
Case Number	18/00762/FUL (Formerly PP-06765348)
Application Type	Full Planning Application
Proposal	Demolition of existing dwellinghouse/garage and erection of replacement single detached dwellinghouse and a 3-storey building to form 3 no. apartments including associated landscaping/works to highway to provide new access
Location	55 Tapton Crescent Road Sheffield S10 5DB
Date Received	21/02/2018
Team	South
Applicant/Agent	Rob Skeet
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:

1704-SKT-OS-DR-A 301 01	Location Plan
1704-SKT-CXT-DR-A 302 Revision 02	Block Plan and context elevation
1704-SKT-ST-DR-A 303 Revision 02	Site Plan and 3D images
1704-SKT-PRJ-DR-A 304 revision 02	Floor Plans
1704-SKT-E-DR-A 305 Revision 02	Elevations as proposed
1704-SKT-E-DR-A 306 Revision 01	Site section, Aspect and Prospect
101-LYR-XX-ZZZ-DWG-L-1001-PLN-07	Landscape Masterplan
101-LYR-XX-ZZZ-DWG-L-1002-COM-01	Softworks

Reason: In order to define the permission.

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

3. 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

4. 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.

5. The apartments shall not be occupied unless the hardstanding areas of the site adjacent Tipton Crescent Road are constructed of permeable/porous materials details of which shall be submitted to, and approved in writing by, the Local Planning Authority. Thereafter the approved permeable/porous surfacing material shall be retained.

Reason: In order to control surface water run off from the site and mitigate against the risk of flooding.

6. No development shall take place, including any works of demolition, until details are submitted for written approval by the Local Planning Authority specifying measures to monitor and control the emission of dust during demolition and construction works.

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

7. Details of a suitable means of site boundary treatment shall be submitted to and approved in writing by the Local Planning Authority before the development is commenced, or an alternative timeframe to be agreed in writing by the Local Planning Authority and the dwelling and/or apartments shall not be occupied 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 the interests of the visual amenities of the locality.

8. Prior to any occupation of the development details of screening of a minimum 1.7metres in height along the east and west elevations of the rear raised terrace to the dwellinghouse (facing towards No. 57 Tipton Crescent Road and towards the apartments approved under this scheme) shall be submitted to and approved in writing by the Local Planning Authority. The approved screening shall be erected prior to occupation of any element of the development, and shall be permanently retained in the approved form thereafter.

Reason: In the interests of the amenities of neighbouring occupiers.

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

9. The approved landscape works shall be implemented prior to the development being brought into use or within an alternative timescale to be first approved in writing 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. The development 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.

11. The apartments shall not be used unless 2.0 metres x 2.0 metres vehicle/pedestrian intervisibility splays have been provided on both sides of the new means of access such that there is no obstruction to visibility greater than 600 mm above the level of the adjacent footway and such splays shall thereafter be retained.

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

Other Compliance Conditions

12. 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.

13. Any excavation/construction conducted beneath the crown spread of the Ash tree located in the Broomhill Conservation Area close to the south west corner of the site shall be hand dug only.

Reason: In the interests of the health and longevity of this tree of amenity value

14. The Local Planning Authority shall be notified in writing when the landscape works are completed.

Reason: To ensure that the Local Planning Authority can confirm when the maintenance periods specified in associated conditions/condition have commenced.

15. There shall be no gates or barriers erected at the means of access to the apartment car parking

Reason: To ensure access is available at all times and to ensure no barriers/gates open over the adjacent footway.

Attention is Drawn to the Following Directives:

1. The Local Planning Authority has dealt with the planning application in a positive and proactive manner and sought solutions to problems where necessary in accordance with the requirements of the National Planning Policy Framework.
2. 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. 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

4. You are required, as part of this development, to carry out works within the public highway. You must not start any of this work until you have received formal permission under the Highways Act 1980 in the form of an S278 Agreement. Highway Authority and Inspection fees will be payable and a Bond of Surety required as part of the S278 Agreement.

You should contact the S278 Officer for details of how to progress the S278 Agreement:

Mr J Burdett
Highways Development Management
Highways Maintenance Division
Howden House, 1 Union Street
Sheffield
S1 2SH

Tel: (0114) 273 6349

Email: james.burdett@sheffield.gov.uk

5. You are required as part of this development, to carry out works within the public highway: as part of the requirements of the New Roads and Street Works Act 1991 (Section 54), 3rd edition of the Code of Practice 2007, you must give at least three months written notice to the Council, informing us of the date and extent of works you propose to undertake.

