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| Case Number | 17/05154/FUL (Formerly PP-06619830) |
| Application Type | Full Planning Application |
| Proposal | Demolition of dwelling and erection of 4 flats in a two-storey block and 7 dwellinghouses (as amended 20.08.2018). |
| Location | 250 Thompson Hill Sheffield S35 4JW |
| Date Received | 19/12/2017 |
| Team | West and North |
| Applicant/Agent | Cero Architecture |
| 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 10-0617-OS1A
Site plan 10-0617-OS2A
Sections and street scene 10-0617-OS4B
Apartment plans 10-0617-SK1.12A
Type A dwelling plans 10-0617-SKI.10B
Type B dwelling plans 10-0617-SK1.11A
Landscape plan 10-0617-OS6C

- Uploaded 20.08.2018

Reason: In order to define the permission.

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

3. No development shall commence until full details of measures to protect the existing trees to be retained on the boundary with 230 Thompson Hill, have been submitted to and approved in writing by the Local Planning Authority and the approved measures have thereafter been implemented. These measures shall include a construction methodology statement and plan showing accurate root protection areas and the location and details of protective fencing and signs. Protection of trees shall be in accordance with BS 5837, 2012 (or its replacement) 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.

4. No development shall commence until full details of the proposed surface water drainage design, including calculations and appropriate model results, have been submitted to and approved by the Local Planning Authority. This shall include the arrangements and details for surface water infrastructure management for the life time of the development. The scheme shall detail phasing of the development and phasing of drainage provision, where appropriate. The scheme should be achieved by sustainable drainage methods whereby the management of water quantity and quality are provided. Should the design not include sustainable methods evidence must be provided to show why these methods are not feasible for this site. The surface water drainage scheme and its management shall be implemented in accordance with the approved details. No part of a phase shall be brought into use until the drainage works approved for that part have been completed.

Reason: In the interests of sustainable development and given that drainage works are 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 in order to ensure that the proposed drainage system will be fit for purpose.

5. 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.

6. Any intrusive investigations recommended in the approved 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 construction works commencing. 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.

7. Any remediation works recommended in the approved 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 construction works commencing. 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.

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

8. 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:

- (i) Window reveals
- (ii) Eaves

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

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

9. The approved landscape works shall be implemented in accordance with landscape plan 10-0617-OS6C prior to the development being brought into use or within an alternative timescale to be first approved by the Local Planning Authority. 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.

10. Details of permeable hardstanding areas shall have been submitted to and approved in writing by the Local Planning Authority prior to the development being brought into use.

Reason: To ensure an appropriate quality of development.

11. The dwellings shall not be used unless the car parking accommodation 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.

12. The development shall not be used unless the turning spaces for vehicles have been provided in accordance with the approved plans, and thereafter such turning facilities shall be retained.

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

13. 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.

Other Compliance Conditions

14. The gradient of the driveways shall not exceed a gradient of 1:12.

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

15. 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.

16. Construction and demolition works that are audible at the site boundary shall only take place between 0730 hours and 1800 hours on Monday to Fridays, and between 0800 hours and 1300 hours on Saturdays, and not at any time on Sundays and Public Holidays.

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

17. No piped discharge of surface water from the application site shall take place until surface water drainage works including off-site works have been completed in accordance with details to be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure satisfactory drainage arrangements.

Attention is Drawn to the Following Directives:

1. As the proposed development abuts the public highway you are advised to contact the Highways Co-ordination Group prior to commencing works:

Telephone: 0114 273 6677

Email: highways@sheffield.gov.uk

They will be able to advise you of any pre-commencement condition surveys, permits, permissions or licences you may require in order to carry out your works.

2. 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.
3. 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.

4. 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

5. The applicant is advised to contact the relevant telecommunications provider regarding the presence of telecommunications lines that cross the site.
6. 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 site is located within the High Green district of Sheffield and is situated on the north western side of Thompson Hill, adjoining Ashwood Road. This former public house is currently used as a single dwelling house. The immediate area is predominantly residential.

The site has outline permission for residential development

The applicant proposes to erect seven two-storey dwellinghouses and four flats in a two-storey block.

RELEVANT PLANNING HISTORY

17/03374/PREAPP - Pre-application advice: Erection of 12no dwellings

15/03881/OUT - Residential development. Granted conditionally

14/00206/CHU - Use of public house as a dwellinghouse (Use Class C3 - Dwellinghouses) Granted conditionally

SUMMARY OF REPRESENTATIONS

The planning application has been advertised by a site notice and immediate neighbours adjoining the plot have been notified by letter.

