
Case Number	21/03006/FUL (Formerly PP-09983096)
Application Type	Full Planning Application
Proposal	Erection of 7 dwellinghouses with associated parking and landscaping
Location	Land at Meersbrook Avenue, Newsham Road and Woodbank Crescent Sheffield S8 9ED
Date Received	01/07/2021
Team	South
Applicant/Agent	James Norton RIBA
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:

Proposed Block/Site Plan Ref: SSHmb-110E
Site Floor Plans Plots 1-3 Ref: SSHmb- 112D
Site Floor Plans Plots 4-6 Ref: SSHmb- 113D
Site Floor Plan Plot 7 Ref: SSHmb- 114C
Street Scene Elevations and Section 1 of 3 Ref: SSHmb- 116C
Street Scene Elevations and Section 2 of 3 Ref: SSHmb- 117C
Street Scene Elevations and Section 3 of 3 Ref: SSHmb- 118A
Typical Detailing Ref: SSHmb- 119B
Floor Plans and Sections Plots 1-5 Ref: SSHmb- 121B
Elevations Plots 1-5 Ref: SSHmb- 122C
Floor Plans and Sections Plot 6 Ref: SSHmb- 124C
Elevations Plot 6 Ref: SSHmb- 125C
Floor Plans and Sections Plots 7 Ref: SSHmb- 127C
Elevations Plot 7 Ref: SSHmb- 128C
Tree impact Survey 1 of 2 Ref: SSHmb- 132
Tree impact Survey 2 of 2 Ref: SSHmb- 132
Landscaping Plan Ref 564-002 P05
Tracking Plans Ref 5639/201 Rev C
Tracking Plans Ref 5639/202 Rev C
Tracking Plans Ref 5639/203

Reason: In order to define the permission.

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

3. No development (including demolition or other enabling, engineering or preparatory works) shall take place until a phasing plan for all works associated with the development has been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved phasing plan.

Reason: In order to define the permission and to assist with the identification of each chargeable development (being the Phase) and the calculation of the amount of CIL payable in respect of each chargeable development in accordance with the Community Infrastructure Levy.

4. No phase of the development (including works of demolition, construction, or other enabling, engineering or preparatory works), shall take place until a Highway Management Plan (HMP) relevant to that particular phase has been submitted to and approved by the Local Planning Authority.

The HMP shall assist in ensuring that all Contractor highway / vehicle activities are planned and managed so as to prevent nuisance to occupiers and/or users of the surrounding highway environment. The HMP shall include, as a minimum:

- a. Details of the means of ingress and egress for vehicles engaged in the relevant phase of the development. Such details shall include the arrangements for restricting the vehicles to the approved ingress and egress points. Ingress and egress for such vehicles shall be obtained only at the approved points.
- b. Details of the equipment to be provided for the effective cleaning of wheels and bodies of vehicles leaving the site so as to prevent the depositing of mud and waste on the highway; and
- c. Details of the site accommodation, including compound, contractor car parking, storage, welfare facilities, delivery/service vehicle loading/unloading areas, and material storage areas.

The development shall thereafter be carried out in accordance with the approved details.

Reason: 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.

5. 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.

6. No development shall commence until full details of measures to protect the existing trees to be retained, 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.

7. 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.

8. 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 current Land Contamination Risk Management guidance (LCRM; Environment Agency 2020).

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.

9. 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 construction works commencing. The Report shall be prepared in accordance with current Land Contamination Risk Management guidance (LCRM; Environment Agency 2020).

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.

10. 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 construction works commencing. The Report shall be prepared in accordance current Land Contamination Risk Management guidance (LCRM; Environment Agency 2020) and Sheffield City Council's supporting guidance issued in relation 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 and the site is safe for the development to proceed, it is essential that this condition is complied with before the development is commenced.

11. No development shall commence until a Landscape and Ecological Management Plan, including short, medium and long term aims and objectives, management responsibilities and maintenance schedules for all distinct areas, has been submitted to and approved in writing by the Local Planning Authority. The Landscape and Ecological Management Plan shall thereafter be implemented as approved.

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

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

12. 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 current Land Contamination Risk Management guidance (LCRM; Environment Agency 2020) and Sheffield City Council's supporting guidance issued in relation 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.

13. 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.

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) External doors
- (b) Windows
- (c) Window reveals
- (d) Rainwater goods
- (e) Entrance canopy
- (f) Fin detail on the rear of Plot 4

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 development shall not be used unless the car parking accommodation and shared turning facilities as shown on the approved plans have been provided in accordance with those plans and thereafter such car parking accommodation and turning facilities 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 it is essential for these works to have been carried out before the use commences.

16. Prior to the car parking area being surfaced, full details of the electric car charging points within the site shall have been submitted to and approved in writing by the Local Planning Authority and the building shall not be occupied unless such electric car charging points have been provided in accordance with the approved plans and, thereafter, shall be retained.

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

17. 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 it is essential for these works to have been carried out before the use commences.

18. The proposed green/biodiverse roofs to the entrance canopies and walls (vegetated roof/wall surface) shall be installed on the roofs and wall in the locations shown on the approved plans. Details of the specification and maintenance regime shall be submitted to and approved in writing by the Local Planning Authority prior to foundation works commencing on site. The green/biodiverse roofs and wall shall be installed prior to the use of the building commencing and thereafter retained. The plant sward shall be maintained for a period of 5 years from the date of implementation and any failures within that period shall be replaced.

Reason: In the interests of biodiversity.

19. Details of a suitable means of site boundary treatment shall be submitted to and approved in writing by the Local Planning Authority before any above ground works commence, or within an alternative timeframe to be agreed in writing by

the Local Planning Authority and the dwellings 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 the interests of the visual amenities of the locality.

20. The dwellings shall not be occupied unless the car parking areas of the site are constructed of permeable/porous surfacing. 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.

21. The glazing in the windows on the elevation of Plot 7 facing north towards 25 Newsham Road shall be fully glazed with obscure glass to a minimum privacy standard of Level 4 Obscurity and no part of the window shall at any time be glazed with clear glass.

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

22. Full details of the fin to the first and second floor to the north of the windows shall have first been submitted to an approved in writing by the Local Planning Authority. The approved fin details shall thereafter be retained and at no time shall any part of the fin detail be removed.

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

Other Compliance Conditions

23. 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.

24. Surface water and foul drainage shall drain to separate systems.

Reason: To ensure satisfactory drainage arrangements.

