

Application Reference Number:	2025/0652.		
Application Type:	Outline.		
Proposal Description:	Outline permission for the erection of 1no detached bungalow considering access and layout.		
Location:	47 Honeywell Lane, Barnsley, S71 1JH.		
Applicant:	Mr Gareth Crowley.		
Third-party representations:	X6 objections from four addresses.	Parish:	
		Ward:	Old Town.

Summary:

The applicant is seeking outline permission for the erection of a detached bungalow with access and layout considered at this stage.

The development site is allocated as urban fabric within the adopted Local Plan which has no specific allocation. The proposed development represents infill residential development within an existing settlement on a small non-allocated site. The surrounding area is principally residential and characterised by a mix of detached, semi-detached and terraced two-storey dwellings and bungalows. The principle of development is considered acceptable, subject to compliance with other relevant policies in the plan and all other material considerations.

While there are some positive elements, the negative elements are attributed considerable weight against the proposal and are considered to outweigh the positive elements.

The negative elements are inadequate separation distances that are likely to contribute to potentially significant adverse impacts on the amenity of existing and future users, particularly with respect of reduced outlook and overshadowing, which could be exacerbated by boundary treatment placement and existing topography level differences.

The proposal, together with existing surrounding development, would also contribute to a significant sense of enclosure and confinement resulting in an unacceptable overbearing impact.

The proposed bungalow would appear shoehorned, contrived and would constitute an oppressive form of overdevelopment of the plot that would greatly diminish the local character through layout, increased densities and a reduced sense of place.

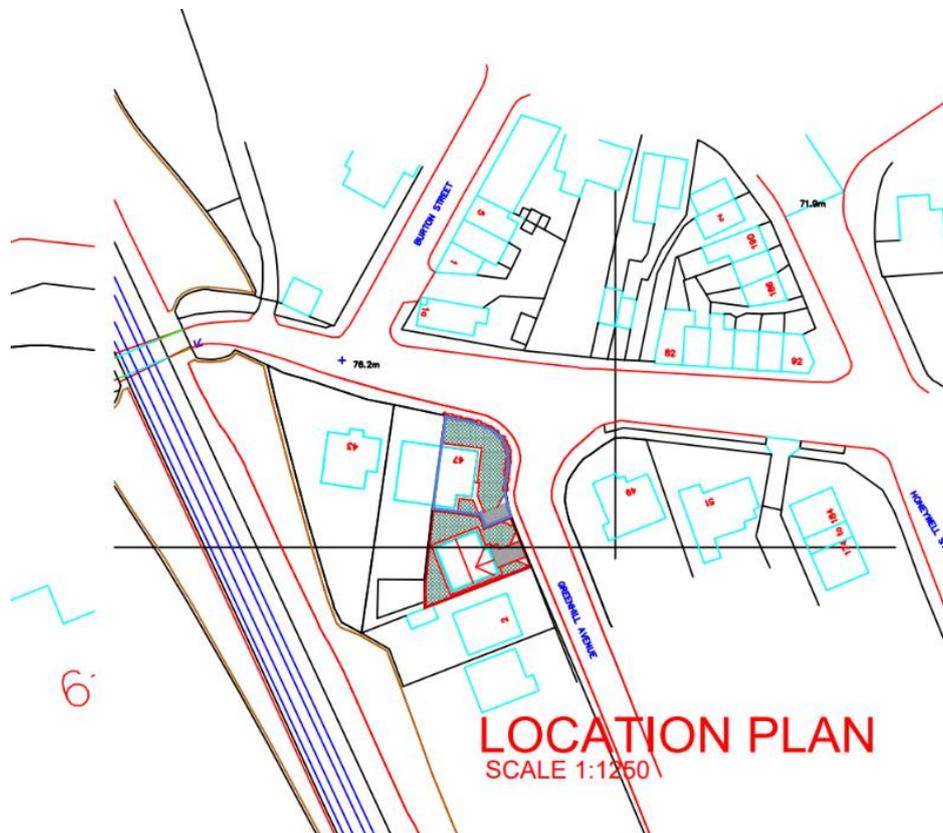
On balance, the proposal is considered contrary to paragraphs 135 and 139 of the NPPF, Local Plan Policies GD1 and D1, and the Design of housing development SPD, and is considered unacceptable regarding residential and visual amenity. It is therefore concluded that this application for planning permission should be refused.

Recommendation: **Refuse.**

Site Description

This application relates to an area of land forming the rear domestic curtilage of 47 Honeywell Lane, which is a semi-detached bungalow located within an area that is principally residential characterised by a mix of dwelling types of varying scale and appearance. Barnsley College's Construction Centre is located to the west, the River Dearne and the Fleets Dam are located to the east, and the Barnsley Retail and Twibell Street Trade Parks and surrounding commercial premises are located to the south and east. 47 Honeywell Lane occupies a modest corner plot at the junction of Honeywell Lane with Greenhill Avenue. Greenhill Avenue forms a residential cul-de-sac largely characterised by detached bungalows with under-builds of a similar scale and appearance. The topography of the surrounding area falls significantly south-to-north and west-to-east.

