
Case Number	17/04177/FUL (Formerly PP-06432273)
Application Type	Full Planning Application
Proposal	Demolition of garages and erection 6 apartments with parking spaces (Amended plans received 20.11.2017)
Location	Land And Garage Block Adjacent To Sefton Court Sefton Road Sheffield S10 3TP
Date Received	06/10/2017
Team	West and North
Applicant/Agent	Studio Gedye
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:

Location plan - received 06.10.2017

Topographical Survey 13563-103_2DT - received 10.11.2017

Proposed plans, elevations and sections (amended)

17118 101 R-K

17118 102 R-I

17118 103 R-I

17118 105 R-I

17118 106 R-F

17118 108 R-E

17118 109 R-E

17118 110 R-A

- received 07.12.2017

Landscape Masterplan 751 SEF 01 B - received 12.12.2017

Reason: In order to define the permission.

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

3. No development shall commence until the actual or potential land contamination and ground gas contamination at the site shall have been investigated and a Phase 1 Preliminary Risk Assessment Report shall have been submitted to and approved in writing by the Local Planning Authority. The Report shall be prepared in accordance with Contaminated Land Report CLR11 (Environment Agency 2004).

Reason: In order to ensure that any contamination of the land is properly dealt with and the site is safe for the development to proceed, it is essential that this condition is complied with before the development is commenced.

4. Any intrusive investigation recommended in the Phase I Preliminary Risk Assessment Report shall be carried out and be the subject of a Phase II Intrusive Site Investigation Report which shall have been submitted to and approved in writing by the Local Planning Authority prior to the development being commenced. The Report shall be prepared in accordance with Contaminated Land Report CLR 11 (Environment Agency 2004).

Reason: In order to ensure that any contamination of the land is properly dealt with.

5. Any remediation works recommended in the Phase II Intrusive Site Investigation Report shall be the subject of a Remediation Strategy Report which shall have been submitted to and approved in writing by the Local Planning Authority prior to the development being commenced. The Report shall be prepared in accordance with Contaminated Land Report CLR11 (Environment Agency 2004) and Local Planning Authority policies relating to validation of capping measures and validation of gas protection measures.

Reason: In order to ensure that any contamination of the land is properly dealt with.

6. Prior to the commencement of works on site, a method statement for the construction of the proposed vehicular access to Sefton Road shall be submitted to and approved in writing by the Local Planning Authority. The method statement shall be in accordance with the National Joint Utilities Group (NJUG) Guidelines for the Planning, Installation and Maintenance of Utilities in Proximity to Trees - Issue 2.

Reason: In order to ensure an appropriate quality of development.

7. No demolition and/or construction works shall be carried out unless equipment is provided for the effective cleaning of the wheels and bodies of vehicles leaving the site so as to prevent the depositing of mud and waste on the highway. Full details of the proposed cleaning equipment shall be approved in writing by the Local Planning Authority before it is installed.

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

8. Prior to the commencement of development full details of the finished floor and plot levels shall have been submitted to and approved in writing by the Local Planning

Authority. Thereafter the development shall be carried out in accordance with the approved levels.

Reason: In the interests of the amenities of the locality.

9. No development shall commence until the improvements (which expression shall include traffic control, pedestrian and cycle safety measures) to the highways listed below have either;

a) been carried out; or

b) details have been submitted to and approved in writing by the Local Planning Authority of arrangements which have been entered into which will secure that such improvement works will be carried out before the dwellings are brought into use.

Highway Improvements:

- Resurfacing of Sefton Road for the full width of the entire site frontage.
- Reconstruction of the footways adjoining the site.

Reason: To enable the above-mentioned highway to accommodate the increase in traffic, which, in the opinion of the Local Planning Authority, will be generated by the development, and in the interests of protecting the free and safe flow of traffic on the public highway it is essential that this condition is complied with before any works on site commence.

10. Unless shown not to be feasible and viable, no development shall commence until a report has been submitted to and approved in writing by the Local Planning Authority identifying how a minimum of 10% of the predicted energy needs of the completed development will be obtained from decentralised and renewable or low carbon energy, or an alternative fabric first approach to offset an equivalent amount of energy. Any agreed renewable or low carbon energy equipment, connection to decentralised or low carbon energy sources, or agreed measures to achieve the alternative fabric first approach, shall have been installed/incorporated before any part of the development is occupied, and a report shall have been submitted to and approved in writing by the Local Planning Authority to demonstrate that the agreed measures have been installed/incorporated prior to occupation. Thereafter the agreed equipment, connection or measures shall be retained in use and maintained for the lifetime of the development.

Reason: In order to ensure that new development makes energy savings in the interests of mitigating the effects of climate change and given that such works could be one of the first elements of site infrastructure that must be installed it is essential that this condition is complied with before the development commences.