25. There shall be no gates or barriers erected at the means of access to the site.

Reason: To ensure access is available at all times.

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 on the Council website here:

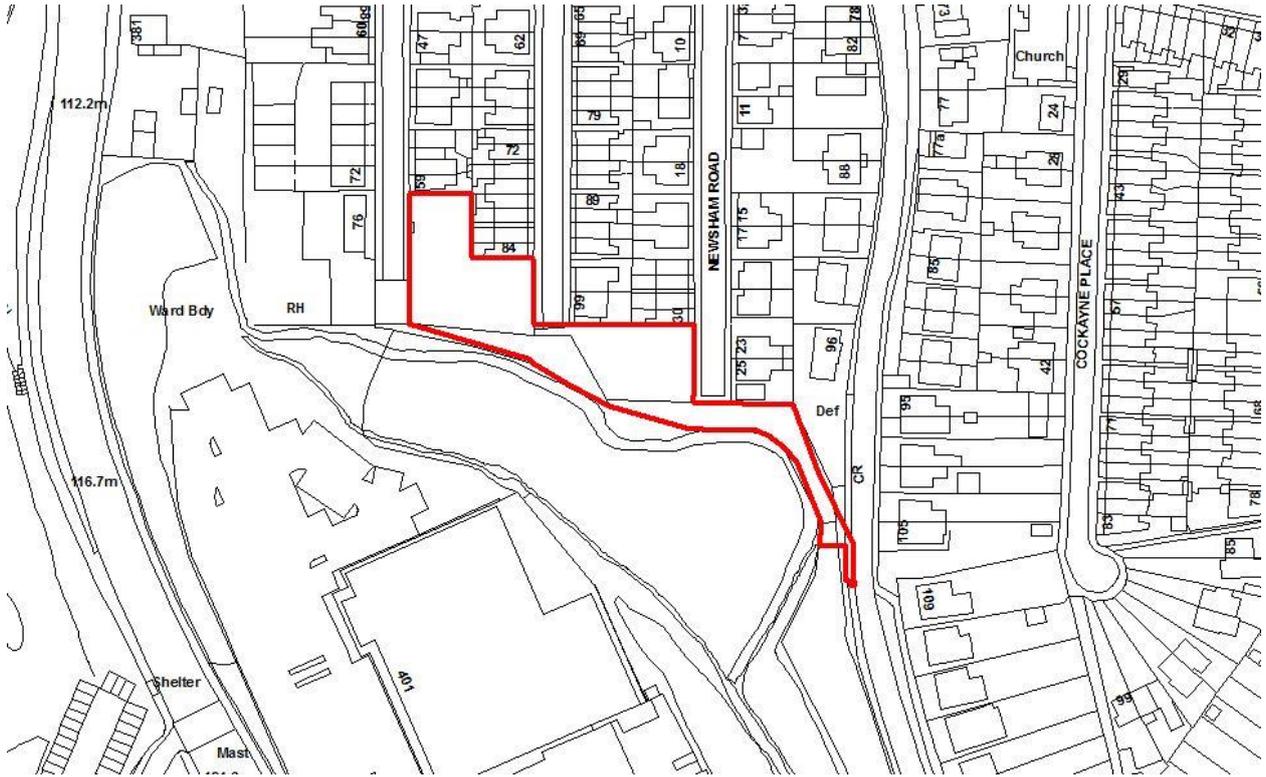
<https://www.sheffield.gov.uk/content/sheffield/home/roads-pavements/address-management.html>

The guidance document on the website includes details of how to apply, and what information we require. 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. 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.

Site Location



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INTRODUCTION

The application relates to a vacant overgrown parcel of land which runs along the top, or end of Woodbank Crescent, Meersbrook Avenue and then Newsham Road adjacent to the quarry face. Each of these roads are cul-de-sacs which terminate abutting the application site.

The site falls within an allocated Housing Area as defined in the adopted Sheffield Unitary Development Plan (UDP). The surrounding area is predominantly residential in character, with the immediate area consisting of traditional 2 storey terraces and semi-detached dwellings, with additional accommodation in the roof space.

Within the wider area there is more of a mixture of housing types, but remaining residential in character, except for the land to the south which is occupied by a retail park accessed from Chesterfield Road.

The application seeks planning permission to erect 7 dwellings on the site, 3 at the top of Meersbrook Avenue, and 4 at the top of Newsham Road. 15 parking spaces are provided for the proposed dwellings off street. Amended plans have been received during the application process following negotiations with the agent.

RELEVANT PLANNING HISTORY

Outline planning permission was granted in 2005 for a residential development on the site, with all matters reserved for subsequent approval, Ref: 04/04274/OUT.

Pre-application advice was sought in 2021 for the erection of sustainable detached dwelling houses. This concluded that a scheme with good quality materials of high-quality design could be viewed favourably in principle subject to detailed design.

REPRESENTATIONS

Following notification of the application, there have been 33 representations from 29 properties objecting to the proposal in addition to Louise Haigh MP and Councillor Cate McDonald.

13 representations from 10 properties have been received in support of the application.

Councillor Alexi Dimond has also commented, neither objecting to, nor supporting the scheme.

A further 2 people having ticked that they support the application but have left no comments.

5 further representations were received from people who have already objected to the application following publication of the amended plans. These re-iterate previous comments already received.

Louise Haigh MP:

- The removal of the turning point on Newsham Road will be make it difficult to turn, which is particularly concerning for emergency vehicles.
- The last ground investigation was 2005, and a new investigation needs to be undertaken.
- The proposed three storey buildings are not keeping with the area being taller than any other building on the street, changing the overall appearance of the

street.

- The buildings will be imposing, reducing light to neighbour's properties.
- The site is one of important and diverse environment and ecological habitat, with sightings of badgers, foxes, bats, owls which will be at risk from the development. An impact assessment needs to be carried out.
- There is Japanese Knotweed on the site which will need to be treated.
- The claims of fly tipping are unsubstantiated. Local residents take pride over the site including children who have made a den to play in.

Councillor Cate McDonald:

- There will be an impact on local traffic, parking and turning space, with a lack of traffic impact assessment or parking/turning surveys.
- The new build will have a significant impact on neighbouring properties, however there is no Landscape visual assessment or residential visual assessment.
- The ecology survey is lacking, without clarity about how the applicant will discharge their responsibility to enhance biodiversity.

Councillor Alexi Dimond:

No individual objection to the scheme but does wish for his constituents' comments who are objecting to be taken into consideration. These are covered in the section below.

