
Case Number	22/00877/FUL (Formerly PP-11083140)
Application Type	Full Planning Application
Proposal	Erection of 14no. 2 bed apartments in 1no. 2/3 storey block with associated car parking and landscaping and formation of vehicular access onto Holmhirst Road (Amended Description)
Location	Land Between 5 And 21 Holmhirst Road Sheffield S8 0GU
Date Received	03/03/2022
Team	South
Applicant/Agent	Self Architects
Recommendation	Grant Conditionally Legal Agreement

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 hereby permitted shall be carried out in complete accordance with the following plans and documents, except as may be specified in the conditions attached to this permission, which shall in all cases take precedence.

Drawing No. 3867-SELF-ZZ-XX-M2-A-100 Revision A, (Site Location Plan), as published on the 21st Feb 2024.

Drawing No. 3867-SELF-P-XX-M2-A-101, Revision D (Proposed Site Plan), as published on the 21st Feb 2024.

Drawing No. 3867-SELF-ZZ-XX-M2-A-102A, Revision A (Proposed Site Sections), as published on the 21st Feb 2024.

Drawing No. 3867-SELF-ZZ-XX-M2-A-102B, Revision B (Proposed Site Sections), as published on the 21st Feb 2024.

Drawing No. 3867-SELF-ZZ-XX-M2-A-103, Revision C (Proposed Floor Plans), as published on the 21st Feb 2024.

Drawing No. 3867-SELF-ZZ-XX-M2-A-104, Revision A (Proposed Elevations 01), as published on the 21st Feb 2024.

Drawing No. 3867-SELF-ZZ-XX-M2-A-105, Revision A (Proposed Elevations 02), as published on the 21st Feb 2024.

Drawing No. 3867-SELF-ZZ-XX-M2-A-106, Revision A (Proposed Street Scene), as published on the 21st Feb 2024.

Eastwood Consulting Engineers - Drawing No. 46541-ECE-XX-XX-DR-C-0002 Revision P01 (Drainage Strategy Plan), as published on the 16th March 2023.

Design & Access Statement Document, as published on the 20th Feb 2024.

The planning agent's emailed correspondence dated and as published on the 22nd Feb 2024.

Reason: In order to define the permission.

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

3. Notwithstanding the details shown on the approved plans, and prior to the development commencing, full drainage details for the site shall have been submitted to and approved in writing by the Local Planning Authority. This development shall be implemented in accordance with this scheme thereafter.

Reason: To ensure satisfactory drainage arrangements and, to minimise the risk of flooding.

4. No development shall commence until detailed proposals for surface water disposal, including calculations have been submitted to and approved in writing by the Local Planning Authority. Surface water discharge from the completed development site shall be restricted to a maximum flow rate of QBar based on the area of the development. An additional allowance shall be included for climate change effects for the lifetime of the development. Storage shall be provided for the minimum 30 year return period storm with the 100 year return period storm plus climate change retained within the site.

Reason: In the interests of sustainable development and given that drainage works are one of the first elements of site infrastructure that must be installed it is essential that this condition is complied with before the development

commences in order to ensure that the proposed drainage system will be fit for purpose.

5. 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.

6. No development shall commence until an assessment of how the watercourse culvert running through the site shall be protected from or withstand additional permanent loading has been submitted to and approved by the Local Planning Authority. A post-construction survey of the watercourse will also be required to ensure no damage has occurred during the construction stage and this will need to be submitted to the Local Planning Authority within 3 months of the first occupancy of any of the new apartments.

Reason: In order to fully assess any damage caused to the watercourse culvert caused from the construction works.

7. 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.

8. Notwithstanding the details shown on the approved plans, and prior to any works commencing on site, full details of at least two suitably located bat boxes within the fabric of the building as well as two bird boxes elsewhere within the site shall have been submitted to the Local Planning Authority for written approval. Thereafter, the approved bat box and bird box features shall implemented prior to any of the flats being occupied and then subsequently retained.

Reason: In order to enhance biodiversity at the site and to offset the loss of a mature tree and, to meet the aims of the National Planning Policy Framework.

9. No development shall commence until full details of measures to protect the existing trees and hedges being retained, have been submitted to and

approved in writing by the Local Planning Authority. 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 and hedges 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 and hedges 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.

10. 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 shall be obtained from decentralised and renewable or low carbon energy.

Any agreed renewable or low carbon energy equipment, connection to decentralised or low carbon energy sources or additional energy efficiency measures shall have been installed before any part of the development is occupied and a post-installation report shall have been submitted to and approved in writing by the Local Planning Authority to demonstrate that the agreed measures have been installed. Thereafter the agreed equipment, connection or measures shall be retained in use and maintained for the lifetime of the development, unless otherwise agreed in writing by the Local Planning Authority.

Reason; In order to ensure that new development makes energy savings in the interests of mitigating the effects of climate change, in accordance with Sheffield Development Framework Core Strategy Policy CS65.

11. 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 during the construction phase 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 nearby residential property.

12. 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 of vehicles engaged in the construction

works;

- 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 any period of construction works.

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.

13. A minimum of 3 months prior to the commencement of development a thorough walkover survey shall be conducted by a qualified Ecologist to establish that no protected species are present on the site. Full details of this survey shall be submitted to the Local Planning Authority. The survey report shall include recommendations for actions/mitigation should protected species/habitat be identified and development shall not commence until the submitted survey and recommendations have been approved.

Reason: In the interests of ensuring that protected species have not established themselves on the site in the period between the granting of permission and the commencement of development.

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

14. Notwithstanding the details shown on the approved plans, full details of all of the site boundary shall have been 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 new building 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.

15. Notwithstanding the details shown on the approved plans and, before any above ground works commence, or within an alternative timeframe to be agreed in writing by the Local Planning Authority, full details of suitable and sufficient cycle parking accommodation within the site shall have been submitted to and approved in writing by the Local Planning Authority and the new apartments shall not be used unless such cycle parking has been provided in accordance with the approved plans/details, and thereafter such cycle parking accommodation 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.

16. The bin collection area shall be screened in accordance with details to have

first been submitted to and approved by the Local Planning Authority and such screening treatment shall be provided prior to occupation of the apartments and thereafter retained.

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

17. Notwithstanding the details shown in the submitted application, full 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.

18. 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
Window reveals
Doors
Eaves and verges
Balconies
Entrance canopies
String course
Rain water goods

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

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

19. 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.

