
Case Number	18/02830/FUL (Formerly PP-06040723)
Application Type	Full Planning Application
Proposal	Erection of 146no dwellings and 21no apartments in 1x stepped three-storey block including associated parking, access and landscaping
Location	Land Between Fox Hill Crescent And Fox Hill Avenue Fox Hill Crescent Sheffield S6 1GD
Date Received	23/07/2018
Team	West and North
Applicant/Agent	Nicol Thomas
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:

PL(00) Site Location Plan rev B
PL(01) Site Layout rev U
PL(02) House Type A rev E
PL(03) House Type A1 rev E
PL(04) House Type B rev E
PL(05) House Type C Plans rev C
PL(06) House Type C Elevations rev D
PL (07) House Type D rev E
PL(08) Proposed Indicative Levels North rev H
PL(09) Proposed Indicative Levels south rev H
PL(10) Proposed Sections rev D
PL(11) Proposed Sections 2 rev E

PL(12) Proposed Sections 3 rev E
PL(13) Proposed Elevations rev D
PL(14) Proposed Elevations 2 rev C
PL(15) Green Belt Elevation rev B
PL(16) Landscaping layout rev H
PL(17) POS Landscaping rev F
PL(18) Material Legend rev E
PL(19) Phasing Layout rev F
PL(20) Proposed Sub Station rev A
PL(21) site layout- Green Belt Boundary rev B
PL(22) Site Layout - Tree Location rev B
PL(23) House Type AAA rev A
PL(24) House Type BB rev A

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. 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.

7. No development shall commence until details of the site accommodation including an area for delivery/service vehicles to load and unload, for the parking of associated site vehicles and for the storage of materials, has been submitted to and approved in writing by the Local Planning Authority. Thereafter, such areas shall be provided to the satisfaction of the Local Planning Authority and retained for the period of construction or until written consent for the removal of the site compound is obtained from the Local Planning Authority.

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.

8. 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.

9. No development shall commence until detailed proposals for surface water disposal, including calculations have been submitted to and approved in

writing by the Local Planning Authority. Surface water discharge from the completed development site shall be restricted to a maximum flow rate of QBar based on the area of the development. An additional allowance shall be included for climate change effects for the lifetime of the development. Storage shall be provided for the minimum 30 year return period storm with the 100 year return period storm plus climate change retained within the site.

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

10. Prior to the commencement of development details of the finished floor and plot levels shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the each phase of the development shall be carried out in accordance with the approved details.

Reasons: In the interests of the appropriate development and the interests of the amenities of residential amenity.

11. Development shall not commence until a Construction Environmental Management Plan (CEMP) has been submitted to and approved by the local planning authority. The CEMP shall assist in ensuring that all site activities are planned and managed so as to prevent nuisance and minimise disamenity at nearby sensitive uses, and will document plans and procedures designed to ensure compliance with relevant best practice and guidance in relation to noise, vibration, dust, air quality and pollution control measures. The CEMP shall include strategies to mitigate any residual environmental or amenity impacts that cannot be adequately controlled at source.

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

12. No development shall commence until a Landscape and Ecological Management and Maintenance Plan, including short, medium and long term aims and objectives, management responsibilities and maintenance schedules for all distinct landscaped and public open space areas including a strategy for future maintenance of all gabion retaining structures has been submitted to and approved in writing by the Local Planning Authority. The Landscape and Ecological Management and Maintenance Plan shall thereafter be implemented as approved and maintenance shall be undertaken in accordance with the approved details upon occupation of the development, and for the lifetime of the development.

Reason: In the interests of the amenities of the locality, long term maintenance of the site and to protect the biodiversity of the site. It is essential that this condition is complied with before any other works on site commence.

13. 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.

14. No construction work shall commence until a detailed Employment and Training Strategy, which is designed to maximise local opportunities for employment from the construction phase of development, has been submitted to and approved by the Local Planning Authority.

The Strategy shall include a detailed implementation plan, with arrangements to review and report back on progress achieved to the Local Planning Authority. Thereafter the Strategy shall be implemented in accordance with the approved details.

Reason: In the interests of maximising the economic and social benefits for local communities from the proposed development.

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

15. Within 3 months of the commencement of development details of the number, location and specification of bird and bat boxes to be integrated into each phase of the development shall have been submitted to and approved in writing by the Local Planning Authority. The bird and bat boxes shall be provided in accordance with the approved details prior to the first occupation of each phase of the development.

Reason: In the interest of Biodiversity.

16. Notwithstanding the phasing details shown on drawing ref: PL(19) rev E, prior to any above ground works commencing details of the phasing and implementation of the on-site public open space area linking Fox Hill Crescent

with the western site boundary shall have been submitted to and approved in writing by the Local Planning Authority. Thereafter the open space shall be provided in accordance with the approved phasing.

Reasons: In the interests of the appropriate development of the site.

17. Details of all types of site boundary treatment, including detailed design, materials and specifications of the gabion retaining structures shall have been 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. 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 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.

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 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.