Individual Representations objecting:

Principle and Design:

- The proposed three storey buildings are not in keeping with the Victorian and Edwardian two storey houses in the surrounding area.
- There will be a loss of green space in the area which is already in short supply.
- High density on such as small space is not appropriate.
- The site is not registered as brownfield site on the Sheffield Housing and Economic Land Availability Assessment (SHELAA) and is a greenfield site.
- The buildings are taller than any other on the street which appear imposing and changing the character of the street.
- Natural stone, primary colour rendering seamed metal cladding and timber cladding are not in keeping with the aesthetic of the local area.
- The internal layouts are subject to design at later stage, these might not comply with disabled access requirements.
- The houses appear crammed in and designed to maximum dimensions into the minimum amount of space.
- No Landscape Visual Impact Assessment or Residential Visual Impact Assessment has been submitted.
- The drawings do not portray an accurate image of the heights of the final builds or those adjacent.
- There is a need for affordable housing, but these houses are not affordable.
- Whilst eco-friendly houses should be supported, there is not sufficient justification in this instance.
- Units 4 and 5 have bin storage directly visible from the street.
- The proposed permeable surface for parking is not in keeping with the area.
- The presumption in favour of sustainable development does not apply where the plan or project is likely to have a significant effect on a habitats site.
- The land should be compulsory purchased and given to the local neighbourhood, for use as community gardens or an allotment.

Living Conditions:

- The new dwellings will reduce light to neighbouring properties, especially proposed plots 4-6 on 28 Newsham Road, with the land higher, blocking sunlight in the winter months.
- The proposed plot 7 will look directly into 96 Derbyshire Lane which is at a lower level. The developer has said these windows will be high level, but this needs to be a condition on any approval.
- There will be a reduction of sunlight especially to No's 21, 23 and 25 Newsham Road and a combined loss of sunlight and privacy to No's 26, 28 and 30 Newsham Road. An overshadowing document should be submitted to assess the likely impacts.
- There will be overlooking from the elevated houses which are higher up the hill to houses along Newsham Road.
- Overlooking will occur and loss of privacy to 76 Meersbrook Avenue into areas of the house used for working and home life.
- There will be security lights on the houses which will increase artificial light and decrease the quality of life.
- The proposed houses are overbearing and dominant.
- The house planned for Plot 7 has 3 windows on the side facing the gable end of No. 25 Newsham Road, with No. 25 having windows in the side which would look into the new house.
- Units 4-6 all have windows in the front looking directly towards the property opposite (23-25 Newsham Road).
- No. 25 use the roof of the garage as a terrace which would overlook the private garden to the planned Plot 7.
- The importance of green space on mental health and well being is very important, which has been highlighted during the pandemic.
- The proposed access track for construction is via Derbyshire Lane abutting the boundary with No. 96. This will cause noise and disturbance during construction and a privacy screen should be installed prior to commencement.
- There will be unacceptable distribution on living conditions especially with many people working from home.

Highways:

- The plans show a turning head on Newsham Road, but how will this be kept clear, and it looks very tight. This needs to be adopted by the Highways Authority.
- Tracking should be provided for the proposed turning heads.
- The plans show parking for new occupants but removes parking at the top of the road for existing residents, including at least 2 spaces along Newsham Road.
- The car park spaces are only 4.8 metres long and do not allow for larger family cars, with some of the spaces difficult to manoeuvre into.
- Car parking in the area is already overcrowded, with cars having been damaged by other cars and vans manoeuvring.
- The potential for 15 more cars plus associated deliveries to the new dwellings as part of daily life would cause parking problems but also safety issues for residents and families.
- There are too many parking spaces, which does not promote environmentally friendly modes of transport and will add to air pollution.
- Where is the existing grit bin going to be reallocated to? This is essential on this steep road in the winter.
- The existing turn point at the top of Newsham Road is to be removed, resulting in cars having to reverse all the way down the road which is a safety issue.
- The plans show two spaces per unit, there could be more and would result in more on-street parking.
- Existing access to the road is difficult for lorries and fire engines.
- It is intended to use Derbyshire Lane for construction access, but what happens

after Plot 7 is built?

- A parking survey and assessment of existing travel movements should be carried out.
- There will be on-going problems with trade vehicles during construction and fitting of the interiors.
- The land at present has footways through it to link between the road, a new footpath should be provided and adopted by highways.
- There was a turning head on the planning approval in 2005.

Ecology:

- The habitat for several wild animals will be destroyed including badgers, owls, hedgehogs and bats. This space is one of the few natural green spaces in the area.
- The ecology survey does not show the full extent of the wildlife inhabiting and using the land, with birds nesting in the trees and bats.
- Foxes and badgers are regularly sighted on the site suggesting dens/setts on the land and have been recorded on photographs and footprints, showing foraging and commuting.

Landscaping:

- There is Japanese Knotweed on the site (site of intended Plot 7), with no details of how to deal with this.
- There is a large Leylandii tree in front of the intended Plot 7 which provides both aesthetic and ecological benefits and the tree should not be removed.
- Sheffield is the greenest city in Britain and has a rich variety of open spaces. This local green space should be managed and left open.
- Trees act as an excellent carbon dioxide sink helping to combat poor air quality

Others:

- Land stability is an issue with the edge of the quarry so close and with new development on top. The last ground investigation document was 2005, and the stability is likely to have changed in this time. This could affect the layout of the scheme, along with the impact of construction traffic.
- There was a land slide caused by building new houses on Underwood Road, which is close to this site, along with others locally.
- The schools/doctors/services in the area are already oversubscribed and this will worsen the case.
- Water pressure may drop with increased demand.
- There will be a loss of view from houses at the top of Newsham Road (23 and 25 in particular), yet the new houses have been staggered to take advantage of the view.
- The impact on highway safety and road users during construction will be considerable along with noise and disturbance to neighbours, many of whom are key workers needing sleep.
- More hard surfacing results in more water run off in place of a green space, which could impact on neighbouring properties.
- Building out just a shell will lengthen the construction time, with further deliveries and contractors on site.
- Comments in support are from non-residents.
- Only the houses at the top of the street were notified of the application.
- The proposed development will devalue neighbouring properties.
- The developer may not have the funds to see the project carried out in a timely manner.
- There has been a lack of consultation from the developer.

- The developers comment about vandalism and fly tipping are unsubstantiated Children have made dens at the top of Newsham Road, and play.