20. The approved landscape works shall be implemented prior to the development being brought into use or within an alternative timescale to be first approved by the Local Planning Authority. Thereafter the landscaped areas shall be retained, and they shall be cultivated and maintained for a period of 5 years from the date of implementation and any plant failures within that 5-year period shall be replaced.

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

21. The Local Planning Authority shall be notified in writing when the landscape

works are completed.

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

22. The residential accommodation hereby permitted shall not be occupied unless details of any new external lighting at the site have been submitted to and approved by the Local Planning Authority, thereafter (and still prior to any residential accommodation being occupied) the approved lighting details shall be implemented and subsequently retained.

Reason: In the interests of the amenities of the future occupiers of the building.

23. No apartments shall be occupied unless all the car parking hard-surfaced areas (i.e. all the car parking bays) at the site are constructed of permeable/porous materials, 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.

24. The residential accommodation hereby permitted shall not be occupied unless a scheme of sound insulation works has been installed and thereafter retained. Such scheme of works shall:

a) Be based on the findings of an approved noise survey of the application site, including an approved method statement for the noise survey.

b) Be capable of achieving the following noise levels:

Bedrooms: LAeq (8 hour) - 30dB (2300 to 0700 hours);

Living Rooms & Bedrooms: LAeq (16 hour) - 35dB (0700 to 2300 hours);

Other Habitable Rooms: LAeq (16 hour) - 40dB (0700 to 2300 hours);

Bedrooms: LAFmax - 45dB (2300 to 0700 hours).

c) Where the above noise criteria cannot be achieved with windows partially open, include a system of alternative acoustically treated ventilation to all habitable rooms.

Before the scheme of sound insulation works is installed full details thereof shall first have been submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of the amenities of the future occupiers of the building.

25. Before the use of the development is commenced, Validation Testing of the sound insulation and/or attenuation works shall have been carried out and the results submitted to and approved by the Local Planning Authority. Such Validation Testing shall:

a) Be carried out in accordance with an approved method statement.

b) Demonstrate that the specified noise levels have been achieved. In the event that the specified noise levels have not been achieved then,

notwithstanding the sound insulation and/or attenuation works thus far approved, a further scheme of works capable of achieving the specified noise levels and recommended by an acoustic consultant shall be submitted to and approved by the Local Planning Authority before the use of the development is commenced. Such further scheme of works shall be installed as approved in writing by the Local Planning Authority before the use is commenced and shall thereafter be retained.

Reason: In order to protect the health and safety of future occupiers and users of the site it is essential for these works to have been carried out before the use commences.

26. Notwithstanding the details shown on the submitted plans, the proposed ground floor accommodation shall be constructed to be 'flood resilient' in the event of a flood at the site. Prior to any of the apartments being occupied, full details of flood resilient measures shall have been submitted to and approved in writing by the Local Planning Authority and thereafter, those approved flood resilient measures shall be retained.

Reason: In order to minimise the risks of harm to life and/or to property caused by flooding at the site.

27. Notwithstanding the details shown on the approved plans and, before any above ground works commence, or within an alternative timeframe to be agreed in writing by the Local Planning Authority, full details and specifications of the electric vehicle charging points for a minimum of 8 car parking bays, shall have been submitted to and approved in writing by the Local Planning Authority. Thereafter, the new apartments shall not be occupied until such time that the approved electric vehicle charging points have been installed. Once installed, the approved vehicle charging points shall be retained.

Reason: In the interests of promoting sustainable forms of transport.

Other Compliance Conditions

28. No externally mounted plant or equipment for heating, cooling or ventilation purposes, nor grilles, ducts, vents for similar internal equipment, shall be fitted to the building unless full details thereof, including acoustic emissions data, have first been submitted to and approved in writing by the Local Planning Authority. Once installed such plant or equipment shall not be altered.

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

29. No buildings/structures shall be erected within 3 metres of the culverted watercourse.

Reason: To ensure no obstruction and maintenance access.

30. The apartments shall not be used unless all redundant accesses have been

permanently stopped up and reinstated to kerb and footway and 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.

31. The apartments shall not be used unless the car parking accommodation for 17 cars and the vehicle turning areas, all as shown on the approved plans have been provided in accordance with those plans and thereafter such car parking accommodation shall be retained for the sole purpose intended.

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

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:

Mrs D Smith
Highways Development Control

Vehicle Crossings
Howden House, 1 Union Street
Sheffield
S1 2SH

Tel: 07770 641 761

Email: dawn.smith2@sheffield.gov.uk

4. 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.

5. The applicant is advised that noise and vibration from demolition and construction sites can be controlled by Sheffield City Council under Section 60 of the Control of Pollution Act 1974. As a general rule, where residential occupiers are likely to be affected, it is expected that noisy works of demolition and construction will be carried out during normal working hours, i.e. 0730 to 1800 hours Monday to Friday, and 0800 to 1300 hours on Saturdays with no working on Sundays or Public Holidays. Further advice, including a copy of the Council's Code of Practice for Minimising Nuisance from Construction and Demolition Sites is available from Environmental Protection Service, 5th Floor (North), Howden House, 1 Union Street, Sheffield, S1 2SH: Tel. (0114) 2734651, or by email at

epsadmin@sheffield.gov.uk.

6. The applicant should install any external lighting to the site to meet the guidance provided by the Institution of Lighting Professionals in their document GN01: 2011 "Guidance Notes for the Reduction of Obtrusive Light". This is to prevent lighting causing disamenity to neighbours. The Guidance Notes are available for free download from the 'resource' pages of the Institute of Lighting Professionals' website.
7. The applicant is advised to have regard to the security advice contained within the correspondence received from South Yorkshire Police as published on the 22nd March 2022 (on the online file).
8. 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

9. 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.

10. Before any works on site commence, the developer may need to carry out some testing to clarify the precise route of the watercourse, this may result in the development not being able to be built as shown on the approved plans. It is very important therefore that the tests to clarify the precise route of the watercourse be undertaken as soon as possible.
11. 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.

12. The applicant is advised to have regard to the Superfast South Yorkshire

advice/comments contained within the correspondence received from Superfast South Yorkshire, as published on the 11th March 2022 (on the online file).

13. The applicant is advised to have regard to the Norther Powergrid advice/comments contained within the correspondence received from Norther Powergrid, as published on the 11th March 2022 (on the online file).

Site Location



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INTRODUCTION, LOCATION & PROPOSAL

This is a full planning application for the erection of 14 x 2-bedroom apartments in a 3-storey residential block with associated car parking, landscaping and formation of a vehicular access into the site off Holmhirst Road.

