
Case Number	22/01805/FUL (Formerly PP-11123308)
Application Type	Full Planning Application
Proposal	Demolition of existing dwelling and outbuildings and erection of 11 flats (7 x 2-bedroom and 4 x 1-bedroom) with 2 off-street parking spaces and associated hard and soft landscaping works
Location	Land at junction of Derbyshire Lane and Norton Lees Road Meersbrook Sheffield S8 9EL
Date Received	09/05/2022
Team	South
Applicant/Agent	JR Planning
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: -

Drawing No: 21-020-PL02 Revision A (Proposed Lower Ground Floor Plan), as published on the 17th October 2022.

Drawing No: 21-020-PL03 Revision A (Proposed Ground Floor Plan), as published on the 17th October 2022.

Drawing No: 21-020-PL04 Revision A (Proposed First Floor Plan), as published on the 17th October 2022.

Drawing No: 21-020-PL05 Revision A (Proposed Second Floor Plan), as published on the 17th October 2022.

Drawing No: 21-020-PL06 Revision A (Proposed Roof Floor Plan), as published on the 17th October 2022.

Drawing No: 21-020-PL07 Revision A (Proposed Elevation 1 - Derbyshire Lane), as published on the 17th October 2022.

Drawing No: 21-020-PL09 Revision A (Proposed Elevation 4), as published on the 17th October 2022.

Drawing No: 21-020-PL10 Revision A (Proposed Elevation 5), as published on the 17th October 2022.

Drawing No: 21-020-PL13 Revision A (Proposed Section A), as published on the 17th October 2022.

Drawing No: 21-020-PL14 Revision A (Proposed Section B), as published on the 17th October 2022.

Drawing No: 21-020-PL15 Revision A (Proposed Section C), as published on the 17th October 2022.

Drawing No: 21-020-PL18 Revision A (Proposed Landscaping & Boundary Treatments Plan), as published on the 17th October 2022.

Drawing No: 21-020-PL19 Revision A (Proposed Levels & Drainage Strategy Plan), as published on the 17th October 2022.

Drawing No: 21-020-PL20 Revision A (Proposed Street Elevations), as published on the 17th October 2022.

Drawing No: 21-020-PL21 Revision A (Proposed Sections D-G), as published on the 17th October 2022.

Drawing No: 21-020-PL01 (Proposed Location Plan), as published on the 9th May 2022.

Drawing No: 21-020-PL08 (Proposed Elevations 2 and 3), as published on the 9th May 2022.

Drawing No: 21-020-PL12 (Proposed Elevations 7 and 8), as published on the 9th May 2022.

Drawing No: 21-020-PL11 (Proposed Elevation 6), as published on the 21st October 2022.

The RB Geotechnical Phase I Desk Study Report (March 2021), as published on the 9th May 2022.

The Paragon Highways Transport/Highways Statement - Project no.1939 (February 2022), as published on the 9th May 2022.

The Bat Survey/Ecology Report, dated 11th May 2021, as prepared by Middleton Bell Ecology, as published on the 9th May 2022.

Reason: In order to define the permission.

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

3. 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.

4. 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.

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

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

6. 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.

7. Development shall not commence until a Construction Environmental Management Plan (CEMP) has been submitted to and approved by the Local Planning Authority. The CEMP shall assist in ensuring that all site activities are planned and managed so as to prevent nuisance and minimise disamenity at nearby sensitive uses, and will document controls and procedures designed to ensure compliance with relevant best practice and guidance in relation to noise, vibration, dust, air quality and pollution control measures.

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

8. No development shall commence until a Highways Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. This shall include:

- arrangements for wheel cleaning;
- on site parking / manoeuvring for construction vehicles;
- arrangements for contractor parking.

Thereafter, such facilities shall be provided to the satisfaction of the Local Planning Authority and in place for the period of construction.

Reason: In the interests of protecting the free and safe flow of traffic on the public highway and highway safety, it is essential that this condition is complied with before any works on site commence.

9. Notwithstanding the details shown on the approved plans and, prior to the commencement of the development, full details of the design of the bin store (including materials) shall be submitted to and approved in writing by the Local Planning Authority. The bin store shall then be erected in accordance with those approved details prior to the occupation of the development, and thereafter, the approved bin store shall be retained and used for its intended purpose and bins shall not be stored on the highway at any time (other than on bin collection days).

Reason: In the interests and amenities of the future occupants of the development and highway safety.

10. 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/landscaped areas of the site, shall have 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 and promoting biodiversity at the site and to ensure that there are maintenance plans in place which should help safeguard against the landscaped areas of the site from becoming overgrown and run down which would be harmful to the visual amenities in the locality.

11. No development shall commence until details of the means of ingress and egress for vehicles engaged in the construction of the development have been submitted to and approved in writing by the Local Planning Authority. 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.

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.

12. The development shall not be begun until details have been submitted to and approved in writing by the Local Planning Authority of arrangements which have been entered into which will secure the reconstruction of the footways adjoining the site before the development is brought into use. The detailed materials specification shall first have been approved in writing by the Local Planning Authority.

Reason: In the interests of pedestrian safety.

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

13. Prior to any of the flats being occupied, an electric car charging point shall be installed to each of the two off-street car parking bays. Once installed, the developer shall notify the Local Planning Authority that the electric car charging points have been installed and, thereafter, the electric car charging points 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.

14. No part of the development shall be occupied unless the cycle parking accommodation for 16 cycles as shown on the approved plans has been provided in accordance with those plans and, thereafter, such cycle parking accommodation shall be retained.

Reason: In the interests of delivering sustainable forms of transport it is essential for these works to have been carried out before the apartments are occupied.

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

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

16. 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.

17. Before the development is occupied the detailed lifetime management arrangements for the drainage system shall be submitted to and approved in writing by the Local Planning Authority. These arrangements shall demonstrate that there is in place a legally binding arrangement for the life time management of the drainage system including funding source/s. This shall include operation and maintenance manuals for regular and intermittent activities and as-built drawings.

Reason: To ensure satisfactory drainage arrangements are provided to serve the site in accordance with the National Planning Policy Framework it is essential for this agreement to be in place before the use commences.