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

11. The development shall not be used unless cycle parking has been provided in accordance with the approved plans and, thereafter, such cycle parking accommodation shall be retained.

Reason: In the interests of delivering sustainable forms of transport, in accordance with the Unitary Development Plan for Sheffield and Core Strategy Policies CS51 and CS53.

12. The development shall not be used unless all redundant accesses have been permanently stopped up and reinstated to kerb and footway, and any associated changes to adjacent waiting restrictions that are considered necessary by the Local Highway Authority including any Traffic Regulation Orders are implemented. The means of vehicular access shall be restricted solely to those access points indicated in the approved plans.

Reason: In the interests of highway safety and the amenities of the locality.

13. The development shall not be used unless the car parking accommodation for 8 cars as shown on the approved plans has been provided in accordance with those plans and thereafter such car parking accommodation shall be retained for the sole purpose intended.

Reason: To ensure satisfactory parking provision in the interests of traffic safety and the amenities of the locality.

14. Large scale details, including materials and finishes, at a minimum of 1:20 of the items listed below shall be approved in writing by the Local Planning Authority before that part of the development commences:

- a) Windows reveals
- b) Balconies
- c) Cladding
- d) Eaves and verges
- e) Stone coursing
- f) Window surrounds
- g) Rain water goods

Thereafter, the works shall be carried out in accordance with the approved details.

Reason: In order to ensure an appropriate quality of development.

15. The approved landscape works shall be implemented prior to the development being brought into use. Thereafter the landscaped areas shall be retained and they shall be cultivated and maintained for a period of 5 years from the date of implementation and any plant failures within that 5 year period shall be replaced.

Reason: In the interests of the visual amenities of the locality.

16. Upon completion of any measures identified in the approved Remediation Strategy or any approved revised Remediation Strategy a Validation Report shall be submitted to the Local Planning Authority. The development shall not be brought into use until the Validation Report has been approved in writing by the Local Planning Authority. The Validation Report shall be prepared in accordance with Contaminated Land Report CLR11 (Environment Agency 2004) and Sheffield City Council policies relating to validation of capping measures and validation of gas protection measures.

Reason: In order to ensure that any contamination of the land is properly dealt with.

17. Protection of trees shall be in accordance with the revised Arboricultural Impact Assessment prepared by Jon Coe Tree Services Ltd (dated 08.12.2017) and the protected areas shall not be disturbed, compacted or used for any type of storage or fire, nor shall the retained trees, shrubs or hedge be damaged in any way. The Local Planning Authority shall be notified in writing when the protection measures are in place and the protection shall not be removed until the completion of the development.

Reason: In the interests of protecting the identified trees on site. It is essential that this condition is complied with before any other works on site commence given that damage to trees is irreversible.

18. Details of all proposed external materials and finishes, including samples when requested by the Local Planning Authority, shall be submitted to and approved in writing by the Local Planning Authority before that part of the development is commenced. Thereafter, the development shall be carried out in accordance with the approved details.

Reason: In order to ensure an appropriate quality of development.

19. Details of all proposed boundary treatments, including samples when requested by the Local Planning Authority, shall be submitted to and approved in writing by the Local Planning Authority before that part of the development is commenced and the apartments shall not be used unless such means of site boundary treatment has been provided in accordance with the approved details and thereafter such means of site enclosure shall be retained.

Reason: In order to ensure an appropriate quality of development.

20. Details and specifications of the proposed permeable paving and parking space surfaces, shall be submitted to and approved in writing by the Local Planning Authority before that part of the development is commenced. Thereafter, the development shall be carried out in accordance with the approved details.

Reason: In order to ensure an appropriate quality of development and appropriate drainage measures.

Other Compliance Conditions

21. All development and associated remediation shall proceed in accordance with the recommendations of the approved Remediation Strategy. In the event that remediation is unable to proceed in accordance with the approved Remediation Strategy, or unexpected contamination is encountered at any stage of the development process, works should cease and the Local Planning Authority and Environmental Protection Service (tel: 0114 273 4651) should be contacted immediately. Revisions to the Remediation Strategy shall be submitted to and approved in writing by the Local Planning Authority. Works shall thereafter be carried out in accordance with the approved revised Remediation Strategy.

Reason: In order to ensure that any contamination of the land is properly dealt with.

22. The construction of the access road shall be carried out in accordance with the revised Arboricultural Impact Assessment prepared by Jon Coe Tree Services Ltd (dated 08.12.2017).

Reason: In the interests of protecting the identified trees.

