
Case Number	17/04669/FUL (Formerly PP-06524339)
Application Type	Full Planning Application
Proposal	Erection of 9no dwellings including associated parking and formation of an access road
Location	Land To The East Of The Junction With School Street Station Road Mosborough Sheffield S20 5AD
Date Received	14/11/2017
Team	City Centre and East
Applicant/Agent	CBP Architects
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 Location plan - 17071-A-2002 Rev P02
Site layout plan and levels - 17071-A-2001 Rev P05
House Type A - 17071-A-0001 Rev P06
House Type B - 17071-A-0002 Rev P05
House Type C & D - 17071-A-0003 Rev P06
House Type E 17071-A-0005 Rev P08
House Type F - 17071-A-0006 Rev P06
House Type G - 17071-A-0007 Rev P02
Ecological Impact Assessment dated February 2018

Reason: In order to define the permission.

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

3. No development shall commence until the actual or potential land contamination and ground gas contamination at the site shall have been investigated and a Phase 1 Preliminary Risk Assessment Report shall have been submitted to and approved in writing by the Local Planning Authority. The Report shall be prepared in accordance with Contaminated Land Report CLR11 (Environment Agency 2004).

Reason: In order to ensure that any contamination of the land is properly dealt with and the site is safe for the development to proceed, it is essential that this condition is complied with before the development is commenced.

4. Any intrusive investigation recommended in the Phase I Preliminary Risk Assessment Report shall be carried out and be the subject of a Phase II Intrusive Site Investigation Report which shall have been submitted to and approved in writing by the Local Planning Authority prior to the development being commenced. The Report shall be prepared in accordance with Contaminated Land Report CLR 11 (Environment Agency 2004).

Reason: In order to ensure that any contamination of the land is properly dealt with and the site is safe for the development to proceed, it is essential that this condition is complied with before the development is commenced.

5. Any remediation works recommended in the Phase II Intrusive Site Investigation Report shall be the subject of a Remediation Strategy Report which shall have been submitted to and approved in writing by the Local Planning Authority prior to the development being commenced. 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 and the site is safe for the development to proceed, it is essential that this condition is complied with before the development is commenced.

6. The demolition of the Dutch Barn (B1 on Drawing 1 of the Ecological Impact Assessment dated February 2018) shall not in any circumstances commence unless the Local Planning Authority has been provided with either:
 - a) A licence issued by Natural England, pursuant to Regulation 53 of The Conservation of Habitats and Species Regulations 2010 authorizing the specified activity/development to go ahead; or
 - b) A statement in writing from Natural England to the effect that it does not consider that the specified activity/development will require a licence.

Reason: In the interests of protected species.

7. One month before development commences and again immediately prior to works commencing surveys of the development site shall be carried out to identify if any protected species have created any new habitats, the results of which shall be submitted to the Local Planning Authority.

No development shall commence until such surveys have been submitted to and approved in writing by the Local Planning Authority. If new habitats are discovered at any time during demolition or construction works at the site, then works must stop until the appropriate licences have been obtained from Natural England.

Reason: In the interests of protected species

8. No work on site shall commence until a Woodland and Ecology Management Plan has been submitted to and approved in writing by the Local Planning Authority. The plan must include :

- a) Improvements to woodland area to the north of the site, including details of native planting to encourage foraging
- b) Short, medium and long term aims and objectives
- c) Management responsibilities
- d) An annual work programme and maintenance schedule
- e) Details and location of bat and bird boxes
- f) Details of lighting
- g) Details of removal of Japanese Knotweed
- h) Details and locations of hedgehog access points

The approved Woodland and Ecology Management Plan shall be implemented at all times thereafter and any amendments shall first receive the written agreement of the Local Planning Authority.

Reason: In the interests of the amenities of the locality

9. No work on site shall commence until the application site has been fenced off as recommended by the Ecological Impact Assessment dated February 2018. This fencing shall be retained until the development has been completed.