13 neighbour comments have been received from 12 individuals.

One comment in support of the application has been received noting that the residential development would benefit the area and be preferable to a commercial use on the site.

12 of the comments are in objection to the application; a summary is listed below:

- Existing issues with parking and highway safety would be exacerbated by the development.
- The parking spaces indicated on plan do not appear to be sufficient and no turning facilities are to be provided.
- Would exacerbate issues with the flow of traffic on Thompson Hill with a particular impact on the regular bus services.
- The development would lead to overlooking of neighbouring properties.
- Overshadowing of adjacent 230 Thompson Hill.
- Loss of views.
- The area experiences a high level of excess ground water which particularly affects properties on Furness Road.
- Concerns that the proposed soakaways will not be sufficient in extreme weather and exacerbate excess water run-off into properties on Furness Road.
- Concerns regarding sewage system.
- Concerns regarding trees on site and unauthorised removal of trees.
- It is alleged that the boundary line includes land which belongs to a neighbouring property.
- It is alleged that the ground level differences between Thompson Hill and Furness Road are not indicated accurately.
- It is alleged that there is a covenant in the deeds for this site which states that there should be no building on the car park area.
- Concerns regarding existing BT landline service which crossed the site and is linked to city wide care alarm system.
- Loss of enjoyment of property.
- Dwelling types do not cater for the needs of an aging population.
- Concerns regarding the construction period.

- Concerns regarding ground stability.
- Concern regarding the demolition of the existing historical structure.

Ecclesfield Parish Council consider that the proposal is an over development of the site. It considers that the development would be overbearing to properties on Ashwood Road and would lead to overlooking. It is suggested that the boundary line indicated on plan is incorrect as it includes an area of land which does not belong to the owner of the property. In addition issues with traffic and road safety and drainage have been cited as reasons for objection.

Response to representations

The issues listed above relating to loss of views, and restrictive covenants are not material planning considerations.

A condition is recommended to ensure appropriate hours of construction in this residential area.

Land ownership issue

There are a number of self-seeded trees grouped together to the north of the site. This area of land is fenced off from the rest of the site but is included within the red line boundary. The ownership of this land has been questioned by a local resident and the impact on these trees has been raised as a concern. The agent for the application has confirmed that the land is in ownership of the applicant by signing the relevant ownership certificate (Certificate A) included with the application forms and by providing email confirmation that this is the case. Further consideration of this matter is not material to the planning process. Any issues regarding this boundary dispute is a civil matter between the parties.

The remaining issues will be addressed within the main body of the report.

PLANNING ASSESSMENT

Principle of the Development

The application site is designated as a Housing Area as defined by the Unitary Development Plan (UDP). Policy H10 states that housing is the preferred use in these areas and therefore the principle of the development is acceptable.

The principle of a residential development on the site has been established by the granting of outline planning permission 15/03881/OUT.

Paragraph 117 of the Government's National Planning Policy Framework (NPPF) states that planning decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.

The site is located within the built up area of High Green on a bus route giving access to local services and facilities.

Core Strategy Policy CS24 relating to maximising the use of previously developed land for new housing states that priority will be given to the development of previously developed sites and that no more than 12 % of dwelling completions will be on greenfield sites in the period 2004/05 and 2025/26 and that within this period greenfield sites will be only be developed on small sites within the existing urban areas and larger villages where it can be justified on sustainability grounds.

Whilst the site formerly comprised previously developed land (its former use as a public house), following its subsequent conversion this current application site is now partly residential gardens within the built-up area and as such is excluded from the definition of previously developed land contained in the NPPF.

In this instance, the principle of the development on this site is considered to be acceptable under Policy CS24 on the grounds that it will not compromise the delivery of development on brownfield sites and the development can be considered as a small site within the existing urban area and is considered to be in a sustainable location.

Policy CS26 'Efficient Use of Housing Land and Accessibility' advises that housing development will be required to make efficient use of land but the density should be in keeping with the character of the area. The site is approximately 0.20 hectares (0.49 acres) and in order to comply with policy the site would need to be developed with between 40 to 60 dwellings per hectare yielding 8 to 12 dwellings. The proposed density is therefore acceptable in principle and the proposal for 7 dwellings and 4 flats is considered to be an efficient use of land.

It should also be noted that Sheffield can only currently demonstrate a 4.5 year housing supply of deliverable housing sites across the city. While less weight can be given to housing supply policies in the development plan as detailed in the NPPF, it is considered that the proposed development of this site for 7 dwellings and 4 flats would make a positive contribution towards the identified housing land shortfall across the city and should be given weight as a material consideration.

