
2024/0420

Mrs Maureen Taylor

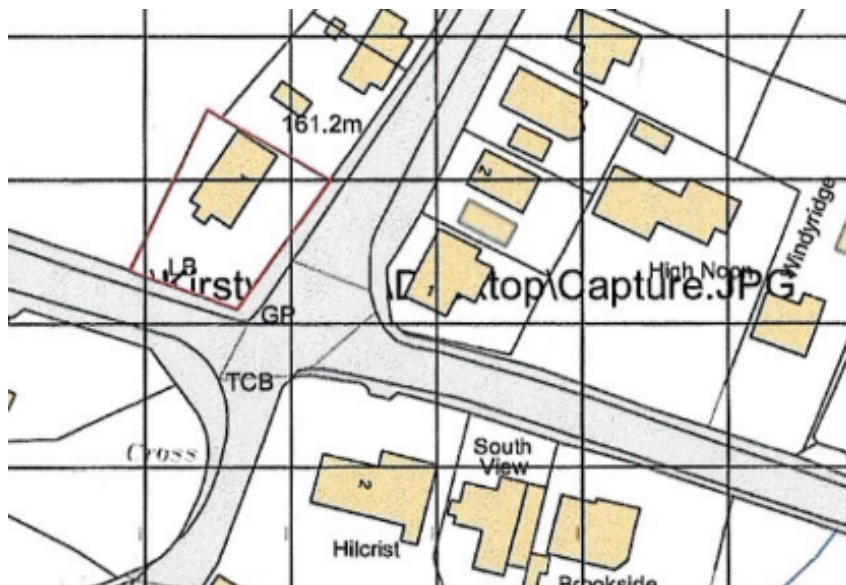
1 Carr Head Road, Howbrook, Sheffield, S35 7HG

Erection of new boundary fencing and gates (Retrospective).

Site Description

The application relates to a corner plot located at a crossroad junction intersecting Carr Head Road, Hollinberry Lane, Berry Lane and Howbrook Lane, and in an area that is a mix of Green Belt land, and residential and agricultural uses.

The property in question is an extended detached bungalow finished in light blue render with a pitched roof with grey roof tiles. An attached garage and driveway are located to the north side of the property and north-east corner of the application site. The property is abutted by soft landscaping to the front, south side and rear, and the application site is bounded by black metal fencing atop a low built stone wall. The application site is elevated from street level with the wider topography descending west-to-east.



Planning History

There is one planning application associated with this site.

1. 2020/0276 – Single storey extensions on both sides of bungalow including provision of integral garage, canopy roof extension to front and new boundary fencing. – Approved.

Proposed Development

The applicant is retrospectively seeking permission for the erection of new boundary fencing and pedestrian and vehicular gates. The fencing and gates are located on the east and south boundaries of the application site and varies in height between 1.7 metres and 2.2 metres (including the height of a stone wall).



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 – Green Belt

The site is allocated as Green Belt land in the adopted Local Plan and is in the setting of a grade II-listed building. Therefore, the following policies are relevant:

- ***Policy SD1: Presumption in favour of Sustainable Development.***
- ***Policy GB1: Protection of Green Belt.***
- ***Policy GB2: Replacement, extension and alteration of existing buildings in the Green Belt.***
- ***Policy T4: New Development and Transport Safety.***
- ***Policy D1: High quality design and place making.***
- ***Policy GD1: General Development.***

Supplementary Planning Document(s)

- ***House Extensions and Other Domestic Alterations.***
- ***Parking.***

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 and beautiful places.***
- ***Section 13: Protecting Green Belt land.***

Other Material Considerations

- ***South Yorkshire Residential Design Guide 2011.***

Consultations

Wortley Parish Council – No response.
Planning Enforcement – No objections.
Highways DC – No objections.

Representations

Neighbour notification letters were sent to surrounding properties. A total of seven representations were received from seven properties comprising six objections and one of support.

The following concerns which are material planning considerations were raised:

- The angle of the fence at the crossroad junction makes it impossible for drivers to see if any traffic is travelling along Howbrook Lane.
- Restrictive view of approaching vehicles due to high railings.
- Very poor visibility especially when turning right from the junction.
- The safety of the junction has been made worse by the height of the fence.

The following concerns which are not material planning considerations were raised:

- It is only a matter of time before there is a serious or fatal accident at the crossroad junction and several residents have experienced frequent near misses.
- The route is used as a cut through at busy times to avoid the Tankersley roundabout and many vehicles travel beyond the speed limit.
- When the dense laurel hedge planted grows higher, visibility will be impaired further.

