
Case Number	18/02327/FUL (Formerly PP-07059196)
Application Type	Full Planning Application
Proposal	Demolition of existing buildings (retrospective) and erection of 2/4 storey building to form 38 apartments with associated access, parking and landscaping (amended plans and description)
Location	Swimming Baths Burncross Road Sheffield S35 1RX
Date Received	16/06/2018
Team	West and North
Applicant/Agent	Coda Planning Ltd
Recommendation	Grant Conditionally Subject to Legal Agreement

Time limit for Commencement of Development

1. The development shall be begun not later than the expiration of three years from the date of this decision.

Reason: In order to comply with the requirements of the Town and Country Planning Act.

Approved/Refused Plan(s)

2. The development must be carried out in complete accordance with the following approved documents:

Dwg No: 2725-PL-0501 - Location Plan
Dwg No: 2725-PL-0704 - Proposed Internal Courtyard Elevations - 02
Dwg No: 2725-PL-0803 - Existing and Proposed Site Cross Sections 02
Dwg No: 2725-PL-0801 rev A - Proposed Sections
Dwg No: 2725-PL-0802 - Existing and Proposed Site Cross Section
Dwg No: 2725-PL-0502 rev A - Proposed Site Plan
Dwg No: 2725-PL-0601 rev C - Proposed Ground Floor GA Plan
Dwg No: 2725-PL-0602 rev C - Proposed First Floor GA Plan
Dwg No: 2725-PL-0603 rev C - Proposed Second Floor GA Plan
Dwg No: 2725-PL-0604 rev C - Proposed Third Floor GA Plan
Dwg No: 2725-PL-0605 - Proposed Roof Plan
Dwg No: 2725-SK-0701 rev B - Proposed North and South Elevations
Dwg No: 2725-PL-0702 rev B - Proposed East and West Elevations
Dwg No: 2725-SK-0703 rev A - Proposed Internal Courtyard Elevations

Reason: In order to define the permission.

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

3. 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.

4. 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.

5. 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.

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.

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

7. The proposed green roof(s) (vegetated roof system) shall be provided on the roof(s) in the locations shown on the approved plans prior to the use of the buildings commencing. Full details of the green roof construction and specification, together with a maintenance schedule shall be submitted to and approved in writing by the Local Planning Authority prior to foundation works commencing on site and unless otherwise agreed in writing shall include a substrate based growing medium of 80mm minimum depth incorporating 15-25% compost or other organic material. Herbaceous plants shall be employed and the plants shall be maintained for a period of 5 years from the date of implementation and any failures within that period shall be replaced.

Reason: In the interests of biodiversity.

8. 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.

9. Within 3 months of the commencement of development a detailed Travel Plan shall have been submitted to and approved in writing by the Local Planning Authority.

The Travel Plan shall include:

1. Clear & unambiguous objectives to influence a lifestyle that will be less dependent upon the private car;
2. A package of measures to encourage and facilitate less car dependent living; and,
3. A time bound programme of implementation and monitoring in accordance with the City Councils Monitoring Schedule.
4. Provision for the results and findings of the monitoring to be independently validated to the satisfaction of the Local Planning Authority.
5. Provisions that the validated results and findings of the monitoring shall be used to further define targets and inform actions proposed to achieve the approved objectives and modal split targets.

Prior to the occupation of any dwelling, evidence that all the measures included within the approved Travel Plan have been implemented or are committed shall have been submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of delivering sustainable forms of transport, in accordance with Unitary Development Plan for Sheffield

10. Prior to being discharged into any watercourse, surface water sewer or soakaway system all surface water drainage from parking areas and hardstanding's shall be passed through a petrol/oil and grit interceptor/separator the design, construction and details of which shall have been submitted to and approved in writing before any above ground works commence, or within an alternative timeframe to be agreed in writing by the Local Planning Authority. The development shall be constructed in accordance with the approved details and thereafter retained.

Reason: Prevent pollution of the water environment.

11. Before any above ground works commence, or within an alternative timeframe to be agreed in writing by the Local Planning Authority, full details of proposals for the inclusion of public art within the development shall have been submitted to and approved in writing by the Local Planning Authority. Such details shall then be implemented prior to the occupation of the development.