Design and street scene

Paragraph 124 of the NPPF states that the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

UDP Policy H14 states that new development and extensions will only be permitted where they are well designed and in scale and character with neighbouring buildings and where the site would not be overdeveloped.

UDP Policy BE5 'Building Design and Siting' also provides design guidance stating good design and the use of good quality materials will be expected in all new and refurbished buildings and extensions.

Core strategy Policy CS74 'Design Principles' requires development to respect and take advantage of distinctive features and characteristics within the local neighbourhood.

The character and built form of Thompson Hill varies; dwellings directly opposite the site are predominantly terraced and semi-detached. Directly to the north-east of the site is a row of detached dormer bungalows. Facing materials vary on the street with various brick and render finishes being read in context of the site. A common feature on the street is gable end roof types.

It is acknowledged that the existing building on site is an attractive period stone fronted property. The site has outline permission for a housing scheme and this does not require the retention of the building therefore the principle of the development has been established. Furthermore the building is not listed therefore it has no particular protection under planning legislation. It is not considered that the redevelopment of the site will harm the overall character of the area.

The use of mixed dwelling types is responsive to the limitations of the site. It is proposed that a two-storey block comprising of four flats will occupy the corner of Thompson Hill and Ashwood Road. The angled double fronted design responds to both the street scene of Thompson Hill and Ashwood Road and ensures active frontages.

The two-storey semi-detached dwellings and the detached dwelling are considered to relate in scale to the surrounding dwellings on Thompson Hill. The proposed brick faced and pitched roof dwellings are considered to be compatible with the character and built form of the area.

The dwellings are to be faced with red brick and will include detailing such as reconstituted stone heads and cills and a horizontal band which breaks up the overall mass of frontages. The treatment of the windows and doors is considered to be acceptable.

Proposed boundary treatment consists of low brick walls to the front which relate appropriately to the facing materials of the dwellings. To the rear close boarded timber fencing is proposed 1.8 metres in height. A concrete flagged pedestrian access is proposed and block paving to the parking and turning areas.

Landscape

UDP Policy 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 existing site is formed of a large hardstanding area to the east, a grass area to the west and the former public house centrally located on the plot. A number of trees overhang the site from 230 Thompson Hill however legally the overhanging limbs can be removed without objection from the owner, provided the works do not

damage the tree. These trees on the boundary with number 230 provide screening between the two sites and have high amenity value therefore should be protected from damage during construction.

There are a number of self-seeded trees grouped together to the north of the site. This area of land is fenced off from the rest of the site but is included within the red line boundary. The impact on these trees has been raised as a concern by local residents. A visual assessment of the health and amenity value of these trees has been carried out and concludes that the trees are too small and not visible enough to warrant a Tree Preservation Order. It is therefore considered that the impact of the proposed development on these trees would not harm the character of the area or warrant a refusal on landscape impacts.

The applicant has provided a hard and soft landscape plan which includes details of vehicular and pedestrian access routes. Along the majority of the Thompson Hill frontage low brick boundary walls are proposed. Planting to parts of the front garden areas is proposed to soften the impact on the street scene. Adequately sized rear gardens are proposed with large grassed areas.

In light of the above assessment it is considered that the proposed landscape details satisfy the requirements of UDP Policy BE6 'Landscape Design'.

Residential Amenity

Policy H14(c) states that in Housing Areas, development will be permitted provided that the site would not be over-developed or deprive residents of light, privacy or security, or cause serious loss of existing garden space which would harm the character of the neighbourhood.

There are no specific guidelines in relation to the construction of new dwellings, however privacy and separation distances set out in the Council's Supplementary Planning Guidance (SPG) 'Designing House Extensions' are applicable in this instance. Designing House Extensions SPG Guidelines 4-6 detail how the above policy is put into practice. These guidelines essentially require extensions to avoid overshadowing neighbouring properties and maintain minimum levels of privacy.

Garden sizes

The site layout allows for the dwellinghouses to be distanced from the rear boundary by between 13 and 16 metres. Furthermore the minimum rear garden size proposed within the curtilage of the dwellinghouses is 95 square metres. The development is considered to include an adequate level of outside amenity space for future occupants and is not considered to be an overdevelopment of the plot. A shared outside amenity space approximately 95 square metres in size is provided to the rear of the apartment building.