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

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

19. 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:

Windows
Reveals

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

details.

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

20. 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 occupied and the development 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.

21. Notwithstanding the details shown on the approved plans, a comprehensive and detailed hard and soft landscape scheme for the site 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.

Reason: In the interests of the visual amenities of the locality and future occupants of the development.

22. Prior to the commencement of above ground works, details showing hard surfaced areas of the site being constructed of permeable/porous surfacing shall be submitted to and approved in writing by the Local Planning Authority. The approved porous / permeable paving shall be provided prior to the occupation of the development and retained thereafter.

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

23. Notwithstanding the details shown on the approved plans, and prior to that stage of the development commencing, full details of all external and subterranean lighting (including the lighting on the deck walkway areas) shall have been submitted to and approved by the Local Planning Authority. Thereafter, the approved details shall be implemented prior to any of the apartments being occupied and, subsequently retained thereafter.

Reason: In the interests, amenities and safety of future occupants of the development and neighbouring residents.

24. Prior to any of the apartments being occupied, the developer shall arrange for a further bat survey to be carried out and for the findings and recommendations from that further bat survey to be implemented accordingly. Notwithstanding those recommendations and enhancements from the additional bat survey report (if there are any), the developer will (before any flat is occupied) need to carry out the recommended enhancements outlined in the Middleton Bell Ecology, Bat Survey Report (dated 11th May 2021), i.e. the inclusion of a bat box as part of the fabric of the development.

Reason: In the interests of promoting and enhancing biodiversity and ecology, and meeting the aims of the NPPF.

25. No apartments shall be occupied unless all redundant accesses have been

permanently stopped up and reinstated to kerb and footway, and any associated changes to adjacent waiting restrictions that are considered necessary by the Local Highway Authority including any Traffic Regulation Orders are implemented. The means of vehicular access shall be restricted solely to those access points indicated in the approved plans.

Reason: In the interests of highway safety and the amenities of the locality it is essential for these works to have been carried out before the use commences.

26. No excavation for the foundations shall take place until Approval in Principle (AIP) identifying support to the public highway during excavation, and continued support thereafter by the structure of the building has been submitted to and approved in writing by the Local Planning Authority. As a minimum, the AIP submission shall include:

- i) Excavation method statement and method of maintaining highway support during the excavation process;
- ii) Proof of structural integrity of the buildings foundations/walls to be able to support the public highway, including calculations, drawings, cross-sections.

The development shall only be carried out in accordance with the approved AIP.

Reason: In the interests of highway safety.

Other Compliance Conditions

27. Notwithstanding the details shown on the approved plans, the following windows shall at all times be glazed with obscure glass to a minimum level 4 obscurity: -
- the ground-floor bathroom windows to apartment nos. 3, 4, 5, and 6;
 - the first-floor utility/store room windows and double height stairwell windows to apartment nos. 7, 8, 9, and 10;
 - the first-floor utility/store, bathroom and en-suite windows to apartment no.11;
 - the second-floor side-facing dormer windows to apartment nos. 7, 8, 9, and 10.

Reason: In the interests of amenities of the future occupants of the apartments and occupiers of neighbouring properties.

28. Notwithstanding the details shown on the approved plans, the second-floor-level gable window on the side elevation of apartment 11 facing towards no.15 Norton Lees Road, shall at all times be glazed with obscure glass to a minimum level 4 obscurity and, shall be a fixed non-openable window.

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

29. Notwithstanding the details shown on the approved plans, a 1.8 metre high privacy screen shall be installed on the first-floor level deck access along the party boundary between apartment no.7 and no.68 Derbyshire Lane. The privacy screen shall have a 90 degree return section of 2 metres in length and also of a 1.8 metre height, thereby preventing residents or visitors of the new development from standing at the end of the deck access and having uninterrupted views over onto the rear of no 68 Derbyshire Lane. Prior to being installed, full details (including drawings) of the privacy screen feature shall have been submitted to

and approved by the Local Planning Authority prior to any of the apartments being occupied. Once the approved privacy screen feature has been installed, it shall be retained thereafter.

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

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. 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. The developer is advised that, in the event that any unexpected contamination or deep made ground is encountered at any stage of the development process, the Local Planning Authority should be notified immediately. This will enable consultation with the Environmental Protection Service to ensure that the site is developed appropriately for its intended use. Any necessary remedial measures will need to be identified and subsequently agreed in writing by the Local

Planning Authority

5. The required CEMP should cover all phases of demolition, site clearance, groundworks and above ground level construction. The content of the CEMP should include, as a minimum:
- Reference to permitted standard hours of working;
 - 0730 to 1800 Monday to Friday
 - 0800 to 1300 Saturday
 - No working on Sundays or Public Holidays
 - Prior consultation procedure (EPS & LPA) for extraordinary working hours arrangements.
 - A communications strategy for principal sensitive parties close to the site.
 - Management and control proposals, including delegation of responsibilities for monitoring and response to issues identified/notified, for;
 - Noise - including welfare provisions and associated generators, in addition to construction/demolition activities.
 - Vibration.
 - Dust - including wheel-washing/highway sweeping; details of water supply arrangements.
 - A consideration of site-suitable piling techniques in terms of off-site impacts, where appropriate.
 - A noise impact assessment - this should identify principal phases of the site preparation and construction works, and propose suitable mitigation measures in relation to noisy processes and/or equipment.
 - Details of site access & egress for construction traffic and deliveries.
 - A consideration of potential lighting impacts for any overnight security lighting.

Further advice in relation to CEMP requirements can be obtained from SCC Environmental Protection Service; Commercial Team, Fifth Floor (North), Howden House, 1 Union Street, Sheffield, S1 2SH: Tel. (0114) 2734651, or by email at eps.commercial@sheffield.gov.uk.

6. 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.
7. 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.
8. The applicant is advised to have regard to the security advice contained within

the correspondence received from South Yorkshire Police as published on the 25th May 2022 (on the online file).

