
Case Number	18/03869/FUL (Formerly PP-07329658)
Application Type	Full Planning Application
Proposal	Erection of 27 dwellinghouses including provision of access, associated parking and landscaping works (As per amended drawings received on the 28 February 2019, 19 March 2019 and 21 March 2019)
Location	Land At The Rear Of 13 And 42 Coppice Close Sheffield S36 1LS
Date Received	15/10/2018
Team	West and North
Applicant/Agent	ELG Planning
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 shall be carried out in accordance with the following drawings:-

- 0624-EA-A-P102 Revision N (Proposed Site Layout)
- 0624-EA-A-P103 Revision G (Boundary Treatment Plan)
- 0624-EA-A-P104 Revision H (Proposed Street Scene Elevations)
- 0624-EA-A-P106 Revision B (Proposed Site Sections)

- 0624-EA-A-P203 Revision A (House Type T7 - Floor Plans);
- 0624-EA-A-P204 Revision D (House Type T7- Elevations and Sections);

- 0624-EA-A-P205 Revision A (House Type T8- Floor Plans);
- 0624-EA-A-P206 Revision D (House Type T8 - Elevations and Sections);

- 0624-EA-A-P207 Revision B (House Type T14 Floor Plans);
- 0624-EA-A-P208 Revision D (House Type T14 - Elevations and Sections);

- 0624-EA-A--P209 Revision D (House Type SL01 - Floor Plans);

- 0624-EA-A-P210 Revision E (House Type SL01 - Elevations and Sections);
- 0624-EA-A-P215 Revision A (House Type A7 - Floor Plans);
- 0624-EA-A-P216 Revision E (House Type A7- Elevations and Sections);
- 0624-EA-A-P305 (0.9m high brick wall details).

received on the 28 February 2019, 19 March 2019 and 21 March 2019 from ELG Town Planning

Reason: In order to define the permission

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

3. No development (including demolition, construction, or other enabling, engineering or preparatory works), shall take place until a Biodiversity Ecological Plan (BEMP) has been submitted to and approved by the Local Planning Authority.

The BEMP shall assist in ensuring that the development of the site contributes to and enhances the natural and local environment and to prevent any harm to the locally recognised habitats.

As a minimum, the BEMP shall include:

1. Use of native, locally appropriate species, ideally of local provenance;
2. Planting of the buffer zone to make extensive use of berry-bearing thorny scrub species; to be planted at the appropriate time of year and at the earliest opportunity. Recommended species to include hawthorn, blackthorn and holly;
3. Use of fencing (whether this is temporary or permanent), alongside thorny hedgerow species to prevent new desire-lines being established through the buffer zone and in to the woodland;
4. Understorey planting around the groups of trees on the north facing embankment;
5. Fencing to allow free movement of hedgehogs throughout the site;
6. The provision of Bird and bat boxes; and
7. Lighting design to avoid illumination of the woodland edge and excessive upward/outward light-spill.

The works shall thereafter be carried out in accordance with the approved details.

Reason: In the interests of biodiversity and contributing to and enhancing the natural and local environment.

4. No development (including demolition, construction, or other enabling, engineering or preparatory works), shall take place 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 such activities are planned and managed so as to prevent nuisance to occupiers and/or users of nearby sensitive uses and damage to key assets/infrastructure within and adjacent to the site. It will document the Contractor's plans to ensure compliance with relevant best practice and guidance in relation to noise, vibration, dust and light nuisance as well as the proposed means of heritage and infrastructure protection.

As a minimum, the CEMP shall include:

1. Buffer zone fencing to be in place prior to construction commencing. Buffer zone between the development and the woodland to be 15m minimum and must not include gardens
2. No storage whatsoever of vehicles, plant or building materials in the areas identified as buffer zones
3. Contingencies in place to prevent run-off of water/silt from the construction phase in to the woodland retained trees and hedgerow to be protected with adequate root protection fencing;
4. Nesting birds - as per the recommendations set out in the Preliminary Ecological Appraisal (PEA) prepared by Delta Simons
5. Site check for evidence of badgers to be made prior to site works commencing. If badgers have colonised the site, the developer needs to be aware of the limitations this will place on the development whilst options are assessed;
6. Reptiles - as per the recommendations set out in the Preliminary Ecological Appraisal (PEA) prepared by Delta Simons;
7. Bats - recommendations as set out in the Preliminary Ecological Appraisal (PEA) prepared by Delta Simons;
8. The woodland edge shall remain un-illuminated to prevent disturbance to wildlife;
9. Badgers, brown hares and hedgehogs - covering of excavations and trenches (or escape ramps left in situ) during non-operational hours, as set out in the PEA and in line with good ecological practice

The works shall thereafter be carried out in accordance with the approved details.