Attention is Drawn to the Following Directives:

1. The applicant is advised that any excavation works adjacent the highway trees will be required to be hand dug and the use of a mechanical digger will be prohibited.
2. By law, this development requires the allocation of official, registered address(es) by the Council's Street Naming and Numbering Officer. Please refer to the Street Naming and Numbering Guidelines and application forms on the Council website here:

<http://www.sheffield.gov.uk/home/roads-pavements/Address-management>

For further help and advice please ring 0114 2736127 or email snn@sheffield.gov.uk.

Please be aware that failure to apply for addresses at the commencement of the works will result in the refusal of statutory undertakers to lay/connect services, delays in finding the premises in the event of an emergency and legal difficulties when selling or letting the properties.

3. You are advised that this development is liable for the Community Infrastructure Levy (CIL) charge. A liability notice will be sent to you shortly informing you of the CIL charge payable and the next steps in the process, or a draft Liability Notice will be sent if the liable parties have not been assumed using Form 1: Assumption of Liability.
4. This development abuts a private street and as such there is a liability for road charges. The Council has powers to carry out work to bring the street up to a standard acceptable for adoption. Payment for the estimated cost for the frontage concerned may be required in advance of the work being commenced or alternatively at a later stage when the work is completed. This will be decided when Building Regulation approval is obtained.

If you require any further information please contact Mr Fawcett on Sheffield 2736132.

5. The applicant is advised that noise and vibration from demolition and construction sites can be controlled by Sheffield City Council under Section 60 of the Control of Pollution Act 1974. As a general rule, where residential occupiers are likely to be affected, it is expected that noisy works of demolition and construction will be carried out during normal working hours, i.e. 0730 to 1800 hours Monday to Friday, and 0800 to 1300 hours on Saturdays with no working on Sundays or Public Holidays. Further advice, including a copy of the Council's Code of Practice for Minimising Nuisance from Construction and Demolition Sites is available from Environmental Protection Service, 5th Floor (North), Howden House, 1 Union Street, Sheffield, S1 2SH: Tel. (0114) 2734651, or by email at epsadmin@sheffield.gov.uk.
6. Where conditions require details to be submitted, an Application for Approval of Details Reserved by Condition is required (unless the condition gives the option of implementing the details already submitted). The Local Planning Authority is

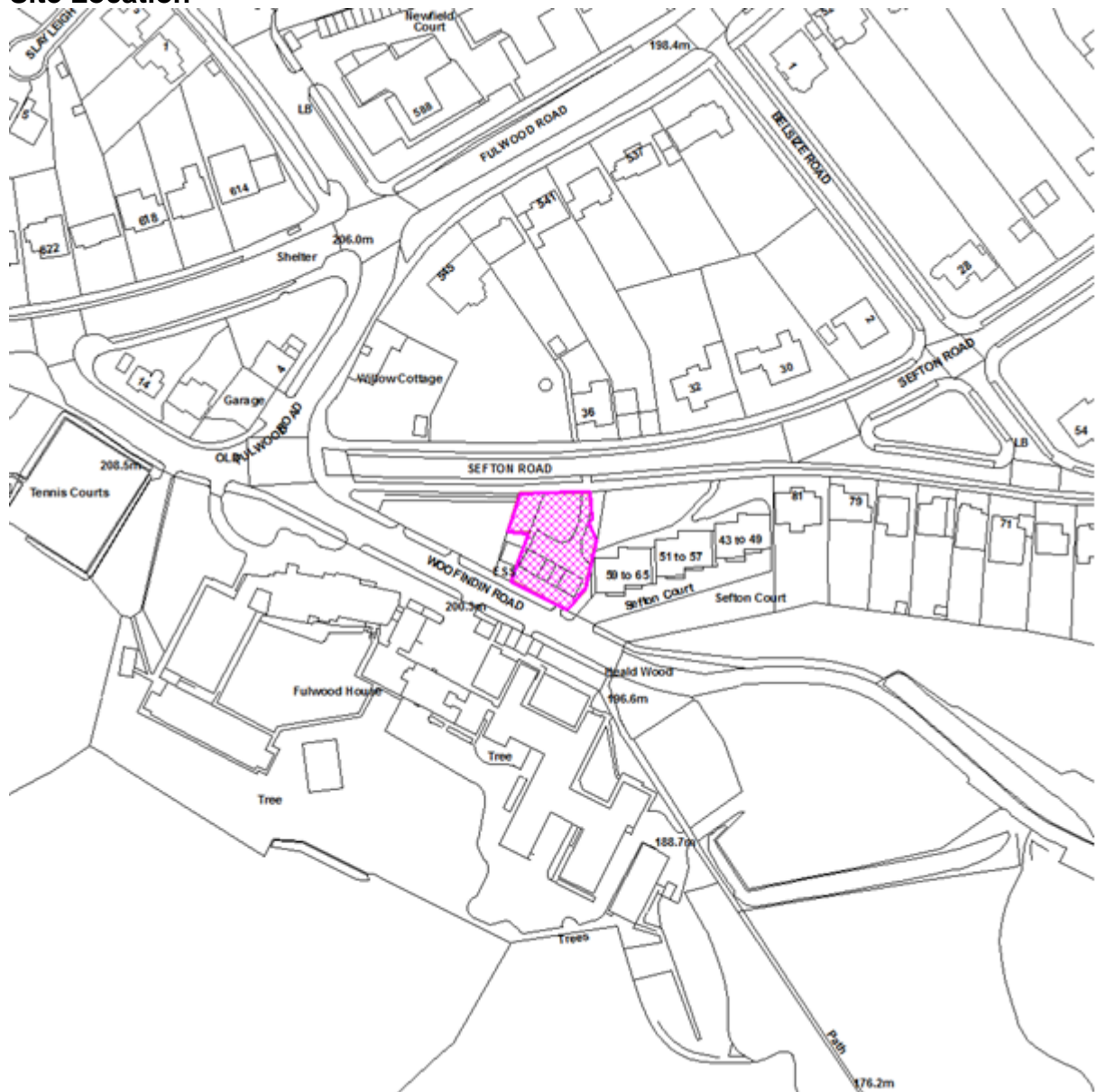
expected to determine these applications within 8 weeks of being validated, so it is essential to include all the information required.