9. The applicant is advised to have regard to the information provided by Northern PowerGrid as published on the 23rd May 2022 (on the online file)
10. 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

11. Before commencement of the development, and upon completion, you will be required to carry out a dilapidation survey of the highways adjoining the site with the Highway Authority. Any deterioration in the condition of the highway attributable to the construction works will need to be rectified.

To arrange the dilapidation survey, you should contact:

Highway Co-Ordination

Telephone: 0114 273 6677
Email: highways@sheffield.gov.uk

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

Telephone: 0114 273 6677
Email: highways@sheffield.gov.uk

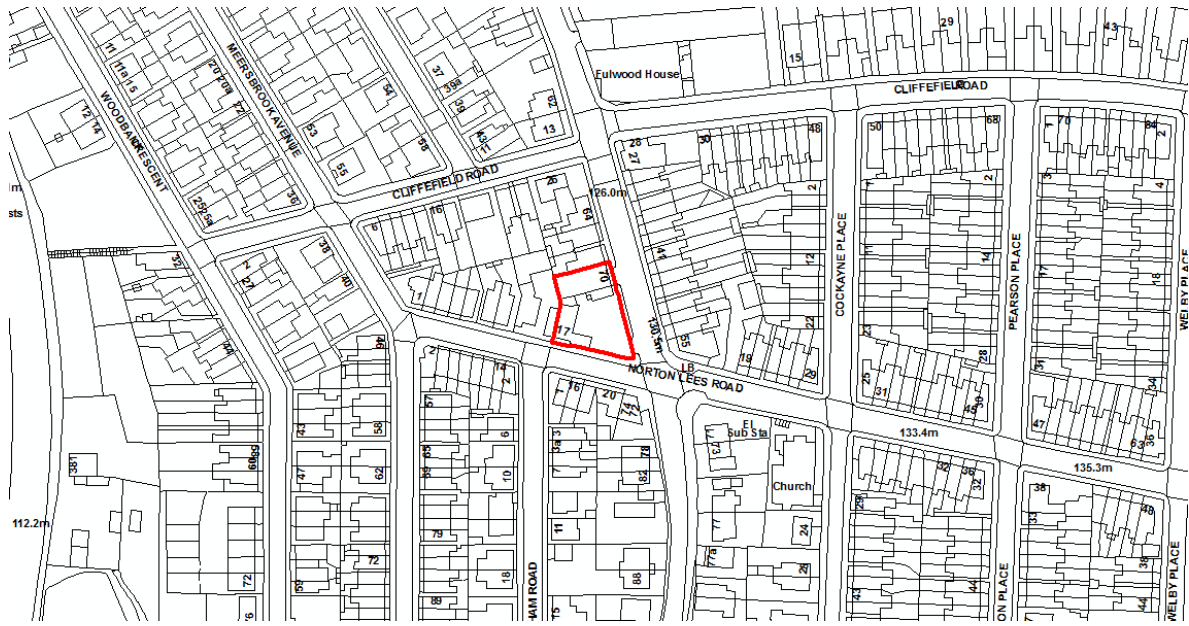
They will be able to advise you of any pre-commencement condition surveys, permits, permissions or licences you may require in order to carry out your works.

13. The applicant is advised that measures to facilitate the provision of gigabit-capable full fibre broadband should be considered as part of implementing this development and for more details please contact hello@superfastsouthyorkshire.co.uk and/or refer to the Informative Note on <https://www.sheffield.gov.uk/content/dam/sheffield/docs/documents-not-in-site-structure/provision-of-gigabit-capable-full-fibre-broadband-for-dwellings-and-developments.pdf>.

14. To progress the Approval in Principle process, the applicant is advised to contact hmdstructures@sheffield.gov.uk at the earliest opportunity.
15. The applicant is advised to have regard to the information provided by Yorkshire Water as published on the 14th June 2022 (on the online file).
16. 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.

Please note: You must not start work until you have submitted and had acknowledged a CIL Form 6: Commencement Notice. Failure to do this will result in surcharges and penalties.

Site Location



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SITE LOCATION AND DESCRIPTION

This is a full detailed application in a Housing Policy Area in the Norton Lees/Meersbrook district of Sheffield. The proposal is for the demolition of an existing dwelling and outbuildings, and then for the subsequent erection of 11 flats with 2 off-street car-parking spaces and associated hard and soft landscaping works.

The application site is located on a prominent corner plot at the junction of Derbyshire Lane and Norton Lees Road. The site had previously been used as a residential dwelling alongside a vehicle repairs/service garage. The site is currently vacant and in a state of disrepair. With the exception of a few shops (located directly opposite on Derbyshire Lane) the immediate area is predominantly residential in character.

The application site incorporates a two-storey brick-built dwelling and several outbuildings which include a single flat roofed garage, a detached brick-built storage outbuilding with a mono-pitch roof and the old garage repair workshop which currently has no roof at all. The site is enclosed with high brick-built boundary walls and the main yard area is predominantly tarmac. Access into the yard area is via an access gate which is located close to the main corner of the site, on Derbyshire Lane. Derbyshire Lane slopes down from south to north and as a consequence of this, the nearby properties on Derbyshire Lane have a staggered appearance.

Under this proposal (as amended), the developer is seeking to create a contemporary-designed, residential development, that would consist of 11 apartments spread over 4 levels (this would include 4 properties with 1 bedroom and 7 properties with 2 bedrooms). The original proposal was for 12 flats (consisting of 7 x 1-bedroom units and 5 x 2-bedroom units).

In addition to the main accommodation blocks, the proposal would also create two covered off-street car-parking spaces and a central courtyard communal amenity space.

In terms of facing materials, the applicant is proposing to use a simple materials palette comprising of red brick, feature brick panels, dark framed windows and a standing seam metal roof. Glazed bricks are to be placed as feature panels to mark the entrance areas and the two parking bays.

RELEVANT PLANNING HISTORY

The only planning history for this site includes (in chronological order):

- 75/02272/FUL – An application for use of premises for motor vehicle repairs and painting. This application was conditionally approved in August 1975.
- 79/01958/FUL – An application for the continuation of use of the premises for the purpose of motor vehicle repairs and painting. This application was conditionally approved in September 1979.
- 85/01149/FUL – An application for the continuation of use of premises for the purpose of motor vehicle repairs and painting. This application was conditionally approved in July 1985.
- 22/01805/FUL – this is the current application.