The development site comprises a semi-detached bungalow constructed of red brick with a concrete tiled pitched roof and a conservatory on its south (rear) elevation. The existing bungalow is located to the north within its plot and is elevated from the street level of both Honeywell Lane and Greenhill Avenue. A small garden and stepped pedestrian access fronts the bungalow to the north, and further garden areas are located to the east and south. A hedgerow forms most of the boundary treatments to the north and east. The rear curtilage to the south is separated into two areas – a soft landscaped garden and a hard surfaced driveway. The rear garden follows the broader locality topography and falls south-to north. The garden and adjacent driveway are separated by a concrete panelled fence. The driveway falls west-to-east with vehicular access taken off Greenhill Avenue. There remains a void where a previous single storey detached garage has since been removed. The west boundary treatments comprise timber fencing, and a large, flat roof, detached outbuilding abuts the driveway to west within the adjacent neighbouring curtilage.



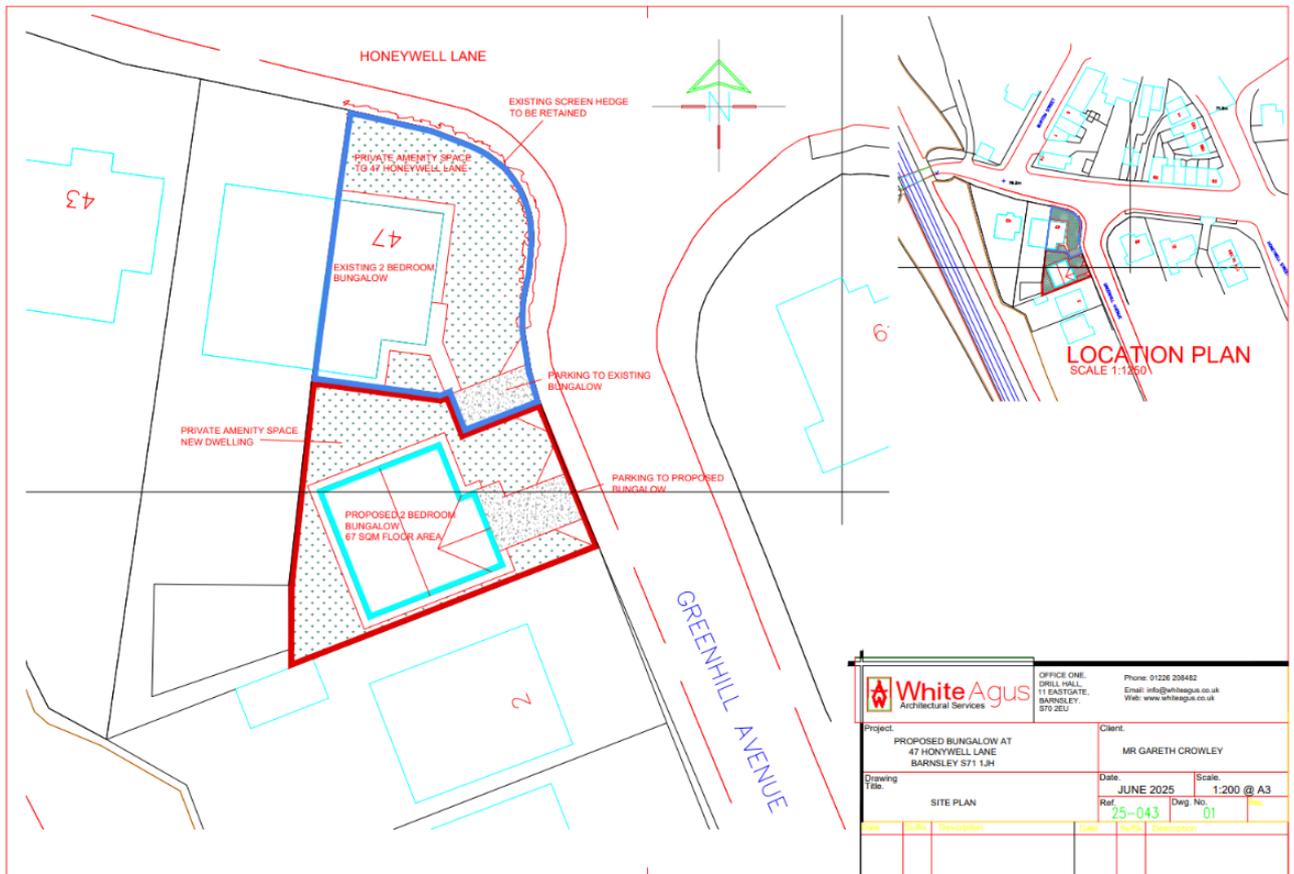
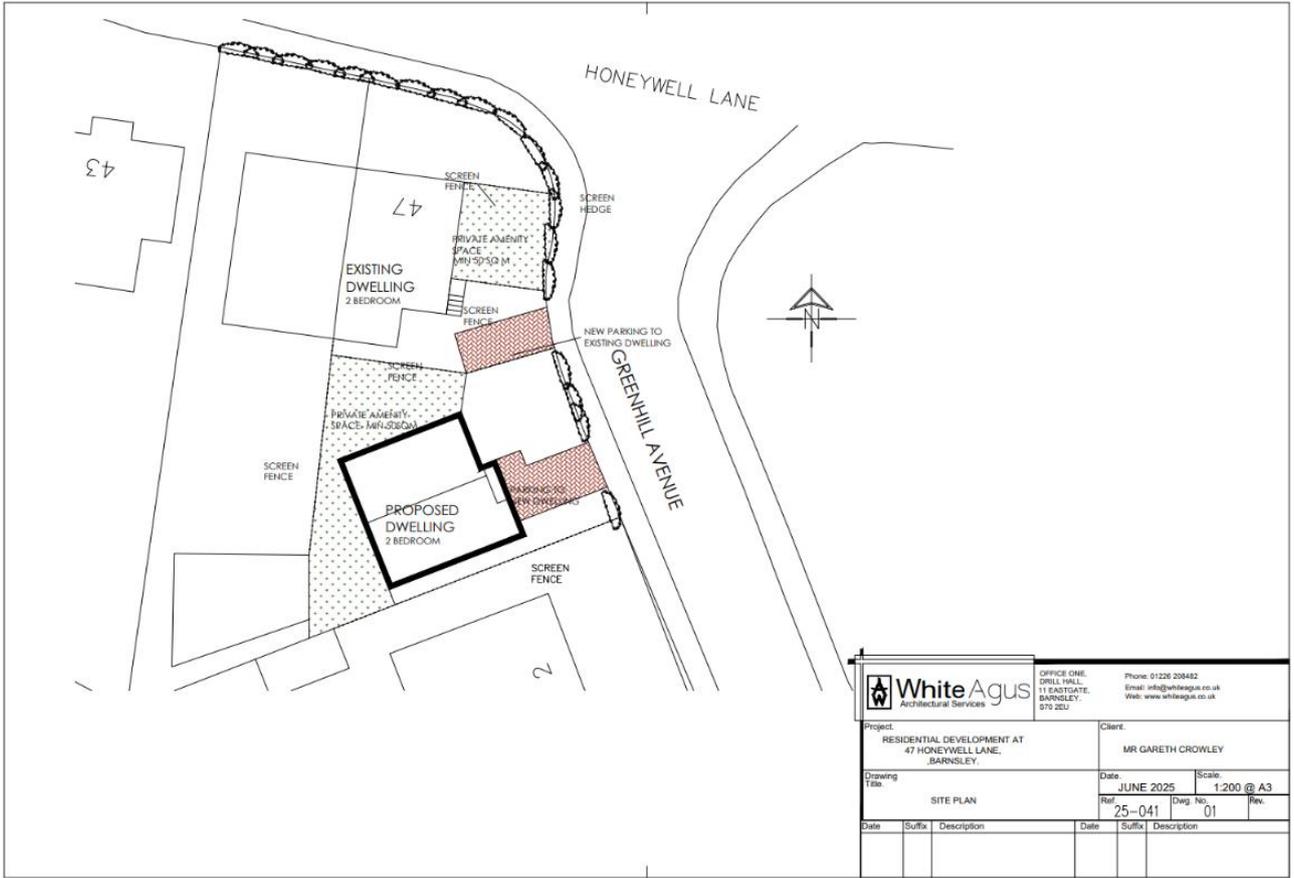
Planning History

