
Case Number	18/03160/FUL (Formerly PP-07209695)
Application Type	Full Planning Application
Proposal	Erection of 5no dwellings including provision of access, parking and landscaping works
Location	Site Of High Green Training Centre Westwood Road High Green Sheffield S35 4LE
Date Received	16/08/2018
Team	West and North
Applicant/Agent	Self 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:

Proposed site layout ref: 4101-02 rev D
Site sections ref: 4101-03
Boundary Treatment drawing ref: 4101-04 rev A
House type A attached garages ref: 4101-05 rev B
House type A with detached garages ref: 4101-06 rev B
House Type B and double detached garage ref: 4101-07 rev B
House type B with detached garage ref: 4101-09
Site Location Plan ref: 4101-00

Reason: In order to define the permission.

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

3. 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.

4. No development shall commence until further intrusive site investigations have been undertaken to establish the exact coal mining legacy issues on the site and a report explaining the findings has been submitted to and approved in writing by the Local Planning Authority. In the event that site investigations confirm the need for remedial works to treat areas of shallow mine workings details of the remedial works shall also be submitted to and approved in writing by the Local Planning Authority and the works shall thereafter be carried out in accordance with the approved details.

Reason: To ensure the site is safe for the development to proceed and the safety and stability of the proposed development, it is essential that this condition is complied with before the development is commenced.

5. 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.

6. No development shall commence until full details of the proposed surface water drainage design, including calculations and appropriate model results, have been submitted to and approved by the Local Planning Authority. This shall include the arrangements and details for surface water infrastructure management for the life time of the development. The scheme shall detail phasing of the development and phasing of drainage provision, where appropriate. The scheme should be achieved by sustainable drainage methods whereby the management of water quantity and quality are provided. Should the design not include sustainable methods evidence must be provided to show why these methods are not feasible for this site. The surface water drainage scheme and its management shall be implemented in accordance with the approved details. No part of a phase shall be brought into use until the drainage works approved for that part have been completed.

Reason: In the interests of sustainable development and given that drainage works are one of the first elements of site infrastructure that must be installed it is essential that this condition is complied with before the development commences in order to ensure that the proposed drainage system will be fit for purpose.

7. No development shall commence until full details of measures to protect the existing category B trees identified in the James Royston Tree Survey ref: 180702 which are 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 detailing how excavations will be undertaken within any of the root protection areas and a 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 hedge be damaged in any way. The Local Planning Authority shall be notified in writing when the protection measures are in place and the protection shall not be removed until the completion of the development.

Reason: In the interests of protecting the identified trees 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.

8. 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.

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

9. 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 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.

10. 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.

11. 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.

12. Within 3 months of the commencement of development details of the location and specification of three bird and two bat boxes which are to be provided within the development site shall have been submitted to and approved in writing by the Local Planning Authority. Thereafter the bird and bat boxes shall be provided and retained.

Reason: In the interests of the enhancement of Biodiversity.

13. 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.

14. The development 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 development 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.

15. The development shall not be used unless the verge widening and realigned perimeter fence of plots 4 & 5 has been provided in accordance with amended drawing number 4101-02 revision D, with the land dedicated to the Council under Section 25 of the Highways Act. These works are to include removal of the existing vehicular access adjacent to plot 5 and the associated trip hazard, and the provision of a bollard to stop cars accessing the public right of way.

Reason: In the interests of pedestrian safety.

Other Compliance Conditions

16. 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.

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

Reason: To ensure satisfactory drainage arrangements.

18. Surface water discharge from the completed development site shall be restricted to a maximum flow rate of 3.5 litres per second.

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

19. 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.

20. Should the clearance of site vegetation and/or trees take place within the bird nesting season (March to August inclusive) a pre site clearance check shall be carried out by a suitably qualified ecologist to establish the presence of nesting birds. If active bird nests are present clearance works can only proceed once all chicks have fledged.

Reason: In order to ensure that nesting birds are not adversely affected by the development.

21. The development shall not be used unless the footpaths leading to the front doors of plots 2, 3 and 5 have been realigned to avoid being obstructed by parked cars.