Whilst all concerns are acknowledged, only those which are material planning considerations can be taken into account.

Assessment

Principle of Development

Walls and fences are considered acceptable if they would not have a detrimental impact on the amenity of surrounding residents, visual amenity and highway safety, and would not have a harmful impact on the appearance or character and will preserve the openness of the Green Belt.

Green Belt Assessment

The boundary fencing does not contribute to the total cumulative additions to the original building, does not extend beyond the existing residential curtilage and is constructed of appropriate materials, and to safeguard the openness and visual amenities of the Green Belt, permitted development rights were removed under approved planning application 2020/0276.

The proposal is therefore considered to comply with *Local Plan Policy GB1: Protection of Green Belt* and *Local plan Policy GB2: Replacement, extension, and alteration of existing buildings in the Green Belt* and would be acceptable.

Highway Safety

The boundary fence is located along the east and south boundaries of the application site and has been erected atop an existing low-built stone wall. The pedestrian and vehicular gates are located on the east boundary adjacent to Carr Head Road. The gates open inwards, and the vehicular gate provides safe and secure access to a driveway that is served by an existing dropped kerb.

The primary concern in relation to the boundary fence is its impact upon highway safety, particularly in relation to poor visibility at the crossroad junction when entering Hollinberry Lane and Howbrook Lane from Carr Head Road.

During the application process, two site visits were carried out on 21st June 2024 and 09th July 2024 in which a car was driven from Carr Head Road turning right onto Howbrook Lane, from Carr Head

Road turning left onto Hollinberry Lane, and from Howbrook Lane turning left onto Carr Head Road. It is acknowledged that the boundary fence does, to a degree, restrict views at the crossroad junction. However, the boundary fence is not a solid structure and some intervisibility is maintained. Moreover, the speed limit of Howbrook Lane reduces from the national speed limit to 30mph on the approach to the crossroad junction when travelling eastbound. This change occurs approximately 90 metres to the west of the crossroad junction and suggests traffic should be moving at an appropriately reduced speed through a residential setting. In addition, crash map data shows that there is no recorded slight, serious or fatal road traffic accidents at the crossroad junction for the latest five-year period between 2018 and 2022. Moreover, whilst the concerns raised in relation to speeding, the route being used as a cut through and frequent near misses are acknowledged, these concerns are not material planning considerations, and it is the responsibility of individual drivers to adhere to any specified speed limits and take all necessary and appropriate caution when using the crossroad junction.

Highways DC were consulted on the application and stated that visibility from Carr Head Road to the right (west) along Howbrook Lane is restricted by the horizontal alignment of the boundary wall and fence with just approximately 2.4 metres by 18 metres being achievable without encroaching across the south-west corner and garden of the application plot. Moreover, if the boundary fence were not in place and the vegetation/shrubbery along the site boundary were allowed to grow in height, visibility would be impeded to the same degree, or worse. Therefore, Highways DC raised no objection. Moreover, whilst the concerns raised in relation to boundary vegetation growth are acknowledged, this is not a material planning consideration as the planting of vegetation/ shrubbery does not require planning permission. Therefore, the potential future growth of the boundary vegetation and any associated visibility impacts at the crossroad junction cannot be controlled by the Council.

In considering the above, on balance, it is considered that highway safety would be maintained to a reasonable degree and the proposal is therefore considered to comply with *Local Plan Policy T4: New Development and Transport Safety* and would be acceptable regarding highway safety.

Visual Amenity

Walls and fences are considered acceptable if they would not significantly alter or detract from the character of the street scene and would not have a harmful impact on the appearance or character and will preserve the openness of the Green Belt.

The boundary fence is a black metal railing atop an existing low stone-built wall. A mix of boundary treatments exist in the locality, including stone and brick walls, hedges and black metal gates and railings. The proposal does not therefore significantly alter or detract from the character of the street scene.

In relation to the openness of the Green Belt, the boundary fence has been implemented within the existing residential curtilage of the application property and is constructed of appropriate materials. The proposal would therefore not harm the openness or visual amenity and character of the Green Belt.

The proposal is therefore considered to comply with *Local Plan Policy D1: High Quality Design and Placemaking* and would be acceptable regarding visual amenity.

Residential Amenity

Walls and fences are considered acceptable if they would not have a detrimental impact on the amenity of surrounding residents.

The boundary fence does not result in significantly increased levels of overshadowing, overlooking and loss of privacy or reduced levels of outlook, and does not have an overbearing impact.

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

**Recommendation -
Approve with Conditions**