The application site is within the Woodseats area of Sheffield and is located off Holmhirst Road close to its junction with Chesterfield Road (the A61). The application site is identified on the Sheffield Unitary Development Plan as being within a Housing Policy Area and adjacent to a District Shopping Policy Area. The characteristics of the area are that of active commercial units fronting Chesterfield Road and the side roads off Chesterfield Road being predominantly residential. The application site is close to frequent public transport links as well as a range of shops and services and is therefore considered to be within a highly sustainable location.

The application site itself is approximately 0.275 hectares and is largely open, with some trees at the perimeter and a scattering of small trees towards the southern and western parts of the site. Much of the ground is covered by lower lying vegetation and scrub, grassed areas and some areas where rubbish has accumulated. The site has an irregular shape and has sloping terrain in parts, with the lowest part being towards the centre of the site.

The application site adjoins Holmhirst Road along the north-eastern boundary where there is terraced housing at the north-west corner and a mixture of commercial uses and housing at the north-east corner. The eastern boundary of the site adjoins the rear of commercial properties that front Chesterfield Road, and these include a large KFC and a large Costa Coffee. Costa coffee has a large open customer car park with 20 parking spaces at the side which backs onto the site. Osmaston Road runs along the south/south-east boundary of the site and there are 3 or 4 houses on Osmaston Road that immediately back on to the application site. Woodseats Medical Centre is located close to the corner of Osmaston Road and Chesterfield Road. The staff and patient car park of the medical centre is accessed from Osmaston Road. Housing on Linburn Road backs on to the west/north-west boundary of the application site.

The site boundary facing Holmhirst Road consists of a 1.8-metre-high concrete post and panel fence. Boundaries along the western edge of the site comprise of a mixture of hedge planting, brick and stone retaining walls to rear gardens.

There is a culverted water course running through the site from south to north-east.

It should be noted that planning permission has previously been granted (in 2012) for an almost identical scheme but that scheme was not implemented.

When this current planning application was originally submitted, it was submitted on the basis that the development was for 14 x 2-bedroomed retirement apartments. The scheme has since been amended such that it is no longer being described as "retirement" apartments. In all other respects, the scheme remains the same.

The new development will incorporate 14 apartments spread over 3 levels (5

apartments each on the ground and first-floor levels and 4 on the second-floor level). Each apartment will have 2 bedrooms, a bathroom, a storage space and an open-plan combined kitchen and lounge.

The apartment nos. 6, 7, 8 and 9 (at first-floor level) and 11, 12 and 13 (all at second-floor level) will all have an external projecting balcony. Apartment no.14 (at second-floor level) will have access to a large roof terrace area.

The apartments labelled as nos. 3, 5, 6, 7, 8, 9, 13 and 14 are all identified as being “mobility homes”.

All the proposed flats have access from a single main entrance at ground floor level and, there is access to a communal internal staircase and a communal lift. The proposed external grounds are to be for communal use, and this includes access to a communal bin storage area.

The site will also incorporate 17 car parking spaces (including 1 designated disabled person’s parking bay). The applicant has also agreed for 50% of the car parking spaces (8) to be provided with electric vehicle charging points. Each flat will be allocated 1 off-street car-parking space and there will be 3 visitor car-parking spaces. The proposal will also incorporate a designated cycle parking area for up to 10 bikes. In addition to the car and cycle parking provision, the site will also include a new turning area suitable for use by a fire appliance and a refuse vehicle.

The proposed materials of the new apartment block are shown as being predominantly red brick with cast stone headers, cills and band courses. Parapets and projecting gables will also incorporate cast stone detailing.

The proposed windows and doors will all be white UPVC and drainpipes and gutters will all be black UPVC. The proposed windows will be installed with a simple hierarchy with ground floor windows larger and then decreasing in size to each floor above. The proposed roofing materials will consist of interlocking concrete tiles of a grey colour.

The submitted plans show a range of hard and soft landscaped areas around the main building and these landscaped areas and features will need to be the subject of a suitably-worded landscape condition.

In terms of the other elements of the planning application, the proposals will include new boundary treatments along the Holmirst Road elevation, and on-site underground surface water tanking as part of the drainage system that is also likely to see some improvement works being carried out to the underground culvert. The development will also (through a Section 106 Legal Agreement) see some off-site biodiversity net gains (BNG) in the wider area.

RELEVANT PLANNING HISTORY (in chronological order)

04/00954/OUT – This was an outline application for a residential development (consisting of 28 x 2-bedroom apartments). This application was withdrawn in June 2004.

11/01967/FUL – This was an application for the erection of 14 apartments in 1 No. 2/3 storey block with associated car parking and landscaping. This application was conditionally approved subject to a Legal Agreement (for a financial contribution towards the provision of public open space in the locality) in February 2012.

22/00877/FUL – This is the current application, now being considered.

Although not on the application site itself, the following applications all relate to immediately adjacent developments on Osmaston Road and therefore might be considered relevant.

11/03102/FUL – This was an application for the erection of two self-contained apartments in a 1 x 2-storey block with associated car parking. This application was conditionally approved in December 2011.

11/00828/FUL – This was an application for the erection of two detached dwellinghouses and associated landscaping. This application was conditionally approved in March 2012.

21/03397/FUL – This was an application for the erection of 2 no. dwellinghouses with parking provision and alterations to existing parking provision and amenity space serving Nos. 2 and 4 Osmaston Road. This application was refused by the Local Planning Authority in June 2022, following a subsequent appeal, the Planning Inspectorate dismissed the appeal in March 2023.

SUMMARY OF REPRESENTATIONS

This application has resulted in a total of 23 representations being received (this includes a representation initially signed jointly by the 3 Ward Cllrs – Cllr Steve Ayris, Cllr Ian Auckland and Cllr Sue Auckland) and also includes a representation from the Sheffield & Rotherham Wildlife Trust. Since signing the initial Cllr representation, Cllr Sue Auckland has been replaced by Cllr Mohammed Maroof.

Of the representations received, 19 have raised objections against the proposal, 3 are in support of the proposal and 1 is neutral. The representations from the 3 ward councillors and the Sheffield Wildlife Trust have both raised objections to the proposals.

The representations have been summarised and the details listed below: -

Councillor Objections: -

- The site has historically provided both ecological and public benefits to the local Woodseats Community. The loss of a Local Wildlife Site is unacceptable without significant compensatory action.
- There are lots of flooding issues in the area and this is understated in the submitted drainage statement. This is an opportunity for further local attenuation within the site, and this needs to be investigated further (including the possibility of opening up the already-blocked culvert).

