
Case Number	18/00272/FUL (Formerly PP-06676492)
Application Type	Full Planning Application
Proposal	Demolition of single-storey off shot/detached garage and erection of 2 no. semi-detached dwellinghouses (As amended plans).
Location	Curtilage Of 29 Florence Road Sheffield S8 0GE
Date Received	18/01/2018
Team	South
Applicant/Agent	7hills Architectural Design Ltd
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:

Site Plan, Block Plan and Street Scene Ref: Drg No 150_02 Rev A Scan Date 08.05.2018

Proposed Plans and Elevations Ref: Drg No 150_01 Rev A Scan Date 04.04.18

Reason: In order to define the permission.

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

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

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

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

4. A sample panel of the proposed masonry shall be erected on the site and shall illustrate the colour, texture, bedding and bonding of masonry and mortar finish to be used. The sample panel shall be approved in writing by the Local Planning Authority prior to the commencement of the building works and shall be retained for verification purposes until the completion of such works.

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

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

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

6. 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 the development is commenced, 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.

7. 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.

8. Details of a suitable means of site boundary treatment shall be submitted to and approved in writing by the Local Planning Authority before the development is commenced, or an alternative timeframe to be agreed in writing by the Local Planning Authority and the new 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.

9. 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.

Other Compliance Conditions

10. The new dwellings shall not be used unless all redundant accesses have been permanently stopped up and reinstated to kerb and footway, and any associated changes to adjacent waiting restrictions that are considered necessary by the Local Highway Authority including any Traffic Regulation Orders are implemented. The means of vehicular access shall be restricted solely to those access points indicated in the approved plans.

Reason: In the interests of highway safety and the amenities of the locality.

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

Reason: To ensure satisfactory drainage arrangements.

12. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2015, Schedule 2, Part 1 (Classes A to H inclusive), Part 2 (Class A), or any Order revoking or re-enacting that Order, no extensions, porches, garages, ancillary curtilage buildings, swimming pools, enclosures, fences, walls or alterations which materially affect the external appearance of the dwellings shall be constructed without prior planning permission being obtained from the Local Planning Authority.

Reason: In the interests of the amenities of occupiers of adjoining property, bearing in mind the restricted size of the curtilage.

13. The new dwellings shall not be used unless the car parking accommodation for 3 cars; 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.

14. Before either of the new dwellings are occupied, the garage and off shot on the rear of No. 29 Florence Road shall be demolished and the ground made good for use as amenity space for occupiers of No. 29 Florence Road and the proposed two new dwellings.

Reason: In the interests of the amenities of occupiers of the proposed dwellings, bearing in mind the restricted size of the curtilage.

15. 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.

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. 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.

3. By law, this development requires the allocation of official, registered address(es) by the Council's Street Naming and Numbering Officer. Please refer to the Street Naming and Numbering Guidelines and application forms on the Council website here:

<http://www.sheffield.gov.uk/home/roads-pavements/Address-management>

For further help and advice please ring 0114 2736127 or email snn@sheffield.gov.uk.

Please be aware that failure to apply for addresses at the commencement of the works will result in the refusal of statutory undertakers to lay/connect services, delays in finding the premises in the event of an emergency and legal difficulties when selling or letting the properties.