The notice should be sent to:-

Highway Co-Ordination
Sheffield City Council
Town Hall
Sheffield
S1 2HH

Telephone: 0114 273 6677

Email: highways@sheffield.gov.uk

Please note failure to give the appropriate notice may lead to a fixed penalty notice being issued and any works on the highway being suspended.

Where the notice is required as part of S278 or S38 works, the notice will be submitted by Highways Development Management.

6. The applicant should install any external lighting to the site to meet the guidance provided by the Institution of Lighting Professionals in their document GN01: 2011 "Guidance Notes for the Reduction of Obtrusive Light". This is to prevent lighting causing disamenity to neighbours. The Guidance Notes are available for free download from the 'resource' pages of the Institute of Lighting Professionals' website.
7. 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.

Site Location



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LOCATION AND PROPOSAL

The application relates to a parcel of land which currently forms the domestic curtilage and footprint of a detached dwelling.

The site lies within an allocated Housing Area. The southern boundary of the site lies close to, but not directly adjoining, the Broomhill Conservation Area.

The site lies on a residential street characterised by a variety of house types ranging from very large villas in generous curtilages and substantial apartment blocks to semi-detached dwellings in more modest curtilages.

There is a general fall in natural land levels from north to south in the locality and this is quite pronounced within the site with land levels falling steeply away from the highway of Tapton Crescent Road itself.

The site is currently occupied by a single two storey dwelling (three storeys to the rear as an additional lower ground floor is achieved at the rear of the property through taking advantage of the falling land levels) and a detached garage.

It is proposed to erect a three bedroom dwelling house and a block of three apartments. In the case of the apartments the accommodation would be arranged over three floors with one flat at each of the ground, first and second floor levels. The dwelling house would have floors corresponding to those of the apartments but also feature a lower ground floor/basement level. The buildings would present a two storey aspect to Tapton Crescent Road and a three storey aspect (four in the case of the dwelling house) to the rear elevation, this difference taking advantage of the fall in levels across the site.

The street scene context elevations indicate that the proposed ridge height of the detached dwelling would equal that of No. 57 Tapton Crescent Road.

The taller of the two gables on the apartment block would equal the height of the ridge of No. 53 Tapton Crescent Road.

The front elevation of the buildings would be set back from back edge of footway in order to achieve three off-street car parking spaces for the apartments and two off-street car parking spaces for the dwellinghouse.

The vehicular entrance for the dwelling would be the existing access. The location of the vehicular entrance for the apartment parking would necessitate the removal of a section of boundary wall.

The internal layouts of the three apartments would be identical with main aspect windows occupying the rear elevations, the main bedroom and living rooms of each apartment being served by small balconies.

The design for all elements is contemporary with gables dominating both front and rear elevations.

Proposed principal external materials are as follows:

- A grey/buff brick combination for the main elevations
- Dark grey slate for the roofs
- Natural slate for the roof
- Dark grey aluminium for door and window frames

RELEVANT PLANNING HISTORY

Outline permission was granted in 1998 (98/01592/OUT) for the erection of a dwelling house within the curtilage of No.55

Full permission was granted in 1999 (99/01749/FUL) for the erection of a dwelling house (Now number No. 53 Tipton Crescent Road)

SUMMARY OF REPRESENTATIONS

8 representations have been received including one from Cllr Eamonn Ward and one from the Broomhill Action Neighbourhood Group.

Cllr Eamonn Ward has made the following comments:

It appears that a lot is being proposed for the site and local residents believe Conservation Area control is being circumvented through the retention of a strip of land for No.53 meaning the site does not directly abut the Conservation Area. Councillor Ward suggests that a committee decision could be appropriate for this application.

The Broomhill Action Neighbourhood Group (BANG) have commented as follows:

The proposed development would change the character of the stretch of road in which number 55 is situated and also cause major damage to the amenity of neighbouring residents by, among other consequences, destroying their existing privacy.

BANG requests that the application be considered by the full Planning Committee and, also, that a report is sought from Sheffield Conservation Advisory Group.

Other representations have raised the following concerns:

The proposal would:

- represent an overdevelopment of the plot
- result in overbearing and overshadowing of the adjacent property at No. 57 Tipton Crescent Road.
- result in an increase in overlooking towards the garden and windows of No. 9 Oak Park due to the increase in the number of rear elevation windows and balconies

- be out of scale and character with the locality
- fill in a gap between properties and will be taller than existing thereby being more visible from the south
- adversely impact on a nearby tree of public amenity value located in the Conservation Area. (Large Ash Tree located close to the southern boundary of the site)
- have insufficient off-street car parking available on a street that already suffers from high levels of on street car parking.
- adversely impact on the habitat of local flora and fauna in the locality
- be out of character as there are no apartment blocks on the south side of Tapton Crescent Road.