Reason: In the interests of the amenities of the locality and occupiers of adjoining properties, and in the interests of protecting the site's valuable heritage assets.

5. 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.

6. 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 Q_{Bar} 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.

7. 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.

8. 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.

9. 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.

10. No development shall commence until details of the means of ingress and egress for vehicles engaged in the construction of the development have been submitted to and approved in writing by the Local Planning Authority. Such details shall include the arrangements for restricting the vehicles to the approved ingress and egress points. Ingress and egress for such vehicles shall be obtained only at the approved points.

Reason: In the interests of protecting the free and safe flow of traffic on the public highway it is essential that this condition is complied with before any works on site commence.

11. 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.

12. Notwithstanding the submitted plans, 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 access road shall have been submitted to and approved in writing by the Local Planning Authority (to include full construction details, long-sections, cross-sections, details of vehicle restraint system round the private drive in the vicinity of plots 19 & 20, street lighting and drainage details). The development shall not be used unless that part of the road providing access thereto has been provided in accordance with the above-mentioned approved details.

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

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

13. 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.

14. A comprehensive and detailed hard and soft landscape scheme for the site that shall include details of the landscaping buffer and landscape embankment as detailed on Drawing No. 0624-EA-A-P102 Revision N (Proposed Site Layout) 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.

15. 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.

16. The development shall not be used unless details have been submitted to and approved in writing by the Local Planning Authority, showing how surface water will be prevented from spilling onto the public highway. Once agreed, the measures shall be put into place prior to the use of the development commencing, and shall thereafter be retained.

Reason: In the interests of highway safety and the amenities of the locality it is essential for these works to have been carried out before the use commences.

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. The houses shall not be occupied 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. 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.

20. Before that part of the development commences, full details of the proposed surfacing of individual private drives shall have been submitted to and approved in writing by the Local Planning Authority. Thereafter, the approved details shall be implemented prior to occupation of the dwellings.

Reason: In the interests of ensuring satisfactory pedestrian and vehicular access arrangements

21. 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.

22. 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.

23. 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.

Other Compliance Conditions

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

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

25. 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 it is essential for these works to have been carried out before the use commence

26. Where access driveways give both vehicular and pedestrian access to a dwelling, the driveway shall be at least 3.2 metres in width.

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

Attention is Drawn to the Following Directives:

1. The proposed development lies within a coal mining area which may contain unrecorded coal mining related hazards. If any coal mining feature is encountered during development, this should be reported immediately to the Coal Authority on 0345 762 6848.

Further information is also available on the Coal Authority website at:
www.gov.uk/government/organisations/the-coal-authority

2. 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.

3. 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

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

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

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

Tel: (0114) 273 6349

Email: james.burdett@sheffield.gov.uk

5. 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

6. 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.
7. The applicant should be aware that a legal agreement has been completed in respect of this proposal.
8. You are advised that this development is liable for the Community Infrastructure Levy (CIL) charge. A liability notice will be sent to you shortly informing you of the CIL charge payable and the next steps in the process, or a draft Liability Notice will be sent if the liable parties have not been assumed using Form 1: Assumption of Liability.

Site Location



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INTRODUCTION

The application relates to a large greenfield site that is situated to the rear of 13 and 42 Coppice Close in Stocksbridge.

The applicant submitted a pre-application enquiry (17/04799/PREAPP) in November 2017. This enquiry sought informal planning advice on whether it would be acceptable in principle to erect 29 dwellinghouses on this site, with 24 of the dwellinghouses (17 detached houses, 4 semi-detached houses and 3 terrace houses) taking access from Coppice Close, and 5 dwellinghouses (5 detached houses) taking access from Hawthorne Avenue between Nos. 24 and 26.

Following the designation of the site for housing in the UDP, a number of attempts to develop the site for housing have been unsuccessful, the reason given to officers during the local plan process being the difficulties in securing a viable drainage solution for the site because of its steep topography. It is considered that the proposed layout addresses these drainage difficulties as the development proposes to site the houses on higher ground while the hardest part of the site to drain would be retained as open space.

LOCATION AND PROPOSAL

The application site is situated at the end of a residential cul-de-sac. The site covers an area of approximately 1.2 hectares and is situated to the rear of 13 and 42 Coppice Close in Stocksbridge

The land is undeveloped (greenfield) and forms part of a large open field. The site has challenging topography with steep slopes towards the north, dropping down steeply to Hawthorne Drive. The eastern edge of the site abuts existing woodland, which is designated in the UDP as an Area of Natural History Interest, also known as Local Wildlife Site 027 New Hall Wood & Brook. Access into the site from Coppice Close is currently closed off by high timber fencing.