Privacy issues

The dwellings have been designed with minimal windows in the side elevation to ensure adequate privacy levels. A first floor side window is proposed in each

dwelling to serve the landing areas. It is not considered that this non-main window will lead to unreasonable overlooking between neighbouring properties. Particular concerns have been raised with regards to overlooking impacts on 230 Thompson Hill directly to the south-west of the site. Although a first floor window is proposed facing this property; it will not directly face any windows and will be at a distance of approximately 12 metres to the side elevation of number 230. Although some views may be afforded across to the driveway at number 230 it is not considered that this constitutes harm to privacy levels.

Concerns with regards to the separation distances to dwellings on Furness Road as well as the land level differences have been raised by residents. In particular it is acknowledged that at number 15 the dwelling is positioned approximately 4.6 metres from the shared boundary. The site sections indicate that number 15 is also approximately 1.6 metres lower than the proposed dwellings on Thompson Hill. In response to this the layout of the scheme has been amended so that the new dwellings are set back from number 15 therefore preventing directly facing windows. Separation distances between 19.8 metres and 20.9 metres will also be maintained. The level difference at the boundary is much lower at approximately 0.6 metres therefore it is not considered that the provision of 1.8 metre high boundary fencing will appear overly dominant when viewed from number 15. It is acknowledged that similar boundary treatment is currently in place.

The proposed new dwellings will be approximately 1.6 metres higher than 11 Furness Hill however at a distance of approximately 26 metres. This accords with supplementary planning guideline 6 with regards to directly facing dwellings which suggests a minimum separation distance of 21 metres. It is considered that the additional 5 metre separation distance mitigates the level difference.

The remaining dwellings to the rear on Furness Hill are at greater distances from the proposed dwellings therefore it is not considered that the development will lead to any unreasonable overlooking into them.

Detached bungalow 1 Ashwood Road is at a 90 degree angle to the proposed dwellings. The proposed detached dwelling closest in proximity to 1 Ashwood Road however is set back so that windows do not directly face the rear garden area.

The two-storey apartment building includes first floor landing windows in the side elevation which is consistent with the dwellinghouses. Similarly it is not considered that these will lead to any significant overlooking issues.

Impacts on neighbouring dwellings

There are no main windows in the side elevations of number 230 Thompson Hill therefore it is not considered that this dwelling will experience overshadowing as a result of the development. The proposed dwelling adjacent to number 230 will be at a distance of between approximately 8.7 to 12.9 metres from the nearest element of its side elevation therefore it is not considered that its impact will be overly dominant.

There are no side windows at 1 Ashwood Road in the elevation which faces the application site therefore it is not considered that the development will result in overshadowing or over dominance of this dwelling.

The proposed development is considered to accord with UDP Policy H14c as well as relevant supplementary planning guidance "Designing House Extensions". It is not considered that the development will be harmful to residential amenity with regards to existing residents in the area and future occupiers of the proposed dwellings.

Highway Safety

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

A number of local residents have objected to the application on highway safety grounds. The area experiences a high level of traffic due to the proximity to the A61 and the M1. Furthermore a number of regular bus services are routed along Thompson Road with a bus stop being located directly outside the site. A number of vehicles on Thompson Road are without dedicated parking and so on street parking in the area is at a premium.

Visibility is restricted on the bend of the road to the south-west of the site therefore there are concerns regarding the safety of vehicles reversing onto Thompson Hill. This particularly affects the two proposed dwellings at the extreme east of the site. Turning facilities have therefore been provided on-site to allow these particular occupants to access Thompson Lane in forward gear.

There are a number of junctions in close proximity to the site. In particular the junction with Hague Lane opposite the site is a concern. In response to highways concerns the driveways which were directly facing the Hague Lane junction have now been off-set.

The proposal may require the relocation of a bus stop at the applicant's expense. There are no highways objections to this proposal.

The proposal includes two full sized parking spaces for each three bedroom dwelling and one parking space per one bed flat. The parking for the dwellings accords with supplementary planning guideline 8 and the proposed parking for the apartments is considered to be sufficient provision.

In light of the above assessment the proposed residential scheme is considered to include suitable off street parking accommodation whilst providing a safe access to the highway network. The development is considered to accord with UDP Policy H14 and Core Strategy Policies CS51 and CS53.

Coal Mining

The Coal Authority records indicate that the site is within a high risk area and within the surrounding area there are coal mining features which are hazards. The application is accompanied by a Coal Mining Risk Assessment Report (May 2018, prepared by Rogers Geotechnical Services Ltd). Based on a review of appropriate sources of coal mining and geological information the report identifies that possible unrecorded mine workings within two shallow coal seams pose a potential risk of instability at the application site. Accordingly, the Report makes appropriate recommendations for the carrying out of intrusive ground investigations in the form of boreholes in order to establish the presence or otherwise of unrecorded shallow mine workings.