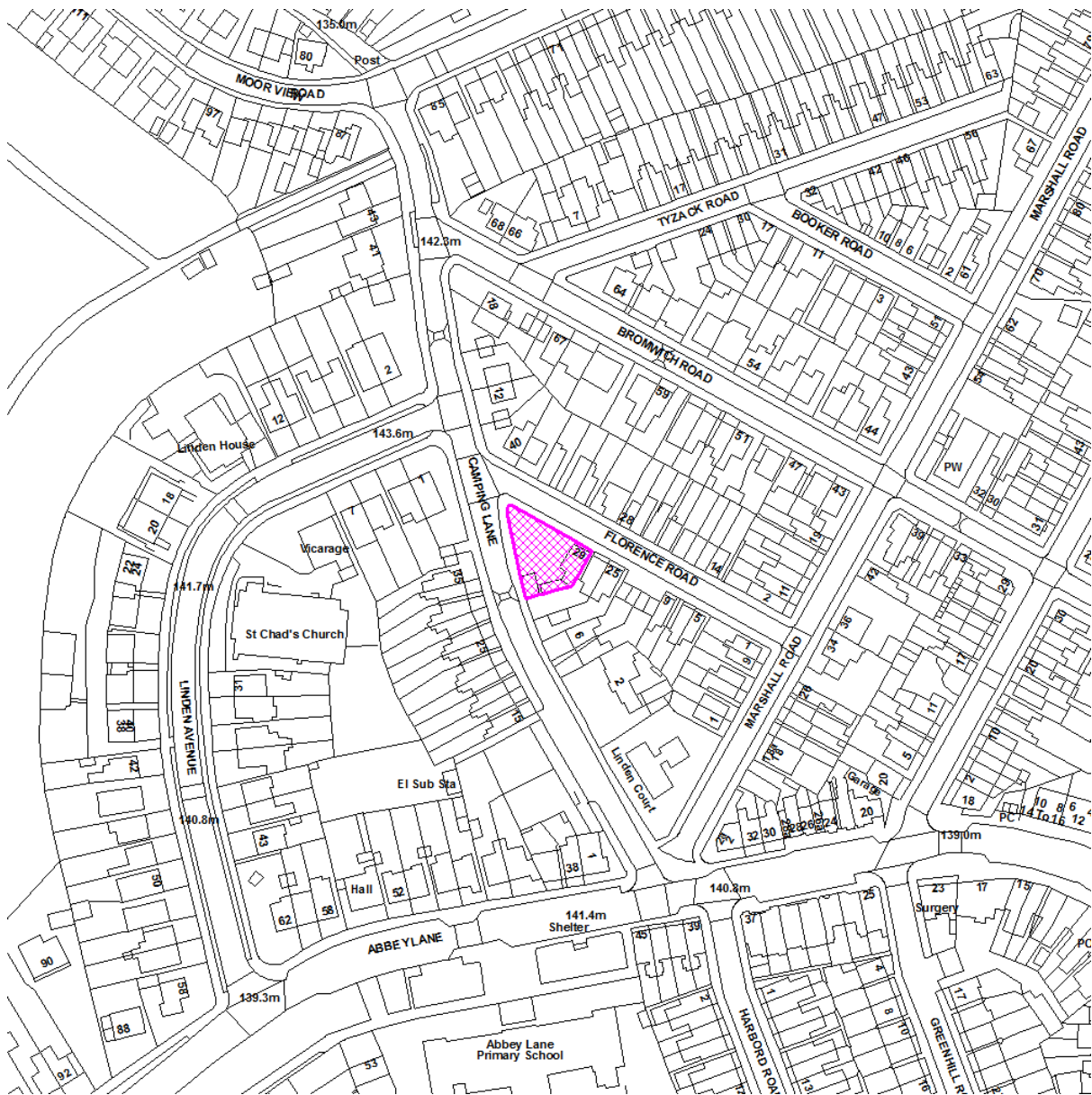
4. Section 80 (2) of the Building Act 1984 requires that any person carrying out demolition work shall notify the local authority of their intention to do so. This applies if any building or structure is to be demolished in part or whole. (There are some exceptions to this including an internal part of an occupied building, a building with a cubic content of not more than 1750 cubic feet or where a greenhouse, conservatory, shed or pre-fabricated garage forms part of a larger building). Where demolition is proposed in City Centre and /or sensitive areas close to busy pedestrian routes, particular attention is drawn to the need to consult with Environmental Protection Services to agree suitable noise (including appropriate working hours) and dust suppression measures.

Form Dem 1 (Notice of Intention to Demolish) is available from Building Control, Howden House, 1 Union Street, Sheffield S1 2SH. Tel (0114) 2734170

Environmental Protection Services can be contacted at Development Services, Howden House, 1 Union Street, Sheffield, S1 2SH. Tel (0114) 2734651

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. You are advised that this development is liable for the Community Infrastructure Levy (CIL) charge. A liability notice will be sent to you shortly informing you of the CIL charge payable and the next steps in the process, or a draft Liability Notice will be sent if the liable parties have not been assumed using Form 1: Assumption of Liability.