The UDP Proposal Map identifies the site within a Housing Area being designated a Housing Site (Stocksbridge – Coppice Close). Part of the site is located within a Development High Risk Area for former Coal Mining activities.

The applicant is seeking full planning permission to erect 27 dwellinghouses including provision of access, associated parking and landscaping works. Access to all the dwellinghouses would be taken from Coppice Close. The proposal to take access from Hawthorne Avenue is no longer being pursued.

The application has been amended on the advice of officers, mainly to address design and highway concerns with amended plans received on the 28 February 2019, 19 March 2019 and 21 March 2019.

RELEVANT PLANNING HISTORY

17/04799/PREAPP - Pre-application enquiry for the erection of 29 dwellinghouses with access taken from Coppice Close and Hawthorne Avenue. – Closed 10 January 2018

SUMMARY OF REPRESENTATIONS

A high number of objections have been received in response to neighbour notification and posting of site notices. In total, 48 letters of objection have been received. Comments have also been received from Stocksbridge Town Council and Sheffield and Rotherham Wildlife Trust. A summary of objections is set out below:-

- Highway Safety Issues (Specific concerns set out within the Highway Section of the report). This development will increase the risk of accidents and abandoned cars on lower roads and the surrounding areas. Coppice Close is a narrow road and lead to difficulties gaining access to the site when cars are parked on either side of the road;
- Ecology Issues. The site adjoins a local wood where conservation projects to protect an endangered species have taken place. Impact on local flora and fauna. wildlife which this site supports, there are rabbits, hares, squirrels, foxes, hedgehogs, a colony of pheasants, birds, small rodents, owls, woodpeckers, bats.
- There are already lots of developments in the area on brownfield sites without taking away precious farmland. The large-scale developments of 413 new houses at Stein Brickworks in Deepcar, 320 in Oughtibridge Mill and 118 already built in Fox Valley are already maxing out the local health services and schools;
- The proposal involves the development of a Greenfield site. Preference should be the development of brownfield sites;
- The local infrastructure cannot cope with current demands - Medical provision, dentists, schools and nursery provision are at, or very near, capacity. The local roads often grind to a halt without the further increased traffic more development would bring;
- This development will increase the risk of accidents and abandoned cars on lower roads and the surrounding areas;
- Water run off would be severely affected despite the measures that would be put in place;
- Loss of privacy;
- Lack of consultation;
- The nearest bus stop on Manchester Road is 1/2k away and therefore outside the 400m distance to a bus stop for a proposed housing development; Adverse effect on neighbours - the land behind Hawthorne Avenue is so steep that all of the residents will be adversely affected by noise, disturbance, loss of privacy, and overshadowing;
- Drainage Issues;
- The extension of the Close would be harmful to the aesthetics of the area;
- Devalue house prices in the area;
- No development is allowed in the Green Belt;
- Maintenance of hawthorn hedges on the boundary of No. 13 Coppice Close;
- The proposed site has been dismissed by Sheffield council in the past for development due to it being unsuitable;
- Loss of views;
- Disruption during construction;

Sheffield and Rotherham Wildlife Trust has objected to the application for the following reasons:-

- For a development of this size, with potential impact on a neighbouring Local Wildlife Site, we would expect a more robust consideration of this impact and any related mitigation and compensation be considered;
- We would expect an EclA to be undertaken on a development of this size in this location;
- The results of further surveys should be used to assess the proposal's impact at local, regional and national scale in an EclA, so it can be more easily determined whether it is positive or negative. This would then inform any proposed mitigation or compensation plans.
- Likewise, a Construction Environmental Management Plan (CEMP) may be required to inform the construction and site clearance works.
- The report states the site boundary is considered to be of good foraging and commuting value for bats which we agree with due to the close proximity of the LWS and brook. However, no bat activity surveys have been carried out, and no impact assessment.
- The survey states the development has potential for light spill onto adjacent habitats including the LWS, therefore a sensitive lighting plan is required. A data search with South Yorkshire Bat Group should also be undertaken.
- The report states potential for displacement of ground nesting birds as a result of the development. The survey was carried out in February, a sub-optimal time for breeding birds. We are also concerned about potential impact on habitats within the adjacent LWS. Significant work has been carried out to improve this habitat for Willow Tit, a red-listed UK Biodiversity Plan Priority (BAP) species present in the area. We support the inclusion of bat and bird boxes within the scheme.
- The report does not clarify whether the site surrounds were inspected for badger setts, only that no evidence was found within the site and that surrounding habitat may be suitable, with foraging potential on the site. Badgers have been recorded in the area. It would be best practice to confirm whether or not there are setts within 50m of the site boundary.
- The report identifies suitable habitat for hedgehogs on the site. We support the recommended mitigation for the loss of hedgehog habitat by including small gaps (about 30cm x 30cm) in the boundary walls, and also recommend hedgerows to be used instead of fencing. Hedgehogs are also a UK BAP priority species that have suffered declines and are recorded in the area.