Apply online at
www.planningportal.gov.uk.

There are fees, which are also set by the Government.

7. 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.

Site Location



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LOCATION AND PROPOSAL

The application relates to a disused garage site on Sefton Road in the Fulwood Area of Sheffield. A single-storey building comprising of four garages currently occupies the site; with the main access being from Sefton Road and a secondary access from Woofindin Road. The area is residential in character however; adjacent to the site on Woofindin Road are a number of office blocks occupied by the NHS Foundation Trust and, on nearby Old Fulwood Road is a vehicle repair workshop. There are also a number of private car parks in close proximity to the site associated with the office uses. There is no vehicle access route connecting Sefton Road to Old Fulwood Road; a series of bollards line the junction and a number of large recycling bins form a visual barrier.

The site is approximately 694 square metres in area and excluding the row of garages comprises of areas of hardstanding and overgrown vegetation and trees.

Directly to the east of the site is a low rise 1960's apartment complex which has open landscaped gardens fronting Sefton Road and undercroft garages and parking provision to the rear accessed from Woofindin Road. The two-storey apartment block is of a typical 1960's style with a flat roof and minimal architectural detailing. The remainder of Sefton Road is characterised by larger detached properties; the street is tree lined and privet hedges are predominant. The architectural design of the dwellings varies however gable features and rosemary roof tiles are heavily featured; as is the use of render.

Currently two dwellings are under construction directly opposite the site. It can therefore be noted that this part of Sefton Road is becoming more built up and has a more contemporary character.

The applicant is seeking full planning permission to demolish the existing garages on site and erect a three-storey apartment block accommodating 6 flats with associated parking provision to the front. It is proposed that the building will front Sefton Road and utilise the existing access off this road. The proposed accommodation comprises of four three bedroom apartments and two two-bedroom apartments.

RELEVANT PLANNING HISTORY

The site in question has been subject to a number of planning applications, a summary of which follows:

17/01878/PREAPP - Pre app advice re demolition of garages and erection of 6 apartments.

16/01745/OUT - Demolition of garages and erection of dwellinghouse. - Granted Conditionally

13/01601/OUT - Demolition of garages and erection of a dwellinghouse - Granted conditionally

SUMMARY OF REPRESENTATIONS

The application has generated a significant amount of interest from local residents. 31 letters of objection have been received in total. Multiple representations have been received from some individuals. Representations have also been received from the land owner Sheffield Town Trust and a letter from local MP Jared O'Mara has been received in support of local residents concerns.

Two rounds of public consultation were undertaken due to the submission of amended and additional plans. 43 objections were received in total however multiple representations were received from some individuals. 24 objections were received following the first round of consultation; a summary of which is listed below.