There is no planning history associated with the development site.

Proposed Development

The applicant is seeking outline permission for the erection of a detached bungalow with access and layout considered at this stage. Access would be off Greenhill Avenue and an existing driveway and dropped kerb access would be used. A new dropped kerb and vehicular access and driveway would be created off Greenhill Avenue for 47 Honeywell Lane. The site plan shows that the new bungalow would be located to the south within the development site. Private amenity space would be provided to the north and west, whilst private amenity space for 47 Honeywell Lane would be to the north and east.

The submitted site plans (25-041-01 and 25-043-01) do not appear to match with the parking space for 47 Honeywell Lane positioned slightly further south on 25-043-01 than on 25-041-01. The screen fence is also not indicated on 25-043-01. However, all other elements appear to match other than the plans appearing visually different. While some consideration has been given to both documents, 25-043-01 is considered to be the more comprehensive document and therefore, this report should be read in conjunction with this plan.



Relevant Policies

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 allocated as urban fabric within the adopted Local Plan which has no specific allocation. The following Local Plan policies are therefore relevant in this case:

- *Policy SD1: Presumption in favour of Sustainable Development.*
- *Policy H1: The Number of New Homes to be Built.*
- *Policy H4: Residential Development on Small Non-allocated Sites.*
- *Policy LG2: The Location of Growth.*
- *Policy GD1: General Development.*
- *Policy POLL1: Pollution Control and Protection.*
- *Policy D1: High quality design and place making.*
- *Policy T3: New Development and Sustainable Travel.*
- *Policy T4: New Development and Transport Safety.*
- *Policy D1: High quality design and place making.*
- *Policy BIO1: Biodiversity and Geodiversity.*
- *Policy CL1: Contaminated and Unstable Land.*

National Planning Policy Framework (NPPF) and the National Planning Practice Guidance

In December 2024, the Government published a revised NPPF which is the most recent revision of the original Framework, first published in 2012 and updated several times, providing the overarching planning framework for England. The NPPF sets out the Government's planning policies for England and how they are expected to be applied. The NPPF must be taken into account in the preparation of local and neighbourhood plans and is a material consideration in planning decisions. The revised document has replaced the earlier planning policy statements, planning policy guidance and various policy letters and circulars, which are now cancelled.

