
Case Number	20/03978/FUL (Formerly PP-09234147)
Application Type	Full Planning Application
Proposal	Demolition of existing dwelling house, erection of 3no. detached dwelling houses and associated works
Location	The Poplars 21 Chorley Drive Sheffield S10 3RQ
Date Received	11/11/2020
Team	West and North
Applicant/Agent	Mr Peter Noble
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.- 019027-AAD-00-00-DR-A-0003-rev P03 (proposed site plan) published 10.02.21

Drawing No.- 019027-AAD-ZZ-00-DR-A-0008-rev P03 (demolition and proposed elevations and section plan) published 10.02.21

Drawing No.- 019027-AAD-00-ZZ-DR-A-0009-rev P03 (proposed context elevation and section) published 10.02.21

Drawing No.- 019027-AAD-03-ZZ-DR-A-0008-rev P01 (proposed elevations - plot 3) published 25.12.20

Drawing No.- 019027-AAD-00-ZZ-DR-A-0008-rev P02 (proposed elevations

and section) published 23.12.20

Drawing No.- 019027-AAD-01-ZZ-DR-A-0004-rev P01 (proposed floor plans and elevations -plot 1) published 25.12.20

Drawing No.- 019027-AAD-02-ZZ-DR-A-0005-rev P01 (proposed floor plans and elevations -plot 2) published 25.12.20

Drawing No.- 019027-AAD-03-ZZ-DR-A-0007-rev P01 (proposed floor plans - plot 3) published 25.12.20

Drawing No.- 019027-AAD-00-00-DR-A-0010-rev P01 (site location plan) published 11.11.20

Reason: In order to define the permission.

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

3. No demolition and/or construction works shall be carried out unless equipment is provided for the effective cleaning of the wheels and bodies of vehicles leaving the site so as to prevent the depositing of mud and waste on the highway. Full details of the proposed cleaning equipment shall be approved in writing by the Local Planning Authority before it is installed.

Reason: In the interests of 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.

4. Any intrusive investigations recommended in the report, "Phase 1 Geotechnical and Geoenvironmental site investigation. Eastwood and Partners. 04.11.2020. Job no. 45377", shall be carried out and be the subject of a Phase II Intrusive Site Investigation Report which shall have been submitted to and approved in writing by the Local Planning Authority prior to construction works commencing. The Report shall be prepared in accordance with Contaminated Land Report CLR11 (Environment Agency 2004).

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

5. Any remediation works recommended in the approved Phase II Intrusive Site Investigation Report shall be the subject of a Remediation Strategy Report which shall have been submitted to and approved in writing by the Local Planning Authority prior to construction works commencing. The report shall be prepared in accordance with Contaminated Land Report CLR11 (Environment Agency 2004) and Local Planning Authority policies relating to validation of capping measures and validation of gas protection measures.

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

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

6. 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.

7. 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.

8. 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.

9. There shall be no piped discharge of surface water from the development prior to the completion of surface water drainage works, details of which will have been submitted to and approved by the Local Planning Authority. If discharge to public sewer is proposed, the information shall include, but not be exclusive to:

- i) evidence that other means of surface water drainage have been properly considered and why they have been discounted; and
- ii) the means of discharging to the public sewer network at a rate to be agreed by the Local Planning Authority in consultation with the statutory sewerage undertaker.

Reason: To ensure that no surface water discharges take place until proper provision has been made for its disposal.

10. Full details of the proposed driveway crossings from Chorley Drive, including details of existing highway trees and tree roots located in the highway grass verge, shall be submitted to and approved in writing by the local planning authority. Where the new driveway crossings will result in the loss of a highway tree, details of a suitable replacement shall be provided. The provision of replacement trees and the construction of the new driveway crossings shall be carried out in accordance with the approved details before

the development is occupied and shall thereafter be retained.

Reason: In the interests of protecting highway trees.

11. Details of a suitable means of site boundary treatment shall be submitted to and approved in writing by the Local Planning Authority before any above ground works commence, or within an alternative timeframe to be agreed in writing by the Local Planning Authority and the dwellings shall not be used unless such means of site boundary treatment has been provided in accordance with the approved details and thereafter such means of site enclosure shall be retained.

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

12. The driveways shall not be used unless details have been submitted to and approved in writing by the Local Planning Authority, showing how surface water will be prevented from spilling onto the public highway. Once agreed, the measures shall be put into place prior to the use of the driveways commencing, and shall thereafter be retained.

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.

13. 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.