Reason: In order to satisfy the requirements of Policy BE12 of the Unitary Development Plan and to ensure that the quality of the built environment is enhanced.

12. 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.

13. Large scale details, including materials and finishes, at a minimum of 1:20 scale of the items listed below shall be approved in writing by the Local Planning Authority before that part of the development commences:

- a) Windows
- b) Window reveals
- c) Doors
- d) Parapet
- e) External wall construction
- f) Brickwork detailing
- g) Balconies
- h) Entrance canopies
- i) Rainwater goods

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

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

14. 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.

15. 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 before any masonry works commence and shall be retained for verification purposes until the completion of such works.

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

16. Within 3 months of the commencement of development details of the location and specification of a minimum of 1 bat box shall be submitted to and approved in writing by the Local Planning Authority. The box shall be sited at an appropriate height above the ground, with a clear flight path and where they will be unaffected by artificial lighting. The bat box shall be provided in accordance with the approved details prior to the first occupation of the development.

Reason: In the interest of Biodiversity.

17. Details of a suitable means of site boundary treatment shall be submitted to and approved in writing by the Local Planning Authority before any above ground works commence, or within an alternative timeframe to be agreed in writing by the Local Planning Authority and the development 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.

18. Before any above ground works commence, or an alternative timeframe to be agreed in writing by the Local Planning Authority, details of the proposed surfacing, drainage and illumination of the car parking accommodation shall have been submitted to and approved in writing by the Local Planning Authority. The development shall not be used unless the car parking accommodation has been provided in accordance with the approved plans and thereafter such car parking accommodation shall be retained for the sole purpose of the occupiers of the development hereby approved.

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

19. Before any above ground works commence, or within an alternative timeframe to be agreed in writing by the Local Planning Authority, full details of suitable and sufficient covered and secure cycle parking accommodation within the site shall have been submitted to and approved in writing by the Local Planning Authority and the development shall not be used unless such cycle parking has been provided in accordance with the approved plans and, thereafter, such cycle parking accommodation shall be retained.

Reason: In the interests of delivering sustainable forms of transport, in accordance with Unitary Development Plan for Sheffield Development Framework Core Strategy.

20. The development 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 it is essential for these works to have been carried out before the use commences.

21. The development shall not be used unless the car parking accommodation for 38 vehicles as shown on the approved plans has been provided in accordance with those plans and thereafter such car parking accommodation shall be retained for the sole purpose intended.

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

22. The approved landscape works shall be implemented prior to the development being brought into use or within an alternative timescale to be first approved in writing 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 it is essential for these works to have been carried out before the use commences.

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

a) Be based on the findings of the noise survey referenced RPT1331 by JSP Consultants dated 25th September 2017.

b) Be capable of achieving the following noise levels:

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

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

Other Habitable Rooms: LAeq (16 hour) - 40dB (0700 to 2300 hours); Bedrooms: LAFmax - 45dB (2300 to 0700 hours).

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

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

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

24. Before the use of the development is commenced, Validation Testing of the sound attenuation works shall have been carried out and the results submitted to and approved by the Local Planning Authority. Such Validation Testing shall:
- a) Be carried out in accordance with an approved method statement.
- b) Demonstrate that the specified noise levels have been achieved. In the event that the specified noise levels have not been achieved then, notwithstanding the sound attenuation works thus far approved, a further scheme of sound attenuation works capable of achieving the specified noise levels and recommended by an acoustic consultant shall be submitted to and approved by the Local Planning

Authority before the use of the development is commenced. Such further scheme of works shall be installed as approved in writing by the Local Planning Authority before the use is commenced and shall thereafter be retained.

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

25. 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.

26. Within 6 months of the commencement of development details of the design and appearance of the bin storage area shall have been submitted to and approved in writing by the Local Planning Authority. Thereafter the bin store shall be provided in accordance with the approved details.

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

Other Compliance Conditions

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

Reason: To ensure no obstruction and maintenance access.

29. Surface water discharge from the completed development site shall be restricted to a maximum flow rate of 5 litres per second.

