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Case Number	17/04628/FUL
Application Type	Full Planning Application
Proposal	Demolition of existing conservatory and outbuildings and erection of a single-storey rear extension, erection of a detached garage/workshop and construction of a vehicular access from Burn Grove (Amended drawings received 23rd March 2018)
Location	20 Woodburn Drive Sheffield S35 1YS
Date Received	08/11/2017
Team	West and North
Applicant/Agent	Simon Elliott Associates
Recommendation	Grant Conditionally

#### Time limit for Commencement of Development

1. The development shall be begun not later than the expiration of three years from the date of this decision.

Reason: In order to comply with the requirements of the Town and Country Planning Act.

#### Approved/Refused Plan(s)

2. The development must be carried out in complete accordance with the following approved documents:

Proposed Site Layout Plan received 22nd January 2018.  
Proposed Plan and Elevations (Garage/Workshop) received 23rd March 2018  
Proposed Plan and Elevations (Rear extensions to dwelling) received 23rd March 2018

Reason: In order to define the permission.

Pre Commencement Condition(s) – ('true conditions precedent' – see notes for definition)

Other Pre-Commencement, Pre-Occupancy and other Stage of Development Condition(s)

Other Compliance Conditions

3. The use of the garage/workshop shall at all times remain incidental to the enjoyment of the main dwelling and shall not be sold or let separately.

Reason: In the interests of the amenities of the locality and occupiers of adjoining property.

4. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (and any order revoking and re-enacting the order) no windows or other openings shall be formed in the side elevation(s) of the proposed single-storey rear extension hereby permitted without the prior written approval of the Local Planning Authority.

Reason: In the interests of the amenities of occupiers of adjoining property.

5. The gradient of vehicular access shall not exceed 1:12.

Reason: In the interests of the safety of road users.

Attention is Drawn to the Following Directives:

1. The Local Planning Authority has dealt with the planning application in a positive and proactive manner and sought solutions to problems where necessary in accordance with the requirements of the National Planning Policy Framework.
2. It is noted that your planning application involves the construction or alteration of an access crossing to a highway maintained at public expense.

This planning permission DOES NOT automatically permit the layout or construction of the access crossing in question, this being a matter which is covered by Section 184 of the Highways Act 1980. You should apply for permission, quoting your planning permission reference number, by contacting:

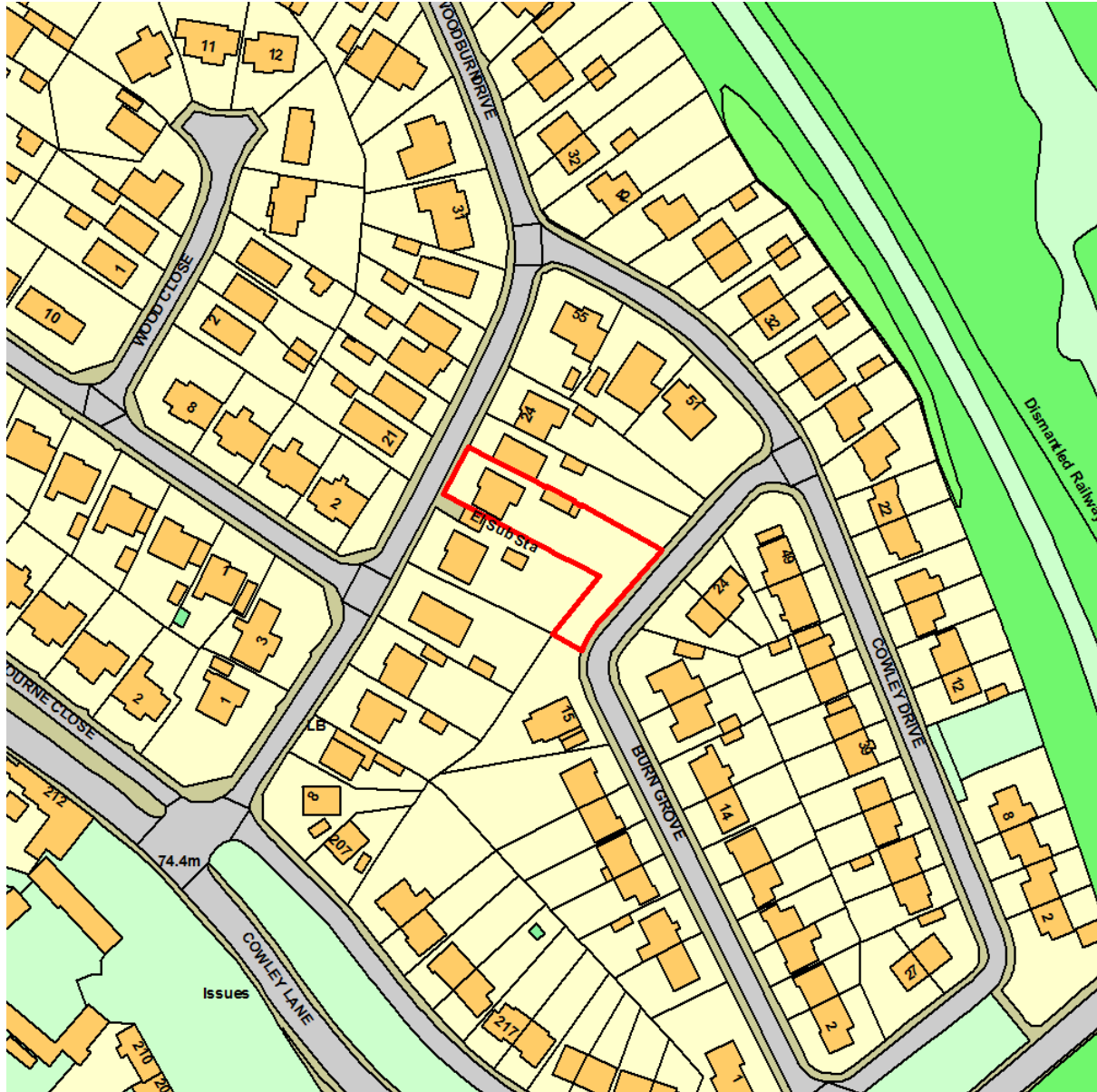
Ms D Jones  
Highways Development Management  
Highways Maintenance Division  
Howden House, 1 Union Street  
Sheffield  
S1 2SH

Tel: (0114) 273 6136

Email: dawn.jones@sheffield.gov.uk

3. The applicant is advised that Sheffield City Council, as Highway Authority, require that drives/vehicular access points be designed to prevent loose gravel or chippings from being carried onto the footway or carriageway, and that they drain away from the footway or carriageway, to prevent damage or injury.

## Site Location



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## LOCATION AND PROPOSAL

The application site relates to a detached bungalow on Woodburn Drive, Chapelton.

The property is faced in brick with a dual-pitched roof and has a small rear conservatory. The property is set back from the street with a small front garden with a driveway to the side which leads to a detached flat roofed garage situated within the rear garden.

The property benefits from a large L shaped rear garden area which in part wraps around the rear of No.18 and No.16 Woodburn Drive. The rear boundary of the site

extends up to the back edge of Burn Grove, a highway which serves residential properties to the east. For the most part the site is level; however there are steps and a small embankment at the rear which rise to meet the level of Burn Grove. The rear boundary is defined by a hedge and numerous trees located within the embankment.

The site is in an allocated Housing Area as defined in the adopted Sheffield Unitary Development Plan. The locality is residential in character comprising a mix of bungalows and two storey properties of varying style and design.

This application seeks planning permission for the demolition of existing conservatory and detached garage, and the erection of a single-storey rear extension, detached garage/workshop and construction of vehicular access onto Burn Grove.

## SUMMARY OF REPRESENTATIONS

72 representations from members of the public have been received in total. 70 representations have been submitted in objection, 1 as a neutral comment and 1 in support.

The objections all reference the proposed garage/workshop and not the proposed extension.

Ecclesfield Parish Council has objected to the proposal with two letters of representation.

Ecclesfield Parish Council has commented with the following concerns:

The proposal is overdevelopment of the site.

The roof is hipped unlike all other garage at other neighbouring properties, which have flat roofs.

Queries raised over potential use of premises as a business.

New access would create problems of access for emergency vehicles, as existing parking causes access problems as existing.