- The Tree Constraints and Tree Protection plans indicate 17 trees on the site, including the felling of five apple trees. Whilst the Cllrs object to the scheme overall, in the event that the proposals are allowed, the ward Cllrs have requested that a planning condition be imposed that will secure the protection and retention of trees, shrubs and hedges.
- Up-to-date checks should be carried out to ensure that there are no protected species or habitats on the site.
- There is an abundant supply of this type of accommodation in the local area but, there is a lack of affordable or mixed-tenure housing provision.
- The design of the scheme is out of keeping with the predominantly terraced character of the street scene, particularly along Holmhirst Road.
- There will be a biodiversity net loss at the site (particularly in the context of the baseline value of the site calculation prior to the granting of the previous planning application in 2012).
- The development offers little in respect of public open space, low carbon technology, cycle parking provision or electric vehicle charging points.
- The site is in close proximity to Holmhirst Pre-School and, there are concerns that the access/egress point is too close to the junction between Holmhirst Road and Fraser Road and also too close to the Holmhirst Road and Chesterfield Road junction, and that this would impact adversely on the safety of pedestrians and motorists.
- There has been Japanese knotweed on the site in the past, has it now been cleared?

Sheffield & Rotherham Wildlife Trust Objections: -

- The site is part of the Graves Park Beck Local Wildlife Site and therefore is designated for nature conservation instead of development.
- The Sheffield Local Wildlife Site Panel should be consulted to consider whether this portion of the site should still be designated. If the panel decide to recommend retention, then the site should not be developed. If the panel recommend it should be removed, then mitigation/compensation should be given for the rest of the remaining Local Wildlife Site.
- The South Yorkshire Badger Group suspect that there is still an active set on the site, and this needs further investigation.
- There are flooding issues on and around the site, The beck is culverted under the site and suffers from debris as highlighted in the drainage report. It is suggested that the culvert remains, and that surface water is directed into the beck. This would risk pollution (e.g. oil and micro plastics from the car park) running into the beck and the Local Wildlife Site which the Sheffield & Rotherham Wildlife Trust object to. As the new building would not be over the culvert, a far better environmental solution would be to de-culvert the beck and introduce a SUDS pond system for surface water to clean the run-off.

Neighbour Objections: -

Wildlife/Biodiversity

- The site is part of the Graves Park Beck Local Wildlife Site and therefore is designated for nature conservation instead of development. If the site is to be

developed, then some form of mitigation needs to be provided and this should involve favourable management or enhancement of the remaining area of the Local Wildlife Site.

- A high number of trees were removed in the period that Japanese Knotweed was being exterminated at the site. That level of tree clearance will have reduced the ecological value of the site. This earlier clearance of the site will have affected the baseline value of the site. Any ecological compensation and mitigation within the site should therefore reflect this and provide further native tree planting within the green infrastructure of the proposed development.
- The proposed ecological and landscape measures within the Design & Access Statement are ambiguous in whether they will actually be undertaken using words such as 'can be', 'suggested' and 'could be'. These measures therefore need to be conditioned to ensure they are in fact carried out to provide necessary ecological compensation and mitigation.
- Up-to-date checks should be carried out on site to ensure that there are no active setts being used by protected species.
- Why can't the site be used as a wildlife friendly space with food growing potential, or as a community park thereby benefitting the local community?
- There is a wide variety of animals, birds and insects that visit the site.
- The developer should be asked to quantify biodiversity net gains so that there will be positive impact on biodiversity.

Flooding/Drainage

- No objection to the development itself but do have concerns about flooding. What measures are being put in place to manage the watercourse that runs through the site.
- The site is prone to flooding and there are significant risks of polluting the water supply under the site both during and after construction.
- Proper risk assessments should be carried out to ensure that any potential flooding doesn't pose a risk to the occupants of the building (taking into account the higher age range of those future occupants).
- The site is identified as being at high risk of surface water flooding. If the development is allowed, this might result in surface flood water being displaced elsewhere such as Osmaston Road or the nearby Medical Centre and/or Library.
- The survey of the culvert under the site states that the culvert is blocked with debris to the extent that the survey could not be completed. The culvert needs to be unblocked and a proper survey carried out before any development is granted.
- Given the flooding history at this location, it seems inappropriate to be removing trees and scrubland, only to then be replaced with a tarmac carpark and a built structure. Trees and vegetation help mitigate the impacts of flooding.
- The site currently provides an important function for local flood attenuation and, the measures being proposed in the Eastwood Partners report to prevent flooding of the site will exacerbate existing local flooding elsewhere.
- Every time there is heavy rain, the area gets flooded and more recently this has resulted in the need for the medical centre to close. The site serves as a

useful drainage basin, the development of the site will therefore make the flooding issues worsen.

Amenity Issues/Impact on Neighbours

- The proposed development will block out light to neighbouring properties and, will result in overlooking of neighbouring properties and gardens.
- The site offers more to Woodseats and the wider community as a site for wildlife or for community use than this development offers, and for this reason therefore the proposal should not be supported.

Loss of Trees

- There are lots of established trees on the site which will need to be cut down to facilitate a development of this scale.

Design/Character

- The building is poorly located within the site, the new building should be positioned along the site frontage of Holmhirst Road. This would prevent residents having to walk through a car park to get to or from the main building.
- The development will not provide any affordable housing for families and working people that the area needs.
- There is already a large complex of retirement flats in the area (at Troutbeck Road). How can the developer justify constructing more?
- Woodseats deserves a high-quality, highly sustainable development that contributes positively to the wider community.
- There are no meaningful features of the scheme to reduce the development's environmental impact. There are no commitments to the provision of electric car charging points, achieving a biodiversity net gain, or carbon zero construction.
- The development is at odds with the urban grain of the area/Holmhirst Road which consists of mainly terraced housing fronting the street.
- Parking will dominate the views of the site from the street/Holmhirst Road.
- The overall design of the new building is "unremarkable" and takes little opportunity to embrace low carbon technology or materials. There is no mention of photovoltaic or micropower generation or other similar commitments.

Traffic/Transport

- There is no Transport Statement submitted with the application. A development such as this has the potential to generate a significant amount of traffic (particularly by staff and deliveries). This is already a busy junction where there have been several highway safety incidents involving pedestrians.
- Car parking in the area and traffic building up at the junction of Holmhirst Road and Chesterfield Road is already bad, this development will add to the problem, making the situation worse for residents.