- Concerns have been raised that the development will be out of character with the surrounding area.
- The existing outline permission for a single dwelling on this site is considered by some local residents to be more appropriate
- Belsize Road is the only access road to the proposed development; it is believed that this will lead to further congestion at an already busy junction. The proximity to Nether Green Infant School means the road is particularly congested at Peak times.
- Land ownership issues; concerns that Sheffield Town Trust has been misrepresented within the Design and Access Statement.
- The proposed height of the three-storey building will appear overbearing and out of character with surrounding properties.
- The contemporary design with metal cladding is considered to be out of character with the more period properties on the street.
- 8 parking spaces are believed to be inadequate for six, two/three bedroom properties.
- Residents note that there is excessive on street parking in the area at present therefore the development will aggravate this problem.
- Access from Woofindin Road would prevent the inconvenience to neighbouring properties.
- Under croft parking as existing at Sefton Court would be more appropriate.
- The lack of space between Sefton Court and the development will lead to a terracing effect.
- The design and proposed siting of the bin store is considered to be inappropriate.
- The proposal includes minimal garden space and soft landscaping.
- The proposed scale and footprint represents an overdevelopment of the plot.
- Families may occupy the site rather than the target market of over 55's.
- The proposed density exceeds adopted policy CS26.
- A number of trees are to be felled on site to the detriment of the visual amenities of the area.
- The proposed root protection measures are not considered to be robust.
- Sefton Road does not have adequate turning areas.
- The proposal does not reflect SCC's maximum parking standards for new developments.
- Details of construction methods have not been provided in order to ensure finished floor levels.

- Bungalows are more in demand in the area than apartments.
- Potential overcrowding on the site.
- In addition to the ongoing development on the street; the additional congestion will be unacceptable.
- Sefton Road is privately maintained therefore any damage should be rectified at the expense of the developer.
- Elderly residents in the adjacent flats require on-street parking and good accessibility at all times.
- Potential noise disturbance from additional traffic.
- The height of the building, proximity to the road and removal of natural screening will lead to overlooking of properties directly opposite on Sefton Road.
- Construction times should be restricted to prevent further inconvenience to neighbours.
- Other Brownfield sites are available across the city and in other local authority areas.
- The flat roof design is considered to be low quality appearance and will have maintenance issues.
- NHS Foundation Trust building on Woofindin Road leads to excess parking on the surrounding streets including Sefton Road.
- The existing railings should be retained as they are characteristic of the estate.
- The access should be moved away from the existing driveways opposite.
- Lack of detailing in the submitted plans makes the scheme difficult to understand.
- The development will block existing views from the properties directly opposite.
- Devaluation of existing properties in the area as a result of the development.

A further 19 objections were received following a second round of consultation. A summary of the additional comments received are listed below.

- The proposal is not in keeping with the ethos of the Garden Estate.
- It is believed that there enough apartments in the area.
- Additional traffic will adversely affect pedestrian safety.
- Traditional materials that are characteristic of the estate should be used.
- The front garden of the proposed development is not in keeping with the surrounding area and will be an eyesore.
- The location of the bin store appears to be impractical.
- The extent of ground remodelling required is excessive.
- There is a lack of disabled and visitor parking.
- No details are available to show adequate mitigation of flood risk or drainage.
- No details of vehicle tracking or manoeuvring have been provided for the car park.
- The width and gradient of the access is impractical and possibly dangerous.
- Lack of effective screening.

- The original concerns have not been addressed by the additional drawings.
- The proposed metal cladding is unsympathetic.

PLANNING ASSESSMENT

Principle of Development – Policy and Land Use

The application site is situated within a Housing Area as defined within the Sheffield Unitary Development Plan. Policy H10 states that in Housing Areas; housing is the preferred use.

The site currently has outline planning permission for the erection of a single dwelling therefore the principle of redeveloping this site for residential purposes is established.

Given that the site accommodates four garages; the proposal relates to the redevelopment of a Brownfield site within an established residential area. The application therefore accords with Core Strategy Policy CS24. This policy seeks to maximise the use of previously developed land for new housing and states that priority will be given to the development of Brownfield sites. In order to achieve this the policy states that no more than 12% of dwelling completions will be on Greenfield sites in the period between 2004/05 and 2025/26. By redeveloping this Brownfield site; the proposal contributes to the aims of this policy.

Core Strategy Policy CS26 relates to the efficient use of housing land and accessibility. It states that housing development will be required to make efficient use of land but that nevertheless; the density should be in keeping with the character of the area and support the development of sustainable, balanced communities. The Core Strategy defines the appropriate density range for this area to be between 40 and 60 dwellings per hectare. The density of the proposed development based on six apartments equates to approximately 86 dwellings per hectare.

It is acknowledged that the proposed density exceeds the suggested range for this area however; given the type of development proposed namely an apartment block it is considered that a degree of flexibility can be justified. The proposed apartment block is to be located directly adjacent to an existing apartment complex. Whilst the proposed density of development is higher than the neighbouring development owing to the third floor; the character of higher density units has been established on the street. Members are advised that it is not unusual that development proposals for apartment schemes such as this result in higher densities than stated in the Policy CS26. The site is within a sustainable location with regards to connectivity and local services therefore it is considered that a higher density can be supported in this instance. It is therefore considered that the proposal makes efficient use of the land and does not amount to an overdevelopment of the site.