Reason: In the interests of protected species

10. No development shall commence until full details of measures to protect the existing trees, shrubs or hedges to be retained, have been submitted to and approved in writing by the Local Planning Authority and the approved measures have thereafter been implemented. These measures shall include a construction methodology statement and plan showing accurate root protection areas and the location and details of protective fencing and signs. Protection of trees shall be in accordance with BS 5837, 2012 (or its replacement) and the protected areas shall not be disturbed, compacted or used for any type of storage or fire, nor shall the retained trees, shrubs or

hedges 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 shrubs or 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

11. No development shall commence until full details of the fencing surrounding the brick kilns, as recommended in the Ecological Impact Assessment dated February 2018 has been submitted to and approved in writing by the Local Planning Authority and the fencing erected in accordance with the approved details. The development shall thereafter be retained until the development has been completed. .

Reason: In the interests of protected species.

12. 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.

13. No development, including any demolition and groundworks, shall take place until a Written Scheme of Investigation (WSI) that sets out a strategy for archaeological investigation has been submitted to and approved in writing by the Local Planning Authority. The WSI shall include:

- The programme and method of site investigation and recording.
- The requirement to seek preservation in situ of identified features of importance.
- The programme for post-investigation assessment.
- The provision to be made for analysis and reporting.
- The provision to be made for publication and dissemination of the results.
- The provision to be made for deposition of the archive created.
- Nomination of a competent person/persons or organisation to undertake the works.
- The timetable for completion of all site investigation and postinvestigation works.

Thereafter the development shall only take place in accordance with the approved WSI and the development shall not be brought into use until either the Local Planning Authority have confirmed in writing that the requirements of the WSI have been fulfilled or alternative timescales for bringing the development into use have been agreed.

Reason: To ensure that any archaeological remains present, whether buried or part of a standing building, are investigated and a proper understanding of their nature, date, extent and significance gained, before those remains are damaged or destroyed and that knowledge gained is then disseminated.

14. No development shall commence unless and until the intrusive site investigation works described in the coal mining risk assessment produced by GRM Development Solutions, dated 7th December 2016, have been carried out as recommended. The exact form of any intrusive site investigation including the number, location and depth of boreholes must be agreed with the Coal Authority's Permitting Team.

A report of the findings arising from the intrusive site investigations shall be submitted to and approved in writing by the Local Planning Authority. Where the investigations indicate that remedial works are required, no development shall commence unless and until a scheme of remedial works has been submitted to and approved by the Local Planning Authority and the approved remedial works have been carried out in accordance with the approved details.

Reason: To ensure the safety and stability of the proposed development.

15. No development shall take place until details of the proposed means of disposal of surface water drainage, including details of any balancing works and off-site works, have been submitted to and approved by the Local Planning Authority. Such works shall be achieved by sustainable drainage methods and should the design not include sustainable methods, evidence shall be provided to show why sustainable drainage methods are not feasible for this site. Furthermore, unless otherwise approved in writing by the Local Planning Authority, there shall be no piped discharge of surface water from the development prior to the completion of the approved surface water drainage works.

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.

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

and a report shall have been submitted to and approved in writing by the Local Planning Authority to demonstrate that the agreed measures have been installed/incorporated prior to occupation. Thereafter the agreed equipment, connection or measures shall be retained in use and maintained for the lifetime of the development.

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

17. No development shall commence until the environmental improvements to 'The Brow' as recommended by the Ecological Impact Assessment dated February 2018

a) have been carried out; or

b) details have been submitted to and approved in writing by the Local Planning Authority of arrangements which have been entered into which will secure that such environmental improvement works will be carried out. The development shall not be occupied until the approved environmental improvements have been carried out.

Reason: In the interests of biodiversity

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

18. 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 and the approved equipment must be retained through the duration of all demolition and construction works.

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

19. 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 the part of the development in which the materials are proposed to be used 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.

20. A comprehensive and detailed hard and soft landscape scheme for the site, which shall include 3 No. replacement trees to the woodland area to the north of the site and enhancement works as recommended by the Ecological Impact Assessment dated February 2018, 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.