- Visitors coming to this development will end up having to park their cars on adjacent streets.
- Whilst easy access to public transport is cited as a positive attribute of the development, residents would first need to negotiate a 1:12 access into and out of the site. And this would be an even bigger issue for those that use wheelchairs or have mobility issues.

Neighbour Support: -

- The development will tidy-up a derelict part of the Woodseats neighbourhood.
- There is a shortage of new housing, particularly in the Woodseats area.
- This development might enable retirees to downsize, thereby creating more capacity for families to buy bigger homes.
- The fact that Graves Park is close-by makes this an ideal development site for housing because the new residents would have green open space within very close walking distance.
- Existing residents will not be losing access to the site because it's been fenced off for such a long time.
- The development of this site will have a positive impact on local families and the wider community.
- The development of the site for housing for the over 55s is very welcome. More retirement villages are needed near to public transport and amenities.
- The proposal will be an improvement to the street scene and the surrounding area, for the past 30 years the site has been overgrown and the victim of fly-tipping.

Neutral Comments: -

- Whilst the site is part of the Graves Park Beck Local Wildlife Site corridor, the site itself is showing signs of deterioration from an aesthetic appearance point of view. If the application is refused, it is hoped that the site would not be left to deteriorate even more and/or become a serious health hazard to both wildlife and the local residents.

Non-Planning Related Comments: -

- This is a plan for making people who already have lots of money even wealthier.
- Despite the site now being blocked off, many locals remember the site when it was used as a community garden and therefore the site has a lot of historical value.
- Many residents have pets that roam the area, there is concern about pet safety during the construction stage of the development.
- There is no public open space being provided on the site and as such, there are no benefits for the wider public.

RESPONSE TO NEIGHBOUR REPRESENTATIONS

The main concerns raised in the submitted representations relate to the loss of a local wildlife site/ecology, flooding issues, highway safety and the type of

accommodation being provided at the site. These issues are addressed in the main “planning assessment” section of this report (see below).

Change of description: -

The application proposal has been amended and therefore, the development is no longer being proposed as retirement homes, these are now proposed as being open-market apartments with no age restrictions. The apartments will all be self-contained and other than external gardens, car parking, a main entrance, lift and stair access, there will be no other communally shared facilities at the site.

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 as revised in December 2023 (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.

Assessment of a development proposal needs to be considered in light of paragraph 11 of the NPPF, which provides that when making decisions, a presumption in favour of sustainable development should be applied, and that where there are no relevant development plan policies, or where the policies which are most important for determining the application are out of date (e.g. because they are inconsistent with the NPPF), this means that planning permission should be granted unless: -

- the application of policies in the NPPF which relate to protection of certain areas or assets of particular importance which are identified in the NPPF as such (for example SSSIs, Green Belt, certain heritage assets and areas at risk of flooding) provide a clear reason for refusal; or
- any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole. This is referred to as the “tilted balance”.

In addition to the potential for a policy to be out of date by virtue of inconsistency with the NPPF, paragraph 11 of the NPPF makes specific provision in relation to applications involving the provision of housing, and states, that where the Local Planning Authority cannot demonstrate (in Sheffield’s case) a four-year supply of deliverable housing sites with the appropriate buffer, then the policies which are most important for determining the application will automatically be considered out of date.

Sheffield is currently unable to demonstrate a 4-year supply of deliverable housing sites and therefore, paragraph 11 of the NPPF ‘the tilted balance’ or ‘presumption in favour of sustainable development’ still applies (Sheffield can only demonstrate a 2.86-year supply of deliverable housing sites).

Key Issues

The main issues to be considered 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 living conditions of future and existing residents;
- drainage/flooding;
- ecology/biodiversity; and whether or not the proposal will lead to any highway safety issues.

Land Use Policy

The application site falls within a Housing Policy Area and also within an area identified as being part of a Local Wildlife Site. The site is also immediately adjacent to properties on Chesterfield Road which fall within the Woodseats District Shopping Centre. Although the site and immediate locality has been prone to flooding issues in more recent years, the site is not identified on the UDP Plan as being within a designated Flood Risk 2 or Flood Risk 3 Area.

In this instance as the site is located within a Housing Policy Area and the proposal is for apartment-type housing, UDP Policies H10 'Development in Housing Areas', H14 'Conditions on Development in Housing Areas' and H5 'Flats, Bed-sitters and Shared Housing' are relevant. Furthermore, because the site is also located within a Local Wildlife Site, the development would need to satisfy UDP Policy GE13 'Areas of Natural History Interest & Local Nature Sites'.

Because there are other known site-specific issues (flooding) and, issues generally associated with new housing developments such as increased traffic/parking and amenity/impact on residents, other policies will also be considered and referenced in the relevant parts of this report.

UDP Policy H10 'Development in Housing Policy Areas' identifies Housing (Class C3) to be the preferred use in Housing Policy Areas. Given that the proposal is to create Class C3 housing, the development will meet the aims and requirements of this policy and therefore, the general principle of the development is considered acceptable.

Despite being acceptable in principle, the proposal must also satisfy UDP Policy H14 'Conditions on Development in Housing Areas' which states that new development or changes of use will be permitted provided that:

- new buildings are well-designed and would be in scale and character with neighbouring buildings;
- the site would not be over-developed or deprive residents of light, privacy or security, or cause serious loss of existing garden space which would harm the character of the neighbourhood;
- it would provide safe access to the highway network and appropriate off-street car-parking and not endanger pedestrians;

- it would not suffer from unacceptable air pollution, noise or other nuisance or risk to health or safety;
- it would provide, where appropriate, an environmental buffer to shield sensitive land uses; and
- it would comply with Policies for the Built & Green Environment, where appropriate.

UDP Policy H5 relates to 'Flats, Bed-Sitters and Shared Housing', this policy states that planning permission will be granted for the creation of flats, bed-sitters and multiple sharing of houses only if:

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

The site at present is an overgrown area of land set within a Housing Policy Area that has previously been prone to fly-tipping and, has also been blighted due to the presence of Japanese Knotweed.

This application shows a well-laid out housing development consisting of 14 self-contained 2-bedroom apartments in a single 2/3-storey block with associated parking and landscaping. The living accommodation being provided is considered acceptable and officers are satisfied that there will be no significant highway safety issues.