Stocksbridge Town Council has stated that they consider that the development is unsuitable for development due to access/egress issues and potential flooding risks on properties already in situ below the site.

PLANNING ASSESSMENT

It is considered that the main issues relevant to this application are as follows:-

- i. The Principle of Development – Policy and Land Use
- ii. Highway Issues;
- iii. Design Issues and its effect on the character and appearance of the surrounding area;

- iv. Effect on the residential amenity of neighbouring properties;
- v. Landscaping issues;
- vi. Drainage issues
- vii. Ecology Issues;
- viii. Ground Conditions and Coal Mining Legacy.
- ix. Affordable Housing;
- x. Community Infrastructure Levy;
- xi. Sustainability Issues; and
- xii. Other Issues

i. Principle of Development – Policy and Land Use

The application site lies within a Housing Area and was designated as a housing site in the Sheffield Development Plan (UDP). The development of the site for housing, which is a preferred use under Policy H10 of the UDP should therefore be viewed to be acceptable.

Despite being a designated housing site, it is also necessary to consider the application against Core Strategy Policy CS24, which relates to the use of previously developed land (brownfield) for housing given the proposal involves the development of a greenfield site. In terms of this policy, while there is a presumption to develop brownfield sites over greenfield, the Council is currently achieving a build rate on previously developed land of approximately 95%, meaning that the development of this greenfield site for housing would not conflict with this policy, which seeks that 88% of all new developments be built on previously developed land.

Also of relevance is Policy CS26, which seeks the efficient use of housing land. With regard to this policy, the site is located in an area where a density in the order of 40 to 60 dwellinghouse per hectare should be achieved. The policy does allow development outside these ranges but only where they achieve good design, reflect the character of an area or protect a sensitive site.

The proposed development of 27 dwellinghouses on this 1.2 hectare site equates to a density of 22.5 dwellinghouses per hectare, which would fall below the desired density range set out in Policy CS26. However, due to approximately half of the site remains undevelopable due to the physical and policy constraints on development, it is considered reasonable to expect a much lower density on this site, instead, something in the order of 15 to 30 dwellings. In terms of this, the proposal to erect 27 dwellings on the developable area of the site would comfortably fall within the prescribed density range set out in Core Strategy Policy CS26. It is considered therefore that this policy requirement would be met.

Paragraph 11 of National Planning Policy Framework (NPPF) states that housing applications should be considered in the context of the presumption in favour of sustainable development. It goes on to state that where an LPA cannot demonstrate a five year housing supply, relevant policies for the supply of housing should not be considered up-to-date.

With regard to this, Sheffield is in the process of updating its 5-year housing land supply position, however given the changed assessment regime identified in the revised NPPF (2018, as updated in 2019) and associated Practice Guidance, further detailed work is required. The LPA will therefore be undertaking additional work, including engagement with stakeholders, to reflect the requirements of national policy and guidance before publishing

our conclusions in a monitoring report later this year. At the current time, the Council cannot therefore demonstrate a five year supply. The Council's most recent assessment of supply, contained in the SHLAA Interim Position Paper (2017), showed a 4.5 year supply of sites.

Notwithstanding the current housing supply position of the Council, it is considered that the development of the site for housing is acceptable, and would make a small but valuable contribution to housing supply across the city, which significant weight should be given. The development of this site is welcomed at a time when Sheffield's housing need has increased substantially from 1,495 houses per year to 2,098 houses per year. Meeting Sheffield's significantly increased need for new houses is one of this local planning authority's main priorities, in line with the government's long-term commitment to increasing the supply of new homes.

ii. Highway Issues

This planning application has attracted a significant amount of local objection in the order of 40 different representations, including concerns raised by Stocksbridge Town Council and Sheffield & Rotherham Wildlife Trust. From a highways perspective, the nature of the objections/concerns can be summarised as follows:

- The local roads are not wide enough to cater for the extra traffic. Buses and fire engines currently struggle to get through.
- Construction traffic using narrow roads will be problematic.
- 27 new houses equates to 80 or 100 cars, too many for the existing narrow roads.
- Third party land is required off the end of Coppice Close to achieve access.
- Access should be taken from Hawthorne Avenue in order to make the access arrangements more direct; others disagree, stating how peaceful Hawthorne Avenue is at the moment.
- The development will add to traffic passing through the area.
- The bins are currently tricky to collect.
- Coppice Close is hazardous in winter. There's an increased risk of accidents with even just a dusting of snow. For these reasons, access should be taken from Hawthorne Avenue.
- Increased traffic will risk the safety of children playing in the street of an evening.
- Narrowness of the roads makes it difficult for traffic to pass, resulting in folk parking on footways.
- There's a lack of amenities such as doctors in the areas. This will add further pressure.
- The roads are too narrow and steep.
- Newton Lane and Avenue are already very busy. This will increase risk of accidents and near misses.
- Queuing already occurs on Newton Avenue, making joining from side-roads difficult.
- The increase in traffic will be too high.
- Cars parked on footways prevent buggies from passing.
- Gritting isn't regular enough.
- Bus Stops are located too far away.

- Lighting cowls should be fitted to the proposed street lighting adjacent to the woodland, to minimise disturbance to woodlands/fauna/wildlife. Construction disturbance is also a concern.

In considering the concerns raised, officers have reviewed police records of personal injury accidents for the last 5 year period, concentrating on the journey down to Manchester Road from Coppice Close, which includes Newton Lane, Newton Avenue and the associated side-road junctions. During that timeframe, no personal injury accidents have been recorded. Data from accidents of a less severe nature is not actually gathered, such as the anecdotal ones mentioned by residents involving small bumps that don't require medical attention. Consequently, evidencing their occurrence from a definitive reference point is not possible. Concerns have also been raised about driving conditions during winter. Being a cul-de-sac, Coppice Close is clearly not on the primary gritting route. There is, however, a grit-bin positioned on the corner of the Coppice Close/Newton Lane junction.

Moving to concerns raised about the anticipated volume of traffic likely to be generated from the proposed 27 new houses, officers felt the best gauge would be to undertake some morning and evening peak hour traffic surveys. Coppice Close currently serves either 27 or 28 houses (so a similar scale to the development proposal) accessed off the end of Newton Lane. Traffic was therefore counted entering and leaving Coppice Close from Newton Lane on Tuesday 19th February between 1645 hrs and 1745 hrs, and Wednesday 20th February between 0800 hrs and 0900 hrs. The results were as follows: PM Peak arrivals 14 cars and 2 vans. PM Peak departures 7 cars and 2 vans. AM Peak arrivals 3 cars. AM peak departures 16 cars and 2 vans. No children were observed setting off to walk to school in the morning, or even being driven to school. During the evening peak, 9 cars drove up Newton Lane and used the Coppice Close junction as a turning-head, before driving back down the hill and parking-up. In the morning peak, 4 cars and 1 van did the same.

Pedestrian activity was extremely light, just two dog walkers. Mostly all the activity was car to front door and vice-versa. Nobody was observed walking down Newton Lane and Newton Avenue from Coppice Close. A number of cars do park $\frac{1}{2}$ on the footway and $\frac{1}{2}$ in the carriageway (particularly on Newton Lane where the properties seem to have less off-street car parking provision) but there was enough space for pedestrians to get past if they'd wanted to. Each of the proposed new houses would have two on-plot parking spaces, so shouldn't exacerbate the existing issue of parking on footways.

In summary, despite the amount of objection, observations on site have failed to identify a justifiable highways based reason for recommending refusal of this planning application. Existing traffic flows are light. Access to the development can be safely achieved from the end of Coppice Close. The new road would be laid out to adoptable standards, with footways, street lighting and a turning-head, all of which would be suitably conditioned.

iii. Design Issues

Policy H14 of the UDP relates to conditions on development in housing areas including matters of design, amenity and highway safety.

Policy BE5 seeks to ensure good design and the use of good quality materials in all new and refurbished buildings and extensions. The principles that should be followed include encouraging original architecture where this does not detract from the scale, form and style

of surrounding buildings, the use of special architectural treatment be given to corner sites and that designs should take advantage of the site's natural features.

Core Strategy Policy CS74 sets out the design principles that would be expected in all new developments. It details that high quality development respect and take advantage of and enhance the distinctive features of the city, its districts and neighbourhoods. At Part (c) it includes the townscape character of neighbourhoods with their associated scale, layout and built form, building styles and materials.