Given the site location in the southwest area of the city; Core Strategy Policy CS31 is relevant. This policy specifically identifies the sector between Manchester Road (A57) and Abbeydale Road (A621) corridors.

Policy CS31 gives priority to safeguarding and enhancing its areas of character and states that the scale of new development will be largely defined by what can be accommodated at an appropriate density through infilling, windfall sites and development in district centres and other locations well served by public transport.

It is considered that the redevelopment of this Brownfield site which will infill part of an established street; accords with the general principles of Policy CS31. The area is well served by regular bus services on nearby Fulwood Road which connects Fulwood to the rest of the city and the tram and rail network.

The NPPF requires local authorities to identify a 5 year supply of specific 'deliverable' sites for housing with an additional 5% buffer. In addition, Policy CS22 (Scale for the Requirement for New Housing) within the Sheffield Development Framework Core Strategy (CS), sets out Sheffield's housing targets until 2026.

In relation to Sheffield's current housing land supply position, although the latest monitoring shows in excess of a 5-year supply of housing sites against the CS targets, these targets pre-date the National Planning Policy Framework and should now be considered out of date.

The latest Government household growth projections suggest that housing need in the city is higher than was previously planned for in the CS and, as such, the city has an approximate 4.1 year supply of housing using the latest growth projections.

It is clear that a residential proposal such as this would make a small but positive contribution towards the identified housing supply shortfall and this should be offered appropriate weight as a material consideration.

The proposal is considered to accord with UDP Policy H10 and Core Strategy Policies CS24, CS26 and CS31. In light of the above; the erection of a three-storey building to provide six apartments on this site is considered to be acceptable in principle.

Design Issues

Core Strategy Policy CS74 outlines the design principles which are expected in all new developments. This policy states, that high quality developments are expected and that they should respect and enhance the distinctive features of the city, its districts and neighbourhoods. In particular new development should respect and enhance the scale, layout, built form, building styles and materials which are distinctive to the area and the unique heritage of the city.

Core Strategy Policy CS31 specifically addresses the design of new housing developments in the southwest of the city. In particular; the policy states that regarding the construction of apartments; they should respect the character of the area and the density of new developments should be in keeping.

UDP Policy BE5 seeks to ensure good design and the use of high quality materials in all new development. This includes encouraging original architecture where it does not detract from the scale, form and style of surrounding buildings. The policy also states that design should be responsive to the natural features of the site.

UDP Policy H14 relates to conditions on development in Housing Areas. It states that new buildings and extensions should be well designed and in keeping with the scale and character of the area.

It is considered that the proposed scale and massing is appropriate in the context of the street scene. The adjacent Sefton Court apartment complex has a substantial footprint and presence on the street scene. The principle of low rise apartment buildings on the street scene is well established. Although the building is located at a slightly contrasting angle to the neighbouring apartment block; the proposed footprint follows the general building line of the existing Sefton Court block whereby it is set back from the road frontage. Furthermore the flat roof and overall design is in keeping with the existing built form in this part of the street. The proposed design is therefore considered to accord with Policy CS31.

The proposed development includes excavating approximately 1.5 metres of earth in order to reduce the overall height of the building in relation to the adjacent Sefton Court. This will result in the road level being approximately 2 metres higher than the finished ground floor level. Therefore although a three storey building is proposed adjacent to the existing two-storey Sefton Court; with the level differences on site specified; the resulting height difference equates to approximately 2.1 metres. The third floor element of the development is to be set back from the principle elevation by approximately 300mm and clad in powder coated copper oxide zinc. This approach has been taken so that the third floor reads as the roof level and so the overall massing is reduced. Due to the resulting subservient appearance of the third floor and the fact that the building is located below the level of the street; it is not considered that the three-storey building appears overbearing or out of scale in the context of the adjacent apartment buildings, larger detached dwellings in the locality and general streetscene. The development will also be viewed against the back drop of the substantial office block on Woofindin Road and amongst the mature street trees which surround the site. It is therefore considered to be in keeping with the scale and character of the area.

The proposed layout makes full use of the plot; with parking areas to the front and a small amenity space to the rear. The development will however be separated from the neighbouring apartment block Sefton Court by approximately 1.9 metres. In addition to the height level difference it is considered that there is adequate separation between the buildings to prevent a terracing effect and clearly distinguish the separate apartment buildings in the streetscene.

The proposed design has a high quality contemporary finish. Some minor amendments have been agreed during the consideration of the application including reducing the width of the building and breaking up the overall massing of the frontage. The overall style of the building and the use of metal cladding and glazed balustrades results in a high quality contemporary finish. The use of natural stone as the main facing material ensures that the building will be of a high quality and in

terms of materials will reflect some of the older more traditional buildings in the area. The fenestration and overall detailing is considered to be acceptable however should the application gain approval; large scale sections will be required to ensure a high quality finish to the principle elevation.