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

- a, Window reveals
- b, Cladding (unit sizes, setting out, method of fixing)
- c, Eaves and verges
- d, rainwater goods
- e, bay windows
- f, entrance canopies
- g, brick detailing (apartments)
- h, cills

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

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

21. A comprehensive and detailed hard and soft landscape scheme for the site which shall including a landscape buffer and compensatory tree planting along the western boundary of the application site shall have been 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.

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 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.

23. Before the apartments are commenced, or an alternative timeframe to be agreed in writing by the Local Planning Authority, full details of suitable and sufficient covered and secure cycle parking provision within the curtilage of the apartment block shall have been submitted to and approved in writing by the Local Planning Authority and the apartments shall not be used unless such cycle parking accommodation has been provided in accordance with the approved plans and thereafter such cycle parking accommodation shall be retained for the sole use 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 it is essential for these works to have been carried out before the use commences.

24. Prior to the apartments/flats becoming occupied, illumination shall have been provided within the car parking court in accordance with details that shall have first been submitted to and approved in writing by the Local Planning Authority.

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

25. Upon 50% occupation of the development a detailed Travel Plan(s), designed to: reduce the need for and impact of motor vehicles, including fleet

operations; increase site accessibility; and to facilitate and encourage alternative travel modes, shall have been submitted to and approved in writing by the Local Planning Authority. Detailed Travel Plan(s) shall be developed in accordance with a previously approved Framework Travel Plan for the proposed development, where that exists.

The Travel Plan(s) shall include:

1. Clear and unambiguous objectives and modal split targets;
2. An implementation programme, with arrangements to review and report back on progress being achieved to the Local Planning Authority in accordance with the 'Monitoring Schedule' for written approval of actions consequently proposed,
3. Provision for the results and findings of the monitoring to be independently verified/validated to the satisfaction of the local planning authority.
4. Provisions that the verified/validated results will be used to further define targets and inform actions proposed to achieve the approved objectives and modal split targets.

On occupation, the approved Travel Plan(s) shall thereafter be implemented, subject to any variations 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 and Core Strategy Policies CS63, CS64 and CS65.

26. Before any above ground works commence, or within an alternative timeframe to be agreed in writing by the Local Planning Authority, full details of the provision and distribution of electrical car charging facilities within the development shall be submitted and approved in writing. Thereafter the electrical car charging facilities shall be provided in accordance with the approved details and retained.

Reason: In the interest of sustainability and minimising the impacts of the development on air quality.

27. The dwellings within the relevant phase of the development shall not be occupied unless details have been submitted to and approved in writing by the Local Planning Authority showing how all vehicle and pedestrian areas within the relevant phase of the development will be surfaced and drained the submitted details shall include details of 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 dwellings in the relevant phase 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.

28. 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.

29. Notwithstanding the submitted plans, before development commences of any of the following elements, full details shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the various elements shall be carried out in accordance with the approved details prior to occupation of any of the development:

A, Full construction drawings of the gabion baskets including those flanking Fox Hill Crescent to enable technical approval by Sheffield City Council (Approvals in Principle).

B, Full construction drawings of a masonry highways retaining wall adjacent to Midhurst Road to retain the new public footpath (gabions are not acceptable in this location) to enable technical approval by Sheffield City Council (Approvals in Principle).

C, Long-sections and cross-sections of all roads and footways within the development site (including construction details, drainage and lighting).

D, The network of adopted footpaths and their steps, ramps, illumination, distinguishable paving, easy grasp handrails, corduroy paving, surfacing/construction details as they pass through the various landscaped areas.

Reason: To enable the above-mentioned highways to accommodate the increase in traffic, which, in the opinion of the Local Planning Authority, will be generated by the development, and in the interests of protecting the free and safe flow of traffic on the public highway.

30. No above ground works shall commence until the highways improvements (which expression shall include traffic control, pedestrian and cycle safety measures) listed below have either:

a) 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 improvement works will be carried out before the development is brought into use and the development; shall not be brought into use until the highway improvements listed below have been carried out.

Highways Improvements:

A, Review of street lighting positions and possible replacement scheme along the Fox Hill Crescent frontage of the development site including specification/design of lighting to be agreed (if required).

B, Re-surfacing of the footways abutting the development site frontage along Fox Hill Crescent.

C, Review/promotion of Traffic Regulation Orders in the vicinity of the development site (waiting/loading restrictions and 20 mph speed limit) entailing advertising, making and implementing the Traffic Regulation Order subject to usual procedures (including provision and installation of regulatory traffic signs and road markings).

D, A review of tactile paving and lowered kerb locations in the vicinity of the development site (and provision of new facilities where necessary) to assist pedestrians crossing the road and to fit with new pedestrian desire lines created by the development.

E, Any other accommodation works to traffic signs, road markings, lighting columns, Statutory Undertakers equipment and general street furniture necessary as a consequence of development.

F, Provision of controlled pedestrian crossing (puffin or such like) on Fox Hill Road (location/position to be agreed) facilitating safe connectivity to local shops, pharmacy, schools, all to the east of Fox Hill Road (the crossing shall be the subject of a Stage 1 Road safety Audit).

G, Upgrades to three bus stops (and possible relocations to give best fit), raised footways, tactile paving, shelters and boarder markings.