The application has been subject to protracted negotiations with officers prior to and during the course of the development. This has culminated in a number of amendments being submitted that officers' consider now address the concerns with the design quality of the houses and layout.

The development of the site would form a continuation of Coppice Close with a new access road leading from Coppice Close into the new site. The new access road would have the same dimensions of the existing highway incorporating a central highway with a footpath constructed on either side leading down to a turning head at its southern end. The proposed dwellinghouses would be orientated towards the access road with a group of seven detached houses situated to the north of the access road that would sweep around at its south-eastern end, a group of four pairs of semidetached houses, bookended by two detached dwellinghouses to its south east and to the south of the access road, three pairs of semi-detached properties, one detached property and a row of three terrace houses, the latter forming the affordable housing units.

As part of the assessment, key to officers was to ensure that the development achieved a high quality design in terms of creating a well-connected layout, with strong boundary treatments and well integrated on-plot parking to avoid frontage parking and a streetscape dominated by vehicles. The initial concerns raised by officers was that the layout resulted in large areas of frontage parking, especially to Nos. 1-6 and Nos. 12- 20, both sets of houses being prominently visible on entering the site from Coppice Close. These matters have been satisfactorily addressed through the submission of amended plans which show that the parking areas to a number of the properties have been broken up with landscape and tree planting, parking down the side of the houses as opposed to in front, all of which would help to soften the development and prevent an overdominance of front of house parking that officers were keen to avoid.

In terms of the houses design, the applicant is seeking to use five house types, (House Types A7,T14, SL01, T7 and T8) across the site that range from traditional two-storey detached and semi-detached properties, a row of three terrace houses, and split levelled properties to account for the site's topography. All the proposed houses are considered to be of acceptable design quality with the applicant agreeing to make amendments to their elevation treatment that would now include improved window hierarchy, heads and cills, subservient gables, feature stringcourse and gable corbelling. The use of brickwork, feature render and concrete interlocking tiles is acceptable and would be consistent with houses situated along Coppice Close. Amendments secured through the course of the application would ensure that the houses would address the highway to form a cohesive and attractive built form forming a natural extension to Coppice Close.

Overall, it is considered that the proposed development is of acceptable design quality that would make a positive contribution to the character and appearance of the area. It is considered that the proposed development would accord with UDP Policies H14 (a) and BE5 and Core Strategy Policy CS74.

iv. Effect on the residential amenity of neighbouring properties

Notwithstanding the issues raised above with regard to parking and access, it is not considered that the proposed development would result in any significant disamenity to the residents of neighbouring properties. The two properties situated at the site entrance have no main windows within their side elevations facing towards the application site that could result in problems of overlooking and/or loss of outlook from the development. Also, the proposed dwellinghouses are surrounded by open fields and woodland with the nearest properties to the north and northeast of the site at Hawthorne Avenue located some 60m away.

v. Landscaping Issues

As discussed above, the layout has been amended to help soften the scheme and making it less car-dominant with the planting of trees along part of the front garden areas of the houses. The proposed scheme also includes a landscaped embankment between the houses located to the north (Plots 21-27) and the houses along Hawthorne Avenue and a landscaping buffer to the south and southwest of the houses to the north adjacent to the field and woodland. Conditions seeking planting details of the embankment and buffer should be attached to any grant of permission.

Also, the much larger proportion of the site that remains undeveloped is not solely because of constraints on its layout but the requirement to provide a landscape buffer between the built development and the Local Wildlife site. The extension of this buffer along the site's southern boundary is welcomed and should deter future encroachment into the Green Belt of rear gardens. The development is therefore considered to satisfy UDP Policy H14 (f), which seeks that developments provide, where appropriate, an environmental buffer to shield sensitive land uses.

vi. Drainage Issues

The Council's drainage department has commented that they have no objection in principle with the development subject to detailed proposals for surface water disposal to be submitted for approval. They have stated that surface water discharge from the completed development site should be restricted to a maximum flow rate of QBar (Mean annual maximum flowrate) based on the area of the development and an allowance made for climate change effects for the lifetime of the development. These details can be secured by planning condition.

vii. Ecology Issues

The application was accompanied by a Preliminary Ecological Appraisal (PEA) prepared by Delta Simons, which seeks to establish whether there are any ecological issues that may affect the development of the site. The appraisal identifies two international statutorily designated sites approximately 2km to the west of the potential development site. These are

the South Pennine Moors Special Area of Conservation (SAC) and the Peak District Moors Special Protection Area (SPA). To the immediate east of the site is New Hall Wood, a Local Wildlife site (LWS). UDP Policy GE13 states that development affecting these areas should, wherever possible, be sited and designed so as to protect and enhance the most important features of natural history interest.