A number of concerns have been raised regarding design and siting of the proposed bin store. It is however considered that the bin store is sympathetically designed and well screened within the site behind the proposed stone boundary wall and close board fencing. The stone boundary wall is considered to be a high quality feature which is consistent with the character of the area.

With regards to design; the proposed development is considered to accord with policies CS31, CS74, BE5 and H14.

Amenity Issues

Policy H14 states that development should not result in over-development, deprive residents of light, privacy or security, or cause serious loss of existing garden space which would harm the character of the neighbourhood.

It is not considered that the proposed layout or positioning will lead to unreasonable overshadowing or over dominance of neighbouring properties. There are no windows on the side elevation at Sefton Court facing the application site and the development will not project significantly either in front of or to the rear of Sefton Court.

Concerns have been raised by residents directly opposite the site regarding potential overlooking. The building is to be set back from the front boundary by a minimum of 12 metres and a maximum of 18 metres therefore; a separation distance of approximately 35 metres is provided. The building will not project forward of the existing apartments on the street and; although a third floor of accommodation is proposed, it is not considered that this will lead to unreasonable reductions in privacy levels or overlooking due to the appropriate separation distances. It is noted that lower separation distances are acceptable with regards to directly facing frontages across a public highway and that a lower level of privacy can be expected to the front of dwellings.

The proposed density of the scheme has been reduced by way of amending the scheme from six three-bedroom apartments to four three-bedroom apartments and two two-bedroom apartments. This enabled the overall width of the building to be reduced and the top floor to be designed more subserviently. By reducing the maximum number of occupants; these amendments also ensure that the level of outside amenity space and parking proposed is considered sufficient for the scale of development.

It is considered that a larger communal garden area would be beneficial to the development however; it is generally understood that apartments have less associated garden space than dwellinghouses. Each apartment will have access to a generously sized balcony or terrace. The site is located near to the open countryside and local parks and green networks such as Forge Dam and Whiteley Woods. As

such the proposed apartments are in a sustainable location and the level of outside amenity space provided is considered to be acceptable.

Noise Issues

The site is in an established residential area and there are no concerns with regards to potential environmental noise impacts as a result of the development.

Highways Issues

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

Core Strategy policies CS51 and CS53 deal with transport priorities and management of travel demand, respectively. Both seek to ensure that access and parking arrangements are safe and adequate.

It is proposed that the access will be from Sefton Road; a cul-de-sac which is accessed via Belsize Road. It is reported that Belsize Road experiences congestion and double parking at school drop off and pick up times due to the proximity to Nether Green Infant School on Stumperlowe Park Road. A number of residents are therefore concerned that the development will adversely affect highway safety by increasing vehicular activity in the area. It is considered that due to the comparatively small scale development that the number of vehicle movements generated will not adversely affect the surrounding highway network or create large amounts of additional on-street parking demand.

The proposed development includes the provision of 8 on-site parking spaces; one of which accommodates disabled access. It is considered that this level of parking provision is acceptable to serve the proposed two and three bedroom apartments. It is considered that any additional resident or visitor parking can be accommodated on Sefton Road and that on-street parking is not uncommon in residential areas. A number of concerns have been raised regarding the adjacent NHS Foundation Trust offices and that Sefton Road is used as an overspill parking area. Officers have not witnessed excessive on street parking during numerous site visits including at pre-application stage. It is however acknowledged that due to current construction across from the site that it has not been possible to park on the street over the last few months. Nevertheless it is considered that should office staff use the street for parking during the day; that parking will be available during the evenings when it is most in demand in residential areas.

Concerns have been raised regarding the vehicle access from Sefton Road. The gradient is calculated to be approximately 1:8. Although a 1:12 gradient is preferable in all new developments; in this case it is not considered to be achievable within the space available on site due to the existing ground levels. The existing access is to be retained and widened; it is not considered that reinstating its use will adversely affect highway safety.

Sefton Road is a privately maintained road; it is therefore considered necessary for the road surface to be brought up to highways standard on completion of the development at the expense of the applicant.

The plans indicate that three cycle storage racks will be provided within the lobby. Utility and storage space is also provided within each flat to accommodate any additional bicycles.

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

Landscape

BE6 'Landscape Design' requires new development to provide a suitable landscape scheme with regards to new planting and/or hard landscaping and details of existing vegetation to be removed or retained. The development should try to integrate existing landscape features and also use native species where appropriate.

The applicant has submitted a landscape plan detailing the hard and soft landscaping on the site. It is acknowledged that owing to the limited plot size; a low level of soft landscaping will be provided on site. This will largely be provided to the rear of the site for use by the ground floor occupants. Some planting beds and trees to the front of the site will be provided. Although the required parking will make up the majority of the space to the front of the building; the individual spaces will be formed of Ecogrid grass paving in order to break up and "soften" the frontage.