H, Provision of new footway along Fox Hill Crescent to connect with northbound bus stop near Fox Hill Drive.

I, Extension of footway westbound along Midhurst Road to connect with public right of way flanking the sites western boundary.

J, New junctions serving the development site.

Reason: To enable the above-mentioned highways to accommodate the increase in traffic, which, in the opinion of the Local Planning Authority, will be generated by the development, and in the interests of protecting the free and safe flow of traffic on the pubic highway.

31. 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.

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

- a) Be based on the findings of an approved noise survey of the application site, including an approved method statement for the noise survey.
- 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); normally achieved.
 - External Areas: LAeq (16hour) - 55dB
- 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.

33. 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.

Other Compliance Conditions

34. 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.

35. 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.

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

Reason: To ensure satisfactory drainage arrangements.

37. The development 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.

38. Before the first occupation of plots 73 and 74 the window(s) in the side elevation of the dwelling houses facing north shall be fitted with obscure glazing to a minimum privacy standard of Level 4 Obscurity and any part of the window(s) that is less than 1.7 metres above the floor of the room in which it is installed shall be non-opening. The window(s) shall be permanently retained in that condition thereafter.

Reason: In the interests of the amenities of occupiers of adjoining property it is essential for these works to have been carried out before the use commences.

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. 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.

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 on the Council website here:

<https://www.sheffield.gov.uk/content/sheffield/home/roads-pavements/address-management.html>

The guidance document on the website includes details of how to apply, and what information we require. For further help and advice please ring 0114 2736127 or email snn@sheffield.gov.uk

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

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. 0730 to 1800 hours Monday to Friday, and 0800 to 1300 hours on Saturdays with no working on Sundays or Public Holidays. Further advice, including a copy of the Council's Code of Practice for Minimising Nuisance from Construction and Demolition Sites is available from Environmental Protection Service, 5th Floor (North), Howden House, 1 Union Street, Sheffield, S1 2SH: Tel. (0114) 2734651, or by email at epsadmin@sheffield.gov.uk.
6. 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. 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

8. The applicant should install any external lighting to the site to meet the guidance provided by the Institution of Lighting Professionals in their document GN01: 2011 "Guidance Notes for the Reduction of Obtrusive Light". This is to prevent lighting causing disamenity to neighbours. The Guidance Notes are available for free download from the 'resource' pages of the Institute of Lighting Professionals' website.
9. The required CEMP should cover all phases of demolition, site clearance, groundworks and above ground level construction. The content of the CEMP should include, as a minimum;
 - Reference to permitted standard hours of working; 0730 to 1800 Monday to Friday, 0800 to 1300 Saturday, No working on Sundays or Public Holidays.
 - Prior consultation procedure (EPS & LPA) for extraordinary working hours arrangements.
 - A communications strategy for principal sensitive parties close to the site, where appropriate.
 - Management and control proposals, including delegation of responsibilities for monitoring and response to issues identified/notified, for;
 - A, Noise - including welfare provisions and associated generators, in addition to construction/demolition activities.
 - B, Vibration.
 - C, Dust - including wheel-washing/highway sweeping; details of water supply arrangements.
 - D, A consideration of site-suitable piling techniques in terms of off-site impacts, where appropriate.
 - A noise impact assessment - this should identify principal phases of the site preparation and construction works, and propose suitable mitigation measures in relation to noisy processes and/or equipment.
 - Details of site access & egress for construction traffic and deliveries.
 - A consideration of potential lighting impacts for any overnight security lighting.

Further advice in relation to CEMP requirements can be obtained from SCC Environmental Protection Service; Commercial Team, Fifth Floor (North), Howden House, 1 Union Street, Sheffield, S1 2SH: Tel. (0114) 2734651, or by email at eps.admin@sheffield.gov.uk.

10. The Developer should consult with the Lifelong Learning Skills and Communities (LLSC) Service in Sheffield City Council who will be able to provide information and guidance on drafting the Employment and Training Strategy.

For further information, please contact:

Kerry Moon

Investment Support Manager - Sheffield City Council

Lifelong Learning, Skills and Communities | Moorfoot | Sheffield S1 4PL

Tel: 07875009200

Email: kerry.moon@sheffield.gov.uk

11. 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.

12. 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.

13. 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

14. As the proposed development will involve the closing/diversion of a public path(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 path(s) under Section 257 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

15. 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

16. 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

17. The applicants is advised that the submitted Ecology Report notes that an invasive species (cotonester) is growing on the site. Cotonester is listed under Schedule 9 of the Wildlife & Countryside Act 1981 (as amended), making it an offence to allow this species to spread into the wild. The developer will need to take steps to secure its removal.

LOCATION AND PROPOSAL

This application relates to approximately 3.8 hectares of land located to west of Fox Hill Crescent within the established residential suburb of Fox Hill. The site previously accommodated a series of maisonettes, these dwellings were demolished a number of years ago, the site cleared and some land regrading undertaken which has resulted in a substantial volume of unspecified material being deposited at the northern and western boundaries of the site. The site has remained vacant and undeveloped ever since.

