

Application Reference: 2026/0455.

Location: Avendale, 16 Station Road, Lundwood, Barnsley, S71 5LD.

Introduction

This application seeks planning permission for the part-removal of an existing single storey extension to the rear, the erection of a two-storey rear extension with a Juliet balcony, and a loft conversion to form additional living accommodation with a re-roof and an increase in ridge height.

Relevant Site Characteristics

This application relates to a large plot located on the south side of Station Road and in an area which is principally residential characterised by two-storey terraced, semi-detached and detached dwellinghouses of varying scale and appearance. The two-storey terraced dwellinghouses located on the north side of the road are similar in scale but vary in appearance with brickwork, render and painted brickwork being present. The ridge line of these properties steps downward following the gradual fall in the local topography from south-west to north-east. The two-storey semi-detached dwellinghouses located on the south side of Station Road appear similar in scale and appearance with the two-storey detached dwellinghouses located on the south side of the road appearing more varied in scale and appearance. The ridge line of these properties located on the south side of the road also corresponds with the local topography. However, the detached dwellinghouses contribute to a disrupted flow and inconsistent rhythm.

The application property is a two-storey detached dwellinghouse constructed of red facing brickwork with a pitched concrete tile roof. The application dwellinghouse is set forward in the building line and is taller than the two adjacent dwellinghouses. The application dwellinghouse is fronted by a modest garden comprising areas of hard and soft landscaping bounded by a stone wall with a hedge behind. A driveway extends along the east side of the application dwellinghouse to the rear, and to the rear is a larger garden comprising hard and soft landscaping areas enclosed by concrete post and timber panelled fences. An existing detached outbuilding is located adjacent to the eastern party boundary to the south within the development site. The application dwellinghouse benefits from a single storey flat roofed rear extension.



Site History

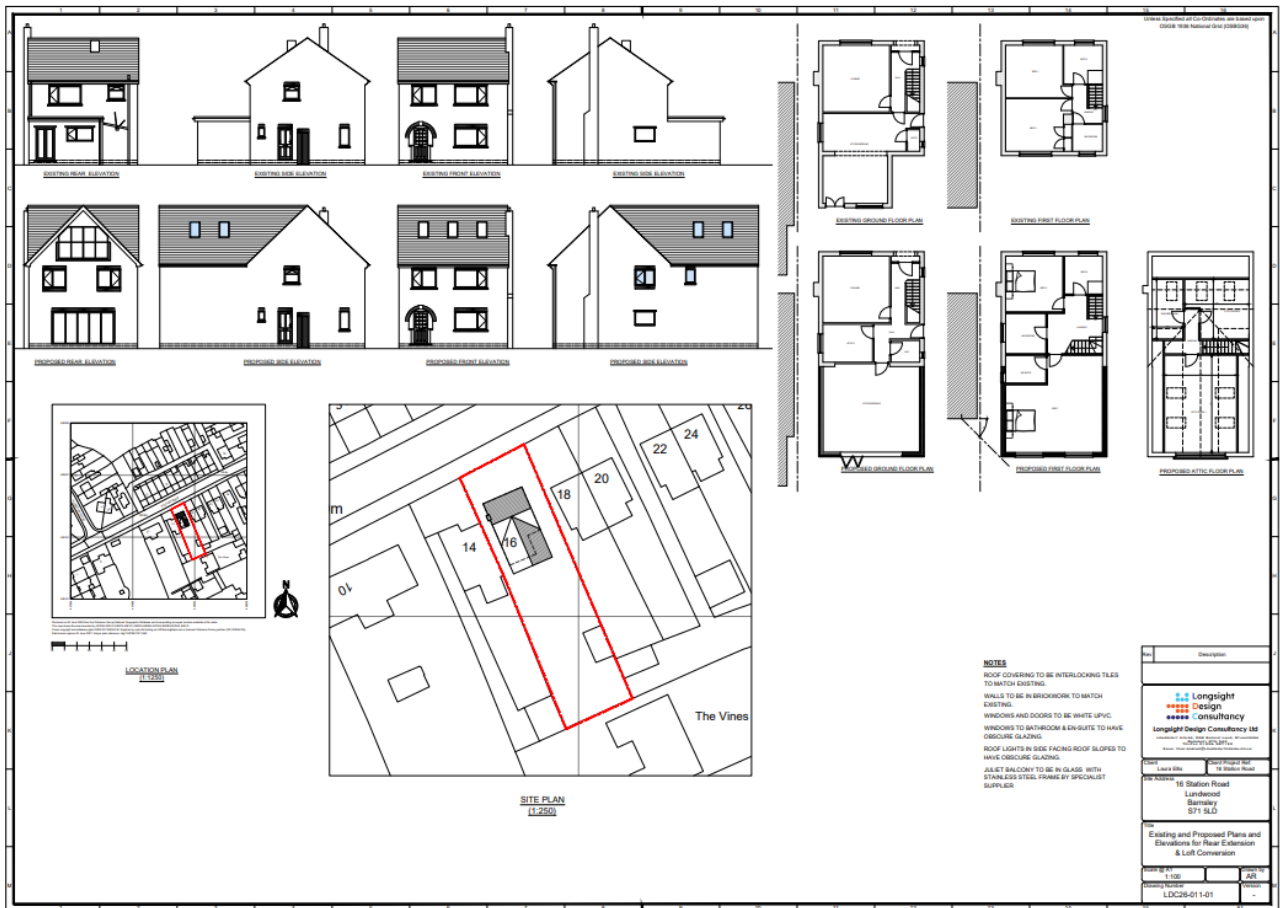
There is no recent or relevant planning history associated with the development site.