Reason: In the interests of pedestrian safety.

22. The development 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 interests of the safety of road users.

Attention is Drawn to the Following Directives:

1. 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.
2. 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.

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. 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.
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. 0800 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 the Environmental Protection Service, Howden House, Union Street, Sheffield, S1 2SH, tel. 0114 2734651.
6. Before commencement of the development, and upon completion, you will be required to carry out a dilapidation survey of the highways adjoining the site with the Highway Authority. Any deterioration in the condition of the highway attributable to the construction works will need to be rectified.

To arrange the dilapidation survey, you should contact:

Highway Co-Ordination

Telephone: 0114 273 6677

Email: highways@sheffield.gov.uk

7. 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

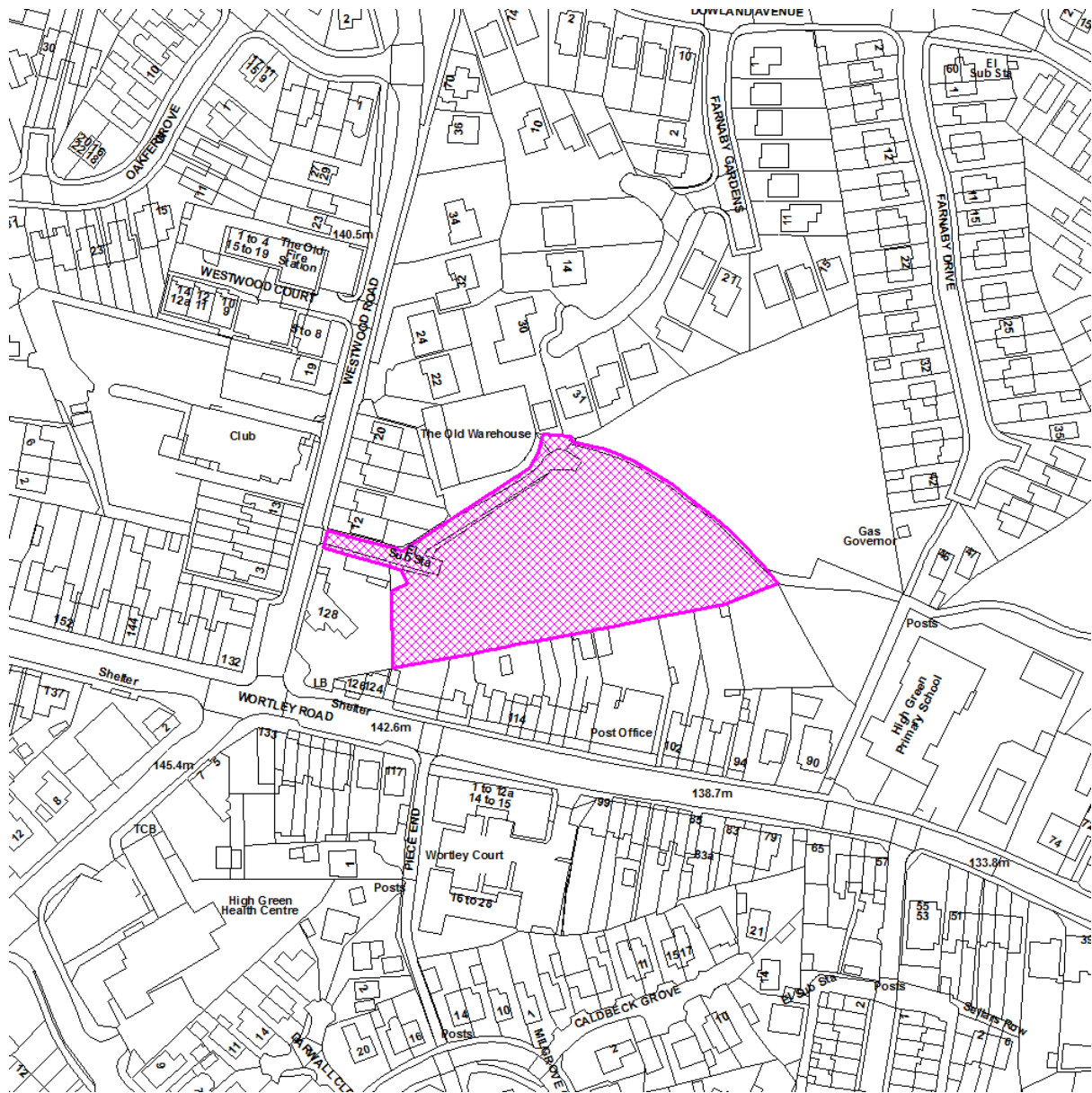
Email: highways@sheffield.gov.uk

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.