Full planning permission is sought to erect 146 dwellings comprising of a mix of 2, 3 and 4 bedroom dwellings and 21 apartments in a single block with associated parking, access and on site open space provision. A total of 167 dwellings are proposed.

The application site is in an allocated Housing Area as defined on the adopted Sheffield Unitary Development Plan (UDP) proposal map. The site is bound to the south by Midhurst Road; to the east by Fox Hill Crescent and an existing block of maisonettes, to the north by established residential properties and to the west by a belt of trees and a public footpath located on the top of 'Back Edge'.

The entire site is in an allocated Housing Area, with the land to the west of the site falling in the Green Belt as defined in the adopted Sheffield Unitary Development Plan.

The application site forms a part of site which was granted consent in January 2007 for the erection of 142 dwelling houses, 64 apartments and 9 bungalows under application ref: 06/03050/FUL. Approximately 18 of the previously approved dwellings, which are located to the west of Fox Hill Crescent, outside of the current application site boundary have been erected and are now occupied. The erection of these dwellings constituted a material start on site and as a result, the application site continues to benefit from an extant planning consent which could be implemented at any time.

The previously permitted scheme was not constructed in its entirety for a number of different reasons including its financial viability. This new application seeks permission to develop out the remaining 3.8 hectares of the site located to the west of Fox Hill Crescent with a revised layout and design.

PLANNING HISTORY

06/03050/FUL - Erection of 142 dwellinghouses, 64 apartments and 9 bungalows with associated car parking and hard and soft landscaping - Granted Conditionally Legal Agreement.

08/01286/FUL - Application to not comply with a scheme for the opening up culverts on sites 2 and 3 - to protect and enhance biodiversity and reduce flood risk - removal of condition 32 as imposed by application 06/03050/FUL (Application under Section 73) - refused.

SUMMARY OF REPRESENTATIONS

The application was advertised by way of individual letter, site notice and press notice.

Three letters of representation have been received.

Councillor Dunn has no objection to the proposal and a local resident has written in support of the application identifying that the site has been neglected and there has been an increase in littering, anti-social behaviour and crime as a result of the site being undeveloped. The redevelopment of the site is welcomed.

Concerns with the condition of the existing site fencing surrounding the site have been noted by a local resident.

Policy Issues

The site is in an allocated Housing Area as defined in the adopted UDP. Policy H10 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 previously development site for housing purposes is considered to accord with policy H10.

The western boundary of the site is defined by the Green Belt. Policy GE1, GE2, GE3 and GE4 of the UDP and CS74 of the Core Strategy (CS) seek to protect the Green Belt from inappropriate forms of development and to conserve and enhance the landscape and natural environment of the Green Belt. Policy GE4 specifically identifies that the scale and character of development which is not located in but conspicuous form the Green Belt should be in keeping with the area and conserve and enhance the landscape and natural environment.

More up to date guidance on Green Belt development is contained in the NPPF Para 134 identifies that the Green Belt serves five purposes including c) to assist in safeguarding the countryside from encroachment. Para 145 and 146 of the NPPF identifies that the Local Planning Authority should consider development, other than certain forms of development identified in para 145 and 146 as inappropriate development, which is by definition harmful to the Green Belt.

During the course of the application the scheme the application site boundary has been adjusted to ensure the development does not encroach into the Green Belt. The proposal will however be located in close proximity to the Green Belt boundary and will be visible from it due to the surrounding topography. However the development will be viewed in the context of established residential development to the north, south and east of the site which minimises its visual impact from the Green Belt. The site also previously accommodated a series of maisonettes which were of a much larger scale than the proposed development and benefits from extant permission for a residential development of a similar scale. Landscaping will be removed from the western boundary to accommodate the development; however a new landscape buffer is proposed which will help to minimise the visual impact of the development. In light of the above the development is not considered to detrimentally affect the character and appearance of the Green Belt or lead to the encroachment

of urban development into the Green Belt. The development therefore complies with adopted local and national policy.

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 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 Fox Hill.

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 optimal use of the potential of each site.

The proposal for 167 dwellings with a net site area of 3.8 hectares represents a density of approximately 47 dwellings per hectare which accords with the requirements of policy CS 26 and is considered to make efficient use of the land given the sites constraints.

Phasing

The submitted plans indicate that the scheme is to be delivered in three separate phases. Phase 1 is indicated to comprise of 42 dwellings which are located on the southern section of the site fronting Midhurst Road and part of Fox Hill Crescent. Phase 2 comprises of the section of the site largely fronting Fox Hill Crescent and contains a three storey apartment block (21 flats) and a further 48 dwellings. Phase 3 comprises of the western section of the site abutting the Green Belt boundary and comprises of a further 56 dwellings. An area of public open space is also proposed connecting Fox Hill Crescent with the western boundary of the site, it is not clear from the submitted information under which phase the open space will be delivered, details will therefore be secured by condition. Subject to the above the proposed phasing of the site is considered acceptable in principle.

Design and Layout

UDP Policy BE5 (Building Design and Siting) and H14 (Conditions on Development in Housing Areas) expects good overall design of an appropriate scale 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.

Core Strategy Policy CS 74 (Design Principles) reiterates the expectation of high quality design as well as recognising that new development should take advantage of and enhance the distinctive features of the city.