NEIGHBOUR REPRESENTATIONS

Following neighbour notification and 2 separate site notices being put up near the site (one on Derbyshire Lane and the other on Norton Lees Road) a total of 33 representations have been received (this includes a neutral representation from Cllr Paul Turpin asking if Site Notices are to be put up near the site). Of the remaining 32 representations, 29 are in objection to the proposal and 3 are in support of the proposal. The representations have been summarised and are shown below: -

Reasons for Objection:

Traffic/On-street parking

- There is not enough parking provision for the development.
- This development is on a busy junction and also close to a bus route where busses already struggle to navigate the junction, any increase in on-street parking in this locality will cause further traffic congestion.
- The submitted transport assessment has greatly under-estimated the impact of congestion that will be caused by the development on Norton Lees Road, Derbyshire Lane and other surrounding roads.
- Providing cycle parking spaces is just an 'eco' gesture. There are steep hills in this neighbourhood so the new residents are just not going to use cycling as their main form of transport, they will use cars.
- Sheffield City Council's own guidance expects one parking space for each new dwelling.
- Emergency, service, and delivery vehicles struggle to gain access to properties because of parking congestion. This development will make that problem worse.
- It is good to promote other sustainable modes of transport but, there's no guarantee that all the future occupants of this development will not be car owners.
- There needs to be a Section 106 Agreement in place confirming that residents will not have access to parking permits.
- Derbyshire Lane is known for being a hazardous road in bad winter weather, having more on-street parking in this location will only add to that problem.
- Car parking is a real issue in the area, why can't car parking be provided underneath the accommodation?
- There are already parking restrictions along one side of Derbyshire Lane, existing residents struggle to park their cars now, the situation will only get worse if this scheme is allowed.
- The lack of adequate off-street car parking provision means that the development would be contrary to UDP policy H5 because it will cause nuisance for existing residents and it will also be contrary to UDP Policy H14 which states that

developments will only be permitted where they provide appropriate off-street car parking.

- The bus service that runs in front of this site (no.20) is already unreliable and there could be more cuts proposed to this bus services.

Amenity Issues

- The increased height of the development will block out natural light entering neighbouring properties.
- The size and scale of the development is such that it will lead to existing views of the city (currently enjoyed by neighbouring properties) being permanently lost.
- The proposed development will result in the loss of privacy for existing neighbouring properties.
- The proposed noise levels are also a matter of concern because, a development of the size being proposed will lead to significant unacceptable levels of noise.
- The boundary walls need to be retained at their existing heights, thereby maintaining the original privacy levels.
- There is no 'Noise Impact Assessment' or 'Construction Management Plan'. Development of the application site could therefore have a detrimental impact on existing neighbouring businesses where outside seating is provided.

Design Issues

- Whilst some form of development could definitely improve the look of the site, this proposed block of flats will not blend in with the existing buildings on the street.
- Currently the buildings on the development plot are predominantly at the back and edges of the site, with a large open space at the front where cars would have parked when the garage was operating. This proposal will replace what is currently a large open site with a 4-storey development along the site frontage, and this will change the density and character of the street scene.
- The development should be reduced in size and scale then this would enable more car parking spaces to be provided.
- The mass and density of the development is out of scale and character with the immediate surrounding area.
- The Design Statement claims that the building is DDA compliant, however, there is no lift access to the first and second floors and, there's no ramped access to lower ground or ground floor apartments, which also have stepped access. The development will not therefore provide accessible housing.
- With the expected increased take-up of electric vehicles, on-site parking is the best way to facilitate re-charging of vehicles. It wouldn't be feasible to have recharging cables running across public footpaths and roads.

- There are no green or sustainable features to this development.

Reasons for Support:

- This is an excellent proposal which will drastically improve the visual appearance of this stretch of road.
- The proposal will provide much needed housing close to the city centre and close to local amenities and bus routes.
- It's an attractive development and, it will incorporate green elements (such as cycle parking and planted areas) which, will make the street much more attractive and enhance the public realm.
- Consideration seems to have been made in terms of scale and roof lines because the development is in keeping with surrounding properties.
- The site is currently an eyesore with derelict buildings, graffiti and fly-tipping which are all out of character with the area as a whole.
- The area is well-served in terms of public transport.
- The lack of car parking should never be a reason to object to a new housing development, particularly when the development is within a sustainable location, close to local facilities and good public transport links.
- This development will be providing more affordable flats on a space of land that is currently wasted.
- Cycle routes have recently been improved with the upgraded Sheaf Valley route along Saxon Road into town.
- 25% of Sheffield residents don't have a car, so it's not always necessary to have parking spaces for all flat owners.

Other Comments:

South Yorkshire Police

South Yorkshire Police support the proposal in principle and have also made some recommendations to ensure the safety of the future occupants of the development.

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 also 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, this includes Sheffield.

The monitoring report released in August 2021 sets out the position as of 1st April 2021 – 31st March 2026 and concludes that whilst there is evidence of a 4-year supply of deliverable housing land, Sheffield City 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 context the following assessment will:

- 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;
- The effect on future and existing occupiers living conditions;
- Whether any highway safety issues are created.

Land Use Principle

The application site falls within a Housing Policy Area as defined in the Sheffield Unitary Development Plan (UDP). UDP Policy H10 'Development in Housing Areas' identifies housing as being the preferred use in such areas. In this regard therefore, the redevelopment of the site for housing would accord with UDP Policy H10 and, is therefore acceptable in principle. This policy also identifies general industry (Class B2 uses), which is what a vehicle repair garage would have been, as being an unacceptable use in a Housing Policy Area. So not only is the proposed development

introducing a preferred use (housing), it will also result in an unacceptable use being permanently removed from the site.

However, it should be noted that whilst the principle of new housing is acceptable in terms of UDP Policy H10, the policy also states that any proposal would also need to satisfy the provisions of UDP Policy H14 'Conditions on Development in Housing Areas' and, UDP Policy BE5 'Building Design and Siting'.