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

29. 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.

30. The gradient of shared pedestrian/vehicular access shall not exceed 1:12 .

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

31. There shall be no gates or barriers erected at the means of access to the site.

Reason: To ensure access is available at all times.

32. The windows in the western elevation of the building to apartments 201, 210, 301, 308, 309, 401 and 407 facing The Birch Avenue Care Home shall be fully glazed with obscure glass to a minimum privacy standard of Level 4 Obscurity and no part of the window shall at any time be glazed with clear glass.

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

Attention is Drawn to the Following Directives:

1. The Local Planning Authority has dealt with the planning application in a positive and proactive manner and sought solutions to problems where necessary in accordance with the requirements of the National Planning Policy Framework.
2. 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.
3. Green / brown roof specifications must include drainage layers, growing medium type and depths (minimum 75mm, but depends on system and type employed) and plant schedules. It should be designed to retain at least 60% of the annual rainfall. A minimum of 2 maintenance visits per year will be required to remove unwanted species (as is the case with normal roofs). Assistance in green roof specification can be gained from the Sheffield Green Roof Forum - contact Officers in Environmental Planning in the first instance: 2734198 / 2734196. Alternatively visit www.livingroofs.org or see the Local Planning Authorities Green Roof Planning Guidance on the Council web site.
4. By law, this development requires the allocation of official, registered address(es) by the Council's Street Naming and Numbering Officer. Please refer to the Street Naming and Numbering Guidelines 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.

5. 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.

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

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

Tel: (0114) 273 6301 or 273 6125
Email: highwayrecords@sheffield.gov.uk

7. It is noted that your planning application involves the construction or alteration of an access crossing to a highway maintained at public expense.

This planning permission DOES NOT automatically permit the layout or construction of the access crossing in question, this being a matter which is covered by Section 184 of the Highways Act 1980. You should apply for permission, quoting your planning permission reference number, by contacting:

Ms D Jones
Highways Development Management
Highways Maintenance Division
Howden House, 1 Union Street
Sheffield
S1 2SH

Tel: (0114) 273 6136
Email: dawn.jones@sheffield.gov.uk

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. 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

10. 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

11. Plant and equipment shall be designed to ensure that the total LAeq plant noise rating level (including any character correction for tonality or impulsive noise) does not exceed the LA90 background noise level at any time when measured at positions on the site boundary adjacent to any noise sensitive use.
12. 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.
13. The applicant should be aware that a legal agreement has been completed in respect of this proposal.

Site Location



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LOCATION AND PROPOSAL

This application relates to the former Chapeltown Swimming Baths site which is located adjacent to Burncross Road (B6456) in Chapeltown. The former swimming baths has been demolished and the site cleared, some residual demolition material has been spread across the site.

Permission is sought to redevelop the site to accommodate a 2/4 storey block of 1 and 2 bedroom apartments with associated car parking and landscaping. During the course of the application the scheme has been amended which has resulted in the number of apartments proposed being increased from 36 to 38.

The application site is in an allocated Housing Area as identified on the adopted Sheffield Unitary Development Plan (UDP) proposals map. To the north of Burncross Road is an Area of Special Character which contains some listed and unlisted buildings. The site is bound to the west by the Birch Avenue Care Home; to the north by Burncross Road; to the east by a public footpath linking Burncross Road with Birch Avenue; and to the south by an area of landscaping/ verge adjacent to Birch Avenue.

The immediate locality comprises of residential and commercial properties to the west is the Birch Avenue Care Home; to the north and east is a takeaway, a solicitors, a children's nursery and the Royal Mail sorting office.

The site is largely level, rising slightly to the rear where it abuts Birch Avenue.

REPRESENTATIONS

Two rounds of neighbour notification have been undertaken as amended plans were submitted during the consideration of the application. The application has been advertised by way of site notice, individual neighbour notification letter and by press notice.