Individual Representations in Support:

- The roads are narrow in the area, if turning space is provided at the top of the road as part of the design that is a good thing.
- The plans are sympathetic and considerate of the immediate area and wider neighbourhood.
- The design takes account of the latest sustainable thinking, not building houses based on principles from 100 years ago.
- This is an infill site which has been planned to ensure privacy to existing houses.
- There is a shortage of housing in the area, with the sustainability ethos fitting in with the area, with well insulated houses.
- There is a need for more affordable housing in the area, whereby young and old live together in a mixed community.
- The land is privately owned and has already had planning permission on it.
- There has been fly tipping on the site (carpets and fencing).
- The land is overgrown and this proposal offers a positive opportunity if done sympathetically with hedging and hedgehog gaps etc within the landscaping plan.
- There is greenspace on the quarry side for wildlife.
- The slight increase in traffic is spread over three streets and will be unnoticeable.
- Foot access between the roads is a wonderful addition.
- The developer has reached out to the community to talk to us about the plans to make sure we are part of the process, keeping trees, and the turning space.
- More housing will bring more residents and attract more business and amenities to the area. More densely populated cities become more sustainable with better and more effective public transport.

PLANNING ASSESSMENT

Policy Context

The Council's development plan comprises the Core Strategy (CS) which was adopted in 2009 and the saved policies of the Unitary Development Plan (UDP) which was adopted in 1998. The National Planning Policy Framework revised in 2021 (NPPF) is a material consideration.

The key principle of the NPPF is the pursuit of sustainable development, which involves seeking positive improvements in the quality of the built, natural and historic environment, as well as in people's quality of life.

The Council has released its revised 5-Year Housing Land Supply Monitoring Report. This new figure includes the updated Government's standard methodology which includes a 35% uplift to be applied to the 20 largest cities and urban centres, including Sheffield.

The monitoring report released in August 2021 sets out the position as of 1st April 2021 – 31st March 2026 and concludes that there is evidence of a 4-year supply of deliverable housing land. Therefore, the Council is currently unable to demonstrate a 5-year supply of deliverable housing sites.

Consequently, the most important Local Plan policies for the determination of schemes which include housing should be considered as out-of-date according to paragraph 11(d) of the NPPF. The so called 'tilted balance' is therefore triggered, and as such, planning permission should be granted unless the application of policies in the NPPF

that protect areas or assets of particular importance provides a clear reason for refusing the development proposed or any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole.

In this instance, the site does not lie within nor is adjacent to any protected areas or assets of particular importance which should be taken into consideration in the tilted balance process.

In this context the following assessment will:

- Assess the proposals compliance against existing local policies as this is the starting point for the decision-making process. For Sheffield this is the UDP and Core Strategy.
- Consider the degree of consistency these policies have with the NPPF and attribute appropriate weight accordingly, while accounting for the most important policies automatically being considered as out of date.
- Apply 'the tilted balance' test, including considering if the adverse impacts of granting planning permission would significantly and demonstrably outweigh the benefits.

Key Issues

The main issues to be considered in this application are:

- The acceptability of the development in land use policy terms,
- The design of the proposal and its impact on the surrounding street scene and listed building,
- The effect on future and existing occupiers living conditions,
- Whether suitable highways access and off-street parking is provided,
- Impact on Ecology and Landscaping

Land Use Principle

The application site falls within a Housing Area as identified in the Unitary Development Plan (UDP) for Sheffield. Redeveloping the site for housing (Use Class C3) is in line with the preferred use identified within UDP policy H10 'Development in Housing Areas'. It is therefore acceptable in principle.

However, it should be noted that whilst the principle is acceptable in terms of policy H10, the policy also states that any proposal would also be subject to the provisions of Policy H14 'Conditions on Development in Housing Areas' and BE5 'Building Design and Siting' being met. Furthermore, the principle of housing on this parcel of land is also subject to the more recent Core Strategy policy CS74.

Policy CS23 of the Core Strategy 'Locations for New Housing' states that new housing development will be concentrated where it would support urban regeneration and make efficient use of land and infrastructure. Policy CS24 'Maximising the Use of Previously Developed Land for New Housing' prioritises the development of previously developed (brownfield) sites, states that Housing on greenfield sites should not exceed more than 12% completions and should (part (b) be on small sites within the existing urban areas, where it can be justified on sustainability grounds.

Policy CS23 and CS24 are restrictive policies, however the broad principle is reflected in paragraph 119 of the NPPF, which promotes the effective use of land and the need to make use of previously-developed 'brownfield' land.

In this instance, in accordance with the NPPF definition the site constitutes greenfield land. The site is sustainably located and is a small site within an urban area. The completions on greenfield sites are well below the 12% figure set out in policy CS24, and the NPPF does not require a brownfield first basis, so therefore the proposal is acceptable in principle.

Therefore, it is considered that the proposal is consistent with the aims of policies H10, CS23 and CS24.

Efficient Use of Land

Policy CS26 'Efficient Use of Housing Land and Accessibility' of the Core Strategy encourages making efficient use of land to deliver new homes at a density appropriate to location depending on relative accessibility. The density requirements are a gradation flowing from highest density in the most accessible locations down to lower densities in suburban locations with less accessibility. This is reflected in paragraph 125 of the NPPF and therefore Policy CS26 is considered to carry substantial weight in determination of this application.

Paragraph 124 of the NPPF promotes making efficient use of land taking account of a number of factors including identified housing needs; market conditions and viability; the availability of infrastructure; the desirability of maintaining the prevailing character of the area, or of promoting regeneration; and the importance of securing well designed places.

For a site such as this, CS26 part (d) is relevant and states that a range of 30-50 dwellings per hectares is appropriate where a development is within the remaining urban area.

The application site is approximately 0.21 hectares, and the 7 proposed units would give a density of approximately 33 dwellings per hectare. This figure is at the lower end of the suggested range in CS26, however avoids low density developments, securing optimal potential of the site.

Furthermore, the prevailing character of the immediate area is semi-detached and terraced dwellings which are close to the back edge of the footpath and at relatively high density.

The proposed density at 33 dwellings per hectare reflects the character of the area and is considered acceptable in policy terms providing that the resulting scheme would provide acceptable living standards which is assessed in the sections below.

As such the proposal complies Policies CS26 and of the Core Strategy and paragraph 124 and 125 of the NPPF in relation to densities and efficient use of land.

Design

The Core Strategy policy CS74 'Design Principles' requires development to enhance distinctive features of the area, which is also reflected in UDP policies H14 'Conditions on Development in Housing Areas' and BE5 'Building and Design Siting' which expect good quality design in keeping with the scale and character of the surrounding area.