The site is 0.275 hectares and is within an existing urban area. The site is within close walking distance to regular bus routes and a wide variety of shops and services (on Chesterfield Road) and therefore is very sustainably located.

As the Local Planning Authority is unable to demonstrate a 4-year housing land supply, there is a presumption in favour of sustainable development, particularly where the development is located as in this case in an existing urban area, with good public transport links.

Given that the Core Strategy and UDP planning policies have not changed significantly since the previous planning consent in 2012, this proposal does not raise any new land use issues and therefore, the proposal would still accord with local and national planning policies and Government aspirations of creating more housing.

Density of Development

Policy CS26 'Efficient Use of Housing Land and Accessibility' of the Core Strategy requires housing developments to make efficient use of land, but states that it should be in keeping with the character of the area. In this location near to the Woodseats District Shopping Area the policy suggests a density in the order of 50 to 80 dwellings per hectare would be appropriate. Paragraph 123 of the NPPF also states that planning policies and decisions should promote the effective use of land in

meeting the need for homes and other uses whilst safeguarding and improving the environment and ensuring safe and healthy living conditions.

This proposal is for 14 new residential units on a site which is 0.275 hectares, this would therefore result in a density level of approx. 51 dwellings per hectare which is at the lower end of the target range. However, it should be noted that Core Strategy Policy CS26 does permit densities outside the quoted ranges where proposals achieve good design, reflect the character of the area or protect a sensitive area.

In this instance, the building is considered to be well-designed and not out of scale when viewed in the street scene. The site is also constrained due to levels, tree cover and culvert issues. The proposal is not an over-development of the site and, significant levels of trees and landscaping are being retained on site.

For these reasons above, it is considered that the density range of 51 dwellings per hectare is acceptable in this instance.

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 131 states that "good design is a key aspect of sustainable development, creates better places in which to live and work and, helps make development acceptable to communities". Paragraph 139 of the NPPF 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.

Paragraph 135 of the NPPF states that planning policies and decisions should ensure that developments:

- will function well and add to the overall quality of the area, and not for the short term but over the lifetime of the development.
- are visually attractive as a result of good architecture, layout and appropriate and effective landscaping.
- are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities).
- establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit.

- optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users, and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

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.

The principle of a two/three-storey building on this site, has been previously established under the 2012 planning consent which is a material consideration. The facing materials being proposed (primarily red brick with stone trims) are also considered acceptable in principle, but it will be necessary for a planning condition to be imposed requiring details of the facing and roofing materials, thereby ensuring that good quality materials will be used.

The proposed layout of the development is such that the apartment block is positioned to minimise overlooking, loss of privacy and overshadowing of existing neighbouring properties and, to facilitate the car parking and turning areas towards the front of the site where pedestrian access can then easily be gained to the main entrance of the building. The communal bin storage area is located where it can easily be accessed by bin collection lorries but not be highly visible to flats or nearby neighbouring residential properties. It is considered that the building sits comfortably on the site and within the street scene, where it is clear that there are variations in ridge heights, and varying separation distances between the adjacent properties.

The landscaped areas within the site will also incorporate visually interesting features (terraces and patios) that help to address the changing ground levels on the site whilst also maximising the amount of usable amenity space.

The introduction of landscaping at the front of the site will help to soften the appearance of the development and, it is considered that the overall development will be a visual improvement to the overgrown nature of the site which has also been the subject of fly-tipping.

The proposed new boundary treatment at the front of the site (fronting Holmhirst Road) will be in the form of a 1.5m high metal railing fence. It is considered that the metal railing fence will be a significant improvement to the current solid concrete blockwork boundary which, is in a state of disrepair, has missing panels and is covered with graffiti. When the scheme is complete, the metal railing fence will also allow views into and out of the site. People passing the site on Holmhirst Road will therefore be able to see some soft landscaping (including mature trees) with car parking and the apartment block beyond. An appropriately worded planning condition will also secure a high-quality landscaping scheme which will create visual interest and enhance this part of the street scene.

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 160 of the NPPF and therefore can 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. It is considered that there is scope to incorporate sources for renewable energy, for example, the flat roof and pitched roof sections of the building could easily accommodate solar panels without adversely affecting the future occupants or existing neighbours of the building. The building could also be built with high levels of insulation and with energy efficient equipment. The applicant has agreed for 50% of the car parking spaces to be provided with electric vehicle charging points. Officers also consider it appropriate for a suitably worded planning condition to be imposed that will help deliver on additional low carbon energy and/or renewables.

It is considered that the new apartment block building is well-designed and, that the overall scheme will represent a significant visual improvement from the site as it is currently.

Subject to the various planning conditions being imposed, officers are satisfied that the proposed development will comply with Policies BE5, H14(a), CS65, CS74, the NPPF and the Council's SPG – Designing House Extensions.

Residential Amenity

The closest 'residential' neighbouring properties to the site are nos. 21 to 29 Holmhirst Road, nos. 3 to 15 Linburn Road and nos. 2 to 6 Osmaston Road.

UDP Policy H14 'Conditions on Development in Housing Areas' requires that (c) the site should not be over-developed or deprive residents of light, privacy or security, or cause serious loss of existing garden space which would harm the character of the neighbourhood. Policy H5 'Flats, Bed-Sitters and Shared Housing' part (a) requires that living conditions would be satisfactory for occupants of the accommodation and for their immediate neighbours.

The guidelines found in the adopted Supplementary Planning Guidance (SPG) on 'Designing House Extensions' relate specifically to new house extensions, however, some of the principles contained within SPG are relevant and are applied as 'best practice' and for the purpose of securing good design of layouts such as minimum window to window separation distances and distances to gardens etc.

The closest proposed windows in the new residential block will have a separation distance of approx. 27 metres to the closest windows of no. 21 Holmhirst Road (the SPG minimum requirement is 21-metres). The distance from the new residential block to the party boundary with no 21 Holmhirst Road is approximately 13.5 metres (SPG guidance states there should be a minimum distance to a neighbour's boundary of at least 10 metres). In this respect therefore, the positioning of the residential block will have a more than adequate separation distance to no. 21 Holmhirst Road. The closest window to window distance from the new residential

block to the properties on Linburn Road will be approximately 28 metres and, there will be a distance to the rear boundaries of properties on Linburn Road of approximately 21 metres. In this respect therefore, the new residential block will have an adequate separation distance to the neighbouring properties on Linburn Road.