Central to the NPPF is a presumption in favour of sustainable development (paragraph 10) and plans and decisions should apply this presumption in favour of sustainable development (paragraph 11). There are three dimensions to sustainable development: economic, social and environmental; each of these aspects are mutually dependent. The following NPPF sections are relevant in this case:

- *Section 2: Achieving sustainable development.*
- *Section 4: Decision-making.*
- *Section 5: Delivering a sufficient supply of homes.*
- *Section 9: Promoting sustainable transport.*
- *Section 11: Making effective use of land.*
- *Section 12: Achieving well designed places.*
- *Section 15: Conserving and enhancing the natural environment.*

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 this guidance into account when taking decisions.

Supplementary Planning Guidance

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 following SPDs are relevant in this case:

- *Trees and hedgerows (Adopted May 2019).*
- *Design of Housing Development (Adopted July 2023).*
- *Walls and Fences (Adopted May 2019).*
- *Biodiversity and Geodiversity (Adopted March 2024).*
- *Sustainable Travel (Adopted July 2022).*
- *Parking (Adopted November 2019).*

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

Other Material Considerations

- *South Yorkshire Residential Design Guide 2011 (SYRDG).*

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).

Any neighbour sharing a boundary with the site has been sent written notification and the application has been advertised on the Council website. Additionally, a site notice was placed nearby, expiring 30th August 2025. A total of six objections were received from four addresses. The objections raised are summarised as follows:

- The proposal would conflict with both Barnsley's Development Plan and national planning policy relating to design, character, and residential amenity. Specifically, the development would erode the existing verdant character and established pattern of development, result in overdevelopment of the site, and cause unacceptable harm to neighbouring amenity and garden areas.
- The rear garden of 47 Honeywell Lane is not a redundant plot of land, but an established green space which plays an important role in maintaining the verdant and open character the locality. Its loss would permanently remove mature garden land, increase density and result in the loss of boundary hedging that contribute to local distinctiveness.
- The proposal would also erode the prevailing pattern of houses with generous gardens and distinct separation between plots.
- A detached bungalow squeezed into a back garden would be an alien and intrusive insertion that fails to respect the spatial rhythm and grain of development of Honeywell Lane and Green Hill Avenue.
- The application site is simply too small to accommodate an additional dwelling without creating an oppressive and cramped form of development.
- This is a clear example of overdevelopment. 47 Honeywell Lane is a modest semi-detached bungalow on a conventional plot. The construction of a further bungalow directly behind it would effectively double the site's density and introduce a cramped cluster of dwellings on land historically associated with a single house.

- Overbearing and overshadowing impact and loss of outlook.
- The host and new dwelling would suffer from substandard outdoor space, compromised privacy, and awkward servicing arrangements.
- The proposal also involves the creation of a new vehicular access to serve the existing dwelling at 47 Honeywell Lane. No evidence has been provided to demonstrate that this access can achieve safe and suitable visibility splays in accordance with highway safety standards. Honeywell Lane is a busy and relatively narrow residential street, and any new point of access must ensure that vehicles can enter and exit safely without endangering other road users, including pedestrians and cyclists. In the absence of a visibility splay assessment, it cannot be confirmed that the required sightlines can be achieved within the applicant's control.
- Environmental Concerns: There has been no clear indication of how the development will address potential environmental impacts, such as surface water drainage or biodiversity loss.
- Loss of privacy and increased traffic generation during construction.
- The proposed new vehicular access would be located on a blind bend.

Highways Development Control	<i>No objection subject to condition(s).</i>
Highway Drainage	<i>No objection(s).</i>
Biodiversity Officer	<i>No objection subject to condition(s).</i>
Pollution Control	<i>No objection subject to condition(s).</i>
Mining Remediation Authority	<i>No objection(s).</i>
South Yorkshire Mining Advisory Service	<i>No objection(s).</i>
Yorkshire Water Services Limited	<i>No comments received.</i>

Planning Assessment

For the purposes of considering the balance in this application, the following planning weight is referred to in this report using the following scale unless the NPPF establishes a specific weight:

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

Principle of Development

The development site is allocated as urban fabric within the adopted Local Plan which has no specific allocation.

Paragraph 73(d) of the framework (NPPF) establishes that small and medium sized sites can make an important contribution to meeting the housing requirement of an area, are essential for Small and Medium Enterprise housebuilders to deliver new homes and are often built out relatively quickly. To promote the development of a good mix of sites LPAs should: support the development of windfall sites through their policies and decisions – giving great weight to the benefits of using suitable sites within existing settlements for homes.

Local Plan Policy H4: Residential development on small non-allocated sites, sets out that proposals for residential development on sites below 0.4 hectares (including conversions of existing buildings

and creating dwellings above shops) will be allowed where the proposal complies with other relevant policies in the Plan.

The Design of housing development SPD has a dedicated section regarding development on corner sites which establishes that such development can be particularly difficult to design sensitively, and in addition to general criteria, proposals should usually be designed in compliance with the criteria for infill and back-land development. The proposed development is aligned with the characteristics of infill development. The section for infill development requires proposals, amongst other things, to comply with external spacing standards.

Proposals will also be expected to demonstrate that they are not likely to result, directly or indirectly, in increases in pollution which would otherwise unacceptably affect or cause nuisance to the natural and built environment or to people.

The proposed development represents infill residential development within an existing settlement on a small non-allocated site. The surrounding area is principally residential and characterised by a mix of detached, semi-detached and terraced two-storey dwellings and bungalows.