In addition to the above-mentioned UDP policies, the proposal would also need to satisfy relevant policies contained within the Sheffield Core Strategy'.

Policy CS23 'Locations for New Housing' states that new housing development should 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' states that priority will be given to the development of previously developed sites and no more than 12% of dwelling completions will be on greenfield sites.

The development being proposed in this instance is within an existing urban area (with access to shops, facilities and services) and, the site is classed as being a brownfield site, as such the proposal would comply with Core Strategy Policies CS23 and CS24. These policies also reflect the aims of Paragraph 119 of the NPPF which promotes the effective use of land and the need to make use of previously developed or 'brownfield land'.

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

Efficient Use of Land

Core Strategy Policy CS26 'Efficient Use of Housing Land and Accessibility' encourages making efficient use of land to deliver new homes at a density appropriate to location and accessibility to support the development of sustainable balanced communities. The density requirements in this policy are graded dependant on the accessibility of the site. The application site is located in an urban area within close proximity to high frequency bus routes, and as such, the density for a site like this would need to be between 40 to 60 dwellings per hectare.

In this instance, the application site is approximately 750sq metres and the proposal will deliver 11 residential units (flats). This will create a development with a density level of approximately 146 dwellings per hectare which is significantly higher than the range normally required for this type of area (as set out in Policy CS26). However, the density level of this proposal must also take into account that this development is for flats with shared communal space and not individual dwellings set within their own curtilage areas, which inevitably increases density and therefore, the development of flats with a higher density level can be considered acceptable under these circumstances. This is further reflected in the NPPF (Paragraphs 124 and 125) where the aim is to secure more efficient use of land, providing there is no adverse or harmful impact on the character of an area or street-scene and that the scheme is well-designed and, will provide acceptable living standards for the future occupants. In this respect therefore, Policy CS26 is considered to carry substantial weight in the determination of this application.

Officers are satisfied that the proposal will comply with the principles of Policy CS26 of the Core Strategy and, paragraphs 124 and 125 of the NPPF in relation to densities and efficient use of land.

Design Considerations

UDP Policies BE5 (Building Design and Siting) and H14 (Conditions on Development in Housing Areas) seek to secure high quality developments which are of an appropriate scale and which enhance the character and appearance of an area.

Core Strategy Policy CS74 (Design Principles) also expects high quality development that respects, takes advantage of and enhances the distinctive features of the city, its districts and neighbourhoods. It should create a healthy and sustainable environment and transform the character of physical environments that have become run down.

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. It goes on to say 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.

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

Whilst it is acknowledged that most of the existing properties in the immediate area have accommodation spread over 3 floors, officers are comfortable with the 4 floors approach in this instance. The overall design considers significant changes in levels and has two principal elevations which converge at a corner. The new elevation facing Norton Lees Road will have a two-storey appearance (with additional accommodation in the roof space) thereby respecting the built form already established by existing properties on Norton Lees Road. The proposed development maintains a strong terraced contextual appearance with back edge of pavement building lines and will be constructed using appropriate facing materials.

The proposed form and layout of the new development is also supported because the development reflects existing building lines and creates entrances wherever possible. Officers also support the overall scale and massing of the development including the pitched roofscape which adds visual interest in the street-scene. The proposed facing brickwork reflects and reinforces the context of the site and its surroundings. The contemporary appearance of the development knits well with the surroundings in terms of scale, form and material.

The existing buildings at the site are not considered buildings of townscape merit and nor do they have any special architectural features. The former vehicle repair garage building is derelict, has no roof and generally has a detrimental impact in the street-scene (Derbyshire Lane, from where it is most visible) therefore, the removal of the buildings at the site is considered acceptable in this instance.

The site boundaries will consist of both low-level walls (and retaining walls) that will be

constructed in matching brickwork and, most of these walls will be finished off with 1.1-metre-high railings above. The walls and railing will help define boundaries and create defensible spaces from the adjacent public footpaths

At the request of officers, the proposal has been amended to ensure that the lower ground floor accommodation will have windows with reasonable outlook and natural light and a consequence of these changes is that the development has changed from being 12 flats to 11 flats.

The new accommodation has been designed to have an inner courtyard/amenity space which will be for communal use. In addition to the courtyard amenity space, the inner yard area will also accommodate a secure cycle parking outbuilding with a storage capacity for up to 16 cycles. The courtyard area will also be a location where the communal waste bins will be stored. To help soften the appearance of the courtyard area (and the site as a whole), the proposal will also include a hard and soft landscaping scheme. The landscaping works will include the inner courtyard/amenity area and the 2 pockets of landscaping fronting Norton Lees Road where a feature tree is to be planted. Currently, the only landscaping at the site is a short (4 metre) expanse of boundary hedging to the immediate front of the original dwelling on the Norton Lees Road elevation.

As well as individual entry points to some of the apartments off Derbyshire Lane, the development will also incorporate a main gated pedestrian access entry point off Norton Lees Road, and this pedestrian entry point will enable access to be gained to all of the apartments via a stair core (which will go down to the lower basement level and up as far as the first-floor level). Access to the second-floor levels of apartments 7, 8, 9 and 10 will be taken internally from the individual flats.

The site will also have a secondary access point (the service entrance) which will be located to the west of the 2 covered car parking bays. The service entrance will be used on bin collection days and for any landscape/maintenance works to the amenity area and, to also allow the cycles to be wheeled out of the site. The service entrance will also be a controlled access gate.

The applicant's agent has confirmed that the 2 covered car parking bays will be open-fronted and will incorporate electric car charging points.

Whilst the two apartments at lower basement level will primarily be accessed from the front elevation (off Derbyshire Lane), they will also have a secondary fire/escape door at the rear leading to the stair core via a subterranean corridor. There are no windows at the rear of the lower basement apartments, all of the fenestration for the two lower basement apartments will be at the front, facing Derbyshire Lane.

It is considered that the overall design qualities of the scheme are acceptable and would satisfy: UDP Policies BE5 and H14, Core Strategy Policy CS74 and paragraph 126 of the NPPF. These local development plan policies are closely aligned and consistent with the guidance in the NPPF, and therefore can be afforded significant weight.