Concerns for pedestrian safety using pavements close to the new exit.

Some trees and shrubs have been removed and burned, but neighbours report that there is a large habitat of wildlife in the remaining trees.

A resident has commented that the site is marked as unsafe to build on due to potential for flooding problems, as prior to the properties being built, there was a small stream running through the area.

The Parish Council supports residents' concerns and objections and request that the application is decided at Planning Committee.

An amended plan has been submitted. Ecclesfield Parish Council have commented with the following:

The amended plans do not address the previous concerns.

The new proposal narrows the entrance, making exiting from the site more dangerous.

Several trees have been removed, making the proposed garage more prominent and overbearing in size and out of keeping with neighbouring properties.

Councillor Andy Bainbridge has stated his support for Ecclesfield Parish Council and all objectors to the application, as it involves a large amount of buildings on a residential site and vehicular access to another road is a concern for residents. Cllr Bainbridge has requested that the application be referred to Planning Committee.

35 of the 72 representations have been submitted in relation to the originally submitted plan

The letter of support specifies no reasons.

The 34 objections received are outlined as follows:

#### Design

Concerns that the garage will have an effect on character of the neighbourhood.  
Concerns that the garage is out of scale and proportion for the area.

#### Amenity

Concerns with regards to noise, dust and smells from the workshop and associated vehicular movements.

Loss of trees resulting in privacy issues, loss of visual amenity and removal of wildlife.

Loss of privacy for neighbours facing garage/workshop.

Structure of building would be overbearing and intrusive.

#### Highways

Severe parking problems on Burn Grove and potential increase in vehicular movements associated with workshop/garage.

Concerns that new access would have restricted visibility onto a narrow road which has a sharp bend.

The property has an existing access which can be used.

Width of the driveway is dangerous and larger than standard driveways in the area.

Concerns over pedestrian and highway safety.

#### Landscape/Ecology

Six or seven tall mature trees are to be felled and 15m of a tall hedge is to be removed which is a habitat to bats and local birds.

#### Flood Risk

Concerns over flood risk as the site was classed as unsuitable for building because of an underground stream.

#### Other matters

Concerns that if permission is granted, a precedent would be set for similar development at neighbouring properties.

Concerns over the use of the workshop as a commercial/industrial unit.

Concerns that the workshop would attract burglars.  
Concerns that the building would be changed to a dwelling in the future.  
Existing garage could be extended and utilised.

#### Non-material Planning Considerations:

The proposed building would greatly impact on views from neighbouring properties (a number of neighbours on Cowley Drive).  
The workshop could impact upon house values.  
Concerns that the proposed rooflight would shine towards neighbouring properties.

Amended plans have been submitted reducing the height of the building.  
Furthermore, it is shown that the garage would be level with the existing garden, with the proposed driveway sloping down from Burn Grove.

37 of the 72 representations were submitted following amendments to the proposal and are all in objection.

They are summarised as below:

#### Design

Garage/workshop would be out of scale and character with the existing bungalow and surrounding area.

#### Amenity

Overbearing and intrusive to neighbours.  
Concerns with regards to noise and pollution from workshop.  
Invasion of privacy from workshop.  
Overdevelopment of the plot.

#### Highway

Proposed access would have restricted visibility and is located near a sharp bend.  
The amendment to the access is more unsafe and narrows the proposed access further.  
Concerns over pedestrian and highway safety.  
Issues with regards to parking congestion on Burn Grove and surrounding streets.  
Parking a motorhome would restrict access further.  
Pavements are safe and should remain so.  
Concerns with regards to the number of vehicles to be parked at the property including a motorhome.

#### Ecology

The natural greenery and wildlife on the proposed site is of great value

#### Flood Risk

Culverted stream within the site and footprint of garage coincides with culvert.  
Properties have standing water issues.  
Concerns that felling trees will exacerbate drainage problems

Other Matters:

Concerns over the use of the workshop and that it will become a commercial use in future.

Amendments do not address residents' concerns.

## PLANNING ASSESSMENT

### Design

UDP policy H14 and Core Strategy policy CS74 expect good quality design in keeping with the scale and character of the surrounding area. Good building design is also reflected in UDP policy BE5. Also relevant is the Supplementary Planning Guidance (SPG) on 'Designing House Extensions' which sets out design and privacy standards.