Considering the above, the principle of development is considered acceptable, subject to compliance with other relevant policies in the plan and all other material considerations.

The principle of development is attributed significant weight in favour of the proposal due to the need and desire to deliver more housing.

Impact on Residential Amenity, Health and Pollution Control

During the application process, concerns were raised regarding the potential impact of the proposal on residential amenity, including of overbearing and overshadowing impact, loss of privacy, and loss of outlook.

Paragraph 135(a) of the NPPF establishes that planning policies and decisions should ensure that developments will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development.

Paragraph 135(f) of the NPPF denotes planning decisions should ensure that developments create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Local Plan Policy GD1: General Development, states that development will be approved if there will be no significant adverse effect on the living conditions and residential amenity of existing and future residents amongst other things.

Local Plan Policy POLL1: Pollution Control and Protection, states development will also be expected to demonstrate that it is unlikely to result, directly or indirectly, in an increase in pollution which would unacceptably affect or cause a nuisance to the natural and built environment or people.

Layout is under consideration at this stage and therefore, an assessment has been made regarding the ability of the proposal to achieve adequate external spacing standards and levels of residential amenity, including outlook and privacy considerations.

Paragraph 3.1 of the Design of housing development SPD establishes that the layout and design of new housing development must ensure that high standards of privacy, light and outlook are provided for existing and proposed residents.

Paragraph 3.3 of the Design of housing development SPD establishes that to ensure adequate levels of privacy are provided or maintained, that residential development does not result in unacceptable

levels of overshadowing or loss of outlook, and to provide adequate amenity space, development will usually be expected to comply with the external spacing standards set out below.

Paragraph 4(1) of the Design of housing development SPD establishes that where front elevations face a road, dwellings should be an appropriate distance apart. The Council will accept a minimum of 12 metres where dwellings are of the same storey, and it will achieve a streetscape that reflects local character.

Paragraph 4(4) of the Design of housing development SPD sets out that proposed habitable room windows at first floor level and above should be a minimum distance of 10 metres from the boundary of any private garden which they would face. A reduced distance may be accepted for bungalows if proposals meet garden size standards and ensure adequate levels of amenity for occupants in terms of outlook, privacy and daylight.

Paragraph 4(5) of the Design of housing development SPD establishes that walls without habitable room windows (usually side elevations) should be at least 12 metres from habitable room windows.

Paragraph 4(6) of the Design of housing development SPD establishes that rear gardens should be at least 50 square metres for two-bedroom houses or bungalows, or 60 square metres for properties with three or more bedrooms. Smaller gardens may be accepted on corner plots if adequate privacy and daylighting can be maintained.

Paragraph 4(7) of the Design of housing development SPD states distances between new buildings and existing dwellings may be relaxed depending on several factors including site level relationships, existing screening or landscaping and each case will be judged on its merits, but detailed information must be submitted to demonstrate that adequate levels of amenity would be retained for existing residents and provided for residents of proposed dwellings.

Paragraph 4(9) of the Design of housing development SPD states full compliance with standards is expected in predominantly residential areas whereas they may be slightly relaxed in town centres or higher density areas.

The submitted site layout demonstrates that an adequate separation distance of 21 metres or more could be achieved between any potential habitable room windows to be located on the east elevation of the proposed bungalow and the windows on the west elevation of 49 Honeywell Lane opposite.

The submitted site layout demonstrates that an inadequate separation distance of approximately 7.2 metres would be achieved between the north-west corner of the proposed bungalow and the south (rear) elevation of the conservatory to 47 Honeywell Lane. The layout also demonstrates that an inadequate separation distance of approximately 6 metres would be achieved between the north-east corner of the proposed bungalow and the south (rear) elevation of the original dwelling (47 Honeywell Lane). An indicative internal layout was submitted, and this indicates that the north elevation of the proposed bungalow would act as a side elevation that would face the rear habitable room windows of 47 Honeywell Place. The proposal is therefore considered to be contrary to paragraph 4(5) of the Design of housing development SPD and is likely to result in potentially significant adverse impacts on the amenity of existing and potential future occupants, particularly with respect of reduced outlook and overshadowing, which could be exacerbated by the indicative placement of proposed boundary treatments and existing topography level differences.

The submitted site layout also demonstrates that between approximately 1.3 and 5.2 metres would be achieved between the west (rear) elevation of the proposed bungalow and the western boundary treatments. While paragraph 4(4) of the Design of housing development SPD sets out that a reduced distance between a proposed dwelling and a boundary of any private garden which they would face may be accepted for bungalows, this is on the basis that proposals meet garden size standards and ensure adequate levels of amenity for occupants in terms of outlook, privacy and daylight. The layout demonstrates that garden size standards would be met, in accordance with paragraph 4(6) of the Design of housing development SPD, but the achievable distances would be considerably less than 10 metres, and the west elevation of the proposed bungalow would directly face existing fencing and

a detached outbuilding within the adjacent neighbouring curtilage. As such, it is not considered that the proposal would ensure adequate levels of amenity for occupants regarding outlook and daylight, particularly as the proposed bungalow, together with existing surrounding development, would likely contribute to a significant sense of enclosure and confinement. The proposed bungalow could also contribute to some overshadowing of the rear curtilage of 45 Honeywell Lane, although any potential impact would likely be limited to the early morning and not at peak times for use of a rear garden. It is noted that scale is not under consideration. However, it is anticipated that the proposed bungalow would reflect the scale of existing bungalows in the locality and therefore, this assessment has been made on this basis.