The extant permission on the site was a highly contemporary scheme incorporating flat roofed dwelling faced in stone and render, including rooftop amenity areas all of which were accessed via an informal highways network including home zones and 'green fingers' which connected different parts of the scheme. This application is very different in both design and layout and utilises a more traditional highways layout and a more conventional, albeit contemporary interpretation of the traditional pitched roofed dwellings that characterise the area.

Two points of vehicle access to the site are proposed, both taken from Fox Hill Crescent with the proposed dwellings served by a series of adoptable Cul de sac's off which there are a limited number of private drives. The approach to accessing the site is largely dictated by site levels but is considered to be reasonable and well considered.

Although land level changes are required the sloping topography is taken account of. When viewed from the adjoining highways and from the west across the valley the development will reflect the landform as the blocks of semi-detached and terraces dwelling step to following the landform creating an articulated and varied roofscape which is characteristic of many of Sheffield's suburbs.

The scheme comprises of modern designed semi-detached, detached and terraced dwelling houses. The new houses will be two storeys high with the exception of a block of apartments located centrally within the site which extends to three storeys. The scale of the development is considered appropriate in this location and consistent with the prevailing scale of dwellings and existing blocks of

flats/maisonettes in the locality. House type design includes some variation with a mix in roof styles (pitched and hipped).

The elevations are treated with a contemporary approach and include large vertically proportioned windows. Dwellings are proposed to be faced in two different multi red bricks. Roofs will be in a grey or red slate. There is a variety of materials evident in the locality including red brick, grey and red roof slates as well as some more modern stone and rendered dwellings located immediately on the western side of Fox Hill Crescent. Details of the proposed facing and roofing materials have been submitted as part of the application and in principle the materials and their disposition across the site is considered appropriate and will ensure the development contributes to the character of the area. The inspection of material samples is however required before confirming their acceptability, the details of which will be secured by condition.

A large area of public open space provides a visual break between the higher northern section of the site and the lower southern section of the site. This open space contributes positively to the layout and appearance of the development and contains a series of footpaths linking the northern and southern sections of the site as well as Fox Hill Crescent with the existing public footpath running along the western site boundary.

The scheme has been designed so that where possible properties have main front or side elevations facing the street and specific dwellings have been designed to address corners and public open spaces. Due to the levels issues across the site a number of dwellings will back onto Fox Hill Crescent. These properties will be located between 3 and 5 metres above the level of the public highway and given the vertical separation between the site and the road it is considered that having dwellings back onto the public highway is acceptable in this case. The boundary with Fox Hill Crescent will be formed by a retaining wall constructed of stone filled gabion baskets which will be designed to provide some texture and visual interest through the use of stone coursing. The retaining wall does not extend along the entirety of the Fox Hill Crescent road frontage as the site gradients in the southern section of the site allow dwellings to directly front onto the road and the new public open space allows direct access from Fox Hill Crescent.

Elsewhere within the site high quality boundary treatments are proposed throughout comprising of brick walls with horizontal larch panels, railings and hedge planting. Timber fences are largely located to the rear of dwellings where there visibility will be limited from public vantage points. However due to the topography of the site the western boundary of the site will be visible on the ridge line. In order to minimise the visual impact of the new boundary treatment a substantial landscape buffer will be planted along the ridge, the full details of which will be secured by condition.

Car parking across the site varies depending upon the house type but it is generally proposed to be in-curtilage, to the frontage and down the side of houses where possible which is welcomed as it helps to minimise the visual impact of parked vehicles.

In light of the above the design and layout of the scheme is considered acceptable taking account of the constraints of the site. The scheme therefore complies with BE5 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.

UDP Policy 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 existing topography of the site varies significantly and has been altered as a result of works associated with the previous planning consent and the clearance and demolition of the previous dwellings on site. These works have resulted in the land towards the southern area of the site being scraped and reduced in level particularly adjacent to the western site boundary. At the northern end of the site land levels have increased as a result of the deposition of a large amount of excavated and demolition material.

A large majority of the existing site is located above the level of Fox Hill Crescent, and is retained by a 2/3 metre high masonry wall located at the back edge of the highway. The site rises towards the western site boundary and otherwise follows the rising topography of Fox Hill Crescent.

As a result of the previous works and the existing challenging topography on site substantial earth works are required to form a series of suitable development platforms to accommodate the scheme. This will include the provision of a replacement retaining wall along Fox Hill Crescent which will be extended up to the north boundary of the site. A new retaining wall is also required within the site running in a north/south direction to enable the provision of new areas of public highway. A new area of public space is also proposed connecting Fox Hill Crescent with the western boundary of the site. This open space cuts across the site and as such requires the provision of substantial retaining structures and regrading of the land.

The applicant has submitted levels plans and a series of cross section drawings in order to demonstrate the relationship the proposed dwellings will have with Fox Hill Crescent, neighbouring properties to the north and south and the natural land form to the west. Some substantial engineering works are required however the levels and section drawings show the proposed dwellings located adjacent to the site

boundaries generally being at the indicated ground level of existing properties. As such the proposed works are considered to be acceptable from an amenity perspective.