Chapter 12 of the NPPF requires good design, whereby paragraph 126 states that good design is a key aspect of sustainable development and should contribute positively towards making places better for people. Paragraph 134 states that development which is not well designed should be refused. Paragraph 134 also says that significant weight should be given to outstanding or innovative designs which promote high levels of

sustainability, or help raise the standard of design more generally, taking into account any local design guidance and supplementary planning documents.

It is considered that the design policies within the UDP and Core Strategy reflect and align with the guidance in the NPPF, therefore are considered consistent with the NPPF and so can be afforded significant weight.

The site layout shows 7 units in total proposed. 3 units proposed at the top of Meersbrook Avenue on the western side (plots 1-3), with 4 units proposed at the top of Newsham Road, 3 on the western side (plots 4-6) and 1 on the eastern side (plot 7). The proposed development is served by all three roads, Woodbank Road leads to car parking at the rear of Plots 1-3, Meersbrook Avenue serves the front of plots 1-3 and then the rear of plots 4-6 along with car parking at the head of cul-de-sac. The front of plots 4-6 and plot 7 is then accessed from Newsham Road with parking to the front.

The topography of the area rises up from the north to a high point within the site boundary, before dropping back down following the face of the quarry. The existing character of the surrounding street scene is a mixture of mainly terraced and semi-detached housing, whereby the semi-detached dwelling is built up close to the side boundaries, and each step up follows the natural rise in land. The houses have gables to the side with a number of dormer windows visible. The majority of surrounding properties appear to have some habitable space within the roof space utilising dormer windows or roof lights, with the exception of some of the newer infill plots. The existing houses have small front yards/gardens approximately 1 metre deep, and relatively small rear gardens approximately 5.5-7 metres long. The overall character is of a dense and compact urban grain.

Each of the proposed units are detached and are relatively close together which is not out of character with the surrounding street scenes. The houses are set back slightly, behind the lines of existing built form along Meersbrook Avenue and Newsham Road and will not be readily visible until you reach the top of the streets.

Plot 7 does sit slightly further forward but is 1.5 storey in design and is not considered to be a prominent feature, with a large conifer tree within the site boundary of the adjacent property which screens the plot.

Plots 1-6 take the form of a two-storey property from the front with the main eaves line running above the first-floor windows, with roof lights serving accommodation in the roof space/the void above the first floor. At the rear, the eaves line has been increased so that it sits above the second-floor windows and the properties have a three storey appearance. These elements are not so readily visible in the street scene and are set back.

The houses step up slightly to follow/continue the natural topography of the site. A contemporary design approach has been taken. The two storey gabled properties when viewed from the front respect the character and form of the existing street scene. They contain modern detailing for windows, good sized window reveals, small projecting entrance features and areas of cladding around key features.

Following negotiations with the applicant, materials have been simplified and are predominately sandstone coloured render with brick detailing and metal cladding to the window surrounds on the front elevations facing the street.

Amended plans show the introduction of a green cable walling system introduced to the side gables of Plots 1, 3, 4, 6 and 7 along with green roofs to each of the entrance canopies, to create a design feature with bio-diversity credentials.

proposed dwellings take a contemporary approach, they are of a scale and mass that respects and complements the overall character of the surrounding area and sit comfortably within the street scene.

There are a number of mature trees to the boundary with the highway in front of the proposal which are intended to be retained and new landscaping is to be planted. The acceptability of the proposals does not rely on the presence of the trees, however they will screen the buildings to some extent.

The proposal therefore complies with H14, BE5, CS74 and paragraphs 126 and 130 of the NPPF.

Living Conditions

Policy H14 'Conditions on Development in Housing Areas' part (c) requires that new development in housing areas should not cause harm to the amenities of existing residents. This is further supported by Supplementary Planning Guidance 'Designing House Extensions' (SPG) which whilst strictly relevant to house extensions, does lay out good practice guidelines and principles for new build structures and their relationship to existing houses.

The NPPF at paragraph 130 Part (f) requires a high standard of amenity for existing and future users.

The UDP policy is therefore considered to align with the requirement of paragraph 130 so should be given significant weight.

Impact on Neighbouring Occupiers

The closest neighbouring properties to the application site are those flats along Woodbank Crescent, Meersbrook Avenue, Newsham Road and Derbyshire Lane.

The guidelines found in the adopted Supplementary Planning Guidance on Designing House Extensions are not strictly applicable in this instance owing to them relating to house extensions. However, they do suggest a number of detailed guidelines relating to overbearing and overshadowing, privacy and overlooking, and appropriate garden sizes. These guidelines include a requirement for two storey dwellings which face directly towards each other to have a minimum separation of 21 metres. Two storey buildings should not be placed closer than 12 metres from a ground floor main habitable window, and a two-storey extension built along site another dwelling should make an angle of no more than 45° with the nearest point of a neighbour's window to prevent adverse overshadowing and overbearing. These guidelines are reflected in the South Yorkshire Residential Design Guide (SYRDG), which Sheffield considers Best Practice Guidance, but which is not adopted as Supplementary Planning Guidance.

Overlooking

Generally, main habitable windows are proposed in the front and rear of the properties, with those properties along the southern boundary (adjacent to the quarry face) having windows in the sides.

Plots 1-3 are positioned so that the rear elevation is approximately 30 metres from No. 76 Woodbank Crescent. Windows are proposed in the front elevation which are at a splayed angle and approximately 18 metres from the properties on the other side of Meersbrook Avenue at No's 97 and 99. Whilst the recommended distance is 21 metres this is for scenarios where the view is over private garden space and not over a public highway as this is, and where the same level of privacy cannot reasonably be expected.

Furthermore, the existing properties along Meersbrook Avenue face each other with approximately 12 metres between facing windows overlooking the highway.

Windows are proposed in the rear of Plots 4-6 which look down the gardens. Plot 4 which is positioned closest to the existing houses has a fin detail that helps to reduce views looking down the garden towards the windows in the rear of No. 99 Meersbrook Avenue.

Plots 4-6 are then positioned approximately 17 metres away from 23 and 25 Newsham Road. Therefore, taking account of the public highway and the relationship between existing neighbouring dwellings, this is considered acceptable.

Plot 7 does have a window serving the staircase and three high level rooflights in the side, however these are not considered to create any adverse overlooking to occupiers of No. 25. A condition can secure obscure glazing to the staircase.