It is considered that the potential cumulative impacts of the proposal would result in an unacceptable overbearing impact that would adversely affect the amenity of existing and future occupants.

The proposed development would significantly reduce the amount of private amenity space available to 47 Honeywell Lane and would confine provisions to the east (side) and north (front) of the existing bungalow. While the submitted site layout indicates that the remaining space would be sufficient to provide at least 50 square metres of private amenity space, its location to the side and front of the dwelling is not preferred, although it is acknowledged that existing rear garden area is similarly visible from the surrounding public realm. As such, the proposal is unlikely to result in significantly increased levels of overlooking and loss of privacy when compared with existing arrangements with respect of private amenity space for 47 Honeywell Lane.

The submitted site layout also shows that sufficiently sized private amenity space could be achieved for the proposed bungalow. However, the proposed amenity space would largely be confined to the south-east corner within the plot. As a result of existing surrounding and proposed development, this space could feel enclosed and constricted and could experience limited daylight affecting the overall enjoyment of the space.

The LPA's concerns were raised to the Agent. However, given the constraints of the development site, including its size, topography and proximity to existing development, it is concluded that suitable amendments could not be made to the application that may otherwise make the proposal acceptable. A reduction to the footprint of the proposed bungalow to a 1-person dwelling rather than a 2-person dwelling to achieve improved separation distances would lead to concerns regarding visual amenity, and the layout could not be amended because potential impacts regarding residential amenity would likely remain the same or greater wherever the proposed bungalow were to be positioned within the plot.

A response was received from the Agent and the Case Officer's attention was drawn to application 2023/0986. The Agent states that the proposal was for modest development on a small site and that the separation distances were found to be acceptable. The Agent claims that the proposals compare very favourably with this approved scheme, and states that there will be no unacceptable overlooking or overshadowing. The Agent also states that detailed design can be dealt with as reserved matters and that based upon the information provided, evidence from similar applications, the well-publicised desire to build more dwellings and the golden thread running through the NPPF, a dwelling of the type proposed should be encouraged in this sustainable location.

The scheme approved under application 2023/0986 relates to the demolition of an existing bungalow and the erection of one detached bungalow within a small and flat triangular plot located in an area surrounded by two-storey terraced dwellings. It is considered that the small size of this plot is the only reasonable comparison that can be drawn with the current development site. The proposal that is under consideration is not for a replacement dwelling and therefore, any potential impacts would be entirely new and not experienced previously. The development site also experiences different constraints – most noticeably its sloping topography. Notwithstanding this, each planning application is considered on its own merits. The approval of a scheme in one instance does not set a precedent nor justify the approval of a scheme in subsequent instances.

The LPA does not dispute the need and acknowledges the desire for more housing development in sustainable locations, but this must not come at the expense of providing acceptable and reasonable levels of amenity and living standards.

A submitted indicative internal layout demonstrates that the minimum internal space standards could be achieved in accordance with table 4A.1 within the SYRDG, and while acknowledged that there could be disruption and nuisance caused to people in the locality during construction and demolition works, any impact is anticipated to only be temporary and construction hours could be controlled by condition.

Considering the above, while there are some positive elements to the proposal such as compliance with internal space standards and minimal impact regarding pollution control, which weighs modestly in favour of the proposal, these are not considered to be outweighed by the negative elements. The proposal is not considered to provide a high standard of amenity for existing and future users and would therefore, unlikely function well as a dwelling, contrary to paragraphs 135(a) and 135(f) of the NPPF. The proposal is also considered contrary to Local Plan Policy GD1: General Development and the provisions within the Design of housing development SPD. Consequently, the proposal is considered unacceptable regarding residential amenity and is attributed considerable weight against the proposal.

Impact on Highways

During the application process, concerns were raised regarding increased traffic during construction, the creation of a new vehicular access on a blind bend off Greenhill Avenue, and no visibility splays shown.

Paragraph 116 of the NPPF denotes development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the cumulative impacts on the road network, following mitigation, would be severe, considering all reasonable future scenarios.

Local Plan Policy T4: New Development and Transport Safety, states new development is expected to be designed and built to provide all transport users within and surrounding the development with safe, secure and convenient access and movement.

Highways Development Control were consulted, and it was stated that the existing vehicular access off Greenhill Avenue would be slightly altered in terms of its position and width to serve the proposed bungalow. The submitted site layout shows that a new vehicular access off Greenhill Avenue would be formed for 47 Honeywell Lane approximately 10 metres closer to the priority junction of Honeywell Lane and Greenhill Avenue and approximately 15 metres from the 'Give Way' markings. This is less than the required 20 metres. However, given the local context whereby several other dwellings have vehicular accesses close to priority junctions, this issue is not considered to have an unacceptable impact on highway safety. The site layout demonstrates that one off-street parking space of sufficient dimensions would be provided for both the existing dwelling and proposed bungalow, in accordance with the Council's Parking SPD. It is added that given the development sites' location on the outskirts of Barnsley Town Centre, it would benefit from having a large number of amenities within easy reach and good links to public transport facilities. It is therefore considered that the development site is in a sustainable location and in accordance with Section 9 of the NPPF and Local Plan Policy T3: New Development and Sustainable Travel.

