
Case Number	19/02632/FUL (Formerly PP-08010087)
Application Type	Full Planning Application
Proposal	Demolition of dwellinghouse and garage and erection of 1 x 2/3 storey block with single storey offshots comprising of 5 apartments, provision of off-street car parking accommodation and new vehicular access from Worcester Drive
Location	1 Worcester Drive Sheffield S10 4JG
Date Received	17/07/2019
Team	West and North
Applicant/Agent	Wireframe Studio
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 shall be carried out in accordance with the following drawings:-

- Drawing No. 1727 10 Revision P1 (Location and Block Plans);
- Drawing No. 1727 13 Revision P4 (Proposed Site Plan);
- Drawing No. 1727 14 Revision P6 (Proposed Plans); and
- Drawing No. 1727 15 Revision P6 (Proposed Elevations)

published on the 27 November 2019

Reason: In order to define the permission

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

3. Prior to the commencement of work on site, existing and proposed site levels and finished floor levels shall be submitted to and approved in writing by the Local Planning Authority.

Reason: In the Interests of residential amenity and the locality.

4. 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.

5. No demolition and/or construction works shall be carried out unless equipment is provided for the effective cleaning of 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 the safety of road users.

6. 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.

7. No development (including demolition, construction, or other enabling, engineering or preparatory works) shall take place until a final phasing plan for all works associated with the development has been submitted to and approved by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved details.

Reason: In order to define the permission and to assist with the identification of each chargeable development (being the Phase) and the calculation of the amount of CIL payable in respect of each chargeable development in accordance with the Community Infrastructure Levy Regulations 2010 (as amended).

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

8. 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.

9. 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.

10. A comprehensive and detailed hard and soft landscape scheme for the site shall be submitted to and approved in writing by the Local Planning Authority before any above ground works commence, or within an alternative timeframe to be agreed in writing by the Local Planning Authority.

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

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

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

12. 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 development becoming occupied, and shall thereafter be maintained/retained.

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

13. Before that part of the development is commenced, full details of the proposed surfacing of car parking areas 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 apartments.

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

Other Compliance Conditions

14. The two flat roofs of the apartment block above Units 3 and 4 shall at no time be used as roof terraces for outdoor seating/amenity use.

Reason: In order to protect the residential amenity of neighbouring properties from unacceptable overlooking.

15. 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.

16. No noisy works of demolition and construction shall be carried out at the site outside the following times: 0800 to 1800 hours Monday to Friday, and 0800 to 1300 hours on Saturdays, nor at any time on Sundays or Public Holidays.

Reason: In the interests of the residential amenity of the locality.

17. Glazed privacy screens at a height of 1.8m shall be provided to the western side of the balconies to Units 3 and 4 as shown on the approved plans. The privacy screens shall be erected prior to the occupation of the two apartments (Units 2 and 3) and thereafter be retained.

Reason: In order to protect the residential amenity of neighbouring properties.

18. The apartments 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.

19. The first floor windows on the elevation of the apartment block serving the bathroom and ensuite (of Unit 3) and the hallway/staircase facing No. 323 Crimicar Lane shall be fully glazed with obscure glass to a minimum privacy standard of Level 4 Obscurity and no part of the window shall at any time be glazed with clear glass.

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

Attention is Drawn to the Following Directives:

1. The developer is advised to contact Yorkshire Water due to the proposed vehicle access point to the development crossing an asbestos cement main water pipe. Yorkshire Water has stated that approximately 20 metres of the water pipe will need relaying as a ductile iron pipe, or diverted away from the access road.

Yorkshire Water Services
Developer Services
Service Delivery Centre
PO BOX 52

Bradford
BD3 7AY

Joe Summers on 03451 208482

2. 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.
3. It is noted that your planning application involves the construction or alteration of an access crossing to a highway maintained at public expense.

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

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

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

4. 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

5. The applicant is advised that Sheffield City Council, as Highway Authority, require that drives/vehicular access points be designed to prevent loose gravel or chippings from being carried onto the footway or carriageway, and that they drain away from the footway or carriageway, to prevent damage or injury.
6. 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.

7. 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.

Site Location



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INTRODUCTION

This application relates to a detached bungalow (1 Worcester Drive) that is situated on the corner of Worcester Drive and Crimicar Lane in Lodge Moor.

A pre-application enquiry (18/04583/PREAPP) was submitted for this site in December 2018 seeking informal officer advice on a proposal to demolish the bungalow and erect a three storey apartment block to provide five flats.

