

2025/0115

Mr Steve Baran

8 Cliff Lane, Brierley, Barnsley S72 9HR

**Demolition of the existing bungalow and erection of a new detached bungalow including the installation of solar panels and detached garage and outbuilding (custom/self build)**

### Site Description

The application site is located on a corner plot at the end of Clifton Lane where it joins Clifton Close. The existing bungalow is set on a generous plot and sits at an angle facing north up Clifton Lane. To the south of the site is a public bridleway leading towards Cudworth. The existing property itself is brick built in a red brick and has a 'top heavy' hipped roof which is tiled. There is a flat roofed garage to the front and the site is bound by a stone wall along the front boundary and a combination of planting and fencing to the sides and rear. The parking area to the front is made up of various concrete slabs and has a metal gate to enclose the driveway.

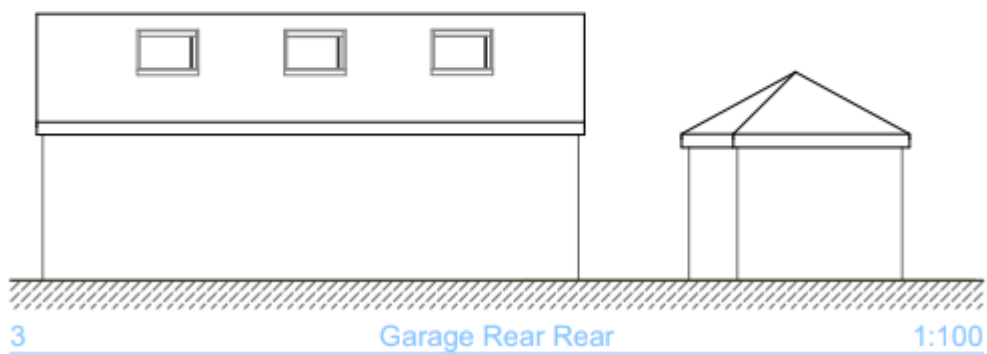
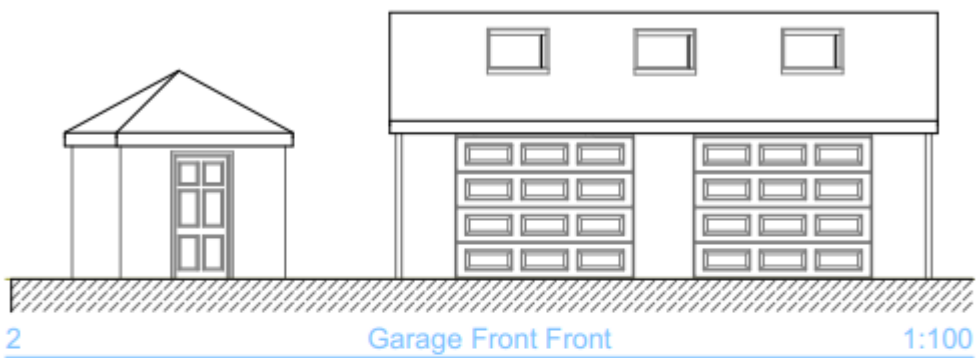
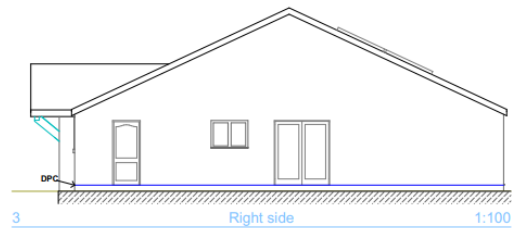
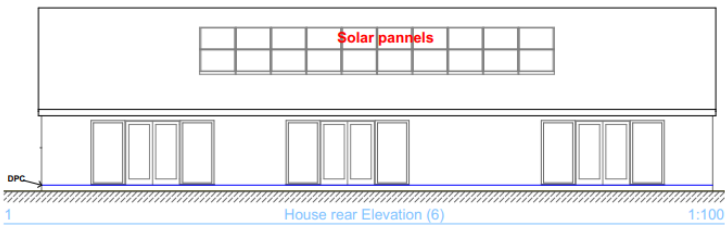
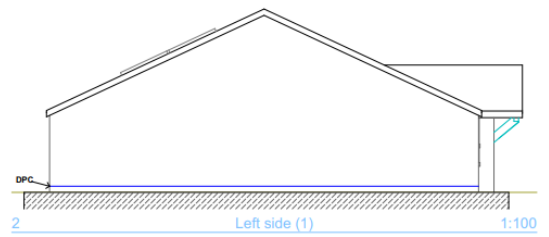
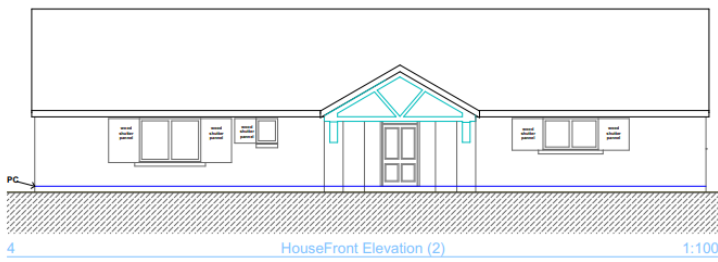
### Planning History

2022 – Extensions and alterations to bungalow, erection of detached garage and new 2m boundary wall – Approved 18/07/2023

### Proposed Development

The applicant is seeking permission for the erection of a new bungalow following the demolition of the existing. The proposal is shown below:





**Relevant Policies**

The Development Plan

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires 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 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.