Matters raised that are not material

The unusual garden shape allocated to No. 53 is a device to prevent the site adjoining the Conservation Area.

There is nothing wrong with the existing house

The Design and Access Statement makes several statements which relate to a matter of taste in terms of local architecture.

PLANNING ASSESSMENT

Policy

National Planning Policy Framework (NPPF)

The NPPF advises at Paragraph 124 that planning policies and decisions should ensure that developments:

- a) Will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b) Are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c) Are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- e) Optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development

At Paragraph 67 it states that Local Planning Authorities should identify and update annually a supply and mix of sites to provide five years' worth of housing against housing requirements

Paragraph 68 states that small and medium sized sites can make an important contribution to meeting the housing requirement of an area, and are often built-out relatively quickly. To promote the development of a good mix of sites local planning authorities should support the development of windfall sites through their policies and decisions giving great weight to the benefits of using suitable sites within existing settlements for homes.

Local Policy

The site lies within a Housing Area as defined in the adopted Unitary Development Plan (UDP). The site is also located within an Area of Special Character.

The most relevant UDP and SLP Core Strategy policies are:

- H5 (Flats, Bed-Sitters and Shared Housing)
- H10 (Development in Housing Areas)
- H14 (Conditions on Development in Housing Areas)
- BE5 (Building Design and Siting)
- BE16 (Development in Conservation Areas)
- BE18 (Development in Areas of Special Character)
- CS23 (Locations for New Housing)
- CS24 (Maximising the Use of Previously Developed Land for New Housing)
- CS26 (Efficient Use of Housing Land and Accessibility)
- CS63 (Responses to Climate Change)
- CS74 (Design Principles)

The Supplementary Planning Guidance "Designing House Extensions" provides guidelines for protecting residential amenity. Whilst not relating specifically to new build schemes the guiding principles are considered relevant.

The South Yorkshire Residential Design Guide, whilst not formally adopted by Sheffield City Council, is given the status of Best Practice Guidance and offers guiding principles with regard to design, layout and space about dwelling standards for new build residential proposals.

The demolition of the existing house.

The existing dwelling, whilst by no means a deleterious presence in the street scene, is of no particular architectural merit and it is not considered that its removal from the street scene will adversely impact on the wider street itself. It is considered highly unlikely that the dwelling would be removed unless a re-development were to take place and, even were there to be an interval between the removal and the re-development, it is not felt there would be demonstrable harm to the street scene.

Principle and Density

Housing is the preferred land use in accordance with Policy H10 (Development in Housing Areas).

The principle of the single dwelling is therefore established subject to the constraints of Policy H14

H5 'Flats, Bedsitters and Shared Housing' states that planning permission 'will be granted for the creation of flats, bed-sitters and the multiple sharing of houses only if

(a) A concentration of these uses would not cause serious nuisance to existing residents.

The apartment element of the scheme is for a limited number of two bedroom self-contained flats for sale or let and, as such, there is no reason to believe that their introduction would cause serious nuisance to existing residents. The immediate area surrounding the application site does not contain a concentration of flats, bedsitters or shared homes. The proposal is considered acceptable in respect of Policy H5 (a) but subject to the requirements of policy H14

Policy CS23 seeks to focus at least 90% of new dwellings in the main urban area and Policy CS24 gives priority to previously developed sites. The proposals are in accordance with these policies.

Policy CS26 specifies density ranges for new housing developments. Subject to protecting the character of an area, at least 30-50 dwellings per hectare are normally expected in Housing Areas such as this. The proposals represent a density of approximately 47 units per hectare. The proposed density therefore lies within the accepted range parameter specified in the Core Strategy.

Housing Mix

The proposal provides a single house and 3 two bedroom flats. There is no specific policy requirement for mixed house types in this scale of development and the area already has a good mix of flats, 3, 4 and 5 bedroom properties.

Housing Supply

The proposal would undoubtedly contribute towards housing supply as set out in Core Strategy Policy CS22.

There is currently a shortfall in the supply of deliverable sites for housing, the current supply being 4.5 years and the proposal would make a small but welcome contribution to housing supply.