The approved landscape and enhancement 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 and all works of enhancement 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. Unless further approval has been given by the Local Planning Authority, replacement planting shall be in accordance with the approved landscape works.

Reason: In the interests of the amenities of the locality and biodiversity.

21. Prior to the removal/ heavy pruning of trees shown to have moderate potential for roosting bats (drawing 1 of Ecological Impact Assessment dated Feb 2018), the trees concerned shall be subject to two dusk/dawn bat detector surveys which must be carried out between May to August inclusive. The surveys shall be submitted to and approved in writing by the Local Planning Authority prior to the works of removal/pruning being undertaken.

Reason: In the interests of protected species.

22. 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.

23. The dwellings shall not be used unless that part of the road providing access thereto has been provided in accordance with the approved plans.

Reason: In the interest of highway safety

24. The dwellings shall not be used unless the car parking accommodation 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.

25. The development shall not be occupied unless the turning head for vehicles has been provided within the site in accordance with the approved site plan and thereafter such turning space shall be retained.

Reason: In the interest of the safety of road users

26. 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 within an alternative timeframe to be agreed in writing by the Local Planning Authority. In any event 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.

27. Surface water discharge from the completed development site shall be restricted to a maximum flow rate of 5 litres per second. Before the use of the development is commenced, a validation test to demonstrate that the necessary equipment has been installed and that the above flow rate has been achieved shall have been carried out and the results submitted to and approved in writing by the Local Planning Authority.

Reason: In order to mitigate against the risk of flooding.

Other Compliance Conditions

28. Any proposed vegetation clearance must only take place outside of the bird breeding season (March to August inclusive), unless a breeding bird survey, is carried out by a suitably qualified ecologist and approved in writing by the Local Planning Authority. The vegetation clearance shall thereafter be carried out in accordance with the approved survey

Reason: In the interests of local wildlife

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. The applicant is advised that the 'alternative timeframe' referred to in the conditions must be applied for in writing, by letter, to the original case officer and must be approved in writing by that case officer.
3. Where highway schemes require developers to dedicate land within their control for adoption as public highway an agreement under Section 38 of the Highways Act 1980 is normally required.

To ensure that the road and/or footpaths on this development are constructed in accordance with the approved plans and specifications, the work will be inspected by representatives of the City Council. An inspection fee will be payable on commencement of the works. The fee is based on the rates used by the City Council, under the Advance Payments Code of the Highways Act 1980.

If you require any further information please contact:

Mr S Turner
Highway Adoptions
Highways Maintenance Division
Howden House, 1 Union Street
Sheffield
S1 2SH

Tel: (0114) 273 4383
Email: stephen.turner@sheffield.gov.uk

4. You are required, as part of this development, to carry out works within the public highway. You must not start any of this work until you have received formal permission under the Highways Act 1980 in the form of an S278 Agreement. Highway Authority and Inspection fees will be payable and a Bond of Surety required as part of the S278 Agreement.

You should contact the S278 Officer for details of how to progress the S278 Agreement:

Mr J Burdett
Highways Development Management
Highways Maintenance Division
Howden House, 1 Union Street
Sheffield
S1 2SH

Tel: (0114) 273 6349
Email: james.burdett@sheffield.gov.uk

5. You are required as part of this development, to carry out works within the public highway: as part of the requirements of the New Roads and Street Works Act 1991 (Section 54), 3rd edition of the Code of Practice 2007, you

must give at least three months written notice to the Council, informing us of the date and extent of works you propose to undertake.

The notice should be sent to:-

Highway Co-Ordination
Sheffield City Council
Town Hall
Sheffield
S1 2HH

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

Please note failure to give the appropriate notice may lead to a fixed penalty notice being issued and any works on the highway being suspended.

Where the notice is required as part of S278 or S38 works, the notice will be submitted by Highways Development Management.

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.
7. The applicant is advised that Sheffield City Council, as Highway Authority, require that drives/vehicular access points be designed to prevent loose gravel or chippings from being carried onto the footway or carriageway, and that they drain away from the footway or carriageway, to prevent damage or injury.
8. 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.