The Preliminary Ecological Appraisal confirms that the initial site assessment is considered sufficient to inform the anticipated development proposals, and no further survey work regarding protected and priority species and habitats is deemed necessary at this time. The appraisal details that none of the qualifying habitats of the Natura 2000 sites are found on site nor is the site considered to be suitable to support any of the qualifying species. The report goes on to say that no impacts are expected on the Natura 2000 sites as a result of the proposed development.

Following protracted discussions between Sheffield's Ecology Unit and the applicant's ecologist, it has been agreed that no further surveys will be required at this stage. If permission is granted, conditions should be attached that requires a Construction Environmental Management Plan (CEMP) and a Biodiversity Enhancements Management Plan (BEMP) to be submitted for approval that would satisfactory address the concerns raised by residents and Sheffield and Rotherham Wildlife Trust . Matters that the CEMP should include are:-

- Buffer zone fencing to be in place prior to construction commencing. Buffer zone between the development and the woodland to be 15m minimum and must not include gardens;
- No storage of vehicles, plant or building materials in the areas identified as buffer zones;
- Contingencies in place to prevent run-off of water/silt from the construction phase in to the woodland;
- Any retained trees and hedgerow to be protected with adequate root protection fencing;
- Protection of nesting birds;
- Site check for evidence of badgers to be made prior to site works commencing;
- Badgers, brown hares and hedgehogs – covering of excavations and trenches (or escape ramps left in situ) during non-operational hours, as set out in the PEA and in line with good ecological practice;

In terms of the BEMP, the following requirements should be met:-

- Use of native, locally appropriate species, ideally of local provenance;
- Planting of the buffer zone to make extensive use of berry-bearing thorny scrub species; to be planted at the appropriate time of year and at the earliest opportunity. Recommended species to include hawthorn, blackthorn and holly;
- Use of fencing (whether this is temporary or permanent), alongside thorny hedgerow species to prevent new desire-lines being established through the buffer zone and in to the woodland;
- Understorey planting around the groups of trees on the north facing embankment;
- Fencing to allow free movement of hedgehogs throughout the site
- Erection of Bird and bat boxes.

- Lighting design to avoid illumination of the woodland edge and excessive upward/outward light-spill, including the use of cowls.

Subject to these two conditions being attached, it is considered that any impact on protected species as a result of the development would be minimal. It is considered therefore that the development would not conflict with Policy GE13

viii. Ground Conditions and Coal Mining Legacy.

The application was accompanied by a Preliminary Geo-Environmental Investigation Report prepared by Lithos Consulting Limited (Reference 2998/1 – February 2018).

Environmental Protection Services (EPS) has inspected the report and finds that it is acceptable as a Phase 1 preliminary risk assessment report. The report identifies that further site investigation work is required for ground contamination only. EPS therefore recommend that the usual suite of land contamination conditions be attached in the interests of remediating any known or found contamination on site.

The report reviews the historic, geological and coal mining information and at Section 4.2.12 details that enquiries should be made to the Coal Authority prior to redevelopment to confirm that no shallow workings associated with the Soft Bed Coal underlie the proposed development. Despite this, the report details that it is unlikely that workings within the Soft Bed Coal will affect the surface stability of the proposed development, given that the only part of the site that falls within the defined Development High Risk Area is a Landscape Planning Buffer (Proposed Site Layout Plan), which no development will take place.

The Coal Authority considers that the content and conclusions of the Preliminary Geo-Environmental Investigation Report are sufficient for the purposes and meets the requirements of the NPPF paragraph 178-179, in demonstrating that the application site is safe and stable for the proposed development. The Coal Authority therefore has no objection to the proposed development subject to development being carried out in accordance with the approved site layout plan

ix. Affordable Housing

Core Strategy Policy CS40 expects developers of housing developments in all parts of the city to contribute to the provision of affordable housing from all new housing developments where practicable and financially viable. The implementation of this policy is through the CIL and Planning Obligations Supplementary Planning Document (December 2015). The SPD at Guideline GAH3 sets out circumstances where the Council may accept a commuted sum in lieu of an on-site contribution, for instance, where significantly more affordable housing of a high quality could be provided in the local area through off-site provision.

In the Stocksbridge/Deepcar Affordable Housing Market Area, in which the application site is located, it has been shown that 10% affordable housing is viable on the majority of sites, and is therefore the expected developer contribution in the SPD for this part of the city.