Scale and Character

The surrounding area is characterised by a mix of housing types. Immediately opposite on the north side of the street there is a dominance of larger villas in comparable curtilages but to the north east this pattern gives way to an apartment block and thence semi-detached housing.

The south side of the road is characterised, in the main, by detached dwellings in generous curtilages though there is a large care home complex to the west.

Whilst there is no homogenous architectural character within the locality the prevailing scale is that of two storey houses (relative to the highway of Tapton Crescent Road). Some houses feature additional accommodation in the roof space.

In terms of massing the proposed buildings are not considered significantly out of character. The proposed detached dwelling mirrors other individual detached dwellings on the street and the proposed apartment block is not so large as to represent a significant departure from prevailing scale/mass of development on the street overall.

The locating of an additional building within the site would reduce somewhat the open vistas currently enjoyed from the public domain from Tapton Crescent Road but the separation between the apartments and No. 53 would not be significantly different to existing and the gap between the new dwelling and No. 57 would still amount to approximately 8 metres thereby mirroring similar relationships between Nos. 57 and 59 or other properties to the east on the south side of Tapton Crescent Road.

The footprints of the proposed buildings would not depart from the nominal building lines to front and rear with the front elevation of the apartments being set back slightly from the line of the front elevation of No.53 and the rear elevation of the proposed dwelling aligning closely with the rear elevation of No. 57.

Both the proposed dwelling and the apartment block would be set within reasonably sized curtilages not differing greatly from neighbouring properties.

In terms of ridge height this would remain consistent with the general fall in land levels along the street and not vary from the existing roof scape of Tapton Crescent Road as a whole.

In terms of scale and massing the proposals are therefore considered acceptable.

Design

Relevant policies in the Sheffield Unitary Development Plan are

Policy BE5 'Building Design and Siting' states that (a) original architecture will be encouraged but new buildings should complement the scale, form and architectural style of surrounding buildings;

Policy BE 18 'Development in Areas of Special Character' states that in Areas of Special Character the following will be expected:

(c) New development which respects the appearance and character of the Area.

Policy H5 'Flats, Bedsitters and Shared Housing' states:

Planning permission 'will be granted for the creation of flats, bed-sitters and the multiple sharing of houses only if:

- (a) A concentration of these uses would not cause serious nuisance to existing residents; and
- (b) Living conditions would be satisfactory for occupants of the accommodation and for their immediate neighbours; and
- (c) There would be appropriate off-street car parking for the needs of the people living there.

Policy H14 Conditions on development in Housing Areas' states that in Housing Areas, new development or change of use will be permitted provided that:

- (a) New buildings and extensions are well designed and would be in scale and character with neighbouring buildings; and
- (c) 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;

In addition Policy CS74 'Design Principles' of the Sheffield Core Strategy applies which expects high-quality development, which would respect, take advantage of and enhance the distinctive features of the city, its districts and neighbourhoods

The scheme has been revised since its original submission most notably the following:

- Reduction in the number of apartments in the apartment block from 4 to 3;
- Re-orientation of internal spaces to affect better amenity for future occupants;
- Revision to car parking to front of apartment block.

The elevations are unashamedly contemporary in appearance, but this is not a reason for resisting the proposal provided that the overall character remains generally sympathetic to the context of the street scene which is considered the case here.

The fenestration pattern is regular in style and suffers marginally from the fact that the apartments turn their back on the street and have their main aspect windows located in the rear elevation thereby reducing the scope for more variation. Nonetheless the pattern of glazing achieves reasonable proportions when taken in the context of the elevation overall.

The most dominant features of the design are the prominent gables but these mirror similar features on Nos. 39-45 and No. 57 Tipton Crescent Road.

Stone boundary walls are used consistently along the street to define the front boundary of individual properties at the back of pavement. The removal of a 5 metre section of the existing boundary wall should not adversely impact on the character of the street scene. It should be remembered that, at present, the entirety of the wall could be removed without the need for planning permission.

In conclusion it is considered that, whilst there are elements of design present that are not ideal the design overall is acceptable within the context of the locality and would have no significant adverse impact on the appearance of the street scenes of Tapton Crescent Road or Oak Park.

Given the above it is therefore concluded that the proposal is acceptable in regard of Policies H14, H15, BE5, BE18 and CS74 and the relevant paragraphs of the NPPF

Conservation Area considerations

Policy BE16 'Development in Conservation Areas' states

In Conservation Areas permission will only be given for proposals which contain sufficient information to enable their impact on the Area to be judged acceptable and which comprise:

(a) Development, including erection of buildings and changes of use from originally intended uses of buildings, and built development in open spaces; or

Which would preserve or enhance the character or appearance of the Conservation Area.