8. 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.
9. As the development entails undertaking some verge works next to an existing public footpath, you are advised to contact SCC Public Rights of Way:

Principal Engineer Public Rights of Way
Highways Maintenance Division
Howden House
1 Union Street
Sheffield
S1 2SH
rrow@sheffield.gov.uk
0114 273 6117.

Site Location



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LOCATION AND PROPOSAL

This application relates to the former High Green Training centre (now demolished) which is located to the rear of residential properties on Westwood Road and Wortley Road at High Green. The site is accessed by a private drive from Westwood Road.

Permission is sought to erect 5 detached properties comprising of three bungalows and a pair of two storey dwellings with associated landscaping and car parking. Access to the site will utilise the existing private drive serving the site from Westwood Road.

The application site is in an allocated Housing Area as defined on the Unitary Development Plan (UDP) proposals map. Immediately to the south and west of the site is an Area of Special Character. The site is bound to the north by a public footpath which connects Westwood Road and Wortley Road. To the east of the site is the High Green Primary School and its associated grounds. The south and west boundaries of the site are defined by the curtilages of properties fronting Wortley Road and Westwood Road.

The site is largely level and accommodates some mature trees and overgrown scrub. The site is largely enclosed by 2 metre high security fencing.

SUMMARY OF REPRESENTATIONS

6 letters of objection have been received including comments from Ecclesfield Parish Council, the issues raised are summarised as follows:

- The proposal will lead to the loss of a number of established trees which support local wildlife including birds and bats.
- The site entrance is too narrow.
- Excessive parking provided; 21 spaces for 5 houses will encourage additional traffic movements. Car parking should be reduced.
- The previous use did not generate a significant amount of traffic movements and there were no movements at the weekend.
- Impact on the amenity of adjoining properties from traffic movements associated with the development including noise, dust, vibrations and air pollution.
- Can a dustbin lorry access the site or will it cause disturbance waiting on Westwood Road?
- Are there examples of other accesses of 3.5 metres for a housing development with 21 parking spaces?
- Restrictive covenants should be imposed ensuring the properties are used for residential purposes only.
- Residents should be provided with some protection from noise and disturbance during building works.
- The site is close to a primary school and parents may start to use the estate to park when collecting and dropping off children.
- Children use the footpath and it is not considered to be wide enough for a footpath and a car to share.

- The increased use will cause safety issues for children and local residents.
- The development will impact local services as this scheme along with others will increase the number of families in the area and existing school and doctors have limited capacity.

Ecclesfield Parish Council

- The objections of local residents are supported.
- The access is too narrow for anything other than cars and emergency vehicles and other large vehicles will not be able to enter the site.
- There is insufficient room for a road and a footpath to be provided side by side.
- Overdevelopment as 21 parking spaces are provided.
- The application should be decided by planning committee rather than delegated officers and the Parish Council should be made aware of when the application will be presented to committee so Councillors can attend.

A series of photos have also been sent in from Ecclesfield Parish Council which show the proposed access road and its junction with Westwood Road.

PLANNING ASSESSMENT

Policy Issues

The site is in an allocated Housing Area as defined in the adopted UDP. Policy H10 (Conditions on Development in Housing Areas) identifies housing (use class C3) as the preferred use of land in the policy area. As such the principle of the redevelopment of this vacant site for housing purposes is considered to accord with policy H10.

Housing Land Supply and Density

The NPPF requires local authorities to identify a 5 year supply of specific 'deliverable' sites for housing with an additional 5% buffer. In addition, Policy CS22 (Scale for the Requirement for New Housing) within the Sheffield Development Framework Core Strategy (CS), sets out Sheffield's housing targets until 2026.