9. 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.

10. Dependent upon the nature of the highway works being undertaken, you may be required to pay a commuted sum to cover the future maintenance of new and/or improved highway infrastructure.

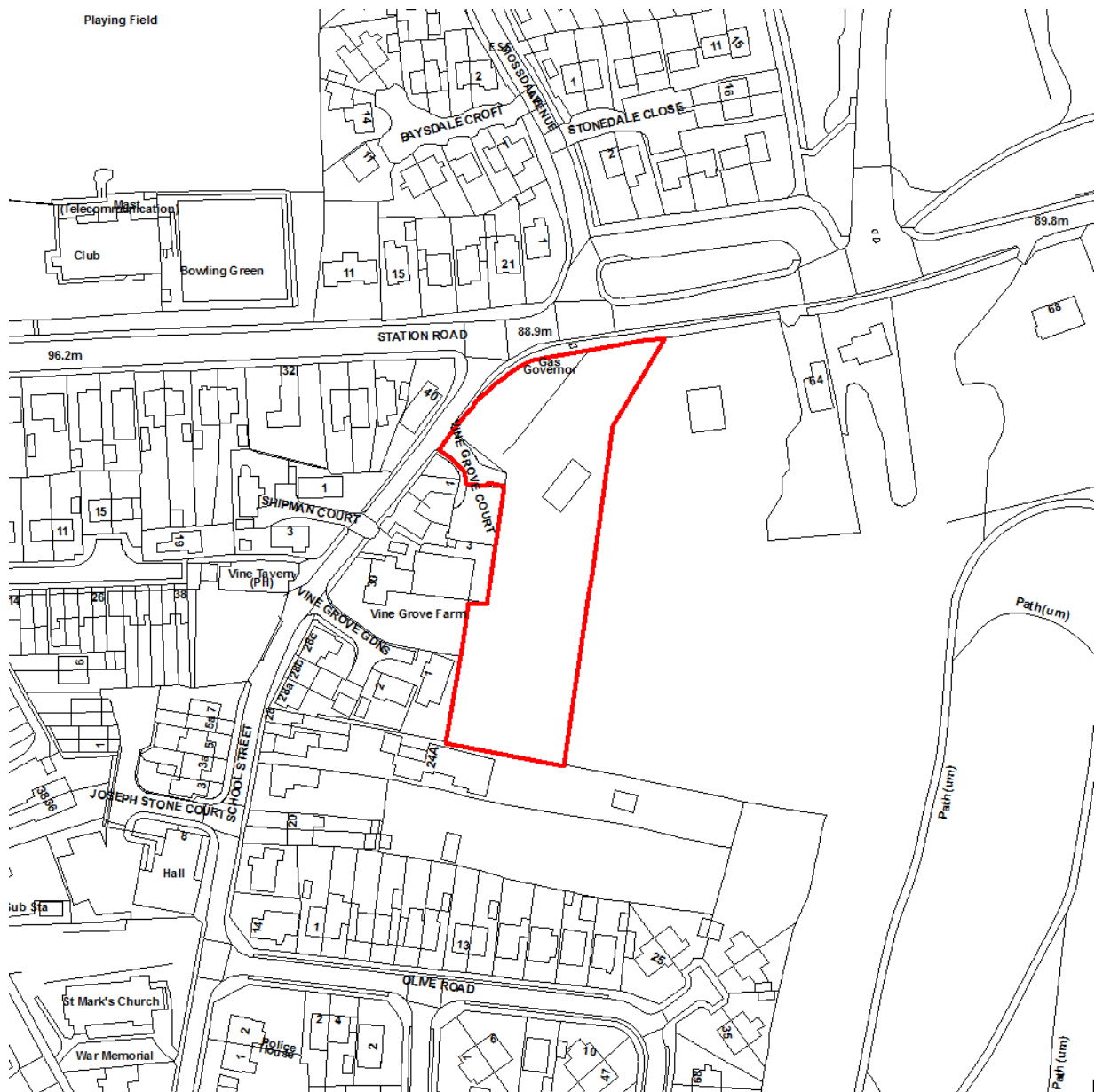
The applicant is advised to liaise with Highways Maintenance Division early on to determine the approximate cost. In the first instance contact should be made with the S278 Officer:

Mr J Burdett
Highways Development Management
Highways Maintenance Division
Howden House, 1 Union Street
Sheffield
S1 2SH

Tel: (0114) 273 6349
Email: james.burdett@sheffield.gov.uk

11. 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.
12. 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 relates to a parcel of land which runs from the corner of Station Road and School Street behind houses at Vine Grove Court and School Street. The land comprises part of the former Vine Grove Farm land holding, which has previously undergone some residential development.

The site is largely covered by native deciduous woodland, a number of self-set trees and areas of dense scrub. A number of trees within and adjacent to the site are

subject to Tree Preservation Orders. An open sided barn is located within the site and is proposed to be removed as part of the development.

The surrounding area is predominantly residential in nature and is characterised by dwellings of varied styles, sizes and ages. The housing immediately adjacent to the site on Vine Grove Court and School Street is constructed in a traditional style, reflecting the historic nature of the area.

The site is located in a Housing Area as designated in the adopted Sheffield Unitary Development Plan. It also forms part of the Green Network and is a Local Wildlife Site and there are known to be protected species within the locality.

Full planning permission is sought for the erection of nine dwellings on the land.

RELEVANT PLANNING HISTORY

97/00362/OUT & 00/00316/OUT: Residential development for 15 dwellings on a larger site extending to the east of the current application site. These applications were refused for various reasons, including the detrimental impact on the Green Link and Network; protected species and nature conservation; and the loss of mature trees and landscaping protected by a Tree Preservation Order.

03/04063/OUT: Erection of 5 dwellings. This application was refused due to the impact on the green and open character of the site; protected species and development of a greenfield site being contrary to policy.

09/03921/FUL: Erection of 5 dwellings Application approved

The key difference between the 2003 and 2009 application related to policy changes in the Core Strategy which allowed for greater flexibility in the development of small greenfield sites.

This permission was renewed in 2012 through application 12/03462/FULR.

17/00516/OUT: Erection of 7 dwellings approved in April 2017. This application related to a larger site area, including additional land to the south of the site located behind properties on Vine Grove Gardens and 30 School Street. The vehicular access into the site was approved as part of this permission.

SUMMARY OF REPRESENTATIONS

Four letters have been received from local residents and the Mosborough Village Action Group which raise concerns that:

- Traffic frequently enters School Street from Station Road at speed. Cars are regularly parked opposite the site entrance as well as all the way down School Street, especially at weekends due to the various sporting events held at the Mosborough Miners Welfare.

- Pavements in the area are narrow. An increase in traffic turning into and out of the proposed site would increase the chance of bad accidents, both vehicular and pedestrian.
- The use of the vehicular access and queueing of traffic on School Street will cause unreasonable levels of pollution in close proximity to windows of neighbouring property. The development should access directly onto Station Road.
- The plans are unclear on the finished levels of the dwellings in relation to the existing ground. The siting and scale of plot 9 will be overbearing to neighbours and cause overshadowing if it is not dug into the existing ground and will obscure the existing woodland view. The tree shown as within the garden of 30 School Street does not exist and applicant's statement that the tree provides a natural visual barrier to neighbouring property is inaccurate.
- The existing woodland is home to a variety of wildlife and protected species, all of which would be adversely affected by the clearing of woodland and erection of dwellings.
- The old Westfield School site is only 300 yards away from the application site and offers a variety of dwellings.
- Since the approval of the outline application for 7 dwellings last year there has been machinery on the site carrying out site clearance which is unacceptable.