Living Conditions

UDP 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 Existing Neighbouring Residents

The closest neighbouring properties to the application site are number 68 Derbyshire Lane and number 15 Norton Lees Road, both of which immediately adjoin the site. Other properties close to the site include the residential and commercial properties directly opposite the site on Derbyshire Lane and Norton Lees Road. The properties directly opposite on Norton Lees Road are 2/2.5-storey units that are in elevated positions and therefore have a higher ridgeline than the development being proposed. The relationship between the new development and the existing properties on the opposite side of Norton Lees Road will be similar to the relationship of the original dwellinghouse at the site. The new development will still maintain the same front building line along Norton Lees Road and therefore will have a similar separation distance (of approx. 12 metres) between the windows in the new development and windows of the properties opposite.

Likewise, the properties directly opposite on Derbyshire Lane would have a separation distance of approximately 14 metres from the windows of the new development. Because front-facing windows are visible from the public domain in any case, it is not reasonable to protect these in the same way that rear facing windows are protected, and in this instance, officers are satisfied that there will be no loss of privacy caused to the front windows of existing properties located directly opposite the site.

It is also noted that the rear-facing windows of the new apartments are to non-habitable rooms (utility rooms, bathrooms and stairwells) and therefore can be obscure-glazed (secured by planning condition) this should therefore ensure that there is no direct overlooking and loss of privacy from rear facing windows of the development onto the rear garden/yard of number 68 Derbyshire Lane.

However, the proposed deck access/walkway at first-floor level is at a height that could lead to residents of the new development having open/un-restricted views over the existing boundary wall and result in loss of privacy for the occupants of number 68 Derbyshire Lane. The applicant's agent has agreed for a planning condition to be imposed requiring a privacy screen to be installed at the end of the deck/access/walkway along the party boundary (with no.68 Derbyshire Lane) and for that privacy screen to have a 90degree return section at 2 metres in length. This would ensure that residents from the new development cannot lean over the railings to the deck/walkway (at first floor level) and have open/unrestricted views to the rear of neighbouring properties.

Apartment No.11 (above the 2 covered parking spaces) has a gable-end window serving a living room that would face directly towards the gable elevation of no.15 Norton Lees Road. No.15 Norton Lees Road has a second-floor window facing towards the proposed new development. If unresolved, this would result in two main habitable

rooms having windows facing each other with a separation distance of approximately 8 metres and therefore, it is considered appropriate for the gable end window to apartment 11 to be obscure glazed and a fixed non-openable window (secured by planning condition), thereby preventing overlooking and loss of privacy for the occupants of 15 Norton Lees Road.

With regard to the concerns raised about potential noise impact, it is considered that the site (being used for housing) will generate less noise nuisance than it would if continued to be used as a vehicle repair garage. Furthermore, if the neighbour concerns about noise relate to noise generated during the construction phase, then it should be borne in mind that this stage would be temporary in nature and can be controlled under statutory noise nuisance legislation. A directive relating to construction works being carried out during appropriate times can be included.

Impacts on the Future Occupants of the Development

The majority of the windows to the rear of the apartments serve bathrooms, hallways and landings and therefore will be conditioned to be obscure glazed accordingly. However, at ground floor level, apartment nos. 3, 4, and 5, will all have rear-facing kitchen windows that will face out towards the deck/walkway and communal amenity space beyond. This is an acceptable arrangement.

The two apartments at lower ground floor level will rely entirely on natural light entering those apartments from the windows and doors on the front/Derbyshire Lane elevation. The submitted cross-sections show that some of the windows to apartment no.2 will face out towards a retaining wall which is not ideal, however, to maximise the amount of natural light entering apartment no.2, the windows are wider and taller than the front-facing windows of apartment no.1. The 2 main windows that will be affected by the retaining walls serve bedrooms where maximum light is less important than say, a main living space. The three windows serving apartment no. 2 will allow natural light into the 3 core sections of the apartment and, whilst not ideal, this would be the only apartment in the development that would have limited natural light. The retaining wall/loss of natural light is not an issue at apartment no.1 because the gradient and level of the public footpath is virtually at the same ground level as that of apartment no.1.

Whilst it could be argued that both apartment nos.1 and 2 are positioned close to the back edge of the public footpath (with a separation distance of approximately 1.5 metres) and that this could result in some loss of privacy as people walk up and down Derbyshire Lane, this would be no different to the scenario and living conditions faced at nos. 66 and 68 Derbyshire Lane and also the majority of properties directly opposite on Derbyshire Lane which, all have windows close to the back-edge of the public footpath.

The side-facing dormer windows to apartment nos. 8, 9, and 10 will face directly onto the rooflights of the adjacent apartments and as such, could result in direct overlooking between habitable room windows with only a 1.5 metre separation. The applicant's agent has agreed for a planning condition to be imposed requiring all the glazing on the side facing dormer windows to be obscure glazed, this would ensure that there is no loss of privacy between the future occupants created by the dormers. The habitable rooms in the roof-space would each still have a clear-glazed window facing out onto Derbyshire Lane as well as 2 roof lights. The obscure glazed dormer window to each of the apartments 7, 8, 9, and 10 would still also benefit by having the natural light coming through the obscure-glazed dormer window.

Sheffield does not have any adopted internal space standards which can be applied to new residential development, however there are internal space standards contained within the South Yorkshire Residential Design Guide (SYRDG), considered Best Practice Guidance and the National Space Standards. The SYRDG recommends 46 square metres of floor area as a minimum for a 1-bedroom unit, and 62 square metres for a 2-bedroom unit. The National Space Standards recommend a minimum of 39 square metres for a 1 bed unit, and a minimum of 61 square metres for a 2-bedroom unit.

This development will create 7 x 2-bedroom apartments and 4 x 1-bedroom apartments. All of the proposed 2-bedroom apartments exceed the recommended minimum standards outlined above by both the South Yorkshire Residential Design Guide and the National Space Standards. In respect of the 1-bedroom units being created by the development, all 4 of the 1-bedroom units will exceed the recommended guidelines set by the National Space Standards but have a marginal shortfall when assessed against the recommended guidelines set by the South Yorkshire Residential Design Guide. However, when taken as a whole, the proposed development will generate significantly more recommended floor space than both the National Space Standards and the South Yorkshire Residential Design Guide and are acceptable in this respect.