Characteristically the area is green and open; with the surrounding properties having substantial private and communal gardens. Although the area to the front of the building will be largely used for parking; a dry stone wall is proposed in order to screen this from view. Furthermore the parking area is between 1 and 2 metres lower than the road level which will further reduce the visual impact of the car park. As dry stone boundary walls are heavily featured in the area it is considered that the lower level of soft landscaping and gardens will be sufficiently screened from view without detriment to the character of the area.

A tree survey has been submitted in support of the application. The proposal requires the removal of 11 individually recorded trees within the site, and one dense grouping of laurel, privet and rhododendron. All the trees to be lost are categorised within the comprehensive tree survey as low quality retention category C or U.

Four replacement trees are proposed that will enhance the proposal. The tree survey states that the species chosen are suitable for the limited space available, growth in proximity to buildings, and in two cases the need for shade tolerance.

There are a number of trees to be retained which are located on adjoining parcels of land. The tree protection measures extend to these trees outside of the site boundary in line with the Landscape officers recommendations. Providing that the measures are put in place prior to the commencement of the development it is considered that the retained trees will not be adversely affected.

Flood Risk Management

Policy CS67 relates to Flood Risk Management and sets out how the extent and impact of flooding will be reduced. These include requiring that all developments significantly limit surface run-off and require the use of SUDS or sustainable drainage techniques on all sites where feasible and practicable. The landscape masterplan submitted indicates that Tegular block paving and Ecogrid grass paved parking spaces will form the area to the front of building. It is considered that the use of these materials will adequately prevent excess surface water run however it is recommended that a condition be attached that requires full details to be attached to ensure an appropriate quality of development and a good level of permeability.

Ground contamination issues

The Environmental Protection Service (EPS) have noted that the site has been used for garages since the 1950's and that there is an electricity substation immediately adjacent to the boundary. Both of these features have the potential to have impacted the ground at the site and therefore there is a potential risk to human health and/ or the environment. It is therefore recommended that a number of conditions are attached to ensure that robust investigatory works are carried out prior to commencement of the development.

Sustainability

Core Strategy Policies CS63 to CS65 relate to climate change and seek to ensure that developments reduce the impact of climate change.

Policy CS65 states that all significant developments will be required, unless this can be shown not to be feasible and viable; to provide a minimum of 10% of their predicted energy needs from decentralised and renewable or low carbon energy. The LPA defines a significant residential development to be five dwellings or more therefore the policy is relevant to this proposal for six apartments.

The applicant has not set out their method for meeting this requirement therefore a condition is necessary to ensure the development accords with this Core Strategy Policy.

Community Infrastructure Levy (CIL)

The development is liable to providing a contribution to the CIL in order to provide improved infrastructure to meet the needs of new development. The applicant has completed the relevant form to indicate they are aware of the required contribution for the scheme in this location.

The floor space to be created is 615 square metres in a CIL charging zone of £80 per square metre.

RESPONSE TO REPRESENTATIONS

The majority of representations have been addressed within the body of the report. However issues raised relating to the devaluation of property as a result of the development and loss of views are not considered as part of the planning process. Furthermore land ownership issues are not material to the decision making process.

Concerns have been raised that the target market of over 55's may not occupy the finished apartments. It is not considered that this should influence the decision making process or that restrictions could reasonably be applied to limit the tenure of the apartments.

SUMMARY AND RECOMMENDATION

The applicant is seeking full planning permission to demolish the existing garages on site and erect a three storey building to provide 6 apartments.

The principle of developing the site for housing has been established in a previous application and is considered acceptable in principle in accordance with UDP Policy H10 and Core Strategy Policies CS24, CS26 and CS31.

It is considered that the proposed apartment building and associated parking and landscaping is acceptable in terms of its design and positioning and therefore will not be harmful to the appearance of the street scene or the general locality. The level of on-site parking is considered to be acceptable in this sustainable location. It is considered that any additional parking requirements can be accommodated on the surrounding streets without any serious detriment to highway safety. Although a higher density than recommended within Core Strategy Policy CS26 it is considered that six apartments can be developed on this site without adversely affecting living conditions or detracting from the character of the area.

The above assessment has been carried out in accordance with local and national planning policy. The proposed development is considered to be in overall accordance with UDP policies H10, H14 and BE5 relating to residential developments and the built environment. The proposal is also considered to accord with Core Strategy Policies CS24, CS26, CS31, CS67 and CS74 as well Central Government guidance contained within the National Planning Policy Framework.

In light of the above it is therefore recommended that this planning application be approved subject to a number of conditions.

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