5 letters of representation were received in response to the initial round of consultation. 4 in objection and 1 is considered to be a neutral comment, the issues raised are summarised as follows:

- No objection to the principle of redeveloping the site; however four storey's is too high and the development will appear out of place as there are no other developments of this size along Burncross Road.
- Not enough local consultation with people affected has been carried out.
- Parking in the area is already in short supply with restricted and limited parking on the public highway which will be impacted by the addition of further flat and associated cars.
- Visitor parking will overspill onto the public highway exacerbating existing on street parking issues.
- The development will detrimentally impact the amenities of adjoining residents.

- The density of the scheme is too high for this area, as is the scale.
- The development will be taller than the previous baths.
- The retention of the building rubble of on site from the demolished building will further increase the height of the development.
- Impact on views and loss of light as a result of the scale of the development.
- A high brick wall alongside the public footpath would give rise to anti-social behaviour issues.
- Impact on traffic movements in the area creating additional congestion on existing congested routes; traffic already queues from the roundabouts in Chapeltown back to Housley Lane and has been known to stretch back to Ecclesfield School.

Following the submission of amended plans a further round of neighbour consultation was undertaken (18th September 2018) by way of site notice, individual neighbour notification letter and by press notice.

A further 5 letters of representation were received. 4 in objection and 1 is considered to be neutral comment. The issues raised are summarised as follows:

- The CIL form has not been filled out correctly.
- The development will have a negative impact on already busy roads in the area.
- A 4 storey building is not in keeping with the area.
- There is an opportunity for a local business to thrive or for an entertainment venue for the local community to be provided on the site.
- The development would suit housing as well as apartments.
- Apartments would increase parking issues in the surrounding streets which are already congested.
- A decision should not be made until further consultation is undertaken.
- Previous comments have been ignored - a four storey building is not in keeping with the area, the scale and density of development is too high, inadequate car parking provision, traffic impacts not adequately considered.
- Site notices have not been posted preventing residents from making further comments.
- Boundary treatments may increase antisocial behaviour.

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 now vacant site for housing purposes is considered to accord with policy H10.

Housing Land Supply.

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 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 this is considered to be suitable and sustainably located site which is located in the existing built up area of Chapeltown.

Efficient Use of Land

Policy CS24 seeks to prioritise the redevelopment of previously developed sites. The site is previously developed 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. More up to date guidance on the efficient use of land is however contained in the National Planning Policy Framework (NPPF). Para123 of the NPPF identifies that where there is an existing shortage of land for meeting identified housing needs, as is the case in Sheffield, it is especially important that planning decisions avoid development from being built at low densities and ensure that developments make optional use of the potential of each site.

The proposal for 38 flats with a net site area of 0.3 hectares represents a density of approximately 127 dwellings per hectare. Although well above the recommended density set out in Policy CS26 the site is located in close proximity (400 metres) to local shopping and leisure facilities in Chapeltown and also benefits from good access to public transport services including high frequency bus services and the national rail network. The site provides an appropriate amount of amenity space and car parking, and the development is not considered to harm the amenity of adjoining properties or character of the area as a result of its density. As such the site is not considered to be overdeveloped and the proposed increased density of development is considered acceptable in accordance with the guidance contained in the NPPF.

Design Issues

Policies CS74 and UDP policies BE5, H14 and H15 seek to secure high quality developments which are of an appropriate scale and which enhance the character and appearance of the area. On the northern side of Burncross Road is an Area of Special Character which includes a collection of older buildings some of which are listed. Policy BE15 of the UDP seeks to protect the character and appearance of these areas.

The scale of the building has been carefully considered in order to ensure it does not exceed the height of the former swimming baths and will not appear out of character in the street scene. The originally submitted scheme was considered to be too tall as a result of the inclusion of a very large pitched roof. The amended scheme comprises of a 4 storey building which reduces to 2/3 storeys to the rear. The building incorporates a flat (green) roof and as part of the amended scheme some of the accommodation has been redistributed into two rear wings of the building. This has allowed the overall scale of the building to be reduced.

A majority of buildings in the immediate vicinity are two storeys in height, however there are also some single storey dwellings as well as a more modern development to the west of the site which extends to three storeys plus a pitched roof. The dwellings on the northern side of Burncross Road are elevated a minimum of a storey above the road and incorporate pitched roofs. The former baths was an established feature in the street and given the scale of the previous building, existing buildings in the area and the fact that the site is located on a prominent road frontage the height and scale of the building is considered appropriate in this location.