Both the Coal Authority and the Council's Environmental Protection Service are in agreement with the findings of the Stage 1 report and recommend a number of pre-commencement conditions be attached to any approval of the application.

Land Contamination

The proposed development is for residential use with garden areas. To ensure adequate assessment of potential risk to human health arising from ground contamination, or bulk or trace gases, potential land and ground gas contamination at the site should be investigated, and if necessary, remediated.

It is therefore necessary to attach a number of conditions to any planning approval to ensure this investigatory and remediation work is carried out.

Sustainability Issues

Policies CS64 and CS65 of the Core Strategy require all new developments of 5 dwellings or more to be designed to reduce emissions of greenhouse gases and function in a changing climate and, unless this can be shown not to be feasible and viable, provide a minimum of 10% of their predicted energy needs from renewable or low carbon energy.

The supporting Sustainability Statement dated 10.01.2018 makes reference to Core Strategy Policy CS64 and Policy CS65. It details that the development is considered to meet this policy by providing a high standard of energy efficiency by following a fabric first approach, achieving the minimum 10% reduction in energy use through allowing additional wall thickness for additional insulation. It is proposed that the proposed dwellings are to be built in brick and tiles both of which have a low embodied energy. The proposal is designed to reduce waste in construction by a landscaping strategy of "net 0 cut and fill" where the levelling of the site uses materials from within the site.

The site is surrounded by residential properties. It is on a high frequency bus route and has bus stops in close proximity. It is within 800 metres of the local shopping area and close to a number of schools and community facilities. It is therefore considered to be within a good sustainable location and so reducing reliance on car use.

In light of the above it is considered that the development would be in accordance with Core Strategy Policies CS64 and CS65.

Drainage & Flood Risk

Core Strategy Policy CS67 'Flood Risk Management' requires development to limit surface water runoff, and the promotion of sustainable drainage.

Concerns have been raised by local residents that the area experiences a high level of surface water which in particular affects the rear gardens on Furness Road. The neighbours concern is that the proposed development may increase surface water run off onto Furness Road which is at a lower ground level than the site. The Councils Flood and Water Management Team have looked in to comments regarding an underground water source running through the site however they have not found evidence of any spring on the site.

The most up to date Sustainable Urban Drainage information provided by the applicant indicates that surface water will be positively collected from all hard surfaces and the roofs of the dwellings and discharged to the existing surface water sewer on Thompson Hill. The scheme includes a hydrobrake which will serve to reduce the rate of water being discharged into the main drain to approximately 3.5 litres per second. This accords with the Yorkshire Water Services recommendation detailed in a letter to the applicants' drainage consultants on the 3rd July 2018. The Council's Flood and Water Management Team consider that the drainage design is acceptable and that it would address any excess ground water issues. Details of an appropriate management plan for the drainage scheme would however be required and this requirement will be attached to any approval of the application.

Community Infrastructure Levy

The Council has adopted a Community Infrastructure Levy (CIL) to provide infrastructure to support new development. Mostly CIL replaces some previous payments negotiated individually as planning obligations, such as contributions towards the enhancement and provision of open space (UDP Policy H16) and towards education provision (Core Strategy Policy CS43).

The development site falls within an area where CIL is applicable. This site is located in "Zone 3" so would be subject to a charge of £30/sq m.

SUMMARY AND RECOMMENDATION

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 and H14 relating to residential developments and the built environment.

Due to the use of high quality materials and features the proposed design is considered to accord with part 12 of the NPPF “Achieving well-designed places”. Furthermore the proposed building design and siting is considered to accord with UDP Policies BE5 and BE6 as well as Core Strategy design principles. The overall scale and appearance is considered to be compatible in the street scene and not detracting from the character of the area.

Furthermore it is not considered that the development will lead to unreasonable reductions in living standards for neighbouring properties and so the scheme can be supported.

It is considered that the proposed landscape details satisfy the requirements of UDP Policy BE6 ‘Landscape Design’.

The proposal to erect 12 dwellings is considered to be an efficient use of land and accords with the recommended density outlined in Core Strategy Policy CS26.

The proposal is considered to represent efficient use of land which is in keeping with the densities of the area and so is in accordance with Core Strategy Policies CS24 and CS26.

The development is considered to include adequate and safe on-site parking and access arrangements therefore it is in accordance with UDP Policy H14 and Core Strategy Policies CS51 and CS53.

The details submitted with regards to drainage are considered to accord with Core Strategy Policy CS67 ‘Flood Risk Management’.

In light of the above it is recommended that planning permission be granted subject to a number of conditions.

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