

2023/0721

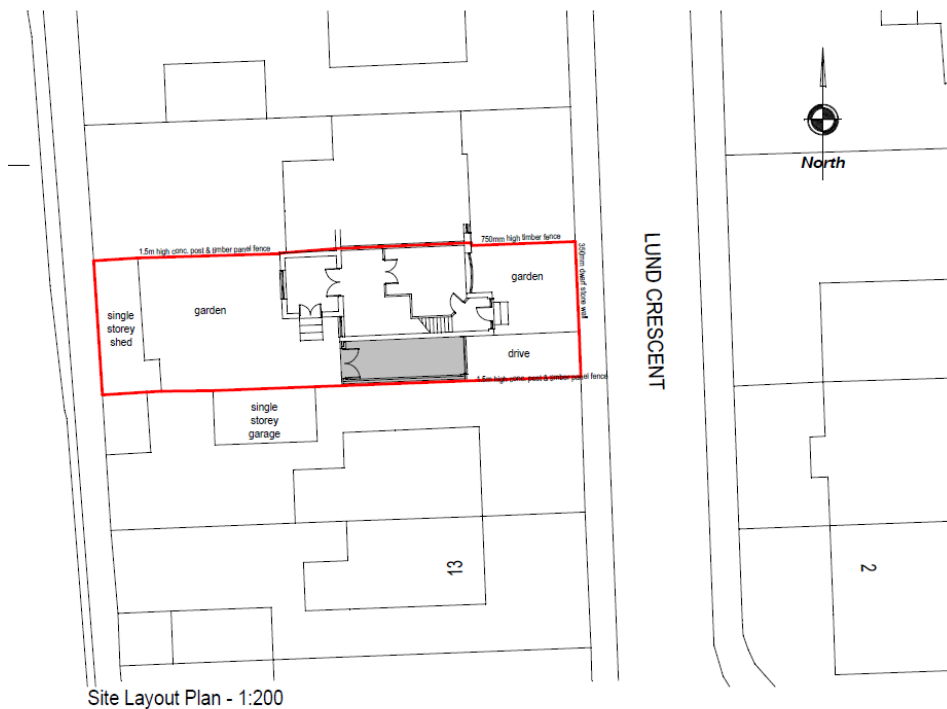
Mr & Mrs Dean Gardner

17 Lund Crescent, Lundwood, Barnsley, S71 5LQ

Two storey side extension.

Site Description

17 Lund Crescent is a two-storey semi-detached property located in Lundwood. It is constructed of brickwork and features a pitched roof utilising interlocking roof tiles. The application property is fronted by an existing driveway extending to the side of the dwelling which is separated by an existing fence allowing for one off-street parking space. Lund Crescent comprises other two-storey semi-detached dwellings of a similar scale and appearance.