14. Upon completion of any measures identified in the approved Remediation Strategy or any approved revised Remediation Strategy a Validation Report shall be submitted to the Local Planning Authority. The development shall not be brought into use until the Validation Report has been approved in writing by the Local Planning Authority. The Validation Report shall be prepared in accordance with Contaminated Land Report CLR11 (Environment Agency 2004) and 2 Sheffield City Council policies relating to validation of capping measures and validation of gas protection measures.

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

Other Compliance Conditions

15. The dwellings shall not be used unless the car parking accommodation for dwellings as shown on the approved plans has been provided in accordance with those plans and thereafter such car parking accommodation shall be retained for the sole purpose intended.

Reason: To ensure satisfactory parking provision in the interests of traffic safety and the amenities of the locality it is essential for these works to have been carried out before the use commences.

16. The hard surfaced areas of the site shall be 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.

17. All windows in the side/gable elevations of the proposed dwellings shall be fully glazed with obscure glass to a minimum privacy standard of Level 4 Obscurity and no part of the window shall at any time be glazed with clear glass.

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

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. It is advised that the site layout is amended to allow for adequate protection of the sewers. For further information, the developer should contact the Developer Services Team: telephone 0345 120 84 82 (option 1) or email technical.sewerage@yorkshirewater.co.uk.

Yorkshire Water Authority advise that the following points should be addressed:

- i) the submitted drawing appears to show buildings proposed to be built-over the line of public sewer crossing the site. In this instance, the checks have indicated that the proposal falls outside the scope of Requirement H4 of the Building Regulations. Diversion of the sewer or alteration of the layout will be required.
- ii) the submitted drawing should show the required building stand-off from public sewer -- or an agreed alternative scheme If the developer is looking to have new sewers included in a sewer adoption agreement with Yorkshire Registered Office Yorkshire Water Services Limited Western House Halifax

Road Bradford BD6 2SZ Registered in England and Wales No. 2366682
www.yorkshirewater.com

Water (under Section 104 of the Water Industry Act 1991), he should contact our Developer Services Team (telephone 0345 120 84 82, email: technical.sewerage@yorkshirewater.co.uk) at the earliest opportunity. Sewers intended for adoption should be designed and constructed in accordance with the WRc publication 'Sewers for Adoption - a design and construction guide for developers' 6th Edition as supplemented by Yorkshire Water's requirements.

2. On the Statutory Sewer Map, there is a small diameter public combined sewer recorded to cross the site. It is essential that the presence of this infrastructure is taken into account in the design of the scheme. It may not be acceptable to raise or lower ground levels over the sewer and we will not accept any inspection chambers on the sewer to be built over.

A proposal by the developer to alter/divert a public sewer will be subject to Yorkshire Water's requirements and formal procedure in accordance with Section 185 Water Industry Act 1991.

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. 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.

5. 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.

6. As the proposed development will involve the closing/diversion of a public highway(s) you are advised to contact the Highway Records team as soon as possible with a view to the necessary authority being obtained for the closure/diversion of the highway(s) under Section 247 of the Town and Country Planning Act 1990. This process can take several months to complete.

Principal Engineer, Highway Records
Highways Maintenance Division
Howden House, 1 Union Street
Sheffield
S1 2SH

Tel: (0114) 273 6301 or 273 6125

Email: highwayrecords@sheffield.gov.uk

7. Plant and equipment shall be designed to ensure that the total LAr plant noise rating level (i.e. total plant noise LAeq plus any character correction for tonality, impulsive noise, etc.) does not exceed the LA90 background sound level at any time when measured at positions on the site boundary adjacent to any noise sensitive use.
8. 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.
9. The applicant is advised that noise and vibration from demolition and construction sites can be controlled by Sheffield City Council under Section 60 of the Control of Pollution Act 1974. As a general rule, where residential occupiers are likely to be affected, it is expected that noisy works of

demolition and construction will be carried out during normal working hours, i.e. 0730 to 1800 hours Monday to Friday, and 0800 to 1300 hours on Saturdays with no working on Sundays or Public Holidays. Further advice, including a copy of the Council's Code of Practice for Minimising Nuisance from Construction and Demolition Sites is available from Environmental Protection Service, 5th Floor (North), Howden House, 1 Union Street, Sheffield, S1 2SH: Tel. (0114) 2734651, or by email at epsadmin@sheffield.gov.uk.

Site Location



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LOCATION AND PROPOSAL

The application site is located within the Fulwood district and relates to a domestic dwelling and its generous curtilage situated on the south side of Chorley Drive.

The site covers approximately 0.177 hectares and currently features a large detached three storey dwellinghouse, No. 21 Chorley Drive, a hardstanding to the side and a large rear garden which is set at a lower level than the ground floor of the main dwelling because the site slopes down from north to south. The rear garden also incorporates a tennis court.