The building fronts Burncross Road and also provides an active frontage to the public footpath to the east of the site. A culverted watercourse crosses the site frontage and as such the building cannot be brought any closer to Burncross Road. The frontage of the site will be defined with a suitable boundary treatment and the proposed car parking is broken up with landscaping.

The elevations are treated with a contemporary approach and includes large vertically proportion windows with two feature projecting balconies on the front elevation. These features help to reduce the massing of the building and articulate the building facades. The building is proposed to be faced in red brick with contrasting brick coursing used to define the floors of the building and to add interest to the elevations.

Overall the scale, massing, design and materials are acceptable. The character of the area is varied and the proposed scheme is considered to make a positive contribution to the appearance of the street scene and will enhance the visual amenities of the locality. The proposal is not considered to harm the character, appearance or setting of the adjoining designated area of special character or any of the listed or unlisted buildings located within it.

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.

Policy H5 seeks to secure suitable living conditions for future occupants and existing neighbours and not result in a concentration of flats that would cause nuisance to existing residents.

The applicants have submitted a noise report in support of their application. The site is subject to traffic noise associated with vehicle movements on Burncross Road. The noise report concludes that acceptable living conditions can be provided for residents subject to the provision of appropriate glazing specifications and suitable acoustically treated passive or mechanical ventilation systems. Full details of which will be secured by condition.

Ground floor residential uses are proposed; however the building is set well back from Burncross Road behind a parking area and as such ground floor residents will be afforded a suitable level of privacy.

In terms of amenity space a number of residents are provided with dedicated balcony space and a communal south facing garden is proposed to the rear of the building. Window proportions have been increased in the revised scheme which will maximise natural light penetration into the living spaces.

Windows on the western elevation are secondary openings to living spaces and will be obscured to prevent any overlooking of the adjacent care home. The proposal will increase natural surveillance of the adjoining footpath. Appropriate outlook is provided to and from all flats and the proposals are not considered to give rise to any unacceptable overbearing, overshadowing or overlooking of adjoining properties.

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 building has been designed to maximise efficiency and a 10% reduction in the buildings energy demands 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.

Extensive areas of green roof are proposed on the flat roofed sections of the building. Furthermore the development makes efficient use of a brownfield site which 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 layout of the site has been amended during the course of the application as a culverted water course has been identified which crosses the site frontage. In order to protect the integrity of the watercourse the building has been set a minimum of three metres from the culvert. The applicants have indicated that surface water will discharge to the combined public sewer. Prior to accepting any discharge of surface water into the combined sewer, even at a restricted rate, Yorkshire Water require the developer to demonstrate that all other methods of disposing of surface water have been properly considered. The applicants have indicated that the condition of the culvert requires further investigation before deciding if it can take any additional flow capacity associated with the proposed development. As such details of surface water disposal will be secured by condition.

In light of the above the proposal is considered to be acceptable from a sustainability perspective.

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 scheme includes 38 on site car parking spaces for the use of residents. Access to the car park is taken from Burncross Road approximately in the same position as the previous vehicle access to the swimming baths. The level of car parking proposed is considered acceptable taking account of the highly sustainable location of the site, which has easy access to public transport services, local shopping facilities/amenities and employment opportunities in Chapeltown. Taking account of these factors the likelihood of all occupants requiring a car is considered to be reduced and the development is not considered to generate any more trips than the previous use of the site as a swimming baths. Should any additional parking demand be generated it would need to be accommodated in legitimate spaces and inappropriate parking would be controlled by the relevant enforcement bodies, the proposal is therefore not considered to compromise highway safety. Secure cycle parking is also provided as part of the development.

Local residents have identified that queuing exists at peak times on Burncross Road. 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 and Landscaping

UDP Policy GE11 (Nature Conservation and Development) states that the natural environment will be protected and enhanced.

The site has been cleared and there is limited landscaping remaining on site. The applicants have submitted a bat survey which identifies that the former building was of limited roosting potential and no bats were observed emerging from the buildings. In accordance with the recommendations of the submitted ecology report and in order to ensure net gains for biodiversity in accordance with the guidance contained in paragraph 170 of the NPPF the provision of a building mounted bat box has been secured by planning condition.

