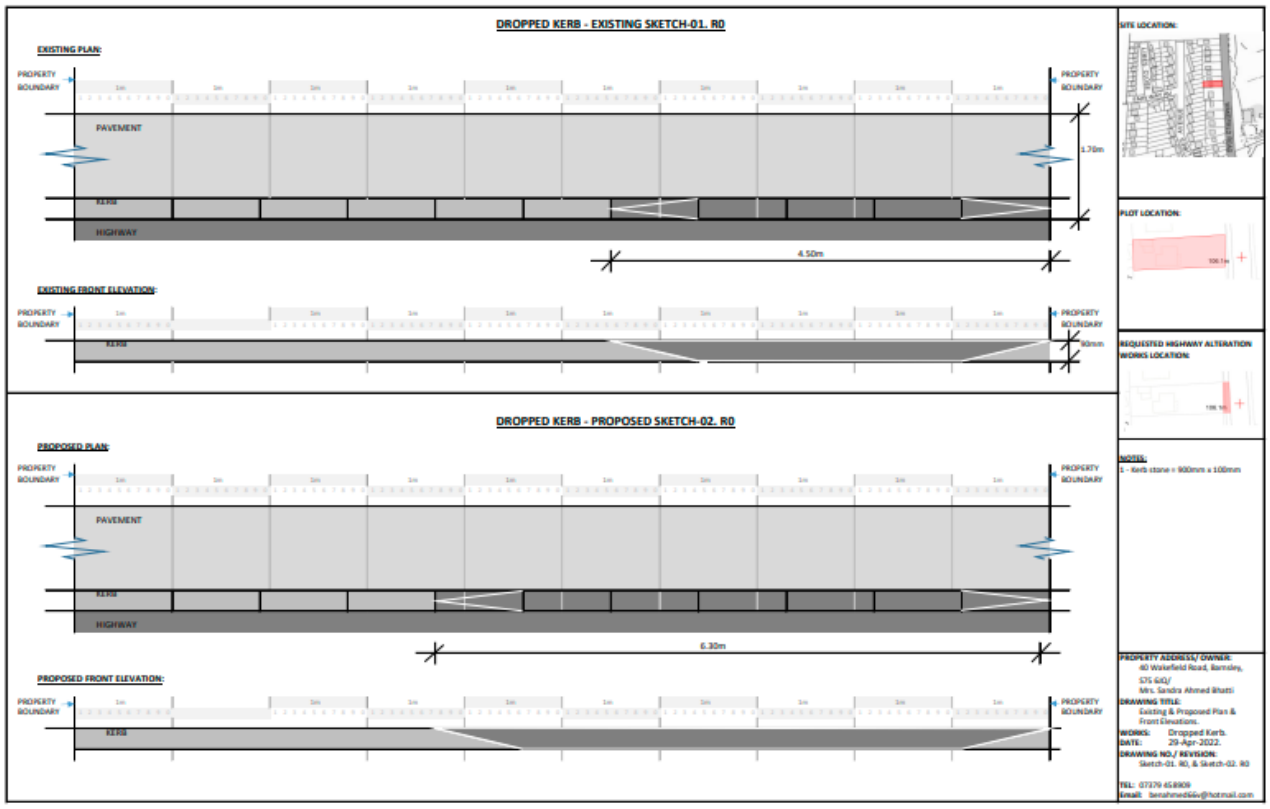
Planning History

2021/0253 - Removal of rear conservatory and detached garage and erection of single storey rear/side extension incorporating single garage (Approve with Conditions)

2021/1322 - Removal of rear conservatory and detached garage and erection of single storey rear extension, front dormer, and replacement garage (Approve with Conditions)

Proposed Development

The applicant is seeking approval for the formation of a dropped kerb arrangement to provide vehicular access to the property. The property currently benefits from a dropped kerb and this application seeks to widen the existing.



Policy Context

Planning decisions should be made in accordance with the current development plan policies unless material considerations indicate otherwise. The recently revised National Planning Policy Framework (NPPF) does not change the statutory status of the development plan as the starting point for decision making.

Local Plan Allocation – Urban Fabric

The Barnsley Local Plan (BLP) was adopted at the full Council meeting held 3rd January 2019. In addition, the Local Authority (LPA) has adopted a series of Supplementary Planning Documents (SPD), and Neighbourhood Plans which provide supporting guidance and specific local policies and are a material consideration in the decision-making process.

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

Policy SD1: Presumption in favour of Sustainable Development – 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. Development will be expected to be compatible with neighbouring land and will not significantly prejudice the current or future use of neighbouring land. Policy GD1 below will be applied to all development.

Policy GD1: General Development – 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. Development will be expected to be compatible with neighbouring land and will not significantly prejudice the current or future use of neighbouring land. Policy GD1 below will be applied to all development.

Policy D1: High quality design and place making – Supersedes Core Strategy Policy CSP 29 and 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.

Policy T4: New development and Transport Safety – States that 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.

<u>Supplementary Planning Document: House extensions and Other Domestic Alterations</u>

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

The above principles are to reflect the revised principles in the NPPF, which promote high quality design and a good standard of amenity for all existing and future occupants of land and buildings.

National Planning Policy Framework

The NPPF sets out the Government's planning policies and how these are expected to be applied. The core of this is a presumption in favour of sustainable development. Proposals that align with the Local Plan should be approved unless material considerations indicate otherwise. In respect of this application, relevant policies include:

Section 12: Achieving well designed places - The Government attaches great importance to the design of the built environment. 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. It is important to plan positively for the inclusion of high-quality design for all developments, including individual buildings, public and private spaces and wider area development schemes.

Within section 12, paragraph 134 states that *"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"*.

Consultations

Highways Development Control (DC) were consulted and raised no objections subject to conditions.

Representations

Neighbour notification letters were sent to surrounding properties, no comments were received.

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 applicant seeks permission to create an access via a drop kerb onto Wakefield Road (A61) a classified road that acts as the main road into Staincross. There is already a drop kerb facility and the widening of this is not deemed detrimental to highway safety. There is already a parking area created within the property which is being used currently and the site area does provide the requisite space for the turning of vehicles.

Recommendation

Approve with conditions