These principles will also be material considerations in considering proposals which would affect the setting of a Conservation Area or significant views into, or out of, the Area.

At its closest proximity the Conservation Area boundary to the south (the curtilage of No. 138 Manchester Road) lies 12-14 metres from the proposed buildings and the proposed buildings would lie some 67 metres from the nearest viewing point located within the public domain (to the south east on Oak Park). The buildings would be in an elevated position in both cases.

When viewed from Oak Park the buildings would be seen in juxtaposition with dwellings at Nos. 7 and 9 Oak Park. These properties date from the post war period and are not identified as character buildings within the Conservation Area (i.e. they are not included within the associated Article 4 Direction)

It is not considered that the proposals would adversely impact to any greater degree than existing post war dwellings located along this northern boundary (Nos. 39-49, 53, 57 and 59)

Taking into consideration the above it is not considered that the rear elevations of the proposal will have an adverse impact on significant views out of the Conservation Area.

It is considered that the proposal is acceptable with regard to Policy BE16

Living Conditions of Neighbouring Residents

Overlooking, Overbearing and Overshadowing

With regard to H14 (c) and (d) the general principles outlined in Policy H14 are further supported by Supplementary Planning Guidance 'Design of house extensions' (SPG) which lays out good practice guides for new build structures and their relationship to existing houses. Of these the following are particularly relevant:

SPG guideline 4 states that in most circumstances a minimum distance of 10 metres should be achieved between main aspect windows in the rear elevation and the rear boundary.

SPG guideline 5 states that a two storey structure should not be located closer than 12 metres in front of ground floor windows of a neighbour and that level differences may require this distance to be increased.

SPG guideline 6 states that dwellings should keep a minimum of 21 metres between facing main windows.

The front elevation of both buildings would achieve a separation distance of approximately 37 metres to properties on the opposite side of Tapton Crescent Road, far in excess of required minimum.

To the south and east the nearest properties would be No. 9 Oak Park (approximately 40 metres distant) No.7 Oak Park (52 metres) and No. 138 Manchester Road (48 metres). The proposals would all achieve an elevated position relative to these properties due to the natural fall in land level. In the cases of dwellings on Oak Park the rear elevation windows/balconies would also be set at angles of approximately 45 degrees and 30 degrees respectively. Given the significant separation distances between the new windows and balconies and neighbouring properties added to the existing presence of main aspect windows in Nos. 53 and 55 the relationship is still considered to more than satisfy the requirements of Supplementary Planning Guidance guideline 6.

With regard to No. 57 Tapton Crescent Road, this neighbouring property has both a kitchen and a first floor window in its side elevation that would face towards the side elevation of the proposed dwelling.

The same degree of protection cannot generally be afforded to side facing windows as can be for main aspect windows in principal and rear elevations. Underscoring this is the understanding that side facing windows, though sometimes historically established, effectively borrow amenity from neighbouring curtilages. Nonetheless a due consideration of the impacts on such windows must be given.

In this case the windows would be separated from the new dwelling side elevation by a distance of approximately 8 metres. This is not an insignificant separation distance to a side facing window and it is not considered that the proposal would result in an overbearing presence. It is worthy of note that the General Permitted Development Order now permits two storey extensions to be built as close as 7 metres to a neighbouring boundary without requiring planning permission.

The proposed development would be located to the east of the windows (and side garden) in question and as such any potential marginal overshadowing would be limited to the early morning.

Given the above it is not considered that the level of overbearing or overshadowing towards No. 57 Tapton Crescent Road would be unacceptable.

The proposed raised rear terrace for the new dwellinghouse could have an overlooking implication to flanking curtilages and it is therefore considered prudent to add a condition requiring privacy screens to both flanks. These screens should be a minimum 1.7 metres high and constructed in obscure glass or similar material to prevent casual overlooking.

Given all of the above it is considered that the proposal should not significantly affect existing residential amenity and in this respect is considered to satisfy Policies H5 and H14.

Living Conditions of Future Occupiers

In terms of natural light all main habitable rooms should benefit from a reasonable degree of natural lighting. The dwelling house and all the flat's main living areas (Living/Dining/Kitchen) will benefit from significant areas of glazing and all will have good outlook.

The provision of external amenity space for the dwellinghouse satisfies SPG guidance and the combination of balconies and communal external space for the apartments is considered acceptable.