There are some mature trees on the site boundary with the Birch Avenue Care Home which will be affected by the proposed development. These trees are not considered to be of any significant amenity value and suitable replacements are secured on the site frontage as part of the development. The development is considered acceptable from a landscape and ecology perspective.

Land Contamination

The site has historically been used for commercial purposes. A preliminary site investigation report has been submitted which identifies that further site investigations are required to establish the exact nature of any contamination and necessary mitigation/remediation measures. Full details will be secured by condition.

Affordable Housing

The site falls in the Chapeltown/Ecclesfield Affordable Housing Area where there is a requirement to provide 10% of the gross internal area of the development as affordable housing. The applicants have provided a viability appraisal which has been independently assessed by the Councils appointed valuer (CP Viability). The Councils valuer has confirmed that the scheme can viably provide a full affordable housing contribution and a full CIL contribution. The applicants have accepted the findings of the valuer and have expressed a preference to provide the affordable housing on site as part of the scheme.

The NPPF encourages the provision of on-site affordable housing where possible and the applicants are in the process of discussing the scheme with various RSL's to gauge interest. The provision of on-site affordable housing or an off-site affordable housing contribution will be secured by way of a section 106. Should there be no interest from an RSL an off-site affordable housing contribution of £397,025 will be payable.

Community Infrastructure Levy (CIL)

The site falls within a zone where the CIL levy is £30 per square metre (plus indexation) of floor space. As the former baths were demolished prior to the submission of the application the applicants do not benefit from any CIL discount associated with existing building. The full charge is therefore applicable based on the new floor space created.

Public Art

Policy BE12 encourages works of public art in places which can readily be seen by the public as an integral part of the development. The final detail of this will be controlled by condition.

RESPONSE TO REPRESENTATIONS

The scheme has been advertised in accordance with the Councils statement of community involvement with, individual letters were sent out to local residents in the immediate vicinity of the site, sites notices were posted adjacent to the site and notices were published in the press. The same consultation process was repeated following the submission of amended plans.

Details of site boundary treatment have been secured by condition and will be designed to ensure that there is natural surveillance of the adjoining public footpath in order to minimise any concerns regarding anti-social behaviour.

The CIL forms have been corrected and resubmitted to reflect the amended scheme.

Given the limited scale of the proposal the development is not considered to give rise to any severe highway impacts or significantly increase queueing on the adjoining public highway. Adequate car parking is provided on site given its sustainable location.

The scheme submitted must be considered on its merits and does not include any commercial development space.

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

SUMMARY AND CONCLUSION

This application seeks permission to erect 38 one and two bedroom apartments on the former Chapeltown Swimming Baths site. The former baths have already been demolished.

The site is in an allocated Housing Area as defined in the UDP. It is noted that the density of the development is higher than the recommended density thresholds set out in the Core Strategy. More up to date guidance of density is however contained in the NPPF which encourages the efficient use of land especially where there is an identified shortage in housing supply, as is the case in Sheffield. The amended scheme make efficient use of a previously developed, sustainably located site for a preferred housing use without overdeveloping the site or giving rise to any harmful highways, design or amenity issues.

The scheme has been amended during the course of the application in order to reduce its height and scale. The amended design, scale and layout of the scheme is considered to enhance the character and appearance of the streetscene and visual amenities of the locality.

The development includes extensive areas of green roof and the energy demands of the development are to be reduced by 10% through enhancements to the fabric/construction of the building.

Appropriate off street parking is provided given the sustainable location of the site which benefits from good access to local amenities and public transport services (bus and rail).

The appropriate affordable housing contributions can be secured by way of section 106 agreement and a full CIL contribution is to be provided.

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 and a section 106 securing the following;

HEADS OF TERMS

The provision 10% of the gross floor area of the development as affordable housing or an off-site financial contribution of £484, 405 towards the provision or enhancement of affordable housing in the local area, provided in accordance with the principles set out in the Council's CIL and Planning and Obligations Supplementary Planning Document.