

Appeal Decision

Site visit made on 31 January 2024

by John Whalley

an Inspector appointed by the Secretary of State

Decision date: 8 February 2024

Appeal ref: APP/J4423/W/23/3327486

No. 526 Fulwood Road, Sheffield S10 3QD

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal of planning permission.
 - The appeal is made by Mr Paul Bower against the decision of Sheffield City Council.
 - The application, ref. 23/01003/FUL, dated 26 March 2023, was refused by a notice dated 26 May 2023.
 - The development is: Construction of vehicular access and provision of off-street parking to dwellinghouse.
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Decision

1. The appeal is allowed and planning permission is granted for: Construction of vehicular access and provision of off-street parking to dwellinghouse at No. 526 Fulwood Road, Sheffield S10 3QD in accordance with application ref. 23/01003/FUL, dated 26 March 2023, subject to the following conditions:
 - 1) The development hereby permitted shall begin not later than 3 years from the date of this decision.
 - 2) The development hereby permitted shall be carried out in accordance with the following approved plans: Existing and proposed layout plan Scale 1:60; Site location plans Scales 1:500; 1:1250.

Note

2. This appeal is proceeding concurrently with the appeal made in respect of a similar development at the adjoining property, No. 528 Fulwood Road, (our ref: APP/J4423/W/23/3330248).

Main issue

3. The decision turns on the likely effect of the proposed off-street car parking facility at No. 526 on the appearance and character of this part of the fronting Fulwood Road.

Appeal property

4. The appeal property, No. 526 Fulwood Road, is a 2 storey house in a terrace of similar red brick houses with distinctively steep gable roofs and narrow gabled dormers. The houses are set back above the road footway, typically having several pedestrian steps up to their front doors. All houses in this terrace appear to have been built with planted front gardens with low stone retaining wall boundaries to the highway. Off-street car parking areas within the front gardens of neighbouring houses at Nos. 524 and 522 have been built following grants of planning permission. There is also a recently permitted off-street car

parking area to the front of No. 534 and what appeared to be a long established off-street parking area to the front of No. 532.

Considerations

5. As originally built houses on this northern side of Fulwood Road, with their elevated frontages, had no readily available garden space in front of the house to park a car - without removing much of the raised front garden and fronting wall. Modern needs or aspirations understandably look to creating a space to park a car off-road on a private and more secure space. Such pressures may have led the Council to permit the construction of the 2 car parking spaces built at Nos. 524 and 522 next door.
6. The 2 appeals before me concern projects to construct a similar car parking space at No. 526 and at No. 528 Fulwood Road. The Council objected. They said removal of front walls, planting and the raised garden area to facilitate the car parking hardstanding would harm the character and appearance of the houses at No. 526 and No. 528 and this part of Fulwood Road. The result would be local visual harm. The Council were also concerned about precedent. Allowing one or both the appeals could make it difficult to reasonably resist further such development, to the detriment of the appearance and character of the street scene.
7. I conclude that the Council's objections should not prevail. I find the precedent objection unconvincing, especially in the light of the Nos. 524 and 522 permissions, where I saw no significant harm had been caused to the street scene by those well designed and tidy car parking areas. Looking at the frontages the Council seek to preserve and the succession of Google pictures of the terrace since 2008 much of the attraction of other terrace frontages have depended upon individual occupiers' care and ideas. The number of discordant garden fencing panels have not helped to the look of the immediate area. Also, a recurring problem adversely affecting the look of the terrace has been the number of refuse bins and containers left on the fronting footway, there being no tidy storage facility within the original front gardens. It may be that part of the new off-road parking area might be made available for bin storage.
8. The size of the proposed off-street parking area is limited by the house fronting space available. The need to either reverse a car in or out of the proposed parking area is not ideal. On balance however, I consider it preferable to parking on the road. I find the lack of any significant harm to the look of the area that would be produced by building the proposed off-road parking area would cause no material conflict with national or relevant local policy guidance.

Conclusion

9. The appeal succeeds. Planning permission is granted subject to the general condition limiting the duration of the permission, (s.91 of the Act), as is a condition relating to the submitted plans defining the project.

Note: The Council said the application plan showing a 5m depth of the parking space scaled only 4.7m. The dimensions shown on the approved application plan may be relied upon on a site check.

John Whalley INSPECTOR