Adequate privacy distances are provided between existing and newly proposed dwellings and the development is not considered to result in any unacceptable overbearing, overshadowing or overlooking issues. The orientation of properties located adjacent to the northern site boundary has been adjusted during the course of the application to minimise the impact on neighbouring properties and it is considered necessary to obscure glaze side gable windows in these plots (73 and 74) to prevent any harmful overlooking. All garden areas are considered to be adequate and proportionate to the size of the dwellings proposed.

The site is located in an established residential area and future residents are not considered to be exposed to any significant noise issues, details of appropriate glazing specifications will however be secured by condition to ensure appropriate living conditions.

The site is located in close proximity to existing dwellings as such it is considered necessary to secure a Construction Environmental Management Plan (CEMP) to ensure that the developer takes measures to minimise the impacts of the construction phase on adjoining residential dwellings.

In light of the above the proposal is considered to comply with policy of UDP Policy H5, H14 and H15.

Highways

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 will be accessed via two new junctions taken from Fox Hill Crescent, with all properties accessed from a series of new estate roads within the site. The general layout and nature of the proposals have been shaped during various officer pre-app meetings and local consultations. The proposed highway access and layout is considered acceptable.

A full transport assessment has been submitted in supported of this application. The report considers the impact of development traffic on the local highway network, addresses existing public transport and non-car considerations in relation to the overall accessibility of the scheme, and finally draws conclusions.

The site is well served by public transport. The following bus services frequently pass along Fox Hill Crescent, or Fox Hill Road: 32, 35, 85, 86 & M92, along the

following routes: City Centre – High Green (Circle); Sheffield – Meadowhall; Southey Green – Northern General Hospital (Circle); Harley – Chapeltown – Grenoside – Fox Hill (Circle). There are existing bus stops on Fox Hill Crescent. The stops themselves will be improved with raised footways, tactile paving and shelters the details of which will be secured by conditions.

In terms of non-car accessibility to local facilities, the following are within a 400 metre walking distance: two Local Shopping Areas, a Pharmacy, and a Post Office. Within 800 metres walking distance are three schools (Fox Hill Primary, Meynell Primary & Chaucer), a doctors surgery, and Kilner Way retail park.

The vehicle movements anticipated to be generated by the development have been derived from TRICS, a national computer database of actual survey information of different development types, and the vehicular activity associated with them. For the number of dwellings and the mixed tenure proposed, the trip generations in the peak hours are: 0800 to 0900 hrs, 24 cars in, 56 cars out; 1700 to 1800 hrs, 62 cars in, 39 cars out. The level of trips forecasted is not considered to harmfully affect the operation of the immediate local highways network.

It should be noted that the site benefits from an extant planning approval for 215 residential units, which would have obviously generated more trips than this amended scheme. When traffic from the previous scheme was assigned to the local highway network and the junctions modelled to test the impact, they were all found to be working well within capacity. This impact of this scheme, which includes a reduced number of dwellings, is not considered to have a harmful effect on the safe and efficient operation of the highway network.

The application is supported by a framework travel plan aimed at promoting sustainable modes of travel and reducing single occupancy car trips. The framework will form the basis of a detailed travel plan to be submitted for approval prior to 50% occupation of the site.

The scheme proposes a series of retaining structures some of which will support the public highway. A substantial new gabion structure is proposed along Fox Hill Crescent, this will not support the public highway however, owing to its height and proximity to the highway, the gabion baskets will need technical approval (AIP, approval in principle) from the Council.

Gabion baskets will also be deployed in other areas of the site to accommodate level differences, but in those instances they will be further away from the new areas of highway being constructed.

Some retaining structures are required to accommodate new housing adjacent to Midhurst Road and a supporting footway which will be adopted. In this instance, a traditional retaining structure (not gabions) is required by the highway authority which would attract a commuted sum and be maintained by the Council.

The extant scheme had a signed Section 278 Legal agreement which delivered various off site highway improvements. The previously agreed improvements still pertinent to this application are: Review of Traffic Regulation Orders (waiting/loading restrictions) and implementation of 20 mph speed limit (Fox Hill Crescent); Review of

tactile paved dropped crossing locations and provision of new where necessary; Any accommodation works to traffic signs, road markings, drainage, street lighting, Statutory Undertakers equipment, and general street furniture caused by the development; Provision of controlled pedestrian puffin crossing on Fox Hill Road near to Fox Hill Drive facilitating safe connectivity with local amenities including shops and schools, all of which are located to the east of Fox Hill Road; Provision of footway on Midhurst Road connecting with existing public right of way to the west; Provision of footway on the western side of Fox Hill Road connecting with northbound bus stop and; upgrades and possible relocations to three bus stops on Fox Hill Crescent.

An existing public footway which crosses the northern section of the site connecting Fox Hill Crescent with the western site boundary needs to be diverted in order to accommodate the development. A replacement footpath link is proposed as part of the development which retains but realigns this established link.

In terms of car parking two vehicle spaces per dwelling are provided for the majority of properties with some of the smaller two bed units having a single space. The parking spaces are generally provided in the curtilage of the properties on driveways to either the front or side of the property. The overall level of parking provision for the development is considered to be acceptable and the development accords with Council guidelines.