### **Local Plan Allocation – Urban Fabric - Land within the Settlement with no specific allocation.**

To the extent that development plan policies are material to an application for planning permission the decision on the application must be taken in accordance with the development plan unless there are material considerations that indicate otherwise (section 70(2) of the Town and Country Planning Act 1990 and section 38(6) of the Planning and Compulsory Purchase Act 2004). 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** – Development will be approved if 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 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.

**Policy T4: New Development and Transport Safety** – 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.

**Policy BIO1: Biodiversity and Geodiversity** – Development is expected to conserve and enhance the biodiversity and geological features of the borough.

**Policy POLL1: Pollution Control and Protection** – Development will be expected to demonstrate that it is not likely to result, directly or indirectly, to an increase in air, surface water, or groundwater, noise, smell, dust, vibration, light or other pollution which would unacceptably affect or cause nuisance to the natural and built environment or to people.

### Supplementary Planning Documents:

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 most pertinent SPD's in this case are:

- Design of Housing Development
- Parking

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

### 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 9: Promoting sustainable transport
- Section 12: Achieving well designed places

### **Consultations**

The application has been advertised in accordance with Article 15 of the Town and Country Planning Development Management Procedure (England) Order 2015.

<b>Biodiversity Officer</b>	No objection subject to conditions
<b>Highways DC</b>	No objection subject to conditions
<b>Drainage</b>	No objection
<b>Pollution Control</b>	No objection subject to conditions
<b>Conservation Officer</b>	No objection

### **Representations**

Neighbour notification letters were sent to surrounding properties. No comments have been received.

### **Assessment**

The main issues for consideration are as follows:

- The principle of the development
- The impact on visual amenity and character
- The impact on neighbouring residential properties
- The impact on highways safety

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 site is within the 'Urban Fabric' which has no specific land allocation. Given the site is within an established residential area and the proposal is for a replacement dwelling, the principle of the development is acceptable. This carries moderate weight in favour of the proposal.

Further consideration should be given to the visual and residential amenity as well as the highways impacts of the proposal. These matters are considered in more detail below.

### Visual Amenity and Character

The application proposes to erect a detached bungalow within the existing plot to replace the existing. The proposed bungalow is much larger in terms of its footprint, however has been reorientated to make better use of the plot. The front elevation now runs parallel to Cliff Lane as the other adjacent properties do.

The proposed bungalow is simple in terms of its design, it has a rectangular shaped footprint with a pitched roof. The surrounding properties are varied in terms of their designs and age and therefore the proposal here raises no concerns in terms of its character. Similarly, the proposed materials are stone, with a tiled roof which are somewhat in keeping with the surroundings given the varied street scene.

The application also proposes to erect a detached double garage and detached outbuilding to the front of the property in the northern corner. This is a common feature within the street scene, particularly on the western side of Cliff Lane. This is also not dissimilar to the existing arrangement on the site, therefore the replacement garage in front of the new dwelling is not considered to cause harm to the character of the area or visual amenity of the site.

The proposed dwelling and associate garage/outbuilding will integrate well with its surroundings and is therefore acceptable in terms of its design and visual amenity in accordance with the policies GD1 and D1 of the Local Plan. This weighs significantly in favour of the proposal.

### Residential Amenity

The property is sufficiently distanced from neighbouring properties in that it would not introduce harmful overlooking or overshadowing. Whilst the overall size/footprint of the dwelling is larger than the original the roof height is now lower and the new positioning means any overshadowing lightly to occur would be within the applicants own garden area, albeit this will be limited given the property is single storey.

The proposed detached garage and outbuilding are proposed to sit in the front northern corner of the site, directly adjacent to the neighbours outbuilding. This is also separated with a high stone wall and hedge which appear to be over 2m tall. As such, it is unlikely these elements of the proposal would introduce any harm in terms of overlooking or overshadowing. The neighbouring dwelling has not raised any objection to the proposal through the consultation period.

The proposed dwelling exceeds the internal space standards set out within the South Yorkshire Residential Design Guide and therefore will provide suitable living standards for future occupiers. Externally the rear garden area, although appears small in terms of its depth (being only 4m from the rear and side boundary) does provide over 100sqm of space. This is considered suitable and would exceed the minimum requirement set out in the SYRDG.

Overall, the proposal is considered to be in compliance with Local Plan Policy GD1: General Development and the SYRDG and is acceptable in terms of residential amenity for both neighbouring residents and future occupiers. This weighs significantly in favour of the proposal.

### Highway Safety

The proposals here increase the parking provision and turning provision within the site given the reorientation of the property and detached garage which is welcomed. The existing access will also remain in place, given this, the proposals would not adversely impact upon the highway and are acceptable from a highways perspective. Highways DC have requested that conditions be included to ensure that the access, parking and manoeuvring facilities are suitably surfaced prior to the occupation of the dwelling and that the visibility splays are maintained for pedestrian safety.

Overall, the proposal is considered to have a limited impact on highways safety and would accord with policy T4 of the Local Plan. This weighs moderately in favour of the proposal.

#### Ecology/Biodiversity

The proposal is a self/custom build scheme and is therefore exempt from the mandatory biodiversity net gain requirements.

A Bat Survey was provided to support the application which confirms that there is a low potential to support roosting bats. Given the site is within the Dearne Valley Green Heart nature Improvement Area there is an expectation to provide additional ecological enhancements, as such two integrated bat and swift boxes shall be installed on the new dwelling and this will be secured via condition.

Overall, the proposals meet the requirements of policy BIO1 and there would be limited ecological harm as a result of the proposal. This carries moderate weight in favour of the proposal.

#### Conclusion

Having balanced all material planning considerations, the proposal will not be significantly harmful to residential and visual amenity, nor will it negatively impact upon highway safety. As a consequence, the positive aspects of the proposal outlined above are not outweighed by any other material planning considerations. The proposal is therefore, on balance, recommended for approval.

#### **Recommendation**

**Approve with conditions**