Detailed Description of Proposed Works

This application seeks planning permission for the part-removal of an existing single storey extension to the rear, the erection of a two-storey rear extension with a Juliet balcony, and a loft conversion to form additional living accommodation with a re-roof and an increase in ridge height.

The proposed two-storey rear extension would measure approximately 6.8 metres (W) x 5.2 metres (D) x 9.2 metres (H).

This proposal would increase the roof (ridge) height from approximately 8.2 metres to approximately 9.2 metres. The existing eaves height would be maintained.



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 relevant in this case:

- *Policy SD1: Presumption in favour of Sustainable Development.*
- *Policy D1: High quality design and place making.*
- *Policy GD1: General Development.*
- *Policy POLL1: Pollution Control and Protection.*
- *Policy T4: New Development and Transport Safety.*

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 12: Achieving well designed places.*

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:

- *House extensions and other domestic alterations (Adopted March 2024).*
- *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).*

Representations

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.

A 14-day re-consultation exercise was undertaken because of an amended description that expired 14th July 2026.

No representations have been received.

Consultations

No statutory or non-statutory consultees were consulted on this application.

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

Extensions and alterations to a dwelling are acceptable in principle if the development would remain subservient 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.

Scale, Design and Impact on Character

This application relates to a large plot located on the south side of Station Road and in an area which is principally residential characterised by two-storey terraced, semi-detached and detached dwellinghouses of varying scale and appearance. The two-storey terraced dwellinghouses located on the north side of the road are similar in scale but vary in appearance with brickwork, render and painted brickwork being present. The ridge line of these properties steps downward following the gradual fall in the local topography from south-west to north-east. The two-storey semi-detached dwellinghouses located on the south side of Station Road appear similar in scale and appearance with the two-storey detached dwellinghouses located on the south side of the road appearing more varied in scale and appearance. The ridge line of these properties located on the south side of the road also corresponds

with the local topography. However, the detached dwellinghouses contribute to a disrupted flow and inconsistent rhythm.

This proposal would increase the roof ridge height of the application dwellinghouse by approximately one metre. It is acknowledged that the application dwellinghouse benefits from a greater ridge height (as exists) compared with adjacent neighbouring properties and that other detached dwellinghouses in the building line also benefit from greater ridge heights. However, even with their greater roof ridge heights, these properties manage to appear proportionate and not overtly dominant or visually jarring within the context of the character of the street scene.