LOCATION AND PROPOSAL

1 Worcester Drive is a detached bungalow that sits within a generous plot of approximately 640 square metres. The property is faced in a buff brick/stone with a concrete tiled pitched roof. The site is very well landscaped with mature hedge planting along both its road frontages. A low stone boundary wall forms its boundary to Worcester Road. The site is generally level although it slopes slightly down towards its western boundary. Attached to the property's southern elevation is a flat roofed garage and hardstanding parking area accessed from Crimicar Lane.

The application site lies within a designated Housing Area - an established residential area characterised by a mix of 2 storey post war housing with pitched roofs addressing the street frontage and later built, 3 storey maisonette blocks set within open grounds with mature trees. Brickwork is the predominant material within the area.

To the south of the site is a two-storey semi-detached dwellinghouse (323 Crimicar Lane) and to its west is a two-storey semi-detached dwellinghouse (1a Worcester Drive). The main outlook from both neighbouring properties is away from the application site.

The applicant is seeking full planning permission to demolish the existing bungalow and garage and erect a 2 and 3 storey apartment block comprising of 5 apartments (4 two-bed and 1 one-bed) with off-street parking and amenity space.

The application has been amended by drawings received on the 27 November 2019.

RELEVANT PLANNING HISTORY

18/04583/PREAPP Pre-application advice for demolition of dwellinghouse and garage and erection of 1 x 3 storey block comprising of 5 apartments and provision of off-street car parking accommodation and associated amenity space.

The informal advice provided stated that there was no major issue with the loss of the bungalow, and in principle, the proposal to erect a 3-storey building could be justified on the basis that the property occupies a corner plot that faces an existing open space across Crimicar Lane. The applicant was advised that a contemporary approach could be adopted with a strong preference for brickwork masonry, avoiding the use of render, blockwork or timber cladding.

SUMMARY OF REPRESENTATIONS

A high number of objections have been received in response to neighbour notification. Two rounds of consultation were undertaken; the first on validation of the application and the second in November 2019 following the receipt of amended plans.

A summary of comments received under each round of consultation is listed below:

First round of consultation (30 objections in total)

- The proposed building would be out of character and not be in-keeping with the surrounding area.
- The erection of a 3-storey building would be the only one on the western side of Crimicar Lane.
- The development would lead to difficulty for existing residents to sell their properties.
- Additional noise and disturbance.
- Insufficient onsite parking provision.
- Increase demand for parking on Worcester Drive that would lead to highway safety concerns and difficulty for existing residents.
- The development would lead to an increase in traffic.
- It would result in a hazard for parents and children as the road is a popular route to Hallam Primary School.
- The proposal represents the overdevelopment of the site.
- It will result in overlooking, loss of light and overshadowing.
- The plan does not show the sun lounge belonging to 1a Worcester Drive, which would be situated close to cars within the proposed car park.
- The proposals are a fire risk.
- The development would result in poor air quality.
- The proposals result in the loss of mature gardens and wildlife.
- The development is likely to attract temporary residents/tenants rather than be occupied by permanent residents, resulting in anti-social behaviour.
- The development would lead to further development of other bungalow plots in Lodge Moor for similar high density development.
- The proposals will increase drainage problems in the area.

Second round of consultation (27 objections in total)

In almost every instance, the comments received as part of the second round of consultation remain unchanged with objectors confirming that the amended scheme does not adequately address their original concerns. Additional comments include:

- The reduction in car parking from the scheme originally submitted would result in further demands for car parking along Worcester Drive.
- The revised design is worse than the initial design due to the absence of pitched roofing and the uppermost apartment being clad in zinc.

PLANNING ASSESSMENT

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

- The Principle of Development – Policy and Land Use
- Highways
- Design and its effect on the character and appearance of the surrounding area
- Sustainability
- Landscaping
- Effect on the residential amenity of neighbouring properties
- Community Infrastructure Levy
- Other Issues

Principle of Development – Policy and Land Use

Section 38(6) of the Planning and Compulsory Purchase Act 2004 and section 70(2) of the Town and Country Planning Act 1990 require that planning applications are determined in accordance with the development plan unless material considerations indicate otherwise.

The Council's development plan comprises the Core Strategy which was adopted in 2009, and the saved policies of the Unitary Development Plan which was adopted in 1998. The National Planning Policy Framework published in 2018 and revised in February 2019 (the NPPF) is also a material consideration.

Assessment of a development proposal needs to be considered in light of paragraph 11 of the NPPF, which provides that when making decisions, a presumption in favour of sustainable development should be applied, and that where there are no relevant development plan policies, or where the policies which are most important for determining the application are out of date (e.g. because they are inconsistent with the NPPF), this means that planning permission should be granted unless:

- The application of policies in the NPPF which relate to protection of certain areas or assets of particular importance which are identified in the NPPF as such (for example SSSIs, Green Belt, certain heritage assets and areas at risk of flooding) provide a clear reason for refusal; or
- Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole.