Sustainability

Location, land use and economic development

The site is not located in a highly sustainable location though frequent bus services run along the nearby A57 Manchester Road to the west (200 metres) and the Broomhill District Shopping Centre lies approximately 600 metres to the south east. Nonetheless, there is a high likelihood that the nature of the development will attract car users and this is an area of high car ownership. The implications of this are discussed in the highways section of this report.

The proposals represent an efficient use of a previously developed site and will assist the economy in terms of providing jobs during the construction process.

The commitment to porous paving of the new hardstanding areas in place of the current concrete is welcomed.

Highways considerations

The scheme retains the existing vehicular access point for the proposed dwelling and would create an additional opening in the existing boundary wall for the frontage

parking for the apartments. Neither is considered a cause for concern with regard to highway safety.

The dwelling would be provided with two off-street spaces which is considered satisfactory for a three/four bedroom house. The apartments would be provided with three off-street spaces.

UDP parking guidelines would suggest the provision of one space for a two bedroom flat with an additional space for visitors and so the provision here falls short of these guidelines.

It is also acknowledged that there is often a high degree of on-street parking during the day on Tapton Crescent Road (the numbers often swelled by those working nearby)

In this case there is only a marginal shortfall of the provision compared to that required by UDP guidelines.

Whilst acknowledging the fact that there is a high incidence of on-street parking at certain times of the day on Tapton Crescent Road it is not considered that any additional burden that may be placed on the street as a result of this development would result in significant additional highway safety concerns.

It is therefore considered that the indicated shortfall in off-street provision is acceptable in this instance.

Landscape considerations

Policy BE6 'Landscape Design' states that good quality landscape design will be expected in new developments.

The development itself will not result in the loss of any significant publicly accessible open/green space or loss of trees of significant public value.

A large specimen of an Ash tree is located in a neighbouring curtilage to the south. This neighbouring curtilage lies within the Broomhill Conservation Area, thereby affording the tree a degree of protection.

The tree lies close enough to the boundary so that its crown spread extends over the curtilage of the proposed dwellinghouse. However, the maximum extent of the crown spread would achieve a separation of approximately 6-7 metres to the footings of the proposed single dwelling with the main trunk achieving a distance of approximately 15-17 metres. In addition there is a significant step in the existing back garden of No. 55 which significantly reduces the likelihood that the Root Zone extends close to where the construction works would occur.

It is therefore considered unlikely that any damage will accrue to the tree but, in the interests of prudence a condition can be added to any permission requiring that any works beneath the crown spread be hand dug only.

The frontage planting is welcomed and it is considered that these areas will somewhat alleviate the hard appearance of the vehicular areas.

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).

In this instance the proposal is located within Zone 3 and is therefore liable for CIL charges at a rate of £30 per square metre.

Response to representations

Matters relating to scale/massing/architectural design have been addressed in the main body of this report.

Matters relating to residential amenity (overlooking, overbearing and overshadowing) have been addressed in the main body of the report.

Matters relating to the impact on the nearby Conservation Area have been dealt with in the main body of the report.

Matters relating to car parking provision have been dealt with in the main body of this report.

Matters relating to existing landscape features have been dealt with in the main body of the report.

A representation has questioned the exact area of the site. The Case Officer has calculated the proposed density figure in this report on the basis of the area calculator on the Council's Uniform spatial system

The site is domestic curtilage and there is no reason to believe that protected species are present. Any impact on other fauna is likely to be negligible as the proposal is to retain residential use.

It is not considered that this application requires input from SCAG. The application is not in a Conservation Area though the main body of the report addresses the potential impact on views out of the Conservation Area itself.

Summary and Recommendation

This is a proposal for one dwelling and three, two bedroom flats in a residential area.

The overall architectural approach for the buildings is considered acceptable and in terms of scale and massing the buildings do not vary greatly from other existing examples on the street and are considered acceptable.

Living conditions for future occupiers would be acceptable, and no significant adverse impacts on existing residential amenity should accrue from the development. Despite the slightly limited off-street car parking for the apartment block it is considered that the potential for significant additional impacts on existing highway safety/free flow of traffic are unlikely.

Taking all of the above and taking into consideration as well as due consideration of the city's current shortfall in housing supply it is therefore felt that, the scheme meets the relevant requirements of the NPPF and UDP policies BE5, BE16, BE18, H5, and H14, and Core Strategy policies CS23, CS24, CS26 and CS74.

Accordingly, it is recommended that the application is granted with conditions.

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