A narrow, slit window is proposed in the rear of Plot 7 at first floor level. This is positioned approximately 8.8 metres away from the rear boundary of the site which abuts the garden of No. 96 Derbyshire Lane. No. 96 Derbyshire Lane sits at a splayed angle from the rear of the Plot 7 and it is not considered that this one narrow window will cause any adverse overlooking.

Overbearing and overshadowing

No. 84 Meersbrook Avenue is positioned adjacent to the site boundary and close to the proposed Plot 1. There are two windows in the side of No. 84 which take their aspect and light immediately over third-party land. There will be some overbearing to these windows, however at present the ground floor window is overshadowed by the existing landscape on the site. Plot 1 is positioned approximately 5.5 metres away from this window. A window is present within the roof space at the side. Plot 1 is positioned further back from Meersbrook Avenue and as a result, no adverse overbearing will be created to this window. No. 84 has a single storey projection to the rear along the boundary with the site and it is not considered any adverse overbearing or overshadowing will be created to occupiers of this property.

Plots 1-3 stand in front of 97 and 99 Meersbrook Avenue, and whilst the outlook from the front of these properties will be changed, there is no adverse overbearing or overshadowing created by the proposal.

No. 30 Newsham Road has a single storey projection running along the site boundary closest to Plot 4. There are no windows in the side of No. 30 and the proposal is positioned to not overbear or overshadow occupiers of this dwelling. Plots 4-6 are positioned in front of 23 and 25 Newsham Road approximately 17 metres away which meets the 12 metre guideline found in the SPG resulting in no overbearing or overshadowing.

Plot 7 is positioned adjacent to No. 25 which has a garage close to the boundary of the site, and it is believed the area above the garage is used for sitting out on by the occupants. There is a window in the roof space of No. 25 in the side elevation serving a bedroom which also gains light and outlook from a front dormer window. The proposal has the appearance of a 1.5 storey building with relatively low eaves so there will remain a reasonable level of light to this room/area.

All other properties within the wider area are considered to be sufficient distance away from the proposed 7 new units so that no detrimental overbearing or overshadowing will be created by the proposal.

The South Yorkshire Residential Design Guidance (SYRDG) suggests 77 square metres floor area as a minimum for a 3 bed unit. In this instance plots 1-5 have a gross internal area of 88 square metres, with plot 6 being slightly larger at 119 square metres. Plot 7 is a two bed unit, with SYRDG suggesting 62 square metres and the proposal showing 68 square metres. In addition, occupiers of each unit have access to a good sized private garden in excess of the SPG and SYRDG and all habitable rooms have a good outlook.

Therefore, it is considered that the proposed dwellings offer good quality living accommodation.

Living conditions conclusion

It is inevitable that there will be a change to the outlook from those properties closest to the application site. Some of these closest properties have an aspect directly over the site relying on third party land for light. The proposed development is considered to be sensitive to the location of those windows and is not considered to create an adverse level of overlooking, overbearing or overshadowing which would warrant refusal of the application.

Therefore, the application complies with policies H14 of the UDP and paragraph 130 of the NPPF.

Highways

Policy CS51 'Transport Priorities' identifies strategic transport priorities for the city, which include containing congestion levels and improving air quality.

UDP Policy H14 'Conditions on Developments in Housing Areas' part (d) requires that permission will be granted where there would be appropriate off-street car parking for the needs of the people living there.

The NPPF seeks to focus development in sustainable locations and make the fullest possible use of public transport, walking and cycling. Paragraph 111 of the NPPF states that 'development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.'

Those local policies broadly align with the aims of Chapter 9 of the NPPF (Promoting Sustainable Transport) although it should be noted that in respect of parking provision, the NPPF at paragraphs 107 and 108 requires consideration to be given to accessibility of the development, the development type, availability of public transport, local car ownership levels and states that maximum standards for residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or optimising density in locations well served by public transport.

At present the site is accessed from three roads, Woodbank Crescent, Meersbrook Avenue and Newsham Road. Each of these roads is relatively narrow with little if any off road parking for existing residents. This results in these 3 streets experiencing difficulties for access for larger vehicles.

There is an existing vehicular access into the site between the trees from Woodbank Crescent. At the top of Meersbrook Avenue at present there is no turning facility with footpaths terminating at the end of the cul-de-sac, and a garage to the side of No. 99. At the top of Newsham Road, No. 25 has a garage, with a footpath running up to the top of

the cul-de-sac on the eastern side. Along the western side, the footpath appears to finish outside No. 30, albeit there is a grit bin further up. There is what appears to be an informal patch of hardstanding which is used as a turning area. The applicant has confirmed that this hardstanding is within their site boundary and is not in the public domain/part of the public highway and is therefore not a turning head.

This application seeks to utilise the existing access point into the site along Woodbank Crescent to provide access to 5 car parking spaces which are located to the rear of Plots 1-3. Tracking has been provided to demonstrate that each of these spaces can be accessed, and that existing residents and visitors travelling along Woodbank Crescent can utilise the entrance to act as a turning facility.

At the top of Meersbrook Avenue, it is proposed to create 6 spaces in total. 2 in front of Plot 3 and 4 spaces at the rear of Plots 4-6. Each of the spaces can be manoeuvred into and exited from independently via a shared turning facility at the top of the street. Tracking has also been provided to demonstrate that a car could turn within the new shared turning facility (whilst each of the spaces is occupied by a car), which would allow for cars travelling up the road and visiting other existing properties to use this area to turn around.

It is proposed to provide 4 spaces at the top of Newsham Road along with a shared turning area to the front of Plots 4 and 5. Again, this area has been tracked to show a car doing a three-point turn with all parking spaces occupied. An additional parking space is provided off Derbyshire Lane along the rear boundary of Plot 7.

The proposed shared turning facilities will not be adopted as they are not to adoptable standards. For a facility to be adopted, it has to provide a turning facility for a large refuse vehicle and that is simply not achievable to each of the three roads in the space available. However, it is considered that these shared turning facilities can provide ample room for occupiers and visitors of the proposed units to access the site, and to enter and exit in a forward gear. Furthermore, the turning facilities are available to non-residents to use, to help with turning at the top of the roads and will need to be kept clear to ensure that the parking spaces adjacent within the site can be independently used.

Whilst there will be an increase in traffic generation from occupiers and visitors to the proposed development, this will be dispersed between the three roads and as such it is not considered that there be a significant increase in traffic on each of the roads and this would not materially impact on the operation of the surrounding streets.