The proposed increased roof ridge height could give rise to an increased dominance and prominence within the ridge line and street scene. The proposed increased height would not be insignificant and could lead to a more abrupt step-up that could be seen as a more discordant break against the ridge line and horizon. The application dwellinghouse is set forward in the building line and could therefore, draw further emphasis to the proposed increased ridge height.

Nonetheless, this proposal would maintain the existing eaves height of the application dwellinghouse that would follow the continuous datum of adjacent properties, preventing abrupt visual breaks, and establishing a strong, unbroken visual horizon that grounds the street scene. Moreover, the massing, style and type of the proposed roof would likely generally appear proportionate and sympathetic and would enable the application dwellinghouse to respect the established local height hierarchy whilst also avoiding appearing incongruous within the context of the character of the street scene and local area.

Considering the above, whilst the proposed increased ridge height could introduce limited moderate harm to the character of the street scene of Station Road because of an increased vertical emphasis and a more abrupt step-up that could be observed as a more discordant break against the ridge line and horizon, this proposal would maintain the existing eaves height of the application dwellinghouse which would retain a strong, unbroken visual horizon that grounds the street scene of Station Road. The massing, style and type of the proposed roof would also appear proportionate and sympathetic and would enable the established local height hierarchy to be respected whilst avoiding appearing incongruous. On balance, this element of this proposal is therefore considered acceptable.

The proposed two-storey rear extension would adopt a sympathetic form and features comprising a moderate scale, a gable pitched roof, and the adoption of materials which would closely match those used in the external construction of the existing dwellinghouse. The proposed extension would also not be a prominent or dominant feature within the street scene and would not be readily visible from the surrounding public realm.

Considering the above, on balance, this is considered to weigh moderately in favour of this proposal.

This proposal is therefore considered to comply with Local Plan Policy D1: High Quality Design and Placemaking and is considered acceptable regarding its impact on visual amenity.

Impact on Neighbouring Amenity

The House extensions and other domestic alterations SPD states extensions to the rear of detached dwellinghouses will be considered on their design merits where no adjacent neighbouring properties would be affected.

The application dwellinghouse is located to the north-east of 14 Station Road and to the south-west of 18 Station Road. The application dwellinghouse is positioned closer to the west shared boundary with 14 Station Road and is set forward of both adjacent neighbouring properties.

It is acknowledged that the proposed two-storey rear extension – which is sizeable – could contribute to some additional overshadowing because of its height and rearward projection. However, potential

overshadowing impacts affecting 14 Station Road would likely occur in the early morning and not at peak times for use of a rear garden. Moreover, the proposed extension would only marginally project beyond the rear elevation of the main part of this neighbouring property and as such, it is anticipated that any potential overshadowing impact would likely be limited to its blank side elevation. In addition, this proposal would accord with the 45-degree rule – a general test applied as a guide to assess and limit the extent of any potential overshadowing on neighbouring properties.

It is acknowledged that the proposed two-storey rear extension – which is sizeable – could contribute to some additional overshadowing because of its height and rearward projection. However, potential overshadowing impacts affecting 18 Station Road would likely occur into the evening and not at peak times for use of a rear garden. Moreover, the proposed extension would not project beyond the rear elevation of the main part of this neighbouring property and therefore, it is anticipated that any potential overshadowing impact would likely be limited to its blank south-west side elevation. In addition, this proposal would maintain an existing separation distance to the shared boundary which would further lessen the extent of any potential impact. As such, it is not considered this proposal would contribute to significant overshadowing or loss of light and is considered acceptable in this regard.