The application was accompanied by an Affordable Housing Statement that details that three (Units 8-10 inclusive) of the proposed 27 dwellinghouses would be affordable. While the total gross internal floor area of the affordable housing units does not represent a full

10% contribution, this is considered to be acceptable, since to meet the 10% requirement of the policy, the developer would need to provide an additional unit. This is considered to be unreasonable since by doing so, it would mean the on-site affordable housing provision would significantly exceed the 10% requirement, particularly as the 10% requirement is only short by 24m² of total gross internal floor area.

The delivery of the affordable housing units in line with the supporting Affordable Housing Statement will need to be secured through a legal agreement.

x. Community Infrastructure Levy

The Council has adopted a Community Infrastructure Levy (CIL) to provide infrastructure to support new development. Mostly CIL replaces some previous payments negotiated individually as planning obligations, such as contributions towards the enhancement and provision of open space (UDP Policy H16) and towards education provision (Core Strategy Policy CS43).

The application is located in an area where CIL is liable.

xi. Sustainability Issues

The application was accompanied by a Sustainability Report. This report details that the site is located in a sustainable location, with a number of services within cycling and walking distance of the site including Fox Valley Retail Park (1 mile), Post Office, Library and Supermarkets (within 0.5m) and Stocksbridge Primary School and Secondary School also within 1m of the site. The application site also in walking distance to bus stops situated along Manchester Road.

The Sustainability Report also sets out that the development would accord with Core Strategy Policies CS63 (Response to climate change) and CS64 (Renewable Energy and Carbon Reduction) and would meet the three roles of sustainable development (Social, Economic and Environmental) set out in the NPPF. The social role being met by contributing to the wider supply of housing in the city and creating a high quality built environment, the economic by increased spending from residents of the new housing and job creation during construction phase and environmental by providing development that would have minimal impact upon the natural, built and historic environment and as well as being accessible by sustainable modes of transport.

Similar to other significant developments, in order to ensure that the development satisfies Core Strategy Policy CS65, it is recommended that a condition be attached that requires a minimum of 10% of the dwellinghouses' predicted energy needs to be derived from renewable or low carbon energy, or alternatively incorporate a fabric first approach to offset an equivalent amount of energy.

xii. Other Issues

Concerns have been raised that not enough properties were consulted on the application. Officers would disagree with this view, with the Council's records identifying that 43 properties were notified of the application, in addition to the posting of two site notices. The

application was also advertised in the Sheffield Telegraph on the 15 November 2018. This level of consultation is considered to be sufficient for the scale of the development.

Concerns raised that the development would devalue house prices is not a planning consideration and should be disregarded.

HEAD OF TERMS

The applicant enters into an agreement with the Council to secure the delivery of three of the units (Plots 8-10 inclusive) for affordable sale/rent.

SUMMARY AND RECOMMENDATION

The application relates to a large greenfield site that is situated to the rear of 13 and 42 Coppice Close in Stocksbridge. The site is located in a Housing Area and is a designated Housing site on the UDP Proposals Map.

The applicant is seeking full planning permission to erect 27 dwellinghouses including provision of access, associated parking and landscaping works. Access to all the dwellinghouses would be taken from Coppice Close. Three of the dwellinghouses (Units 8-10 inclusive) would be affordable.

It is considered that the proposed scheme is of acceptable design quality that would make a positive contribution to the character of the surrounding area. Due care has been given to the scale and massing of the buildings, which in officers' opinion would sit comfortably within the context of the site and surrounding area.

The proposals raise no significant residential amenity issues with neighbouring properties unlikely to be subject to any significant overlooking, loss of outlook or overshadowing that would harm their residential amenity.

While it is noted that a number of the objections received are concerned that the development would lead to increase in traffic congestion and access and parking difficulties along the surrounding streets, from traffic surveys carried out by highways and police records of incidents it is considered that there are no sound reasons to refuse the application on grounds of highway safety.

In terms of ecology, it is considered that the proposed development would not lead to any diminishment of the natural and local environment. Conditions requiring a Construction Environmental Management Plan (CEMP) and a Biodiversity Enhancement Management Plan (BEMP) are attached that would put in place measures to limit any undue harm of the adjoining Local Wildlife Site including the provision of a 15m deep buffer zone between the site and neighbouring wildlife site.

For the reasons given in the report and having regard to all other matters raised, it is considered that the development accords with UDP Policies H10, H14 (a) H16, BE5, H16 and GE13 and Core Strategy Policies CS24, CS26, CS64, CS65, CS74 and guidance contained in the National Planning Policy Framework (NPPF).

It is recommended that full planning permission be granted subject to the applicant entering into a legal agreement to secure three of the houses for affordable sale/rent.

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