Highways Development Control did note that the existing access and driveway has a steep gradient and that no details have been provided in terms of proposed levels. However, the gradient could be dealt with using an appropriately worded condition. Likewise, the surfacing materials and adequate drainage measures regarding the discharge of surface water could also be secured by condition(s). Other conditions suggested by Highways Development Control include providing pedestrian visibility splays and that any gates positioned at the access points should be designed to only open inwards.

The LPA has no reason to disagree with the professional opinions of Highways Development Control colleagues in this instance. The proposed development is therefore not considered to be prejudicial

to highway safety and consequently, this is considered to weigh moderately in favour of the proposal, subject to conditions. There are no reasonable grounds to refuse this application on highway safety grounds, in accordance with paragraph 116 of the NPPF, and therefore, the proposal is considered to comply with Local Plan Policy T3: New Development and Sustainable Travel and Local Plan Policy T4: New Development and Transport Safety and is considered acceptable regarding highway safety. Nevertheless, a proposal that is considered acceptable regarding highway safety does not justify the approval of a scheme that is considered unacceptable regarding residential and visual amenity.

Impact on Visual Amenity

During the application process, concerns were raised regarding impact on visual amenity and the prevailing character of the street scene.

Paragraph 131 of the NPPF denotes 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.

Paragraph 135(b) of the NPPF establishes that planning policies and decisions should ensure that developments are visually attractive due to good architecture, layout and appropriate and effective landscaping.

Paragraph 135(c) of the NPPF establishes that planning policies and decisions should ensure that developments are sympathetic to local character and history, including the built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities).

Paragraph 135(d) of the NPPF establishes that planning policies and decisions should ensure that developments establish or maintain a strong sense of place, using arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit.

Paragraph 139 of the NPPF sets out 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. 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 Policy D1: High Quality Design and Place Making, sets out that development is expected to be of high-quality design and should respect, take advantage of, and reinforce the distinctive local character and features of Barnsley. Through layout and design, new development should contribute to place-making that contributes to a healthy, safe and sustainable environment, and should make positive contributions towards achieving qualities of a successful place such as character, legibility, permeability and vitality, amongst other things.

Outline approval is sought with layout and access considered at this stage. As such, this application is not supported by detailed floor plans and elevations and therefore, a full assessment has not been made regarding design and visual amenity. While it is acknowledged full details of scale, design and external appearance will require further consideration at reserved matters stage, a bungalow would generally be in-keeping with local character. The submitted site layout indicates that the proposed bungalow would adopt a similar footprint to existing surrounding properties, maintain the established

building line along Greenhill Avenue, and would repeat the general spatial pattern of the street scene with similar separation distances between the southern boundary and the proposed bungalow likely to be achieved. While these elements are considered to weigh favourably towards the proposal, the proposed bungalow would occupy a small plot that forms part of the existing side and rear curtilage of 47 Honeywell Lane. Consequently, the proposed bungalow would appear shoehorned, contrived and would constitute an oppressive form of overdevelopment of the plot.

The street scene of Greenhill Avenue is generally characterised by detached bungalows of a similar scale and appearance and fronted by driveways or gardens with modest-sized gardens to the rear, and distinct separation between properties. The properties located at the junction of Honeywell Lane with Greenhill Avenue benefit from larger corner plots bounded by hedges which provide a moderate positive contribution to the overall character of the area by softening the harshness of the built forms and hard surfaces and serving as a visual break within the street scene and signalling a transition in the urban fabric, creating a more harmonious and aesthetically pleasing environment. The proposed bungalow would infill this space and diminish the positive contributions the corner plot does and can make to the character of the street scene and broader locality, including sense of place.

Considering the above, while a full assessment of potential impacts on visual amenity would normally be undertaken at reserved matters stage, based on the submitted site layout, the proposed bungalow is considered an unacceptable form of infill development that would appear shoehorned, contrived and would constitute an oppressive form of overdevelopment of the plot, resulting in the loss of soft landscaping within a prominent corner plot that delivers a moderate positive contribution by softening the harshness of the surrounding built environment and serving as a visual break in the street scene and signalling a transition in the urban fabric, creating a more harmonious and aesthetically pleasing environment. While significant weight is attributed to the positive elements of the scheme, including the adoption of a similar footprint, maintaining the established building line along Greenhill Avenue, and repeating the general spatial patterns of the street scene, in accordance with paragraph 139(a) of the NPPF, this is not considered to outweigh the negative elements of the scheme, which would greatly diminish the character of the area through layout, increased densities and reduced sense of place, contrary to paragraph 135 of the NPPF and Local Plan Policy D1. Consequently, the proposal is considered unacceptable regarding visual amenity, which is attributed considerable weight against the proposal, and this application should be refused in accordance with paragraph 139 of the NPPF.

Impact on Biodiversity and Geodiversity

In England, Biodiversity Net Gain (BNG) became mandatory from 12 February 2024 under Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021) and means developers must deliver a BNG of 10%. This application is subject to BNG.