In relation to Sheffield's current housing land supply position, although the latest monitoring shows in excess of a 5-year supply of housing sites against the CS targets, these targets pre-date the National Planning Policy Framework and should now be considered out of date.

The latest Government household growth projections suggest that housing need in the city is higher than was previously planned for in the CS and, as such, the city has an approximate 4.5 year supply of housing using the latest growth projections.

It is clear that a residential proposal such as this would make a small but still positive contribution towards the identified housing supply shortfall and this should be offered appropriate weight as a material consideration.

The proposal accords with Core Strategy Policy CS23 (Locations for Housing Development) as the site is considered to be a suitable and sustainably located site with the established urban area of High Green.

Efficient Use of Land

The development would be on previously developed land and therefore compliant with the aims of policy CS24.

Core Strategy policy CS26 seeks to make efficient use of land for new housing and sets out appropriate density ranges for different locations depending on accessibility. In this location the appropriate density range identified by policy CS26 is 30 - 50 dwellings per hectare. The proposal for 5 dwelling with a net site area of 0.4 hectares represents a density of approximately 11 dwellings per hectare. This is well below the recommended density of development as set out in Policy CS26. It is noted that the NPPF paragraph 122 promotes the efficient use of land subject to the availability and capacity of infrastructure. In this case due to the restricted width of the drive the development will be accessed by a private drive rather than an adopted road. In accordance with policy H14 part (b) no more than 5 dwellings can be served from a private drive. Whilst noting the requirements of policy CS24 and the NPPF which seek to promote the efficient use of land, in light of the access restrictions to this site the lower density of development proposed is considered acceptable. The lower density of the development will not appear out of character in the area as there are various types and ages of properties in the locality that have been constructed at different densities.

For the reasons above, it is concluded that the proposal complies with the relevant paragraphs of the NPPF as well as Core Strategy Policies CS23, CS24 and CS26.

Design Issues

Policies CS74 and UDP policies BE5, H14 and H15 expect good overall design and the use of high quality materials. Original architecture is encouraged, but new development should also complement the scale, form and architectural style of surrounding buildings. To the south of the site is an Area of Special Character which includes a collection of older buildings located either side of Wortley Road. Policy BE15 of the UDP seeks to protect the character and appearance of these areas.

The development is not immediately visible in the street scene and is relatively self-contained as it is set well back from the public highway to the rear of existing houses. Two detached two storey properties and three dormer bungalows are proposed. The dwellings are located around the periphery of the site arranged around a central private drive with associated landscaping and hard surfacing.

The properties are of a modern design faced in brick with tiled roofs and some elements of contrasting cladding. There is a variety of building styles and materials in the area and it is considered that the design, scale and layout of the development is acceptable and will not harm the character of the area or the setting and appearance of the adjoining area of special character.

The scheme therefore complies with BE5, BE15, H14 and H15 of the UDP and CS74 of the CS.

Amenity Issues

UDP Policy H14 (Conditions on Development in Housing Areas) part (c) seeks to ensure that sites are not overdeveloped or deprive residents of light private or security. H15 (Design of New Housing Developments) expects the design of new housing developments to provide good quality living accommodation. This includes adequate private garden space or communal open space to ensure that basic standards of daylight, privacy, security and outlook are met. It also expects that walls or fences are provided around rear garden areas next to roads, footpaths or other open areas.

Plots 1 to 3 which back onto existing dwellings on Wortley Road are dormer bungalows. All dormers are in the front roof plane of the dwellings overlooking the new access road which minimises any potential overlooking of adjoining properties.. Roof lights are proposed in the rear elevations of plots 1 to 3 however the bottom edge of these rooflights are 1.8 metres above the internal floor level and therefore will not pose any overlooking issues. The existing boundary wall (minimum 1.8 metres in height) on the eastern boundary of the site to the rear of properties on Wortley Road will prevent any harmful overlooking from ground floor windows. Given the separation distances between the proposed and existing dwellings on Wortley Road it is not considered necessary to remove Permitted Development rights to make alterations to the roofs of plots 1 to 3.