The existing neighbouring properties at the rear of the site are nos. 2, 4 and 6 Osmaston Road. The separation distance from the new residential block to the rear elevation of no.4 Osmaston Road is shown as being approximately 14.5 metres. The closest distance from the residential block to the rear boundary of no 4 Osmaston Road is approximately 8 metres. Despite the close proximity of the proposed new residential block to the neighbouring properties on Osmaston Road, it should be noted that both nos. 2 and 4 Osmaston Road were designed, approved and built with obscure glazing at the rear (at first-floor level) so as to minimise direct overlooking and loss of privacy to and from the new apartment block as previously approved. It should also be noted that there is some existing boundary fencing and existing mature landscaping between the application site and the neighbouring properties on Osmaston Road and therefore, there is already some mitigation in place to help minimise overlooking to and from the new residential block onto the existing neighbours living on Osmaston Road. Furthermore, a carefully-worded planning condition for landscaping details should help to secure additional hedge and tree planting between the new apartment block building and those nearby neighbours living on Osmaston Road.

The proposed car parking areas serving the apartment block will be located on the area of the site that is furthest away from the existing neighbouring residents and this should eradicate the impact of noise and car-fume nuisance affecting neighbouring residents.

The proposed development site is in close-proximity to commercial properties with associated plant and also close to Chesterfield Road, and because of these factors, there is a risk that the occupants of the new apartments could potentially be affected by noise and other disturbance such as traffic fumes or odour from these. Appropriate conditions will be imposed that will serve to protect the living conditions of the future occupants of the development – this includes details of a suitable noise attenuation scheme and validation testing of the sound attenuation works.

The proposed bin storage area is also shown as being in a position that is furthest away from existing neighbouring residents, this should ensure that noise, odour and any other nuisance associated with waste bins is kept to a minimum.

The proposed apartments will provide good quality living accommodation for future occupiers. All rooms will benefit from natural light and the internal layouts are reasonably flexible and of good dimensions. Most of the properties on the first and second floor levels of the apartment block will have either an external balcony or an external roof terrace area.

With the exception of the external patio areas which the occupants of each of the ground floor flats will have as their own, all of the remaining garden/amenity areas will be for communal use. The existing trees and shrubs being retained at the site

are quite extensive and will add visual interest for the occupants of the development. The site is also within very close walking distance of Graves Park where there are a wide range of facilities available.

Overall, it is considered that the proposed development will not have a significant impact on existing residents or, on the future occupiers of the proposed units. It is considered that the scheme will accord with UDP Policies H5, H14 and the 'Designing House Extensions' SPG.

Landscaping/Wildlife/Ecology 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.

Policy 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 135 expects appropriate and effective landscaping, along with sympathetic developments including landscape setting.

As previously mentioned, the site is currently very overgrown and has been blighted in the past due to there being a presence of Japanese Knotweed. The applicant has made it clear that there has been a managed programme over a prolonged period of time to clear the site of the Japanese Knotweed. The site is now clear of Japanese Knotweed.

The submitted plans show that many of the original trees and shrubs are being retained and that these will help to soften the appearance of the development and contribute to the natural environment.

As well as being within a Housing Policy Area, all of the site is also identified as being part of a Local Wildlife Site (LWS 183 Graves Park Beck) which is designated for Ancient Woodland indicator species (the wooded sections), 'Red List' plants and Red/Amber List bird species. It should be noted that this development site is only part of the LWS 183 Graves Park Beck Local Wildlife Site (the main part being within Graves Park itself) and that this site does not contain any Ancient Woodland or Red List plants or Red/Amber bird species. An ecological survey had been carried out at the site and the findings showed that there could be an infrequently visited 'outlier' sett, that was more often frequented by foxes and domestic cats. Badgers were at the time of the survey not judged to be a constraint on the site. Given the time lapse from that previous survey, it is now recommended that a planning condition be imposed requiring an 'update survey' be carried out in the event that changes have occurred on site.

Ecology officers have stated that the site has generally deteriorated in recent years and that they are comfortable with the development going ahead on this site. UDP

Planning Policy GE13 states that where developments would decrease the nature conservation value of an Area of Natural History Interest or Local Nature Site, that decrease must be kept to a minimum and compensated for by creation or enhancement of wildlife habitats elsewhere within the site or local area.

All development is required to achieve a 'net gain' in biodiversity in accordance with the NPPF. Biodiversity Net Gain (BNG) is also required under the new Environment Act 2021 and now, the mandatory minimum 10% BNG has come into force through secondary legislation for major developments, which this is.

The applicant has submitted an assessment using the appropriate metric which demonstrates there would be an on-site biodiversity loss following the development and with little opportunity for on-site enhancement to provide the 10% gain necessary, an off-site financial contribution is required and has been agreed.

In this instance, the developer has already agreed to make a financial contribution of £11,031 (as part of a Section 106 legal agreement) which will provide biodiversity enhancements elsewhere in the locality. This agreement has been completed.

The retention (and where applicable introduction) of trees, hedging and grassed areas (as part of a conditioned hard and soft landscaping scheme) will provide an attractive setting for the building (which is good for the future residents) and, it will also encourage new wildlife habitats to be formed which, sits well with Paragraphs 185, 186 and 187 of the NPPF which seeks 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.

In this instance therefore, it is recommended that a suitably-worded planning condition be imposed requiring details of a hard and soft landscaping scheme to be submitted for approval. This will ensure that the development provides an attractive living environment for the future occupants of the proposed residential flats and for existing neighbours. The signed Section 106 Legal Agreement for the site will provide biodiversity enhancements elsewhere in the locality to mitigate the losses on this site and to also be in line with central government requirements for delivering 10% biodiversity net gains (BNG) from new developments.

Highway Matters

Policy H14 'Conditions of Development in Housing Areas' requires a development to provide safe access to the highway network and provide appropriate off-street parking and not endanger pedestrians. This is reinforced through Policy H5 'Flats, Bed-Sitters and Shared Housing', which requires at part (c) 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. The site is located in a highly sustainable location (close to shops and services and frequent public transport links).

The Council's parking guidelines set out the parking standards, and for a development such as this (flats) the requirements are 1 space per each flat and 1 visitor space for every 4 flats. The parking provision shown on the plans show 17 on-site car parking spaces where the guidelines suggest 18. However, the site is located within a highly sustainable location with good public transport links in operation. Half of the car parking spaces will be provided with electric vehicle charging points. The developer is also providing on-site cycle parking for 10 cycles, and this is intended to promote an alternative mode of transport (for residents and visitors). This scheme is designed to essentially provide 1 car parking space per dwelling and 3 visitor car parking spaces.