The existing bungalow is to be rendered. This alteration would not require planning permission.

### Single-storey rear extension

The proposed extension would be finished in render to match the render proposed for the existing bungalow. The extension would have a dual-pitched roof, orientated 90 degrees to the roof of the existing house resulting in a gable facing towards the garden. The proposed extension would be located to the rear of the bungalow and is not considered to be prominent when viewed from public areas. Existing vegetation is to be removed from the rear boundary to allow the formation of the new vehicular access, whilst this may allow views of the proposed extension to be taken from Burn Grove the extension is a fairly typical rear extension and will be seen in the context of the existing dwelling. It should also be noted that the extension would be set back significantly from the street.

In light of the above the design of the single storey extension is considered acceptable and would not detrimentally affect the character and appearance of the dwelling or locality.

### Garage/Workshop

The submitted drawings show that the proposed garage/workshop would be located at the end of the rear garden adjacent to Burn Grove. This garage is proposed in conjunction with a vehicular access from Burn Grove. Members should note that planning permission is not required for the formation of the vehicular access, as the proposal would accord with the limitations of Part 1, Class B of The General Permitted Development Order (GPDO) 2015.

The proposed garage would be rectangular in footprint and would have a dual-pitched roof. It is proposed to construct the garage in a red multi brick. There are numerous brick types in the locality and therefore it is considered that a red multi brick would not be out of character.



In order to accommodate the garage some minor excavation works within the site are required to remove part of the existing embankment and to lower the land level to create the drive access from Burn Grove. The garage would be situated on a similar level as the main part of the existing garden and would be set back approximately 5.4 metres from the back edge of the pavement.

The garage would be visible from Burn Grove, although it will be set on a slightly lower land level and will be afforded screening by mature hedgerow planting located either side of the proposed site access which minimises the visibility of the development. Opposite the site are dwelling houses raised above the level of the street which have attached garages to the side and driveways and gardens to the front. The proposed garage construction would be relatively simple in design and is not uncommon for a residential area. Whilst the garage would introduce a new building on the northern side of Burn Grove, it is considered that the proposed building due to its limited size and scale would not be significantly prominent and would not adversely affect the character of the area. The simple form and pitched roof would replicate the general form of buildings in the area and would have the appearance of an ancillary building to a residential property.

Members should be aware that Part 1, Class E of the GPDO) allows the construction of outbuildings within the curtilage of a dwelling house. The proposed building is approximately 0.4 metres higher than that permitted by the GPDO and therefore planning permission is required. However a very similar building could be constructed to the one proposed without the need for formal planning permission.

#### Amenity

UDP policy H14 says that new development in housing areas should not cause harm to the amenities of existing residents. Core Strategy Policy CS74 requires new development to contribute to the creation of successful neighbourhoods

#### Single-storey rear extension

The submitted drawings show that the proposed extension would project approximately 4 metres off the rear elevation of the bungalow and would replace the existing conservatory. The ridge height is shown to be approx. 5.5 metres and would have an eaves height of approx. 2.8 metres.

The adjoining neighbour at No.22 has a rear extension and as such the extension would only extend beyond the rear elevation of No.22 by just over 1 metre. The proposal would also be set in from the boundary with No.22 by approx. 2.4 metres.

To the other side of the property, there is a substation between the application site and No.18, although No.18's rear garden wraps around the back of the substation. The proposed extension would be set in from this boundary by approx. 1.1 metres. The proposed roof of the extension is to be dual-pitched and thus would slope away from both side boundaries. The extension would have a significant separation distance to the rear boundary.

Given the projection and height of the extension and the separation from neighbouring properties, it is considered that the extension would not detrimentally affect neighbouring living conditions.

#### Garage/Workshop

The proposed garage would be a significant distance from all neighbouring properties and therefore is not considered to detrimentally affect the living conditions of adjoining properties.

It is noted that local residents have raised concerns with regards to the proposed use of the garage/workshop. The applicant has confirmed that the use of the building will be solely for domestic purposes and will not be used as commercial or industrial premises. A planning condition will be imposed to secure this.