Site Location



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LOCATION AND PROPOSAL

The application site relates to a parcel of land which is currently part of an established garden serving 29 Florence Road, and is positioned between Florence Road and Camping Lane.

The site lies within a Housing Area as defined in the Unitary Development Plan (UDP). The surrounding area is characterised by a mixture of building styles and designs, which are predominantly in residential use.

Planning permission is sought for the erection of 2 No. two storey three bed roomed dwelling houses, with additional accommodation in the roof space, to be positioned adjacent to the existing dwelling at No. 29 fronting onto Florence Road.

RELEVANT PLANNING HISTORY

Planning permission was granted in 2005 for the 'Alterations and extensions to No. 29 and erection of a dwelling house within the curtilage' under application 05/02339/OUT.

SUMMARY OF REPRESENTATIONS

10 representations of objection from members of the public have been received following neighbour notification.

Issues raised:

- This is an overdevelopment of the site, the plot was never intended to have further housing on it and the area should be retained as garden space or off road parking.
- The proposed 3 bedroom dwellings are likely to attract families but having such small gardens makes them not family/child friendly.
- Florence Road already has a parking problem, from existing residents, people visiting the local school, and visitors to the local shops which are close by. It is difficult and sometimes impossible for the bin lorry, fire engines or ambulance to fit down the street which is double parked.
- There are not enough parking spaces on site for 3 houses, with Florence Road being a small narrow road that cannot take any increase in cars.
- At present, No. 29 has 3 off road parking spaces with a ratio of 1:3. Council guidelines require that outside of the city centre, a 2-3 bedroom dwelling should have 2 parking spaces, and therefore 6 spaces should be provided as part of this development. This proposal does not provide sufficient off street parking.
- The provision of the off road parking removes the ability for cars to park on the highway in this location.
- It would be better to only have 1 new dwelling and have 4 off street parking spaces provided, with ample amenity space.
- The parking for the new dwellings should be accessed from Camping Lane where there is already a dropped kerb and this would just need to be enlarged. It would also mean the green utilities box would not need to be moved.
- Construction vehicles/skips should be parked considerately during construction works to ensure neighbours can access driveways.

- The existing house at No. 29 is currently being re-rendered and having new windows inserted where it is intended to demolish the off-shot building, therefore it is unlikely that this part of the building will be demolished to provide amenity space.
- It is intended to replace the existing boundary wall at the rear of No. 27 with a 1.8 metre high timber fence, this is not acceptable to the owners of No. 27 who want the 3 metre high brick wall to be retained.
- The construction works are already being a nuisance to neighbouring properties, and further damage may occur to neighbouring properties.
- 23 healthy trees have been chopped down, and the roof tiles have already been removed from the garage.
- Increasing the number of parking spaces from 2 to 3 will further reduce the amount of on street parking along Florence Road with a wider/longer drop kerb.

PLANNING ASSESSMENT

The main issues to be considered are whether the principle of the development is acceptable in land use policy terms, the design of the proposal and its impact on the surrounding street scene, the effect on the living conditions of future and existing occupiers and whether suitable highways access and off-street parking is provided.

- Land Use Policy

The application site falls within a Housing Area, and the principle of redeveloping the site for housing (Use Class C3) is in line with the preferred use identified within UDP policy H10 'Development in Housing Areas'.

Policy CS23 of the Core Strategy 'Locations for New Housing' states that new housing development will be concentrated where it would support urban regeneration and make efficient use of land and infrastructure. In the period 2008/09 to 2020/21, the main focus will be on suitable, sustainably located, sites within, or adjoining the main urban area of Sheffield.

Core Strategy Policy CS24 'Maximising use of Previously Developed Land for New Housing' seeks ensure that priority is given to developments on previously developed sites and that no more than 12% of dwellings should be constructed on greenfield land in the period up to 2025/26. It also states that such development should only occur on small sites within urban areas, where it can be justified on sustainability grounds.