A public footpath runs along the south-eastern site boundary, separating it from No. 17 Chorley Drive and connecting Chorley Drive to Canterbury Avenue.

The area is wholly residential in character, predominantly consisting of detached and semi-detached housing which varies in style, but which is characterised by steeply pitched roofs and the use of render.

The application seeks full planning permission to demolish the existing house and construct three detached dwellinghouses. All three houses will have front entrances and off-street parking accessed from Chorley Drive and gardens to the front and rear, with plots 2 and 3 benefiting from additional parking spaces within garages to the rear accessed from Canterbury Avenue.

The site is identified on the Unitary Development Plan Proposals Map as being within a designated Housing Area.

RELEVANT PLANNING HISTORY

The most recent planning application is ref. 03/02724/OUT- Erection of 2 dwellings (Renewal of outline planning permission - application under section 73 to vary conditions 2 & 3 (start date - commencement of development)) which was granted on 22.09.2003.

SUMMARY OF REPRESENTATIONS

85 objections from residents have been received plus letters of objection from the Peak & Northern Footpaths Society, Sheffield Ramblers and Cllr Sue Alston (Neutral).

The vast majority of objections related to the loss of the public footpath along the south-eastern boundary as proposed in the original submission. The scheme has since been amended to include retention of the footpath.

Other material planning concerns raised by objectors include:

- the houses are too close together and represent an over-development of the site.
- the development is not in-keeping with the character of the area in terms of design and materials proposed, in particular the use of grey brick.

- harmful impact on highway safety as a result of additional traffic, likely
- increase in on-street parking and the narrowness of the proposed front drives.
- impact on pedestrian safety.
- overlooking of neighbouring gardens.
- there are inaccuracies on the submitted plans.

In addition, concerns were raised about disruption during construction (non-planning matter) and boundary issues (private matter).

PLANNING ASSESSMENT

Policy Context

Section 38(6) of the Planning and Compulsory Purchase Act 2004 and section 70(2) of the Town and Country Planning Act 1990 require that planning applications are determined in accordance with the development plan unless material considerations indicate otherwise.

The Council's development plan comprises the Core Strategy 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 published in 2018 and revised in February 2019 (the NPPF) is also a material consideration.

Paragraph 11 of the NPPF states that where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, 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, or any adverse impacts of doing so would significantly and demonstrably outweigh the benefits.

Footnote 7 of the NPPF sets out that out-of-date policies include those relating to the provision of housing in the event where the local planning authority cannot demonstrate a five-year housing supply of deliverable housing sites. At present, Sheffield is able to demonstrate a 5.4 year supply of deliverable housing sites across the city. As such, the Council's policies with regard to housing land supply are not automatically considered to be out-of-date.

Set against this context, the development proposal is assessed against all relevant policies in the development plan and the NPPF below.

Principle of Development

Chapter 5 of the NPPF seeks to significantly boost the supply of homes.

The site is identified on the UDP Proposals Map as being within a Housing Area. Within such areas UDP Policy H10 sets out that housing is the preferred use of land.

The application site is part previously developed (the land occupied by existing structures) and part greenfield (the residential garden).

Core Strategy Policy CS24 relates to the use of previously developed land for new housing and sets out that not more than 12% of dwellings should be built on greenfield land. Given that the Council is currently achieving a build rate on previously developed land of more than 95%, the proposals comply with policy CS24. However, as the NPPF actively promotes the reuse of previously developed land but does not specifically advocate a 'brownfield first' approach, policy CS24 carries reduced weight.

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

Policy CS31 (Housing in the South West) of the Core Strategy states that, in South-West Sheffield priority will be given to safeguarding and enhancing its areas of character. As such, the scale of new development will be largely defined by what can be accommodated at an appropriate density through infilling, windfall sites and development in district centres and other locations well served by public transport.

The site is not within a Conservation Area and the garden that is to be developed does not contribute greatly to the character and appearance of the area; being concealed behind the existing property and in large part hard surfaced.

The submitted plans seek to develop the site with three dwellings. The density of development would equate to approximately 25 dwellings per hectare. This is roughly in line with the aspirations of Core Strategy Policy CS26 which sets an appropriate density range for this location of between 30 - 40 dwellings per hectare.

Paragraph 122 of the NPPF sets out that planning policies and decisions should support development that makes efficient use of land, taking into account land suitability, local market conditions and viability, maintaining an area's prevailing character and setting (including residential gardens) and the importance of securing well-designed, attractive and healthy places.