The pocket of amenity space at the corner of the site (where the feature tree is to be located) will not form part of the useable amenity space for the future occupants of the development, it is intended to be a soft landscaped area for visual amenity purposes only. The applicant's agent has confirmed it will be managed and maintained.

Although not a formally adopted policy, the South Yorkshire Residential Design Guide (SYRDG) recommends (for flats) that a minimum of 50sq metres of amenity space be provided plus an additional 10sq metres for each flat. This would equate to a total of approximately 160sq. metres of communal amenity space to be provided. This proposal will provide approximately 100sq metres of private useable amenity space (the courtyard area), which falls short of the guidance. Despite the shortfall, additional amenity space will be provided but will not be readily accessible for communal use, this includes the two pockets of landscaped areas that front Norton Lees Road. These are not private or secure areas that would benefit any of the occupants of the development, they are purely ornamental landscaped areas to help soften the appearance of the development. Likewise, the small, terraced areas fronting the site on the Derbyshire Lane elevation would not be private or secure spaces but could nevertheless be a space where a couple of chairs could be sited for individuals to sit. The amenity space being provided in the courtyard will be a reasonable space because it will be an enclosed private area, overlooked by some of the residential flats and therefore, there will be some natural surveillance of the space and, it will also be an area that will capture sunlight because of the orientation of the site. The landscaped spaces (fronting Norton Lees Road) will create a visual benefit to the wider community and the street-scene. Meersbrook Park is also within approximately a 3-minute walk and therefore provides the future occupants of this development with further options in terms of amenity.

The proposed development would provide a satisfactory living environment for the future occupants of the development. This development will not have an adverse impact on the amenities of existing neighbours, and therefore, it is considered that the proposal will comply with UDP policy H14 and paragraph 130 of the NPPF.

Highway/Traffic Issues

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.

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

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.

This application will be delivering 11 apartments in the form of 7 x 2-bed and 4 x 1-bed units and will be providing 2 dedicated off-street parking spaces (each with electric car charging points) and a secure cycle storage outbuilding capable of storing 16 bikes.

Virtually all of the objections have raised concerns about highway matters, this includes: the lack of adequate parking provision, increased traffic congestion, difficulties for emergency and service vehicles manoeuvring, and existing residents not being able to park near their homes.

The area surrounding the development site does experience a high degree of on-street car-parking, as one might expect when the environment is predominantly terraced housing with little on-plot car parking provision. However, surveys undertaken by a highways officer on Sunday 19/06/2022 at 3pm and on Monday 20/06/2022 at 6.15am showed car parking availability on all 4 arms of the cross-roads junction next to the development site. A more recent site visit by the case officer on Tuesday 18/10/2022 at 9.30pm also revealed that there was car parking capacity available near the site on Norton Lees Road and on Derbyshire Lane. Furthermore, on all of the days those visits took place by officers, the section of Derbyshire Lane between Norton Lees Road and Chesterfield Road had lots of spare capacity to park on-street, mainly as there are fewer houses on the eastern side of the road.

The most recent Census data (2011) for the Graves Park Ward identifies that 2,290 households out of the 7,464 households in the Ward had multiple car or van ownership (which equates to only 30%) and 1691 households (nearly 23%) had no car at all. With the flats being one and two-bedroom units, the development is aimed at the rental/first-time buyer market, where car ownership profiles tend not to be the highest. If residents want to live somewhere and not own a car, Meersbrook is considered an ideal location, with good bus services and amenities all within easy walking distance. Bus routes run past the development site and there are multiple high frequency bus services running along Chesterfield Road, with shops and other amenities readily accessible.

In the received representations, it was commented that no account had been taken of topography and that the steepness of roads would discourage cycling, also that the provision of cycle racks instead of car parking provision was laughable. In response, many people cycle despite hills, electric bikes are becoming ever more prevalent, and as consequence, hills are becoming much less of a barrier to cycling. The submitted plans indicate 16 bicycle parking spaces, which would be both secure and sheltered.

With regard to existing residents not being able to park outside their houses, Derbyshire Lane and Norton Lees Road are both public highways and not private car parks and as such, residents living in the area, in properties that have no dedicated off-street parking can never be guaranteed to be able to park outside or near their homes. If the development does lead to an increase in on-street parking, officers are satisfied that there is capacity for those increases to be absorbed within the locality.

Taking all the above comments into account, granting planning permission for this scheme would have no significant adverse highway consequences. There are existing parking restrictions at the cross-roads junction to prevent indiscriminate/unsafe parking. There has been just 1 slight injury accident recorded near the development site over the past 5-year period. Any small amount of on-street parking demand that the development does generate can be accommodated within all the existing on-street parking arrangements, with no additional detriment to the free-flow of traffic.

On this basis, the proposal is considered to complying 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.

Drainage/Sustainability Issues

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:

- Locating and designing development to eliminate unacceptable flood risk.
- Giving preference to development on previously developed land where this is sustainably located.
- Adopting sustainable drainage systems.

Policy CS67 'Flood Risk Management' of the Core Strategy seeks to ensure that new developments reduce the extent and impact of flooding by:

- Requiring all developments to significantly limit surface water run-off.
- Requiring the use of Sustainable Drainage Systems or sustainable drainage techniques on all sites where feasible and practicable.

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.

The site is located in a main urban area, on land that has previously been developed, which is served by sustainable forms of transport (bus links) and is within close walking distance of local facilities. The proposal does not incorporate any sustainable drainage systems and instead shows that the drainage system will link to existing drains/sewer

pipes. However, there is an opportunity and a requirement to include some sustainable drainage systems/features in order to adapt to climate change and to reduce the risk of flooding.

Land drainage records show a culverted watercourse adjacent to the site. Core Strategy Policy CS67 requires no culverting and not building over watercourses wherever practicable; and encourages the removal of existing culverting. The developer will need to explore this matter further because it could significantly affect the layout.