The site is small within an existing urban area and sustainably close to regular bus routes and within walking distance of local schools and services. As a former residential garden, this parcel of land is classed as a greenfield site however, the latest data taken in 2016/17 demonstrates an average since 2004/5 of just under 5% of completions have been carried out on greenfield sites, and therefore in this context, the development of this small urban greenfield site for new housing complies with the aims of policies CS23 and CS24.

Paragraph 49 of the National Planning Policy Framework (NPPF) stipulates that housing applications should be considered in the context of the presumption in favour of sustainable development and, that relevant policies for the supply of

housing should not be considered up-to-date if the local planning authority cannot demonstrate a five-year supply of deliverable housing sites.

Based upon the most current information available, a deliverable supply of housing land over the coming 5 years cannot be demonstrated. The Local Planning Authority has identified a 4.5 year of supply, which is a shortfall of 1,185 dwellings, as detailed in the SHLAA Interim Position Paper 2017. The issue of a shortage in housing land availability is a material consideration which supports the principle of residential development at this site and the proposal would provide a small but helpful contribution to the local supply of housing land, in a sustainable location.

- 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 that it should be in keeping with the character of the area. In this location, near to high frequency bus routes in the urban area, the policy identifies that a density of 40-60 dwellings per hectare would be appropriate.

This proposal for 2 dwellings on a site which is approximately 0.031 hectares would represent approximately 64.5 dwellings per hectare. Densities outside of the appropriate ranges will be allowed whereby they achieve good design and reflect the character of an area.

The proposed dwellings front directly onto Florence Road, having a similar position and presence to the immediate neighbours at No's 29 and 27 Florence Road which maintains the character of the area.

The width of each new dwelling is approximately 5.6 metres wide, with the plots extending back to meet Camping Lane. Within the surrounding context, there is a mixture of house styles and designs, which vary in width, but this proposal is not dissimilar to those found in the immediate area, reflecting the context and density of the area. The acceptability of the design of the dwellings is covered in depth in the Design Section below.

Accordingly the proposal complies to the principles of Policy CS26 of the Core Strategy.

- Design Issues

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

Chapter 7 of the NPPF requires good design, whereby paragraph 56 states that good design is a key aspect of sustainable development and should contribute positively for making places better for people. Paragraph 65 requires that planning permission should not be refused 'for buildings that promote high levels of

sustainability because of concerns about incompatibility with an existing townscape if those concerns have been mitigated by good design', and at paragraph 60 that planning decisions should not attempt to impose architectural styles or particular tastes.

The surrounding area is characterised by a mixture of building styles and designs. There are semi-detached, detached and traditional terrace properties with stone, red brick and render visible in the immediate area. Properties along Florence Road are all positioned at the back edge of the footpath or very close, with the majority of properties along Camping Lane also close to the back edge of the footpath.

This application proposes 2 two storey semi-detached buildings, with additional roof space accommodation facilitated by dormer windows which sit in a similar position to the immediate neighbours at No's 27 and 29 Florence Road, which in turn follows the line of the existing dwelling along this side of the road. The footprint of each building is considered appropriate and reflects the urban grain of the surrounding area. The proposed dwellings are designed to have two storey front elevations reflecting the surrounding area, with an additional storey proposed within the pitched roof space which is served by a dormer window on the front and rear of each proposed dwelling.

Amended plans have been received showing the removal of the originally proposed single storey off-shot which has resulted in Plot 2 becoming slightly wider to mirror the width of Plot 1, and provision of a third parking space. Materials are detailed as red brick work for the elevations with artificial stone quoins, window heads and cills, under a tiled roof. Windows are proposed as white upvc.

Overall, the buildings are well designed and are considered to sit comfortably within the street scene. Subject to conditions ensuring satisfactory building materials are used, a good quality scheme can be achieved and the proposals will comply with Policies BE5, H14, and CS74 and the NPPF Chapter 7.

- Living Conditions

Policy H14 'Conditions on Development in Housing Areas' part (c) and (d) requires that new development in housing areas should not cause harm to the amenities of existing residents. Paragraph 17 of the NPPF seeks to secure a good standard of amenity for all existing and future occupants of land and buildings. These are further supported by Supplementary Planning Guidance 'Designing House Extensions' (SPG) which whilst strictly relevant to house extensions, does lay out good practice detailed guidelines and principles for new build structures and their relationship to existing houses.