Officers are satisfied that the levels of traffic generated by the development will not have a material impact on the adjacent highway network and that the access design is acceptable in terms of visibility and sight lines and enables two way traffic flow via the proposed 5-metre-wide access drive. The gradient of the access drive at 1:12 is also acceptable.

A separate pedestrian route is identified to and from Holmhirst Road which directs pedestrians safely through the car park and to the building entrance.

Officers are satisfied that the proposal is acceptable from a highway safety point of view.

Flood Risk and Drainage Issues

The application site is not located within a Flood Zone 2 or a Flood Zone 3 area, however, it is located in a low spot in the landscape which makes it more susceptible to flooding.

Council records show that there is a culverted watercourse recorded that crosses the site, the Graves Park Beck.

Drainage and flood risk issues has also been a big concern from many of the residents that have raised objections to the proposal.

Paragraph 158 of the NPPF states that plans and developments need to take a proactive approach to mitigating and adapting to climate change, taking into account the long-term implications for flood risk.

Paragraph 159 of the NPPF states that new development should be planned for in ways that avoid increased vulnerability to the range of impacts arising from climate change. And when new developments are proposed in areas that are vulnerable, care should be taken to ensure that risks can be managed through suitable adaptation measures.

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.

Sheffield Core Strategy Policy CS67 'Flood Risk Management' states that the extent and impact of flooding should be reduced and requires new developments to achieve significant reductions in surface water discharge rates. This can readily be achieved through permeable surfacing and the introduction of soft landscaping (particularly on sites that are predominantly hard surfaced). The policy also requires not culverting and not building over watercourses wherever practicable; and encouraging the removal of existing culverting. In this instance, a stand-off distance of a minimum 3 metres is required at each side of the culvert in which no buildings or deep rooting trees are planted.

A Drainage Strategy report has been submitted which show that the drainage approach being taken for this development will include a new surface water attenuation tank being installed underneath the main access drive/turning area, the proposed scheme will also include some SUDS features (permeable paving) and, there is a potential 'dry swale'. Officers recommend that the dry-swale approach be implemented because this would serve as a new overland surface water interception feature designed into the scheme that should help to redirect overflow surface water from the Graves Park Beck back into the culvert. If designed, constructed and managed correctly, this drainage proposal would help to mitigate some of the surface water overflow/flooding issues on the application site and on some of the neighbouring sites further down-stream. It should be noted that this development is unlikely to change some of the flooding issues up-stream of the site i.e. at the medical centre.

Because the proposed building has a finished floor level of 129.1, it will be at least 1-metre lower than the surrounding land/roads/properties. Because of its natural low spot, officers are concerned about the long-term risks of flooding at the site, particularly if there was a culvert blockage in Chesterfield Road or at the Graves Park inlet.

For flood susceptible buildings (if floor levels can't be raised or used for non-residential purposes) the recommendations are:

- 1) Incorporating passive flood protection measures; and
- 2) Incorporating a place of safety.

Passive flood resistance/protection measures are techniques which would mitigate flood risk, but which don't require the prior forecasting and warning of flooding nor rely on people to put them in place. Examples of passive measures would include the raising of finished floor levels or the installation of flood proof doors and windows which are normally closed. In contrast, 'active' measures would include demountable

flood barriers or flood gates which need to be put in place in advance of a flood and therefore would only be effective if a flood is accurately predicted and people are available to implement the measures.

Because the Environment Agency does not perform a flood evacuation role during a flood incident, it is for the council to define what an acceptable place of safety is. The following factors apply for a place of safety for Residential:

- 1) It must be able to accommodate all of the potential occupants of the building; it could for example be a widened corridor or a circulation space in communal buildings.
- 2) It must be freely internally accessible.
- 3) The level of the place of safety (POS) should be set above the forecasted flood level.

- 4) An evacuation plan must be prepared which considers the speed and depth of flooding (bearing in mind there would be no flood warning system). The evacuation plan should take into account the vulnerability of users, such as those with mobility issues.

Based on all of these factors and in order to overcome the flood risks posed for the future occupants of the building, officers recommend that conditions be imposed that will secure passive flood resistance measures to the ground floor level and a suitable place of safety inside the building. There is corridor space at first-floor level that would be freely accessible to all of the residents that could reasonably be used as a place of safety.

Officers also recommend that a condition be imposed requiring full drainage details to be submitted and approved before any works commence on site.

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 (the culvert).

Community Infrastructure Levy (CIL)

CIL has now been formally introduced; it 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. The application site lies within CIL Charging Zone 4 with the charge for this development being £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'.

SUMMARY AND RECOMMENDATION

The proposals are based on a scheme that is not dissimilar to a previously approved planning application in 2012. The proposal is for the erection of 14 x 2-bedroom

apartments in a single 2/3-storey building (with associated parking and landscaping) located in a Housing Policy Area in the Woodseats area of Sheffield.

In addition to being within a Housing Policy Area, the site also forms part of a Local Wildlife Site (LWS 183 Graves Park Beck).

Although not located in a Flood Zone 2 or 3 area, the site is prone to flooding primarily due to its low ground level and regular blockages and lack of capacity to deal with heavy periods of rainfall at the Graves Park Beck (usually resulting in surface water over-flowing onto Chesterfield Road and Osmaston Road and then into the application site).

A series of drainage-related planning conditions would need to be imposed in order to secure drainage improvements at the site and to also make the scheme flood resilient.

In respect of the wildlife/ecology/biodiversity net gain (BNG) issues, the developer has already agreed and signed a Section 106 Legal Agreement which will help mitigate an BNG losses at the site through enhancements being carried out elsewhere in the locality. Officers consider that appropriate planning conditions can be introduced to ensure minimal impact to the wildlife at the site.

Officers are satisfied that the parking and access arrangements are suitable and that the development will not lead to any highway safety issues.

The proposal will provide a well-designed scheme that provides good living accommodation and will not have a significant impact on the living conditions of existing residents.

The site is currently overgrown and has been the subject of fly-tipping in the past and, generally has a dilapidated and unkempt appearance in the street scene. Officers consider that the proposal would lead to a visual improvement within the street scene.

The development will also deliver 14 more homes to the housing stock in Sheffield in a highly sustainable location that is well served by shops and services and good public transport links.

For all of the above-mentioned reasons, it is recommended that this application be conditionally approved and subject to the signed legal agreement.

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