Planning History

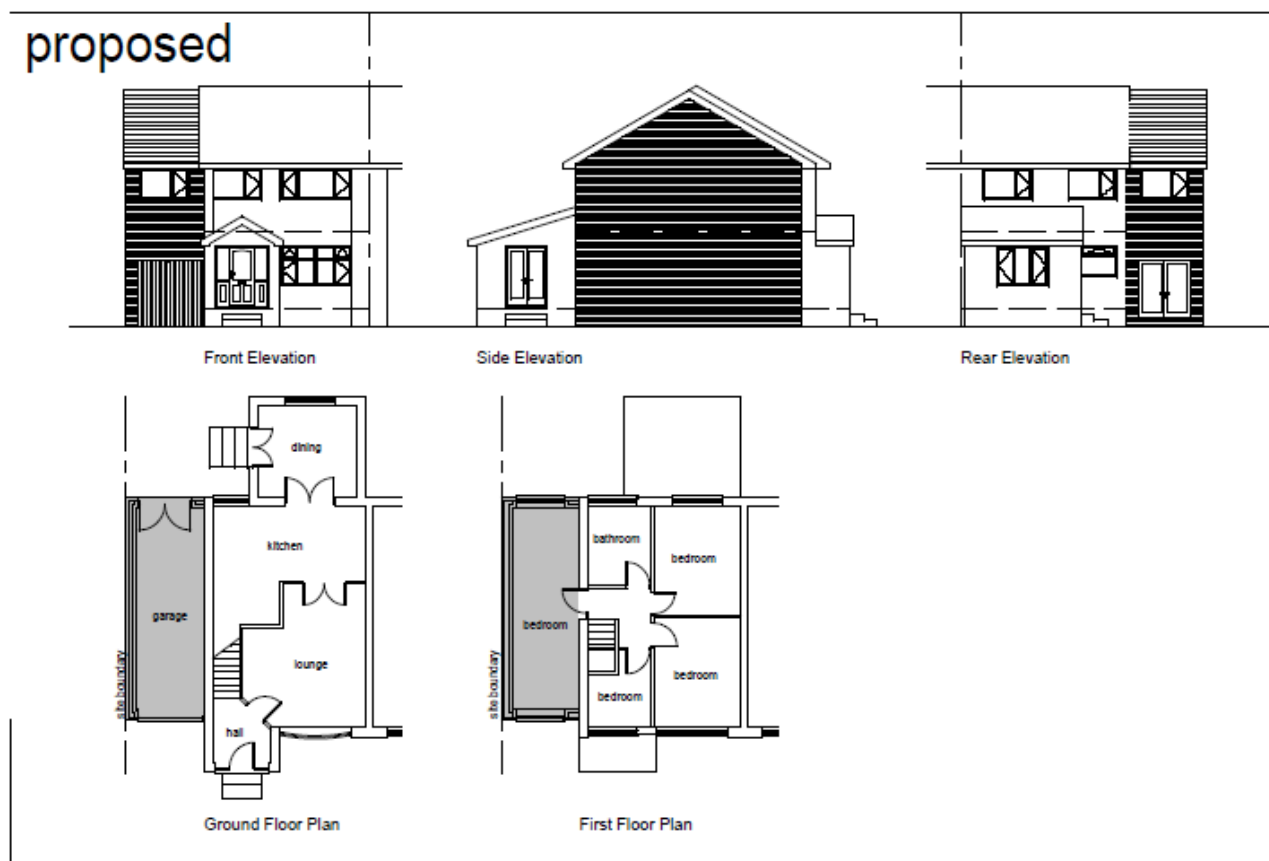
There are two previous planning applications associated with the application site; however, the most recent and relevant is:

- 2006/1148 – Erection of single storey rear extension to dwelling – Approved with conditions.

Proposed Development

The applicant is seeking approval for the erection of a two-storey side extension with an integral garage at ground level and habitable space at first-floor level.

The proposed extension would project from the southern side elevation of the original dwelling by approximately 2.6 metres and would be setback approximately 0.6 metres from the main front elevation. It would feature a pitched roof with an approximate eaves and ridge height of 5.5 metres and 8 metres respectively. The proposed extension would use brickwork and interlocking roof tiles.



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 within the adopted Local Plan, which has no specific land allocation and therefore, the following policies are relevant:

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

Supplementary Planning Document: House Extensions and Other Domestic Alterations

This document establishes the design principles that specifically apply to the consideration of planning applications for house extensions, roof alterations, outbuildings & other domestic alterations; reflecting the principles of the NPPF, which promote high quality design and a good standard of amenity for all existing and future occupants of land and buildings.

Supplementary Planning Document: Parking

This document establishes parking standards in relation to development size and type, specifically larger homes require a greater parking provision.

National Planning Policy Framework

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

- ***Section 12: Achieving well designed places.***

Consultations

Highways DC were consulted on this application and raised concerns that the application site would not be served by sufficient off-street car parking and asked for amendments to alleviate these concerns.

Representations

Neighbour notification letters were sent to surrounding properties and no responses were received.

Assessment

Principle of Development

The site falls within urban fabric which has no specific land allocation; however, the site and surrounding area is made up principally of housing; extensions to residential properties are considered acceptable where they do not have a detrimental impact on the amenity of surrounding residents, visual amenity, and highway safety.

Residential Amenity

Proposals for extensions are considered acceptable where they do not adversely affect the amenity of neighbouring properties.