Neighbouring Occupiers

The closest neighbouring properties are No. 29 Florence Road which is the existing dwelling on the site, No. 27 which is adjacent, No's 30-36 Florence Road directly opposite and the properties along the opposite side of Camping Lane.

The guidelines found in the adopted Supplementary Planning Guidance on Designing House Extensions are not strictly applicable in this instance as they relate more directly to house extensions. However they do suggest a number of detailed guidelines relating to overbearing and overshadowing, privacy and overlooking, and appropriate garden sizes. These guidelines include that two storey dwellings which face directly towards each other should be a minimum of 21 metres, and that rear garden lengths should be at least 10 metres, to ensure that privacy is retained. Two storey buildings should not be placed closer than 12 metres from a ground floor main habitable window. These guidelines are reflected in the South Yorkshire Residential Design Guide (SYRDG), which Sheffield considers Best Practice Guidance, but which is not adopted as Supplementary Planning Guidance.

No. 27 Florence Road sits adjacent to the existing house on the site, No. 29. The location of the 2 dwellings is separated from no.27 by the presence of no.29, and as such the erection of the new dwellings will not themselves create any adverse privacy/overshadowing issues. It is intended to demolish some of the off-shot and the existing garage serving No. 29 which is close to or on the boundary with No. 27, and to replace the existing 3 metre high brick wall with a 2 metre high timber fence. The loss of the garage and off shot will not impact on the amenities of occupiers of No. 27 in principle, and will be less overbearing on occupiers of No. 27. The removal of the boundary wall is acceptable and there are no fundamental planning grounds for it to be retained. A 2 metre high timber fence is proposed to be erected along this boundary which provides an appropriate level of screening to prevent adverse overlooking created.

The houses directly opposite at 30-36 Florence Road are all located at the back edge of the footpath. Habitable windows are proposed in the front of the proposed new dwellings which overlook the highway, and mirror the existing scenario found between the existing properties along Florence Road. It is reasonable to assume that windows which are located in the front of a property and are positioned at the back edge of the footpath cannot be expected to have the same level of privacy as those on the rear of a property, and therefore whilst the distance between 30-36 Florence Road and the proposed dwellings is approximately 12 metres away which is significantly less than the recommended 21 metres for first floor facing windows, in this scenario, it is acceptable. There is approximately 12 metres between the windows in the front of No's 30-36 which complies with the recommended 12 metres found in the SPG, in regard to overbearing.

Therefore, it is not considered that the proposal will create any significant loss of privacy, or overshadowing or overbearing to occupiers of those properties on the opposite side of Florence Road.

Properties to the rear along the other side of Camping Lane are in excess of 21 metres away from the proposed new dwellings, and as such will not experience any adverse overbearing, overshadowing or overlooking from the development.

All other properties are sufficient distance away from the proposal so that they are not adversely affected by the physical form of the development.

Future Occupiers

The proposed dwellings are considered to provide a good outlook from main habitable rooms, providing a quality living accommodation for future occupants. Windows on the rear of the existing dwelling at No. 29 Florence Road will not experience any unacceptable overbearing, or overlooking.

There will be a loss of amenity space afforded to occupiers of 29 Florence Road. It is proposed to demolish the existing off-shot and detached garage and retain 62 square metres of rear garden space. 51 square metres is to be provided for Plot 1 and 64 square metres for Plot 2. This does comply with the guidelines in the SPG which require minimum garden size of 50 square metres for a two or more bedroomed house.

The SYRDG does identify that for 3+ bedroom dwellings 60 square metres of private garden should be provided. There is therefore a minor shortfall in the garden provision for Plot 1 relative to the SYRDG. However the garden areas provided do all accord with SPG guidelines. There will be an element of mutual overlooking created from windows being positioned close to the boundaries in Plots 1 and 2, coupled with the angle of the boundaries. This is a scenario which does occur within the existing urban grain of the area, and is not considered to be at a level which would create significant levels of overlooking. Furthermore, the orientation of the gardens are such that they will provide useful, useable amenity space with good sunlight provision, and therefore the amenity space provided is considered acceptable.

