
2024/0739

Mr Kevin Bowkett

4 Upper Sheffield Road, Barnsley, S70 4PL

Demolition of outbuilding and garage and formation of new driveway, retaining walls, railings and gates and associated fence, and alterations to existing dropped kerb.

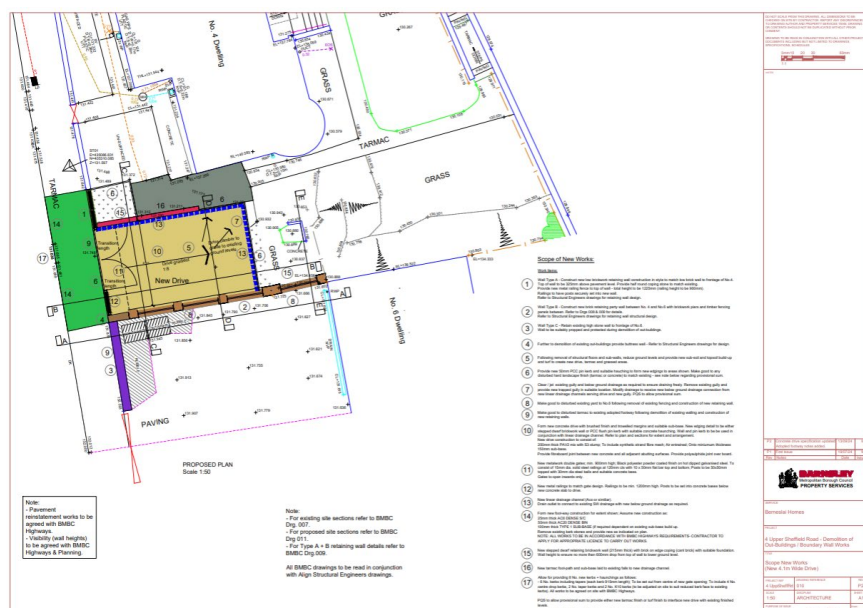
This application is being brought before members as it has been made by the Council.

Site Description

The application relates to a plot located in-between Mount Vernon Road (C595) to the west and Upper Sheffield Road (A61) to the east. The surrounding area is principally residential alongside some sporadic commercial uses.

The property in question is a two-storey semi-detached dwelling constructed of brickwork, featuring a jerkinhead and pitched roof, an east-facing gable element, and rosemary roof tiles. The application property is significantly elevated from the street level of Upper Sheffield Road. Vehicular access is therefore taken from Mount Vernon Road with the levels of the site falling west-to-east. Positioned to the south-west corner of the plot is an existing detached garage with attached outbuildings. The garage has a gable pitched roof and is constructed of brickwork. The garage is also incorporated into the western high stone boundary wall with the south elevation of the garage also forming part of the southern boundary treatment. The garage benefits from an underbuilds as to address the falling site levels. Other boundary treatments comprise of timber fencing and a low brick wall. The application site is served by two existing dropped kerbs off Mount Vernon Road. One to the front of a pedestrian gate and another to the front of the garage.





Policy Context

Planning decisions should be made in accordance with the current development plan policies unless material considerations indicate otherwise; the National Planning Policy Framework (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 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 which are a material consideration in the decision-making process.

The Local Plan review was approved at the full Council meeting held 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.

Local Plan Allocation – Urban Fabric

The site is allocated as urban fabric in the adopted Local Plan which has no specific land allocation. Therefore, the following policies are relevant:

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

Supplementary Planning Document(s)

- ***House Extensions and Other Domestic Alterations.***
- ***Parking.***

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 and beautiful places.***

Other Material Consideration

- ***South Yorkshire Residential Design Guide 2011.***

Town and Country Planning (General Permitted Development) (England) Order 2015

Class F of Part 1 of Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 allows for development consisting of the provision within the curtilage of a dwellinghouse of a hard surface for any purpose incidental to the enjoyment of the dwellinghouse as such; or the replacement in whole or in part of such a surface without a requirement for planning permission if either the hard surface is made of porous materials, or provision is made to direct run-off water from the hard surface to a permeable or porous area or surface within the curtilage of the dwellinghouse.

Consultations

Highways DC – Objects to the proposed gradient of the driveway.

Representations

Neighbour notification letters were sent to surrounding properties. One representation was received from one address. No objections were raised, and a response was provided on 26th September 2024 providing further clarity and answers to the questions asked.

Assessment

Principle of Development

Extensions and alterations to a domestic property and development works within domestic curtilages are acceptable in principle if they would remain subsidiary and would be of a scale and design which would be appropriate to the host property and would not be detrimental to the amenity afforded to adjacent properties, including visual amenity and highway safety.

Highway Safety

The application site benefits from an existing dropped kerb access off Mount Vernon Road and an existing detached garage. The existing garage would be demolished, and a new driveway fronted by new low boundary treatments incorporating metal railing would be formed.