This application is supported by a Biodiversity Net Gain (BNG) report alongside associated Statutory Biodiversity Metric and a condition assessment sheet. The BNG report and metric set out the value of baseline habitats on-site and indicate that the proposals can achieve a 30.01% net gain in habitat units (0.0043 units) but a 100% loss in hedgerow units (-0.0057 units). The BNG report sets out that the loss of hedgerow units could be addressed through the purchase of units off-site. However, the applicant could alternatively address this by proposing hedgerow planting on-site. Nevertheless, how the loss in hedgerow units is dealt with could be detailed at the discharge of condition stage. As no significant habitats are being proposed on-site a condition for a Habitat Management and Monitoring Plan is not required in this instance.

The Council's Ecologist was consulted, and no objections were received subject to conditions.

This application is subject to the Statutory Biodiversity Net Gain and Gain Plan conditions. The Gain Plan should be prepared in accordance with the ecological details submitted and evidence of off-site mitigation or the purchase of units from a registered habitat bank provider will be considered when submitted to the LPA for consideration to satisfy the relevant statutory condition(s).

Considering the above, this is attributed moderate weight in favour of the proposal. The proposal is considered to comply with Local Plan Policy BIO1: Biodiversity and Geodiversity and is considered

acceptable. Nevertheless, a proposal that is considered acceptable regarding Biodiversity does not otherwise justify the approval of a scheme that is considered unacceptable regarding residential and visual amenity.

Impact on Contaminated and Unstable Land

The development site is within a development high risk area as identified by the Mining Remediation (Coal) Authority and therefore, this application is supported by a Coal Mining Risk Assessment.

The submitted CMRA has been considered by the Mining Remediation Authority (MRA) and South Yorkshire Mining Advisory Service (SYMAS), who were consulted on this application.

The MRA considers that the contents and conclusions of the submitted CMRA are sufficient for the purposes of the planning system in demonstrating that the development site is, or can be made, safe and stable for the proposed development. The MRA therefore raised no objections. However, it was noted that further, more detailed considerations of ground conditions and foundation design may be required as part of any subsequent building regulations application.

SYMAS states that records of the site of the proposed development shows that it lies partly within a MRA referral area due to the potential for a coal seam outcrop. It is added that the CMRA details the mining and geological position and concludes that mining legacy risks are low. The CMRA concludes that no further investigative measures are deemed necessary but establishes recommendations for watching briefs during foundation and excavation works in line with MRA guidance. As such, SYMAS raised no objections.

Considering the above, this is attributed moderate weight in favour of the proposal. The proposal is therefore considered to comply with Local Plan Policy CL1: Contaminated and Unstable Land and is considered acceptable. Nevertheless, a proposed scheme that is considered acceptable regarding Contaminated and Unstable Land does not warrant the approval of a scheme that is considered unacceptable regarding residential and visual amenity.

Planning Balance and Conclusion

In accordance with the provision of paragraph 11 of the NPPF (2024), this proposal is considered in the context of the presumption in favour of sustainable development.

Principle of development	<i>Attributed significant weight in favour of the proposal.</i>	
Impact on Residential Amenity	<i>Positive elements attributed modest weight in favour of the proposal.</i>	<i>Negative elements attributed considerable weight against the proposal.</i>
Impact on Highways	<i>Attributed moderate weight in favour of the proposal.</i>	
Impact on Visual Amenity	<i>Positive elements attributed significant weight in favour of the proposal.</i>	<i>Negative elements attributed considerable weight against the proposal.</i>
Impact on Biodiversity and Geodiversity	<i>Attributed moderate weight in favour of the proposal.</i>	
Impact on Contaminated and Unstable Land.	<i>Attributed moderate weight in favour of the proposal.</i>	

Considering the above, while there are some positive elements, the negative elements are attributed considerable weight against the proposal and are considered to outweigh the positive elements.

The negative elements are inadequate separation distances that are likely to contribute to potentially significant adverse impacts on the amenity of existing and future users, particularly with respect of

reduced outlook and overshadowing, which could be exacerbated by boundary treatment placement and existing topography level differences.

The proposal, together with existing surrounding development, would also contribute to a significant sense of enclosure and confinement resulting in an unacceptable overbearing impact.

The proposed bungalow would appear shoehorned, contrived and would constitute an oppressive form of overdevelopment of the plot that would greatly diminish the local character through layout, increased densities and a reduced sense of place.

On balance, the proposal is considered contrary to paragraphs 135 and 139 of the NPPF, Local Plan Policies GD1 and D1, and the Design of housing development SPD, and is considered unacceptable regarding residential and visual amenity. It is therefore concluded that this application for planning permission should be refused.

RECOMMENDATION: Refuse.

Justification

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

In dealing with the application referred to above, despite the Local Planning Authority wanting to work with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application, in this instance this has not been possible due to the reasons mentioned above.

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.

Reason(s) for Refusal:

1. In the opinion of the local planning authority, the proposed development would represent an unacceptable form of infill development that would appear shoehorned, contrived and would constitute an oppressive form of overdevelopment of the plot, that would generate a significant sense of enclosure and confinement with potentially significant adverse impacts on the amenity of existing and potential future occupants, particularly with respect of reduced outlook and overshadowing, which could be exacerbated by the indicative placement of proposed boundary treatments and existing topography level differences, culminating in an unacceptable overbearing impact that would also greatly diminish the local character through layout, increased densities and reduced sense of place, contrary to paragraphs 135 and 139 of the NPPF, Local Plan Policies GD1 and D1, and the Design of housing development SPD.