The SPD states that extensions to the side of a dwelling *'should not have an excessive sideways projection (i.e., more than two thirds the width of the original dwelling).'*' In this instance, the original dwelling has a width of approximately 5.6 metres and the proposed extension would extend beyond the southern side elevation by approximately 2.6 metres. Therefore, the proposals would not have an excessive sideways projection that would exceed more than two thirds the width of the original dwelling (approximately 3.7 metres).

The proposed extension would be located to the north of 15 Lund Crescent where impacts regarding overshadowing are generally considered to be less harmful due to the movement of the sun path. It is acknowledged that the proximity of the proposed extension to the shared boundary line could result in some overshadowing; however, impacts are likely to affect secondary windows located on the side elevation of the neighbouring property. Such windows are not offered the same protections as those located on the front and rear elevations of adjacent properties and that serve habitable rooms.

Regarding overlooking, loss of privacy and reduced outlook, there are no provisions for any windows to be inserted into the side elevation of the extension, therefore, maintaining existing amenity levels to a reasonable degree. It is acknowledged that the proximity of the proposed extension to the shared boundary line could reduce outlook; however, impacts are likely to affect secondary windows located on the side elevation of the neighbouring property. Such windows are not offered the same protections as those located on the front and rear elevations of adjacent properties and that serve habitable rooms. Moreover, approximately 14.5 metres would be maintained between the first-floor rear-facing windows of the proposed extension and the rear boundary and approximately 50.6 metres to the habitable room windows of the nearest property (25 Abbots Road) opposite and to the rear of the application site.

The proposals, therefore, are not considered overbearing resulting in increased overshadowing and overlooking or reduced levels of outlook, that would significantly increase beyond existing levels of impact that are likely to be experienced and tolerated.

The proposals, therefore, are considered to comply with *Local Plan Policy GD1: General Development* and would be acceptable regarding residential amenity.

Visual Amenity

The SPD states that *'materials should normally be of the same size, colour and texture as to the existing house or as close a match as possible'* and that *'all two-storey side extensions should have a pitched roof following the form of the existing roof.'* The proposals show that brickwork and roof tiles are to match the external materials used in the construction of the original dwelling and the proposed extension would feature a pitched roof that would sympathetically reflect the style and pitch of the roof of the original dwelling.

The SPD also states that *'to prevent a terracing effect and to avoid detrimental changes to the character of the street scene, it will be desirable to provide a setback of at least 0.5 metres from the main front wall of the dwelling, which allows for vertical break in the roof plane and a lowering of the ridge line.'* The proposed extension would be set back by approximately 0.6 metres from the main front elevation and would adopt a height lower than the ridge line of the original property. Additionally, the SPD also states that *'where practicable, a side extension should also be set in by one metre from the side boundary with an adjacent property'*. In this instance, the proposed extension would not be set in and would be built up to the shared boundary line; the provision of a setback and a restrained roof height are considered to be sufficient to avoid a terracing effect.

Overall, the proposed extension would follow the form of the original dwelling and be proportionate to its scale. It would also adopt sympathetic features and external materials that reflect the style and character of the original dwelling and surrounding area.

The proposals, therefore, are considered sympathetic to the main dwelling and consistent with the character of the street scene and are considered acceptable and in compliance with *Local Plan Policy D1: High Quality Design and Placemaking* and would be acceptable regarding visual amenity.

Highway Safety

The application property benefits from existing hardstanding to the southern side of the property forming a driveway to the front and enclosed space to the side which is separated by existing fencing resulting in the existing 3-bedroom property being served by one off-street parking space.

The SPD and South Yorkshire Residential Design Guide state that it is expected that 3-bedroom properties or larger that are located in Barnsley should provide a minimum of two off-street parking spaces within the curtilage of the dwelling. It is acknowledged that Highways DC have raised concerns due to the proposals demonstrating the provision of one off-street parking space to the front of the property, and that the proposed integral garage would not provide sufficient internal space to be considered as parking provision for the application site; however, the existing 3-bedroom property has been served by one off-street parking space without raising concern. As such, it is considered highway safety would be maintained to a reasonable degree, especially as it is not expected that the proposals would result in significantly increased vehicular volumes and movements in the area or increased on-street parking beyond existing levels.

The proposals, therefore, are considered acceptable and in compliance with *Local Plan Policy T4: New Development and Transport Safety*.

Recommendation

Approve with Conditions