Plots 4 and 5 are orientated so they do not give rise to any harmful overlooking of adjoining properties. All properties benefit from large garden areas and natural surveillance of the adjoining public footpath will be increased as a result of the development.

The drive access to the site accommodated movements associated with the previous commercial use of the site. It is acknowledged that the former training centre use ceased some time ago, however it is considered that the vehicle movements of 5 dwellings would not give rise to any significant increase in traffic movements or associated noise, disturbance, dust or air pollution over and above the historic use of the site.

The site is located in an established residential area and future residents are not considered to be exposed to any noise issues which require the integration of enhanced or increased glazing or ventilation specifications.

In light of the above the proposal is considered to comply with policy of UDP Policy H14 and H15.

Sustainability, Flood risk and Drainage

Policies CS64 seeks for new buildings to be designed to reduce emissions of greenhouse gases and function in a climate change. Policy CS65 seeks to promote renewable energy and carbon reduction and requires developments to provide a

minimum of 10% of their predicted energy needs to decentralised and renewable or low carbon energy and equivalent reduction in energy demands via a fabric first approach is now also accepted. Policy CS67 seeks developments to incorporate measures to reduce the impact and extent of flooding

The buildings have been designed to maximise efficiency and a 10% reduction in the buildings energy demand is indicated to be achieved through a fabric first approach. The final method to achieve this requirement will however be controlled by condition to allow flexibility, should an alternative be considered more practical and/or viable.

Furthermore the development makes efficient use of a brownfield site and is sustainably located.

The site is located in flood zone 1 which as identified by the Environment Agency as being at the lowest risk of flooding. The applicants have submitted a Sustainable Urban Drainage (Sud's) statement which identifies the need to provide on-site surface water storage in order to provide a restriction rate of surface water discharge from the site. The applicants have identified that there are no available watercourses in the immediate area and ground conditions have been described as unsuitable to allow the infiltration of surface water, although the inclusion of permeable paving on some of the private drives has been identified as a possibility by the applicant's consultants. Yorkshire Water (YW) have identified the availability of a highways drain in Wortley Road which then outfalls to the watercourse that could potentially accommodate surface water discharges from the site. YW require further consideration of all available options for surface water disposal before accepting discharge into the combined sewer. In light of the above details of final surface water drainage design will be secured by condition.

Highways Issues

Core Strategy Policy CS53 'Management of Demand for Travel' sets out a variety of ways in which the increased demand for travel will be managed across the city including applying maximum parking standards to all new developments to manage the provision of private parking spaces.

Policy H14 part (d) seeks to ensure that development would provide safe access to the highways network and appropriate of street parking and not endanger pedestrians.

The site is proposed to be accessed via a private drive located between No. 12 Westwood Road and No. 128 Wortley Road. The existing drive access served the former High Green Training Centre (now demolished). The access to the site also accommodates a public footpath which loops around the site connecting Westwood Road with Wortley Road (adjacent to High Green Primary School). The existing access road is approximately 5 metres wide inclusive of a raised section of the existing drive, adjacent to No. 128 Westwood Road. The Councils highways section have identified that the driveway is not of a suitable width or design to be formally adopted as a public highway and as such the drive will remain private (unadopted). The fact that the access will remain a private drive restricts the amount of

development than can be accommodated on the site. Policy H 14 part b) identifies that no more than 5 dwellings can be provided from a private drive.

Vehicle movements associated with the proposed 5 dwellings are not considered to give rise to any greater impacts on the safety or operation of the public highway or pedestrians than the previous use of the site as a training centre. The existing public footpath from Westwood Road will be retained and will continue to be shared with vehicles as per the existing and previous arrangements associated with the training centre. Parts of the footpath adjacent to the northern and eastern boundaries of the site will be improved through some minor realignment to remove a blind corner and to increase the width of the path. The changes to the footpath will improve the pedestrian environment and the safety of its users.

Each of the dwellings includes a double garage and generous drive way largely as a result of the low density of development. A further visitor parking space is provided within the site and the development has been 'tracked' and can accommodate emergency vehicle access. The parking and turning arrangements are considered satisfactory.