The proposed first-floor windows and second floor Juliet balcony located on the rear elevation of the proposed extension would face into the development site and toward 14A Station Road beyond. The proposal would achieve an acceptable separation distance (21 metres or more) to the rear boundary of the development site and the adjacent residential properties beyond, in accordance with adopted design guidance. Two new first-floor windows are proposed on the south-west side elevation of the existing dwellinghouse and proposed extension to service a bathroom and en-suite. These windows are proposed to be obscure glazed despite serving non-habitable rooms and facing toward the blank north-east side elevation of 14 Station Road. Obscure glazing could be secured by condition for the avoidance of doubt. Therefore, it is not considered this proposal would contribute to significant overlooking or loss of privacy and is considered acceptable in this regard.

This proposal is not considered to contribute to significant reduced levels of outlook because it would follow the existing footprint of the existing dwellinghouse and would not obstruct any habitable room windows. This proposal is therefore considered acceptable in this regard.

Considering the above, on balance, this is considered to weigh significantly in favour of this proposal.

The proposal is therefore considered to comply with Local Plan Policy GD1: General Development and Local Plan Policy POLL1: Pollution Control and Protection and is considered acceptable regarding its impact on residential amenity.

Impact on Highways

The proposed development is not considered to be prejudicial to highway safety as existing off-street parking and access arrangements would not be significantly impacted. At least two off-street parking spaces could be accommodated in the development curtilage which accords with the parking SPD.

Considering the above, on balance, this is considered to weigh modestly in favour of this proposal.

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

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.

For the reasons outlined above, and taking all other relevant material matters into consideration, this development proposal is considered acceptable, on balance, in respect of its potential impacts upon visual amenity, residential amenity and highway safety, and as such, planning permission should be granted subject to necessary conditions.

RECOMMENDATION: Approve subject to conditions.

Justification

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

In dealing with this application, the Local Planning Authority (LPA) has worked with the applicant to find solutions to the following issues that arose whilst dealing with the planning application:

- To agree an amended description of works which more accurately reflects this proposal.
- To provide additional plans to allow comparisons and further assessment regarding height.

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.

Conditions:

1. The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.

Reason: In order to comply with the provision of Section 91 of the Town and Country Planning Act 1990.

2. The development hereby approved shall be carried out strictly in accordance with the approved plans:

LDC26-011-01 Plans and Elevations.

LDC26-011-02 Existing and Proposed Street Scenes and Cross Sections.

and specifications as approved unless required by any other conditions in this permission.

Reason: In the interests of the visual amenities of the locality and in accordance with Local Plan Policy D1: High Quality Design and Place Making.

3. The external materials shall match those used in the existing dwellinghouse and specified by the approved documents listed above.

Reason: In the interests of the visual amenities of the locality and in accordance with Local Plan Policy D1: High Quality Design and Place Making.

4. The proposed windows located on the south-west side elevation of the existing dwellinghouse, and the proposed extension, shall always be obscure glazed and retained thereafter.

Reason: In the interests of the residential amenities of the locality and in accordance with Local Plan Policy GD1: General Development.

Informative(s):

1. The granting of planning permission does not in any way infer that consent of the landowner is given. Therefore, the consent of all relevant landowners is required before proceeding with any development, including that of the Council as landowner.

If it should transpire that the applicant does not own any of the land included in this consent, then it is the responsibility of the applicant to seek all necessary consents and approvals of the landowner.

2. It is recommended that measures are taken to prevent a nuisance/ or effect the quality of life of local residents. Please note that the Council's Pollution Control Team have a legal duty to investigate any complaints about noise, smoke or dust. No waste should be burnt. If a statutory nuisance is found to exist, they must serve an Abatement Notice under the Environmental Protection Act 1990. Failure to comply with the requirements of an Abatement Notice may result in a fine of up to £20,000 upon conviction in Magistrates' Court. It is therefore recommended that you give serious consideration to the steps that may be required to prevent a noise, dust or smoke nuisance from being created.
3. The applicant/contractor should note that to deposit mud/debris on the public highway, or anything which may cause a nuisance or possible danger to road users, is an offence under provisions of the Highways Act 1980.