Under Section 23 of the Land Drainage Act 1991, the developer would need to apply to the Lead Local Flood Authority (LLFA) for any proposals that would involve altering, diverting, connecting to or modifying a watercourse.

Before any works on-site could commence, the developer would also need to carry out a survey to determine the size, depth, location, and condition of the existing watercourse.

Appropriate planning conditions are recommended requiring full drainage details.

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.

New developments are expected to achieve the provision of a minimum of 10% of their predicted energy needs from decentralised and renewable, low carbon energy, or a 'fabric first' approach where this is deemed to be feasible and viable.

No details of renewable energy or carbon reduction have been submitted as part of this application, however there is no reason why this cannot be achieved and secured by condition.

Overall, it is considered that subject to satisfactory compliance with planning conditions (requiring details to be submitted and subsequently approved) the proposal could reasonably meet the local sustainability policy requirements, CS63, CS64 and CS65 and the NPPF.

Landscaping Issues

UDP Policy GE15 'Trees and Woodlands' states that trees and woodlands will be encouraged and protected. Policy BE6 (Landscape Design) expects good quality design in new developments 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.

At present there are no trees on site and the only element of greenery is an existing short stretch of boundary hedge in-front of the existing dwellinghouse on the site

(fronting Norton Lees Road). The proposal does include the creation of several landscaped areas including the provision of a feature tree on the front corner of the site. The introduction of the landscaped areas are welcomed because they should help soften the appearance of the site, add some visual interest in the street-scene and create additional wildlife habitats. Again, it would be necessary for the details of landscaping to be agreed by planning condition. Subject to satisfactory compliance with the landscape planning conditions, officers see no reason why the proposal would not comply with policies GE15, CS74 and paragraph 169 of the NPPF.

Ecology Issues

Paragraphs 174, 179 and 180 of the NPPF seek to ensure that planning policies and decisions contribute to and enhance the natural and local environment by:

- Providing and seeking net gains for biodiversity;
- Promoting the conservation, restoration and enhancement of priority habitats and ecological networks and the protection and recovery of priority species; and identify and pursue opportunities for securing measurable net gains for biodiversity;
- Wherever opportunities arise, promoting biodiversity as part of the design element of schemes, especially where this can secure measurable net gains.

With the exception of a short (4 metre) length of front boundary hedging, there are no trees or greenery on the site and as such, there is limited opportunity for wildlife habitats to be formed at the site. However, there is the potential for bats to be present on site and as such, the developer commissioned a bat survey to be carried out. The bat survey report (prepared by Middleton Bell Ecology) dated 11th May 2021, states that there are no visible signs of bat presence on either the inside or outside of the surveyed buildings. The submitted report does state however that if works are to commence after a 12-month period (from the date of the nocturnal survey date – 10th May 2021), then the developer would need an updated survey to be carried out. Clearly therefore, an updated survey will be necessary. The submitted bat survey report also makes recommendations for features and measures that could be included as part of the development that will enhance wildlife habitats, and this includes:

- The introduction of a bat roosting feature into the fabric of the development i.e., a bat box to be fitted to the south or west elevation of the new development. The bat box should be sited at wall top height and away from areas of light spill.

In this instance, and as there were no visible signs of bat presence on either the inside or outside of the surveyed buildings, it is recommended that a suitably worded planning condition be imposed requiring a further bat survey to be carried before any works on site commence and, in addition to any findings and recommendations made as a result of that updated bat report, that an ecological management plan be submitted for approval in order to secure appropriate measures that will lead to enhanced biodiversity at the site to meet the aims of paragraphs 174, 179 and 180 of the NPPF.

Land Contamination

The site had previously been used as a vehicle repair garage and therefore there is a potential for land contamination. The developer has submitted an R B Geotechnical

Phase I Desk Study Report (reference RBG223, dated March 2021). The contents of this are satisfactory. The report recommends that a Phase II intrusive investigation be carried out and remediation as necessary, which can be secured by condition.

Disability/Accessibility Issues

The amended plans show that apartment nos. 1, 3, 4, 5, and 6 will be accessible for people in wheelchairs and/or with mobility issues. The Council's access officer has assessed the proposals and has subsequently confirmed that there are no objections to the proposal.

Community Infrastructure Levy

The Council has adopted a Community Infrastructure Levy (CIL) which 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. 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 NEIGHBOUR REPRESENTATIONS

The matters raised in the representations have been addressed either in the 'Planning Assessment' section of this report or by the various planning conditions that would be imposed if planning consent is granted.

SUMMARY AND RECOMMENDATION

This is an application within a Housing Policy Area for a new residential development consisting of 11 apartments with two off-street parking spaces, 16 secure cycle parking spaces, and associated hard and soft landscaping. The proposal has resulted in 29 objections being received and 3 representations in support. Virtually all of the objections have raised concerns about the lack of adequate off-street car parking provision and the implications that will result as a consequence. Other concerns raised relate to poor design, and impact on residential amenity.

In terms of the 'tilted balance' and the need to weigh up the benefits of the development against any negative aspects (paragraph 11 of the NPPF), it is considered on balance that: -

- the principle of the development in land use terms is acceptable,
- the site is in a sustainable location,
- the scheme represents a well-designed development that sympathetically respects the scale, form and materials of the immediate surroundings,
- there will be no significant harm caused to existing neighbours (in terms of amenity/loss of privacy),
- the living conditions for the future occupants of the development will be acceptable,

- the proposal will make a modest contribution (11 new apartments) to the housing stock in Sheffield,
- a dilapidated/run down site will be removed and,
- there will be limited benefits and job creation in the construction industry.

Weighed against these benefits is the fact that there will be a shortfall of off-street car-parking provision. Despite the shortfall of on-site car-parking provision, officers are satisfied that the proposal will not lead to any highway safety issues. Therefore, there will be no significant adverse effects from this proposal to outweigh the benefits, and as such, there is a presumption in favour of granting planning permission.

For the reasons outlined above, it is considered that the proposals will accord with local and national planning policies, and therefore, it is recommended that this application be conditionally approved.