During the application process, Highways DC objected to the proposal on the basis that the proposed 1:8 gradient of the driveway would not be acceptable, and in the interests of the safety of the users of the public highway and those using the access, the maximum permitted gradient would be 1:12. These comments were relayed to the agent. In response to the comments, the agent stated that they understood the 1:12 gradient to be taken from the SYRDG in relation to new build and explained that they are constrained in this instance by tying into the existing levels of the site. Moreover, the Technical Manager of BMBC Highways and Transportation whose role involves overseeing the installation of vehicular crossings had been consulted and raised no concerns. It was also stated that a transition length at the start of the drive has been proposed to reduce the impact of the 1:8 gradient for the remainder of the drive, and that they would like to maintain the existing footpath levels and not have to introduce any steps between the new drive and the existing footpath serving the property and giving access to the adopted footway. This response was relayed to Highways DC. In response, Highways DC stated that the maximum 1:12 gradient as stated in the SYRDG relates to all new development and that the creation or alteration of a vehicular access or driveway constitutes new development and is therefore bound by the technical requirements set out in the SYRDG. It was also stated that Mount Vernon Road is a classified road (C595), and that classified roads by their very nature are busier roads and it is considered that vehicles reversing to/from a driveway of an excessive gradient could potentially have a detrimental impact in terms of highway safety for oncoming vehicles and pedestrians. Highways DC maintained their initial objection.

Notwithstanding the above, the existing dropped kerb access off Mount Vernon Road would be retained with minor alterations proposed to increase its width. Therefore, development consisting of the provision within the curtilage of a dwellinghouse of a hard surface for any purpose incidental to the enjoyment of the dwellinghouse as such; or the replacement in whole or in part of such a surface, is permitted development under the GPDO (as amended) if either the hard surface is made of porous materials, or provision is made to direct run-off water from the hard surface to a permeable or porous area or surface within the curtilage of the dwellinghouse. The formation of a new driveway does not therefore require planning permission even if the said driveway would facilitate vehicular movements to and from a classified road. Nevertheless, the surfacing materials of the proposed driveway will be conditioned. Moreover, the gradient of a driveway implemented under permitted development could not be controlled by the local planning authority. Furthermore, the proposed driveway would maintain

the existing site levels in which the existing garage and its base has been built up from as evidenced by the photographs and proposed site sections provided. The proposed driveway would provide a sufficiently sized off-street parking space (2.5 metres x 5 metres) to accommodate at least one vehicle, and the proposed western boundary treatments would be low built and topped with metal railings which would provide some intervisibility. The proposed gates would also be made of metal railings and would only open into the application site.

On balance, the proposal is therefore considered to maintain highway safety to a reasonable degree and would be acceptable. The driveway would provide a sufficiently sized off-street parking space replacing an existing detached garage which Highways DC have stated as being of a substandard size. The proposed gates would open into the site replacing an existing garage door which Highways DC have stated that when opened would encroach into the public highway. The proposed western boundary treatments would replace existing high stone walls with low built brickwork walls and would likely result in improved visibility. While the gradient of the driveway would not comply with the technical requirements as set out in the SYRDG, the driveway would tie into existing site levels and could be implemented as permitted development. It is therefore considered that the anticipated benefits of the proposed scheme would outweigh any potential harm that could occur because of the gradient of the driveway.

The proposal is therefore considered to comply with Local Plan Policy T4: New Development and Transport Safety and would be acceptable regarding highway safety.

Visual Amenity

Extensions and alterations to a domestic property and development works within domestic curtilages are considered acceptable if they would not significantly alter or detract from the character of the street scene and would sympathetically reflect the style and proportions of the existing dwelling.

The proposed demolition of an existing detached garage and outbuilding to the south and front (west) of the application property which incorporates an existing high stone wall would remove a structure from the street scene of Mount Vernon Road which has an overtly prominent and domineering presence and dated appearance. The replacement boundary treatments would appear much more restrained, in-keeping and sympathetic to the local character. The replacement western boundary treatments would appear particularly subdued and would ensure the dwelling's assertiveness as a principal contributor to the character of the street scene. Sympathetic materials and design features would be used throughout.

The proposal is therefore considered to comply with Local Plan Policy D1: High Quality Design and Placemaking and would be acceptable regarding visual amenity.

Residential Amenity

Extensions and alterations to a domestic property and development works within domestic curtilages are considered acceptable if they would not adversely affect the amenity of neighbouring properties.

The proposed retaining wall with brickwork piers, artstone capping and incorporated treated hit and miss timber fence panelling (Type B) to the southern party boundary would adopt a similar scale to existing boundary treatments which comprise the external structure of an existing detached garage within the curtilage of the application property and timber fencing. The existing stone wall to the front and west of 6 Upper Sheffield Road would be retained. The existing stone wall to the front and west of the application property would be demolished and replaced with a low brickwork retaining wall topped with half round coping stone and new metal railings set within (Type A). Additional metal railings and new metal railings double gates would also be erected on the western boundary. There would be some minor alterations to the ground levels in places. However, proposed alterations would not significantly alter the existing topography to the detriment of the amenity of the occupant(s) of the adjacent neighbouring properties. Remediation works to the neighbouring curtilage of 6 Upper

Sheffield Road and the highway would be carried out where necessary on a like-for-like or similar basis.

The proposal is therefore not considered to result in significantly increased levels of overshadowing, overlooking and loss of privacy, or reduced levels of outlook, and is considered to comply with Local Plan Policy GD1: General Development and would be acceptable regarding residential amenity.

**Recommendation -
Approve with Conditions**