Three letters in support of the application have been received which make comment that:

- The traffic on the road is far less than in previous years when School Street was a through route with a school and busy pub. Whilst traffic has increased significantly everywhere else in the village, this road has become quieter and can easily afford 9 new homes.
- At the present time this disused site is only of benefit to the few properties which immediately border it and not to the community in general. This area of neglected land which is viewed by the wider community at the junction of School Street and Station Road has become an eyesore due to the amount of litter which has built up over the years and is regularly the site of anti-social behaviour. Any development which improves the situation can only be a bonus to the whole village.
- The principle of development is not in question as 7 dwellings have already been approved. It is the design and quality of the development which is more of an issue so that it fits in with the character of the current housing/barn conversions that have been developed on Vine Grove Court and other property on School Street complimenting the village.
- This is the perfect spot to build new homes and the plans look of high standard housing that will promote Mosborough Village.

PLANNING ASSESSMENT

The National Planning Policy Framework (NPPF) provides the framework for the planning policy and development within England. The overarching principle is to ensure that sustainable development occurs and the local policies cited in this report are all considered to be in accordance with the relevant paragraphs of the NPPF.

Land Use Policy Issues

The site is located within a Housing Area as defined in the adopted Sheffield Unitary Development Plan. UDP Policy H10 sets out the preferred, acceptable and unacceptable uses in these areas and defines housing (Use Class C3) as the preferred use.

Core Strategy Policy CS23 of 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 seeks to maximise the use of brownfield sites, and states that no more than 12% of dwelling completions between 2004/05 and 2025/26 should be on greenfield sites. Given that the site is only small it will not be harmful to achieving the target set out in CS24. Furthermore, the site is a logical extension to existing built form and is in a sustainable location close to local amenities and good public transport links and so satisfies policy CS24(b).

Core Strategy Policy CS47 relates to the safeguarding of open Space. Despite its designation within a housing policy area the application site has remained undeveloped and is essentially a greenfield site with no public access.

An Open Space Assessment was carried out in connection with the previous application for 7 dwellings in 2017 which showed that there was sufficient provision in the local area of existing open space to serve the needs of people living and working in the area. The development of the site would not deny local people access to a well-used open space and in this respect the proposal does not conflict with policy CS47

Paragraph 49 of the 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 helpful contribution to the local supply of housing land, in a sustainable location.

The principle of redeveloping the application site for residential purposes has previously been established by the earlier grant of planning approval in 2017 and there has been no material change in land use policy since that decision.

Density of Development

Core Strategy Policy CS26 'Efficient Use of Housing Land and Accessibility' sets appropriate density levels for development, to ensure the efficient use of land. Within urban areas, such as the application site, it is anticipated that densities would be between 30 to 50 dwellings per hectare. Densities outside these ranges are acceptable where they achieve good design, reflect the character of an area or protect a sensitive area.

The density of the built form will be less than 17 dwellings per hectare. Although below the recommended density, it is recognised that there are various sensitive issues on this site and a reduced scale of development is considered to be an appropriate way forward to ensure the various ecological issues are suitably managed.

Design

UDP Policy H14 "Conditions on Development in Housing Areas" requires that new buildings are well designed and in scale and character with neighbouring buildings. Policy BE5 "Building Design" reinforces this policy and states that new buildings should complement the scale form and architectural style of surrounding buildings. Paragraph 56 of the NPPF advises that good design is a key aspect of sustainable development and should contribute positively to making places better for people and advises in paragraph 60 that planning decisions should seek to promote or reinforce local distinctiveness and not impose architectural styles or particular tastes.

The application proposes 9 large dwellings (4 semi-detached and 5 detached dwellings) which are simple and traditional in general form being built in stone with slate roofs to complement the appearance of the local area. The dwellings vary in layout and appearance to take account of the level differences throughout the site and include two split level dwellings to the southern part of the site. The dwellings are sited to avoid damage to the protected trees within the site. The new dwellings are positioned to the east and south of the shared access road which runs along the western boundary of the site behind 3 Vine Grove Court, this property being a converted two storey stone barn. A more modern housing development comprising brick built detached dwellings abuts the south west boundary of the site. The overall design and appearance of the new dwellings is considered to reflect the established urban grain of this part of Mosborough village.