The proposal would achieve an efficient use of land and make a positive contribution to the supply of housing, whilst avoiding over-development and maintaining the character of the area in relation to density.

It is considered that in principle the development of the site for housing would accord with UDP policy H10, Core Strategy Policies CS24, CS26 and CS31 as well as paragraphs 68 and 122 of the NPPF.

Design Issues

Chapter 12 of the NPPF is concerned with achieving well-designed places and paragraph 124 identifies that good design is a key aspect of sustainable development.

Paragraph 127 of the NPPF sets out that decision should ensure that development will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; are visually attractive as a result of good architecture, layout and appropriate and effective landscaping; and are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change.

UDP Policy H14 relates to conditions on development in Housing Areas and in particular part (a) expects new buildings and extensions to be well designed and in scale and character with neighbouring buildings. UDP Policy BE5 also seeks to ensure good design and the use of good quality materials in all new buildings and extensions.

Core Strategy Policy CS74 sets out the design principles that would be expected in all new developments and further endorses the objectives of policies H14 and BE5. Policy CS74 seeks high quality development which respects and enhances the distinctive features of the city, its districts and neighbourhoods including, at part (c) the townscape character of neighbourhoods with their associated scale, layout and built form, building styles and materials.

These local design policies are considered to be up to date and in accordance with the NPPF.

The area does not have any special protection in planning terms. The character and external appearance of dwellings in the area is varied, however the predominant character of the area is defined by large semi-detached and detached two-storey houses finished in render and/or red brick with steeply pitched roofs.

The proposed dwellinghouses generally follow the established pattern of houses in the area being arranged with small front gardens, incorporating off-street parking, and large rear gardens. Whilst plots 2 and 3 also benefit from double garages located to the rear which are accessed off Canterbury Avenue, this is not considered to harm the character of the area.

The street scene context elevations indicate a general rising of ridge lines from east to west reflecting the rise of the natural ground level and neighbouring properties, which is considered to be appropriate.

In respect of scale and massing the proposals are for two storey frontages and three storeys to the rear, with pitched roofs. These aspects mirror the prevailing scale in the locality.

The proposed palette of materials is simple and clean, in line with the houses within the immediate vicinity. Render is the primary facing material, with some elements of pale grey brick detailing, while window frames are shown to be in dark black or grey. The proposed materials palette is a contemporary interpretation of local character and is broadly supported, subject to details which will be conditioned to ensure appropriate quality.

Limited information has been submitted in relation to the proposed boundary treatments and so a condition will be imposed to provide further details.

It is considered that the proposed dwellinghouses will not appear incongruous in the street scene and as described, the design approach raises no significant issues.

Amenity Issues

UDP policy H14 expects new development to safeguard the amenities of residents. The guidelines contained within the Council's supplementary planning guidance (SPG) 'Designing House Extensions' are also relevant.

Paragraph 127 of the NPPF states that the planning system should seek to secure a high standard of amenity for existing and future users.

Policy H14 and its supporting guidance are considered to be consistent with paragraph 127 of the NPPF with regard to residential amenity and therefore carry significant weight.

Nos. 25 and 17 Chorley Drive sit either side of the proposed dwellings, which will be more or less in line with the established front and rear building lines. The basement level of the house on plot 3 extends along the south-eastern site boundary to accommodate a gym, home office and double garage. Plot 3 is on slightly higher ground than No.17 but as the rear projection is at basement level and separated from No.17 by the now retained public footpath as well as trees and hedging along the boundary of No.17, it is considered that the side wall of the rear projection will not have a harmful impact on the rear garden of No.17.

There are some windows in the gable end elevations of the proposed dwelling's, but these serve none habitable rooms (bathrooms and wc.s), with the exception of some small dining room windows. A condition is proposed to secure obscure glazing of the side windows in order to protect the amenities of the occupiers of neighbouring properties.

Properties to the rear are situated in excess of 30m from the rear elevations of plots 1 and 2, though plot 2 also incorporates a detached single storey garage adjacent the rear site boundary which will sit opposite a garage to the side of No.57 Canterbury Avenue with no harmful impact. The rear of plot 3 faces onto Canterbury Avenue.

Properties opposite the site to the north are approximately 30m away, exceeding the 21 metre separation distance recommended in Guideline 6 of the supplementary planning guidance. It is therefore considered that the proposed dwellings are sufficiently separated from neighbouring dwellings and will not lead to any unreasonable overshadowing or overbearing impacts.