With regard to parking spaces, the Council's revised parking guidelines set out maximum standards in accordance with Core Strategy Policy CS53. Outside of the city centre, a 2-3 bedroom house would have a maximum of 2 spaces, in addition 1 visitor space per 4 houses should be provided. For this scheme it would therefore be 16 spaces based on 2 spaces per unit and 2 visitor spaces.

This application proposes 15 parking spaces in total. With this site being within the main urban area this ratio of parking is acceptable and is considered to meet the required justification in paragraph 108 of the NPPF.

Secure cycle parking can be provided within the curtilage of each of the units.

The infrastructure is proposed to be provided for electric charging facilities for each parking space, which would allow for future residents to provide the connection.

On this basis, the proposal is considered to comply with UDP, Core Strategy and NPPF policies as listed above, and would not have the level of impact that would justify refusal

of permission on highway safety grounds as required by the NPPF.

Ecology and Biodiversity

UDP Policy GE11 'Nature Conservation and Development' states that the natural environment should be protected and enhanced and that the design, siting and landscaping of development needs to respect and promote nature conservation and include measures to reduce any potentially harmful effects of development on natural features of value.

NPPF paragraph 174 a) and d) identifies that planning decisions should contribute to and enhance the natural and local environment, minimise impacts on and provide net gains in biodiversity. Furthermore, paragraph 180 a) identifies that if significant harm resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused. Part d) of paragraph 180 goes on to state that opportunities to incorporate biodiversity improvements in and around developments should be encouraged, especially where this can secure measurable net gains for biodiversity.

Local policy aligns with the NPPF and is therefore relevant to this assessment.

A Preliminary Ecological Appraisal (PEA) has been submitted and analysed by the Council's Ecologist. The PEA has been carried out to a good standard and provides sufficient information on the habitats present on site and the species (including protected species) that may be present. The PEA was subsequently updated at the end of August.

Bats

The PEA includes a Preliminary Roost Assessment of the trees found on site which concludes that some trees have bat roost potential, and that a precautionary approach to their removal should be taken by someone with is experienced/licensed in tree inspections.

Mammals

The site is broadly suitable for a range of native mammal species, comprising scrub, trees and unmanaged grassland. Whilst no evidence of badgers was found during the PEA site survey, anecdotal reports taken from the many representations suggest that badgers do commute through, or forage on site. An updated PEA was carried out which detected a badger latrine which is likely to define the edge of their range but no setts were located.

A precautionary approach to development is suggested, and it's recommended that scrub is cleared by hand (brush cutters), and contractors being alert to the potential for finding badger setts/evidence. If a badger sett is located, all works on site should cease. Other measures that are considered appropriate for this site include the clearance of scrub in a gradual phased way, reducing the height of vegetation allowing time for smaller mammals to disperse and providing means of escape.

Invasive species:

The PEA was originally carried out in April 2021 and didn't record any invasive species. However, a significant number of the representations state that Japanese knotweed is present on site. An updated PEA has been submitted which identifies a small area of Japanese Knotweed. A relevant license is required for its removal.

Biodiversity:

The NPPF seeks to incorporate bio-diversity improvements in new developments. In this instance a range of potential enhancement measures are suggested which include:

- Hedgerow planting
- Bird boxes – 2x swift boxes and 2x house sparrow ‘terrace’ boxes
- Bat boxes – 2x
- Gaps in fencing to allow unhindered passage for hedgehog
- Felled wood habitat piles
- Woodland wildflower area
- Wildflower area
- Cable green wall system
- Providing homeowners with a guide to maintaining a high ecological value garden

Therefore, the proposed development is in line with paragraph 174 of the NPPF and UDP policy, having given consideration to bio-diversity net gain, protecting existing and promoting bio-diversity. The details of the above can be controlled through a relevant conditions/directives.

Landscaping

UDP Policy GE15 ‘Trees and Woodlands’ within the UDP states that trees and woodlands will be encouraged and protected. Policy BE6 (Landscape Design) expects good quality design in new developments in order to provide interesting and attractive environments, integrate existing landscape features, and enhance nature conservation.

CS74 ‘Design Principles’ part (a). requires high-quality development that will respect, take advantage of and enhance natural features of the City’s neighbourhoods.

These policies are considered to align with the NPPF and therefore be relevant to this assessment on the basis that paragraph 130 expects appropriate and effective landscaping, along with sympathetic developments including landscape setting.

The site contains a group Tree Preservation Order (TPO) which covers the group of lime trees along Woodbank Crescent, shown as G6 on the plans.

A full tree survey has been carried out on the site. It concludes that all the 21 individual trees on the site (Limes, Sycamores, Beech, Ash, Hawthorne and Cherry trees) have a category of C1 or C2 which are trees of low quality. There are no Category A (high quality) or Category B (moderate quality) individual trees on the site.

It is clear from a recent visit that the site has been left unmanaged for a significant length of time. It is proposed to retain the protected Lime trees along Woodbank Crescent, and the Beech and Lime to the rear of No. 84 Meersbrook Avenue. The large Sycamore tree (T10) is to be retained along Meersbrook Avenue. The Ash tree (T17), the Sycamore (T18) at the top of Newsham Road are to be retained, along with the majority of trees in the rear of Plot 7.

A number of replacement trees are to be incorporated within the scheme along the site boundaries, along with a comprehensive soft landscaping scheme of hedging and lower-level planting. A green wall cable system is to be installed along the side elevations of Plots 1, 3, 4, 6 and 7, and green roofs to the entrance canopies of each unit.

In conclusion, each of the trees on their own within the site have a low amenity value whereby insistence upon retention is not viable or justified. The most prominent of trees

are being kept where possible. The replacement landscaping plan will provide an improvement for this unkempt parcel of land. The trees which are the subject of Tree Preservation Orders (TPO's) are protected and retained. Consequently, the proposal complies with paragraph 130 of the NPPF and UDP policy.

Sustainability

Policy CS63 'Responses to Climate Change' of the Core Strategy sets out the overarching approach to reducing the city's impact on climate change. These actions include:

- Giving priority to development in the city centre and other areas that are well served by sustainable forms of transport.
- Giving preference to development on previously developed land where this is sustainably located.
- Adopting sustainable drainage systems.

At the heart of the NPPF, there is a presumption in favour of sustainable development (paragraph 11), with paragraph 152 stating that the planning system should support the transition to a low carbon future in a changing climate.