It is also noted that owing to the position of the site to the rear of existing dwellings and set back from the Station Road frontage behind a dense woodland area, the new development will not be overly visible in any established street scenes.

Amenity

UDP Policy H14 states that development will be permitted provided that 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. 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.

The rear elevations of both 3 Vine Grove Court and 1 Vine Grove Gardens and the garden of 30 School Street abut the west boundary of the site and the blank side elevation of 24A School Street abuts the southern boundary. The application site varies in levels and rises towards the south of the site. The submitted plans confirm that land levels will be lowered to reduce the potential impact on neighbouring dwellings and to ensure acceptable in site gradients.

No 3 Vine Grove Court is positioned next to the proposed access road. There are no main primary windows in the rear elevation of this property. The access road will be at its closet 3m from the rear elevation of this neighbouring property. Vehicles using the access road may result in increased noise to occupiers, however the number of vehicles using this part of the access road will be limited and so it is not considered that unacceptable noise/disturbance will occur.

The proposed dwellings have been sited to respect separation distances with adjoining residential properties and raise no privacy or overbearing issues. It is noted that the dwelling on plot 9 which has been specifically mentioned in the representations has been substantially reduced in height and footprint since first submission, overcoming neighbours' concerns.

All new dwellings provide appropriate outlook and amenity space for future residents.

In view of the above the proposal raises no amenity concerns in respect of existing or future residents and in this respect the development is considered to comply with the requirements of policy H14.

Access/Highways

UDP Policy H14 requires development to provide safe access to the highway network and appropriate off street parking and to 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 access into the site from School Street was previously approved as part of the outline planning approval 17/00516/OUT. The first part of the access which forms a shared surface serving more than 5 dwellings will be built to adoptable standards with the remaining part forming a private drive giving access to the dwellings located at the southern part of the site. Due to the distance from the adopted carriage way the private drive will contain a turning head suitable for a fire appliance.

Each dwelling includes at least two off road parking spaces including a garage ensuring that the development will not increase on-street parking in the area.

A number of the objections received relate to concerns over the safety of the existing access. It is noted that the access with School Street is to remain as existing and has good visibility. The increase in vehicles using the access will be modest in comparison to the amount of traffic on the surrounding highways network. The Council's Highways Officer has not raised any concerns regarding the safety of the access and in this respect the proposal is considered to comply with policy H14.

Ecology

Core Strategy Policy CS47 (b) requires the retention of open space of high quality, heritage, landscape or ecological value. These requirements are echoed in UDP policy GE11 which requires the protection and enhancement of the natural environment and nature conservation.

UDP Policy GE13 "Areas of Natural History Interest" states that where development would decrease the nature conservation value of a local nature site, that decrease must be kept to a minimum and compensated for by the creation or enhancement of wildlife habitats elsewhere within the site or local area.

The site forms part of the Vine Grove Farm Site of Importance for Nature Conservation one of 257 Local Wildlife Sites within the City. There are concerns that the increase in development on the site will impact on protected species which utilise the land as a foraging area.

Paragraph 109 of the NPPF advises 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, including by establishing coherent ecological networks that are more resilient to current and future pressures. Paragraph 118 indicates that if significant harm resulting from a development cannot be avoided, adequately mitigated or as a last resort compensated for then planning permission should be refused.

The application proposes an intensification of development on the site from that approved under the outline application in 2017. The additional two dwellings will reduce the area of retained undeveloped land which is used by protected species which utilise the site for foraging.

An Ecological Impact Assessment has been submitted in support of the application. This has been prepared in consultation with the City Council biodiversity officer and includes a scheme of ecological mitigation and both on site and off site ecological enhancements which would be delivered by the scheme should permission be granted. This includes additional habitat surveys prior to the development commencing, protection of known bat roosts, the provision of bat boxes, hedgehog access points and substantial landscaping including the enhancement of existing foraging grounds on adjoining land within the applicants ownership. In addition the EIA proposes to carry out a wildlife scrape on neighbouring council owned land (known locally as The Brow) to provide opportunities for a range of wildlife and help towards net biodiversity gain. All these works can be secured by planning condition.