Paragraph 12 of the NPPF makes it clear that a presumption in favour of sustainable development does not change the status of the development plan as the starting point for decision making.

Paragraph 213 of the NPPF confirms that policies should not be considered as out-of-date simply because they were adopted or made prior to the publication of the Framework. Due weight should be given to them, according to their degree of consistency with the Framework. Therefore the closer a policy in the development plan is to the policies in the Framework, the greater the weight that may be given.

In addition to the potential for a policy to be out of date by virtue of inconsistency with the NPPF, paragraph 11 of the NPPF makes specific provision in relation to applications involving the provision of housing and provides that where the Local Planning Authority cannot demonstrate a five year supply of deliverable housing sites with the appropriate buffer the policies which are most important for determining the application will automatically be considered to be out of date.

At the current time, the Council cannot 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, and this includes the appropriate buffer. Consequently the policies that are most important for determining this application are automatically considered to be out of date.

Set against this context, the development proposal is assessed against all relevant policies in the development plan and the NPPF below.

The application site is situated in an area where housing is acceptable under UDP Policy H10 (Development in Housing Areas).

It is also considered that the proposal would not conflict with Core Strategy Policy CS24, which states that priority will be given to the development of previously developed sites. CS24, which is consistent with the NPPF which expects policies and decisions to make as much use as possible of previously developed land (paragraph 117), goes on to say that no more than 12% of dwelling completions will be on greenfield sites between 2004/05 and 2025/26.

The site is defined as being both previously developed (the dwellinghouse) and greenfield (the garden). It is acknowledged that the site involves the redevelopment of much of the site's garden, however a large part of the site would continue to be laid out as garden. Also, the Council is currently achieving a build rate on previously developed land of approximately 95%, meaning that the development of this site for housing would not conflict with policy CS24.

Also of relevance is Policy CS26, which states that housing development will be required to make efficient use of housing land. As above, this policy is consistent with paragraph 117 of the NPPF in promoting the effective use of land to meet the need for homes. The site is located in an area where a density in the order of 30 to 50 dwellinghouse per hectare should be achieved. The policy does allow development outside of these ranges but only where they achieve good design, reflect the character of an area or protect a sensitive site.

The proposed development of 5 apartments on this 640 square metre site equates to a density of 78 dwellinghouses per hectare. While this density is higher than that set out in Policy CS26, this is expected given that the proposal is for an apartment scheme, where a higher density outside the policy range can be justified. Further justification is provided in relation to the setting, which is discussed in more detail below.

Notwithstanding the current housing supply position of the Council, it is considered that the proposed demolition of this single bungalow and the redevelopment of the

site to provide five apartments is acceptable, and would make a small but valuable contribution to housing supply across the city, to which significant weight should be given.

The development of this site would accord with UDP Policy H10 and does not conflict with the aims of Core Strategy Policies CS24 and CS26. The principle of erecting an apartment block to provide five apartments is therefore considered to be acceptable.

Highways

UDP Policy H5 relates to flat developments and states in part (c) that planning permission will be granted for the creation of flats only if there would be appropriate off-street car parking for the needs of the people living there. Chapter 9 of the NPPF promotes sustainable modes of transport but acknowledges the need for parking and safe and suitable access for all. Policy H5 is not considered to conflict with the aims of the NPPF in this regard.

The proposed apartment block would be provided with seven (7) car parking spaces, with the main car park (5 spaces) accessed from Worcester Drive serving four of the units and a second and the site's existing access point from Crimicar Lane providing two spaces for Unit 1. The main car parking area would require an approximately 4.5m section of the existing low stone boundary wall to be demolished. The two car parking spaces served off Crimicar Lane would require the existing access and drop kerb to be widened.

It is considered that the level of car parking provision is adequate and would allow each of the apartments to be provided with at least one off-street parking space. It is considered that, to insist on more parking spaces given the size of the apartment block would be unreasonable and would compromise the proposed landscaped amenity space.

From a highway perspective, it is considered that the proposal is acceptable and would not result in any significant demand for on-street parking that would be harmful to highway safety. It is considered that any overspill parking can be adequately accommodated along the adjoining highways, as there are no parking restrictions along either Crimicar Lane or Worcester Drive. There are no objections to the development on highway safety grounds and the proposals are considered to comply with policy H5.