Policy CS64 'Climate Change, Resources and Sustainable Design of Development' sets out a suite of requirements in order for all new development to be designed to reduce emissions. In the past residential developments had to achieve Code for Sustainable Homes Level Three to comply with Policy CS64. This has however been superseded by the introduction of the Technical Housing Standards (2015), which effectively removes the requirement to achieve this standard for new housing developments.

Policy CS65 'Renewable Energy and Carbon Reduction' of the Core Strategy sets out objectives to support renewable and low carbon energy generation and further reduce carbon emissions. This is supported by Paragraph 157 of the NPPF and therefore can therefore be given substantial weight.

This site is located within the main urban area, and whilst it is a green field site, it has previously been used many years ago for housing.

This application proposes a fabric first development, which will use sustainable construction materials and techniques, and where possible cement replacements. Further insulation will be added leading to an extremely high-performance building with triple glazing. Solar PV could be installed to the roof slope of Plot 7, and alternative heating methods such as air source heat pumps could be incorporated. Permeable paving is proposed to help reduced surface water run-off rate from the site.

Electric vehicle charging facilities are proposed. The infrastructure will be put in place during construction works, to allow individual apartment owners to have their own charging point allocated to their parking space, which takes advantage of Government grants available to individuals.

Relevant conditions can be attached to any approval to ensure that these features are provided and the 10% target is met.

Overall, it is considered that the proposal meets the local sustainability policy requirements, CS63, CS64 and CS65 and the NPPF.

Ground conditions

A geotechnical slope stability assessment was carried out in September 2021, which included a site inspection. This concluded that the overall slope of 30° to 35° below the

application site was very favourable regarding promoting general stability. There was no evidence of significant rockfall at the slope/cliff base, no evidence of slumping or slipping of superficial materials higher up the slope, no evidence of water seepage or surface water erosion, no tension cracks or fence movement. Reference and comparison was made in the assessment to sites mentioned in the neighbour representations, which concluded that this application site is very different both in its material/bedrock composition and strength and its slope profile. This was considered to satisfy any concerns about stability and a suite of ground contamination conditions can be attached to any approval.

Flood Risk/Drainage

Policy CS67 'Flood Risk Management' of the Core Strategy states that the extent and impact of flooding should be reduced. It seeks to ensure that more vulnerable uses (including housing) are discouraged from areas with a high probability of flooding. It also seeks to reduce the extent and impact of flooding through a series of measures including limiting surface water runoff, through the use of Sustainable drainage systems (Suds), de-culverting watercourses wherever possible, within a general theme of guiding development to areas at the lowest flood risk.

Policy CS67 is considered to align with Section 14 of the NPPF. For example, paragraph 159 states that inappropriate development in areas at risk of flooding should be avoided and development should be directed away from areas at the highest risk. Paragraph 167 states that when determining applications, LPA's should ensure that flood risk is not increased elsewhere with relevant applications being supported by a Flood Risk Assessment. Paragraph 169 expects major developments to incorporate sustainable drainage systems unless there is clear evidence to demonstrate otherwise.

The site does not fall within a high or medium risk flood zone that would affect the principle of the development.

To mitigate for surface water runoff, permeable paving to all hardstanding areas is proposed. A condition on any approval can ensure that calculations are submitted demonstrating a reduction in surface water run-off and allowing for the 1 in 100-year event plus +30% for climate change.

Therefore, the proposal complies with CS67 and paragraph 169 of the NPPF.

Community Infrastructure Levy

CIL applies to all new floor space and places a levy on all new development. The money raised will be put towards essential infrastructure needed across the city as a result of new development which could provide transport movements, school places, open space etc. 'In this instance the proposal falls within CIL Charging Zone 4. Within this zone there is a CIL charge of £50 per square metre, plus an additional charge associated with the national All-in Tender Price Index for the calendar year in which planning permission is granted, in accordance with Schedule 1 of The Community Infrastructure Levy Regulations 2010'.

RESPONSE TO REPRESENTATIONS

The majority of comments raised in the representations have been covered in the main body of the report. The outstanding comments are referenced below:

Noise and disturbance are an avoidable consequence of development. Construction hours are controlled through other legislation and a relevant directive will be added to any decision to remind the developer of their obligations.

Developments often occur on tight sites adjacent to busy main roads or where there are site constraints. A comprehensive highway management plan condition can be added to any approval. For information, the applicant owns the land extending to Derbyshire Lane, which could potentially be used for access and storage.

Sunlight analysis is not required on a scheme such as this. Guidelines in the adopted SPG set out principles and guidelines.

Loss of property values is not a material planning consideration.

No Landscape Visual Impact Assessment, Residential Visual Impact Assessment or parking impact survey/traffic assessments have been carried out. However, for this type of application for 7 houses within the main urban area these are not required. Neighbour notification was carried out in accordance with statement of community of involvement.

Community consultation was carried out by the developer using social media and e-mails. Whilst developers are encouraged to carry out community consultation, it is not a requirement.

SUMMARY AND RECOMMENDATION

This application seeks planning permission for the erection of 7 dwellings on the site.

Sheffield has updated its 5 year housing land supply position to reflect the deliverability of sites as at 1 April 2021 and in relation to the local housing need figure at that date taking account of the 35% urban centres uplift. Using up to date evidence, Sheffield can demonstrate a 4 year deliverable supply of housing land, with details set out in the 5 Year Housing Land Supply Monitoring Report.

Therefore because the Council is currently unable to demonstrate a five-year supply of deliverable housing sites, the relevant policies for determining applications that include housing should be considered as automatically out-of-date according to paragraph 11(d) of the Framework. The so called 'tilted balance' is therefore triggered, and planning permission for housing should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole.

The proposal would deliver a number of benefits, with the NPPF emphasising the importance of delivery of housing. The provision of 7 additional homes will contribute to meeting the current shortfall. There would be economic benefits through expenditure in construction, in the supply chain, and in local spending from residents. There are several sustainable design features including highly efficient building envelopes, solar PV to Plot 7, green roofs to the entrance canopies, green walls, infrastructure for electric car charging, and bio-diversity measures.

The proposal is not considered to create any significant or severe highway safety issues. The scheme proposes a development at an appropriate scale and mass which sits comfortably within its street scene and is a good quality contemporary scheme. There are no adverse impacts on occupiers of neighbouring properties.

There are therefore no adverse impacts that would significantly and demonstrably outweigh the benefits of the development. Taking into account the tilted balance set out in paragraph 11(d) of the Framework, the application is recommended for approval subject to conditions.

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