All three properties incorporate rear facing terraces which will offer some views across neighbouring gardens. However, the terraces are at ground floor level, are partly inset (i.e. enclosed) and, due to the changes in level and with appropriate boundary treatments, it is considered that the opportunities for overlooking will be

limited and the impact on the privacy of the occupiers of neighbouring dwellings will not be harmful. A raised garden area shown to the rear of plot 1 is an existing feature of the site and so will not have any significant adverse impacts.

An additional three residential properties in a residential area raises no obvious noise disturbance concerns for existing neighbours.

The site lies within a quiet, residential setting with low background noise levels and no sound attenuation measures over and above standard building regulation requirements are required.

Future Occupants

The internal layout of the houses will provide for good outlook and natural lighting to all main habitable spaces. The rear gardens of plots 1 and 2 are generous. The rear garden area of plot 3 is reduced due to the basement level projection, but in all case the garden sizes exceed the requirements of the Guideline 4 of the supplementary planning guidance.

In view of the above, the proposals are considered to comply with UDP Policy H14 and the supplementary planning guidance.

Highway Issues

UDP policy H14(d) expects new development to provide safe access to the highway network, appropriate levels of parking and to not endanger pedestrians. Policy H14 is consistent with the NPPF, which also promotes sustainable transport, but clarifies in paragraph 109 that development should only be refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

Vehicular access will be via Chorley Drive to the front and also, for two plots 2 and 3, via Canterbury Avenue to the rear. Visibility is good and each house will have 4 off-street parking spaces (including 2 in the garage for each house).

The construction of the proposed driveway crossings from Chorley Drive will likely impact on a mature highway tree. While highway trees in the locality contribute to the character of the area, this is a quiet residential road and so that contribution is considered to be of local significance only. Furthermore, the highway tree, a cherry, is classed as a category C tree in the submitted tree survey (thin crown and in a state of decline). It is therefore considered that, subject to a condition requiring details of the proposed driveway crossings, existing highway trees and the replacement of any lost highway trees, the construction of the proposed driveway crossings is acceptable.

It is considered that the level of parking provision is acceptable and unlikely to lead to a significant increase in on-street parking and that three additional dwellings along Chorley Drive will not adversely impact on highway safety.

Landscape Considerations

UDP Policy BE6 expects good quality landscape design in all new development which makes use of existing landscape features and promotes nature conservation, while a key principle of the NPPF is to conserve and enhance the natural environment (Chapter 15). It states that the planning system should contribute to and enhance the natural and local environment by minimising impacts on biodiversity and providing net gains in biodiversity where possible, contributing to the Government's commitment to halt the overall decline in biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures (paragraph 170).

The proposed development would not result in the loss of any protected species habitat. The site has been used in large part as domestic garden but much of this was given over to hard surfacing, including the tennis court.

Existing vegetation along the boundaries is to be retained where possible and, subject to conditions seeking full details of proposed hard and soft landscaping and any new boundary treatments, the development raises no concerns in this regard.

Flood Risk and Land Drainage

Yorkshire Water have raised an objection to the proposed layout based on the fact that their historic records show a public sewer running through the rear garden from midway down the north-western site boundary to the south eastern corner of the site. The exact location of the sewer is not known but it is understood that this is only likely to impact on one of the proposed detached garages.

In discussion with Yorkshire Water the applicant has agreed to undertake further investigations to determine the exact location of the sewer and, if necessary, the applicant will secure the appropriate consents that will allow them to divert the sewer between the garages.

Subject to compliance with standard conditions, the remainder of the development does not raise any drainage concerns.

It is also recommended that a condition be attached to any consent requiring details of all hard surfaced areas to be submitted for approval prior to the commencement of development and that all hard surfaces will need to be finished in a porous / permeable material in order to reduce surface water run-off.

Community Infrastructure Levy

The Council has adopted a Community Infrastructure Levy (CIL) to provide infrastructure to support new development.

In this instance the proposal is liable for CIL charges in Zone 5, at a rate of £80 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

Permission is sought for the erection of 3 detached dwellinghouses.

The UDP identifies the site as being within a Housing Area where housing is the preferred use of land.

The proposed dwellings are considered to be of an acceptable design which would not adversely impact on the character of the area.

Each house would have 4 off-street parking spaces, the development would not result in unacceptable levels of overlooking or overshadowing of neighbouring property and occupiers of the proposed development would be afforded satisfactory living conditions with ample private amenity space.

Overall, the proposed development is considered to be in accordance with UDP policies BE5, BE6, H10 and H14, and policies CS24, CS26, CS31 and CS74 of the Core Strategy as well as guidance contained within the revised NPPF.

It is therefore recommended that Members grant planning permission subject to the proposed conditions.

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