In light of the above of proposed garage/workshop as a building incidental to the enjoyment of the dwelling house is not considered to harm to the amenities of neighbouring properties.

#### Highway

UDP policy H14 requires new development to have adequate on-site parking and safe access for vehicles and pedestrians.

Part 1, Class B of The GPDO allows the creation of a vehicular access onto a highway which is not a trunk road or a classified road. Burn Grove is not a trunk or classified road and therefore planning permission would not be required for the creation of this access.

Although the formation of the access would not require planning permission, the access is required in conjunction with the proposed construction of the garage/workshop. Highways Officers are satisfied that the access as shown would provide safe access to and from Burn Grove. The concerns of local residents with regards to the narrow width of the road and local parking problems are noted however the proposal is not considered to harm highway safety and adequate manoeuvring space is available.

It is noted that the property has an existing access from Woodburn Drive, however this is a narrow access of approx. 2.2 metres in width and is restrictive to larger vehicles. The SPG 'Designing House Extensions' requires driveways to have a width of at least 2.75 metres and therefore the existing driveway does not accord with this dimension and is ultimately a narrow access. The applicant has specified that he wishes to park a motorhome within the site and ultimately wishes to proceed with the proposed access from Burn Grove.

The proposed access will provide off-street parking provision, thereby reducing the reliance upon on-street parking, although it is noted that the applicant would be more likely to park on Woodburn Drive at the moment.

Local residents have also raised concerns with regards to pedestrian safety. The access is not dissimilar to other domestic driveways in the area and would have adequate visibility. Whilst, Planning Permission is not required to form the access a vehicular crossing permit is required from the Councils Highways Section who have indicated separately that the access is likely to be considered favourably.

In light of the above the proposal is considered acceptable from a highways perspective.

#### Flood Risk

Local residents have raised concerns with regards to potential flooding and drainage issues, as residents believe there is a culverted stream running through the site. The Land Drainage Department have confirmed that there is a culvert within the site, but it is not on the alignment of the proposed garage. The culvert runs between Cowley Drive to Cowley Lane and is unaffected by the proposed development.

#### Landscape/Ecology

It is noted that residents have raised concerns over the loss of planting and trees and therefore wildlife habitats. The creation of the vehicular access would result in the loss of part of the hedgerow and planting located within the embankment fronting Burn Grove. It is considered that the loss of some of the hedgerow would not significantly harm the appearance of the street scene or bio diversity and the applicant has agreed to retain a degree of planting to retain a soft edge to the street.

It should be noted that the hedge and existing trees could be removed without permission at any time as such it would be unreasonable to resist the proposed works within a domestic setting on landscape/ecology grounds Furthermore, a degree of planting would need to be removed to reasonably allow the formation of the vehicular access, which as stated previously does not require planning permission.

#### RESPONSE TO REPRESENTATIONS

The garage rooflight is a window opening within the roof, not a light.

The applicant has confirmed that the workshop will be used for private residential purposes and will not be a business. If the workshop is to be used for business or industrial activities, then planning permission would be required.

The site is not located within a flood risk area.

Development will not require removal or replacement of the existing street lighting. Separate permission would be required by Highways for its removal/relocation in any instance.

Environmental Protection Regulations would cover noise nuisance and other effects to neighbours,

The proposal is not considered to give rise to any crime issues.

The proposal is not considered to set any form or precedent and similar applications would be considered on their merits as would any proposal to use the building for an alternative use.

## SUMMARY AND RECOMMENDATION

The proposed single-storey rear extension is considered acceptable from a design and amenity perspective and would not detrimentally affect the character and appearance of the dwelling nor detrimentally harm neighbouring living conditions.

The proposed garage/workshop is not considered to detract from the street scene or area and is considered an adequate separation from all neighbouring properties. As such the proposal is not considered to detrimentally affect living conditions of residents. A condition is imposed to ensure the use of the garage at all times remains ancillary to the existing dwelling house. It is also considered that the associated access would have adequate visibility onto the highway to not detrimentally affect highway and pedestrian safety.

In light of the above, the proposal is considered to accord with the provisions of the Unitary Development Plan, adopted SPG guidance, the Core Strategy and the National Planning Policy Framework. It is recommended that planning permission is granted conditionally.