It is considered that the proposed development would not adversely impact on the amenities of existing occupiers to an unacceptable level, or on occupiers of the proposed new dwellings. Accordingly, the proposal complies with UDP policy H14 and paragraph 17 of the NPPF.

Highways Considerations:

Policy H14 'Conditions of Development in Housing Areas' (part d) requires a development to provide safe access to the highway network and provide appropriate off-street parking and not endanger pedestrians.

Paragraph 17 of the NPPF seeks to focus development in sustainable locations and make the fullest possible use of public transport, walking and cycling, focussing significant development in locations which are or can be made sustainable. Paragraph 32 requires that safe and suitable access to a site can be achieved for all people, and that development should only be prevented or refused on transport grounds where the residual cumulative impacts of developments are severe.

The existing house at 29 Florence Road has off-street car parking and a garage located to the rear, which is accessed off Camping Lane. The majority of properties along Florence Road have no off-street parking provision, there are 4 single garages with parking to the front a few doors down, but it is not clear which specific properties these serve, and the odd property has a single off-street parking space.

Properties along the other side of Camping Lane rely on on-street parking, with the exception of No. 35 Camping Lane and 1 Linden Avenue which are directly to the rear of the proposed new dwellings and have a garage with parking in front.

This application seeks to demolish the garage and remove the off-street car parking area at the rear of No. 29 to provide amenity space to future occupiers of the development.

Amended plans have been received showing 3 off street parking spaces adjacent to Plot 2 (an increase from the 2 originally proposed) which are accessed from Florence Road and will serve the existing dwelling and the 2 new dwellings.

The Council's parking guidelines set out maximum standards in accordance with Core Strategy Policy CS53 'Management of Demand for Travel', and for a 2-3 bedroom dwelling outside of the city centre 2 spaces are required as a maximum. 1 space is being provided per dwelling within this development, and therefore there is a shortfall in the maximum provision.

It is considered in this case that the site is in a very sustainable location close to the shopping area which provides a wide range of facilities including schools and doctors, and within close proximity to high frequency public transport. Therefore whilst providing only 1 space dwelling is not ideal, it is not considered that any additional on-street parking would be to a severe level that would justify refusal of the application on highways grounds. As such the development is in accordance with UDP Policy H14 (d) and the NPPF.

Landscaping/Ecology

Policy GE15 - 'Trees and Woodlands' within the UDP states that trees and woodlands will be encouraged and protected. Representations state that 23 mature conifer trees have been recently removed from the site, prior to the submission of this application. These trees were not protected, nor were they a species of any significant public amenity value. Their removal did not require any permission and therefore it is not a material planning consideration in this instance.

Replacement tree planting and other vegetation will be provided and secured through an appropriate planning condition.

Flood Risk and Drainage

The site does not fall within a high or medium risk flood zone that would affect the principle of the development, and as such does not require a Flood Risk Assessment to be carried out.

Policy CS67 'Flood Risk Management' of the Core Strategy states that the extent and impact of flooding should be reduced. In this instance, the areas of hardstanding should be constructed from a porous material, which would restrict surface water run-off, and this can be controlled through a relevant condition to any approval to ensure any alterations are to a minimum.

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.

RESPONSE TO REPRESENTATIONS

The majority of issues raised through the representations are discussed in the above report. Those which are not, are addressed in the section below.

- Issues relating to noise and disturbance are an unavoidable consequence of construction. A development of this scale will need to adhere to separate Environmental Protection legislation.
- Issues relating to damage to neighbouring properties is a civil matter between interested parties and is not covered under planning legislation.

SUMMARY AND RECOMMENDATION

The principle of erecting two dwellings on the site is considered acceptable in land use policy terms. The amendments secured to the proposal have resulted in a development that is considered to have an acceptable impact upon the character of the immediate street scene and wider area, and which would avoid any severe implications in highway safety terms, and does not have a detrimental impact on the amenities of occupiers of neighbouring properties.

The proposal would represent efficient use of land, in a sustainable location and would provide two additional housing units which would make a small contribution to the city's housing stock.

Therefore, the proposals comply with the applicable policies and guidance outlined above and it is recommended that planning permission is granted subject to conditions.