The proposal is considered to be satisfactory with regard to the aims of Policy CS53 of the Core Strategy and UDP Policy H14. The development it not considered to 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.

Air Quality.

The National Planning Policy Framework advises that Planning policies and decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones, and the cumulative impacts from individual sites in local areas. Planning decisions should ensure that any new development in Air Quality Management Areas and Clean Air Zones is consistent with the local air quality action plan.

Core Strategy policy CS66 states that action to protect air quality will be taken in all areas of the city. Further action to improve air quality will be taken particularly where residential areas in road corridors with high traffic levels are exposed to pollution above national targets. Policy CS51 'Transport Priorities' also identifies that one of the strategic priorities for transport is to improve air quality.

Policy GE23 (Air Pollution) of the UDP states that development will be permitted only where it would not locate sensitive uses where they would be adversely affected by sources of air pollution.

In Sheffield, the health-based national standards and EU limit values for nitrogen dioxide (NO₂) and fine particle (PM₁₀) are breached in specific parts of the city, resulting in the declaration of an urban wide Air Quality Management Area (AQMA) and the production of an Air Quality Action Plan (AQAP).

The AQAP (2015) aims to 'reduce nitrogen dioxide (NO₂) and fine particle (PM₁₀) pollution in Sheffield in order to improve the health of local people; by protecting areas of low air pollution and improving areas where pollution is elevated.'

The applicants Air Quality Assessment (AQA) has been reviewed by the City Councils Air Quality Team. The development will result in the generation of traffic movements during the operational phase which would lead to the generation of air pollutants particularly oxides of nitrogen dioxide (NO_x) and fine particulate matter (PM₁₀) which are largely produced from vehicle engines. The impacts on air quality during the operational phase of the development are considered to be negligible and not significant subject to the inclusion of mitigation measures.

The air quality assessment submitted also considers the potential effects on air quality from dust generation during the construction phase. These impacts have been assessed using the approach described in the latest Institute of Air Quality Management (IAQM) Guidance. The applicant's assessment concludes that there is a predicted high risk of dust soiling during earthworks and construction works. However these effects can be reduced to acceptable levels through the implementation of a series of mitigation measures.

It is the Council's desire to improve air quality at every opportunity and minimise the pollution impacts of proposed developments on local areas, especially in an area where sensitivity with respect to human health is relevant. The NPPF also states that planning decisions should ensure that any new development in Air Quality Management Areas and Clean Air Zones should be consistent with the local air quality action plan.

In relation to the construction phase the air quality impacts can be reduced by applying a series of measures including production of a dust management plan (DWP) and effective management of construction activities via a Construction Environmental Management Plan (CEMP).

In relation to the operational phase a travel plan which will set a series of targets to reduce car movement and promote more sustainable transport options will be required. Electrical car charging points will be provided to further encourage the use of low emission vehicles. The above measures will be secured by conditions which will result in a near neutral impact on air quality as a result of the development.

Drainage and Flooding

Policy CS67 (Flood Risk Management) identifies that the extent and impact of flooding will be reduced by a number of means including: requiring developments to significantly limit surface water runoff, requiring the use of sustainable drainage techniques on sites where this is feasible and practicable and promoting sustainable drainage management in rural areas.

The site is located in Flood zone 1 where land and properties are considered to be at the lowest risk of flooding; however as the site exceeds 1 hectare a Flood Risk Assessment (FRA) has been submitted in support of the application. The FRA is largely concerned with drainage issues associated with the site and identifies that surface water is proposed to discharge to Yorkshire Waters (YW) combined sewer at a restricted rate as a result of the provision on site storage. Yorkshire Water have been consulted on the application and have identified the presence of a culverted water course in the locality that could potentially accept surface water run-off from the site. Yorkshire water require the feasibility of using this watercourse and other sources of surface water management to be investigated further before any discharge into the combined sewer can be accepted. The exact details of the drainage arrangements including discharge rate will be secured by condition as further investigations into existing drainage arrangements are required.

The Councils Drainage section has identified the possibility of providing an off-site storage basin to cater for surface water discharge from the site. Any off-site drainage facility would require a separate planning consent as it falls outside of the current application site boundary, will require substantial engineering operations and the consent of third party land owners. The applicants are considering the potential of this option and should it prove to be feasible and viable a separate application will need to be submitted.

In light of the above the application is considered acceptable from a drainage perspective.

Ecology and landscaping

NPPF paragraph 170 d) states 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 is in an Area of Natural History Interest as defined on the UDP proposals map. UDP policy GE13 identifies that development which would damage Areas of Natural History Interest will not normally be permitted.

A phase 1 Preliminary Habitat Survey has been submitted in support of the application. The site is identified as containing areas of rough grassland, scrub, various other vegetation and a strip of tree planting on the western boundary containing semi mature species. An invasive species (cotonester) is noted as growing on the site. Cotonester is listed under Schedule 9 of the Wildlife & Countryside Act 1981 (as amended), making it an offence to allow this species to spread into the wild. As such the developer will need to take steps to secure its removal.