It is considered that due to the limited scale of the development it will not give rise to any severe residual cumulative impacts on the highways network or detrimentally affect highways safety. As such and in accordance with paragraph 109 of the NPPF it is considered that the development should not be resisted on highways grounds.

Ecology

NPPF paragraph 170 d) that planning decisions should contribute to and enhance the natural and local environment by minimising impacts on and providing net gains for biodiversity.

UDP Policy GE11 (Nature Conservation and Development) states that the natural environment will be protected and enhanced. Therefore, the design, siting and landscaping of development should respect and promote nature conservation and include measures to reduce any potentially harmful effects of development on natural features of value.

The site contains overgrown shrubbery, grass and some mature tree planting located around the periphery of the site.

A Preliminary Ecological Survey has been submitted in support of the application. These documents identify that the site does not contain any habitats or protected species of significant ecological value. A tree survey has also been submitted which shows that there are a few larger trees specimens adjacent to the site boundary which are considered to be category 'B' trees i.e. worthy of retention. There are a few other groups of trees on site that are not considered to be any significant value.

A large majority of the category B tree species will be retained, incorporated into the scheme and protected during the course of the development. The removal of a small number of trees elsewhere on the site in order to facilitate the development is not considered to represent an ecological concern. The ecological report identifies that

site clearance should be undertaken outside the bird nesting season (March to September inclusive) unless supervised by a qualified ecologist and that two bat boxes and three bird boxes should be provided in order to enhance the biodiversity of the site. In order to ensure net gains for biodiversity in accordance with the guidance contained in paragraph 170 of the NPPF details of the above will be secured by condition.

In light of the above the proposal is considered acceptable from an ecology and landscape perspective.

Land Contamination

The application site falls within the defined High Risk Coal Mining Area. The application is accompanied by a Phase 1 & 2 Geotechnical and Geo-Environmental Site Investigation report and a supplementary site investigation report dated August 2018. The submitted reports identify that the application site may be at risk from historic coal mining activity and that further site investigations are required to determine what mitigation measures are necessary to protect future residents from historic coal mining issues. The Coal Authority are happy for the further site investigations and any associated mitigation measures to be secured by condition.

The Councils Environmental Protection Services have also requested that additional conditions are imposed to ensure that issues of land contamination are resolved, the submitted reports identify that further monitoring and site investigations are necessary to determine if the development will be affected by ground gas migration.

Community Infrastructure Levy (CIL)

The site falls within a zone where the CIL charge is £30 per square metre of floor space.

RESPONSE TO REPRESENTATIONS

Noise and disturbance associated with the construction of the development is controlled by the Section 60 of the Control of Pollution Act 1974. A directive has been included on the decision notice informing the applicants of the restrictions.

Emergency vehicle access to the site is provided. Bin collections will take place from Westwood Road, given that collections take place on weekly basis and other dwellings in the vicinity are also collected from the public highway, waste collections associated with the development are not considered to give rise to any significant noise and disturbance.

Restrictive covenants are private legal matters; regardless planning consent would be required to use any of the dwellings for a solely commercial use.

The highway serving the site will be a private drive, should unauthorised parking take place within the site it will be a private matter for residents/occupiers to resolve.

Given the limited scale of the development the proposal is not considered to generate any significant demand on public services in the area that would require mitigation measures to be secured as part of the application.

All other issues are covered in the main body of the report.

SUMMARY AND CONCLUSION

This application seeks permission to erect 5 dwellings on the former High Green Training Centre Site.

The site is previously developed is in a relatively sustainable location in an established residential area with good access to local facilities. The development will also make a small contribution towards delivering the Councils required housing land supply needs. As such the principle of a redeveloping the site for residential purposes is considered acceptable.

The development makes the most efficient use of the site given the identified access issues and will deliver a high quality residential development.

The scheme is not considered to give rise to any harmful amenity, highways or ecology issues and the development will make the appropriate CIL contributions.

In light of the above the proposal is considered to accord with adopted national and local planning policy and guidance. It is therefore recommended that planning consent is granted subject to conditions.