The Council's biodiversity officer has confirmed that with the range of ecological mitigation and enhancement proposals that the development will enhance biodiversity across the site and within the local area. In this respect the proposal is considered to comply with UDP policies GE11 and GE13, Core Strategy Policy CS47.

Trees

UDP Policy GE15 requires development to retain mature trees and not damage existing trees and ancient woodlands.

The site is largely covered by native deciduous woodland, mainly ash and sycamore trees many of which are self-set trees and areas of dense scrub. A number of trees within and adjacent to the site are subject to Tree Preservation Orders. A tree report was submitted with the application which confirms that the trees within the site have been neglected for a number of years and would benefit from a management plan

The majority of the protected trees are within the woodland group which fronts onto Station Road. Of these, three trees will be removed, necessitated by the location of the access road. This was agreed in principle by the outline planning approval in 2017.

Within the centre of the site there is a mature ash tree which is protected, the majority of the other self-set trees within the remainder of the site are to be removed. Trees which fall within gardens of the proposed dwellings will, where possible, be retained. The layout of the southern part of the site ensures that there will be no impact on the protected ash tree.

A woodland management plan would be conditioned as part of any subsequent approval to ensure that the retained trees are appropriately maintained. In addition a condition requiring a comprehensive landscaping plan, including replacement trees within the woodland group adjacent to Station Road will be added to any subsequent approval.

Flooding

Core Strategy Policy CS67 Flood Risk Management requires that all developments limit surface water run-off and use sustainable drainage systems where feasible and practical. Conditions will be added to any subsequent approval to ensure compliance with the policy.

Climate Change

Core Strategy policy CS 64 Climate change, Resources and Sustainable design of developments requires all new buildings to be energy efficient and to use resources sustainably. This will be secured through any subsequent Building Regulations submission.

Core Strategy Policy CS 65 Renewable Energy and Carbon Reduction requires new developments to provide 10% of their energy needs from decentralised and renewable or low carbon energy. A suitable condition will be added to any subsequent approval.

Archaeology

An archaeological desk based assessment has been submitted with the application. This is the same report that was submitted with the previous application.

Consequently the conclusions are the same, that there is the potential for items of archaeological interest to be found on the site; a condition is recommended to secure further investigations.

Land Contamination

Environmental Health have advised that the site may have been contaminated by its former use and have recommended a Phase I Preliminary Risk Assessment be carried out to establish that any contamination is identified and dealt with as appropriate. Conditions will be added to any subsequent approval.

Coal Mining

The site lies within a Coal Mining High Risk Area and so is supported by a Coal Mining Risk Assessment. The Coal Authority has commented and concurs with the results of the risk assessment. The coal mining legacy of the site potentially poses a risk to the proposed development and intrusive site investigation works should be undertaken prior to development in order to establish the exact situation regarding coal mining legacy issues on the site.

The Coal Authority recommends that a condition requiring the above investigation is attached to any approval.

Other Issues

For the purposes of the Community Infrastructure Levy, the development is located within Zone 3 where the CIL charge is £30 per square metre.

The development is under the threshold for an affordable housing contribution.

SUMMARY AND RECOMMENDATION

The principle of residential development on the site has been established by the previous grant of planning approval in 2017 and there have been no material change in circumstances since that decision.

The application seeks approval for 9 dwellings on the land which has been neglected for many years. The site, which abuts existing residential development, is sensitive in nature containing protected trees and there are known to be protected species in the area. The layout has however been designed to reduce its impact on the protected trees and adjoining residential property. Furthermore although the site forms part of a green corridor and a local wildlife site, it is considered that with appropriate mitigation and enhancement, the development will not have an adverse impact in ecological terms.

The dwellings which have been designed to complement the surrounding area are simple in form and will be finished in good quality materials reflecting the general character and appearance of the surrounding area.

In addition the development is not considered to raise any highway safety concerns utilising an existing vehicular access onto School Street.

The scheme complies with relevant policies and nation guidance and is recommended for approval subject to the listed conditions.

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