The survey identifies that the site does not contain any habitats or protected species of significant ecological value. 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, bat boxes and bird boxes should be provided and that suitable landscaping and tree planting should be integrated into the scheme 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.

A tree survey has also been submitted in support of the application which identifies that the site contains a group of Category 'A' (high quality) trees. This group of trees are located on part of the elevated western boundary of the site adjacent to the public footpath. The trees are of visual amenity value particularly when viewed from the west across the valley largely due to their position on the ridge. The group contains a mixture species including semi-mature specimens and smaller saplings.

In order to accommodate the development a large majority of the existing trees are to be removed. This is a negative aspect of the scheme, however following discussion with the applicant it has been agreed that a substantial replacement tree buffer will be planted between the application site boundary and the adjoining public footpath. This new landscape buffer will contain a mixture of tree and shrub planting the details of which will be secured by condition. The extant consent for the redevelopment of the site would have required the removal of this group of trees and as such the developer could remove these trees at any time. Taking account of the above and the fact that the development will deliver a substantial number of new dwellings and the Council does not have the required five year housing land supply, in this case the loss of the category 'A' group of trees is outweighed by other material considerations.

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

Sustainability

Policy CS63, 64 and 65 sets out the Councils sustainability objectives with regard to new development.

The applicants have indicated that they will be adopting fabric first approach in order to meet the requirements of policy CS64 (10% reduction in energy demand). The apartments block will also include a photovoltaic array to reduce emissions from electricity consumption. The final method of achieving the 10% reduction in energy demand will however be controlled by condition to allow flexibility should the identified measures not be possible or alternatives are considered to be more appropriate.

The site is in a sustainable location with good access to local services and facilities and improvements are proposed to public transport infrastructure. Furthermore the development makes efficient use of a brownfield site and is sustainably located.

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

Ground Conditions

The site is not in a Coal Mining referral Area however there is a historic land fill site in the immediate vicinity of the site and it is unclear if the previous demolition and earth works resulted in the importation of material. The proposed development may require the importation of material to form the development platforms. As such it is considered appropriate that conditions are imposed to ensure that residents are protected from potential contamination.

Public Art

UDP Policy BE12 (Public Art) encourages the provision of these works of in places that can be readily seen by the public and as an integral part of the design of major developments. No details have been supplied with the application and will be secured by planning condition.

Statement of Community Involvement

The NPPF paragraph 40 encourages developers to engage with the local planning authorities at an early stage and encourage developers to engage with the local community before submitting an application. The Council's policy on pre-application consultation is set out in the adopted revised Statement of Community Involvement (SCI) August 2014 which encourages developers to undertake pre-consultation in order to involve communities in planning decisions and allow comments to be taken on board at an early stage of the process.

In addition to the Council's statutory consultation process, prior to the formal submission of this application, the applicants engaged in the Councils pre-application advice service and carried out an independent consultation exercise with local residents.

The applicant has stated that public consultation event was held at the local community hub on Wolfe Road between the 8th and 12 April 2017 following a leaflet drop to properties adjoining the site on Fox Hill Crescent.

Display/information boards indicating the proposals were available to view and feedback forms available. The applicants SCI indicates that a majority of the people who attended were in favour of the development; however concerns were raised regarding the provision of a parking court to the rear of properties on Edgewell Drive. As such the plans were amended to remove a flat block and parking area, replacing it with dwellings accessed off a traditional highway.

The consultation process is considered to broadly accord with the aims and objectives of the Council's revised SCI.

Community Infrastructure Levy (CIL) and Affordable Housing

The site falls within a CIL Charging zone and Affordable Housing Area of the city where there is no requirement to make a CIL contribution or provide affordable housing as part of the development.

Archaeology

South Yorkshire Archaeology Service has been consulted on this application and has advised that the archaeological potential of this site is low. For this reason no archaeological work is necessary.

RESPONSE TO REPRESENTATIONS

The applicants have been made aware of the residents' concerns regarding the condition of the existing site fencing. The site will be secured via hoarding or other appropriate boundary treatment during the course of the development.

SUMMARY AND CONCLUSION

This application seeks permission to erect 146 dwellings comprising of a mix of 2, 3 and 4 bedroom dwellings as well as 21 apartments in a single block.

The site benefits from extant planning permission for 214 dwellings permitted under application ref: 06/03050/FUL. This consent remains live as a result of the erection of 18 dwellings on a separate parcel of land to the east of Fox Hill Crescent.

The site is in an allocated Housing Area as defined in the adopted Sheffield Unitary Development Plan and is not considered to harm the character and appearance of the adjoining Green Belt. The redevelopment of this long standing vacant brownfield site for a sustainable housing development which will contribute towards delivering the Councils required housing land supply outweighs the loss the existing Category 'A' group of trees on site. Regardless suitable replacement planting is secured by way of condition.

The development will deliver a high quality residential environment, providing an area of usable on site open space available to the general public, as well as new connections to established public footpaths to the west.

The scheme is not considered to give rise to any harmful amenity, highways, air quality or ecology and landscape issues.

The site lies in zero CIL charging area and no affordable housing is required to be provided as part of the development.

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

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