Design and its effect on the character and appearance of the surrounding area
Policy H14 of the UDP relates to conditions on development in housing areas including matters of design, amenity and highway safety.

Policy H15 of the UDP relates to design of new housing developments, and amongst other things, states that the design should provide easy access to homes and circulation around the site for people with disabilities and provide adequate private gardens or communal open space to ensure that basic standards of daylight, privacy, security and outlook are met for all residents.

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 on 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.

Chapter 12 of the NPPF (2019) requires good design, while paragraph 124 states that good design is a key aspect of sustainable development and should contribute positively to making places better for people. Paragraph 130 requires that planning permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area.

The local development plan policies described above are considered to align with the NPPF in relation to design.

The NPPF goes on to say that, where the design of a development accords with clear expectations in plan policies, design should not be used by the decision-maker as a valid reason to object to development. Paragraph 131 goes on to say that great weight should be given to outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally so long as they fit in with the overall form and layout of their surroundings.

The proposed apartment block is part three storey and part two storey, with single storey rear off-shots. It is contemporary in design, with three flat roofed 'box' sections, with the highest section fronting Crimicar Lane, before dropping down to two-storey and then again to single storey to its rear (towards 1a Worcester Drive). The building would be faced in a combination of buff brick and, on the third floor, zinc cladding. The third storey zinc clad section of the building would be recessed behind the front edge of the lower section brick walling. Other features of the building include glazed balconies, an upper floor roof terrace (to Unit 5 only), a zinc clad entrance canopy and oriel windows.

The area has a mixed character with two storey houses and three storey maisonette blocks (on the opposite side of Crimicar Lane), mainly in masonry brickwork with pitched roofs. Crimicar Lane is a wide arterial route, with good transport connectivity.

The site is a corner plot at the junction of Crimicar Lane and Worcester Drive. The existing bungalow has not been identified for its architectural merit, neither is the area within an Area of Special Character or a Conservation Area, where a higher level of control should be adopted.

The proposed building is considered to respond positively to the corner location of the site in terms of scale, and achieves a comfortable transition between the neighbouring two storey houses and the maisonettes to the east. The contemporary

design approach stems from the proposed footprint, which in turn responds to the wide shape of the site.

An alternative vernacular approach, with a pitched roof on top of the three storeys, would add additional unnecessary bulk to the massing, resulting in a vast roof, which would be inappropriate and overbearing. The flat roofed top floor is set back from the main masonry brick two storey frontage and will have less presence on the street scene as a result.

The overall design is considered to result in a good quality building, with well-proportioned fenestration which maximises natural light but maintains privacy levels.

The balconies contribute to creating quality amenity areas for the residents, and face onto the two road frontages only, deliberately being kept off the rear or the side elevations to again maintain privacy.

It is considered that the building as amended represents an appropriate form of development. The scale and massing of the development has been reduced on the advice of officers, with the amended scheme considered to sit comfortably between the two immediate neighbours. While it is accepted that the proposed building would be part three-storey, this element responds to the corner plot and the large open space to the east and it is not considered to have an overly dominating appearance that would be harmful to the streetscene. On the contrary, it is considered that the building would make a positive contribution to the area, with officers supporting the contemporary approach to its design that would add to the architectural styles in the area. There is no reason, in this location and in officers' opinion, to create a pastiche form of development that simply reflects the existing architectural style of properties when it is considered that the building would raise the standard of design in the area whilst maintaining a scale that would not dominate the domestic form of properties along the street. The extensive use of buff brick would help 'bed' the building down to the site's context.

Following the revisions sought by officers, it is considered that the proposed development is acceptable from a design perspective and would comply with UDP Policies H14 (a) and BE5 and government policy contained in the NPPF.

Sustainability

Policy CS63 of the Core Strategy (Responses to Climate Change) gives priority to developments that are well served by sustainable forms of transport, that increase energy efficiency, reduce energy consumption and carbon emissions, and that generate renewable energy.

Similarly policy CS64 (Climate Change, Resources and Sustainable Design of Developments) requires all new buildings and conversions of existing buildings to be energy efficient and to use resources sustainably, while policy CS65 (Renewable Energy and Carbon Reduction) seeks to secure the generation of energy from renewable sources, with 10% of predicted energy needs provided from decentralised and renewable or low carbon energy.

These policies align with the presumption in favour of sustainable development which runs throughout the NPPF.

The site is located close to local amenities at Rochester Road (approximately 250m away) and high frequency bus routes (the 51 and 120 bus) in an established residential area and as such is considered to be in a sustainable location.

In the Design and Access Statement, the applicant confirms that high levels of energy efficiency will be secured in the construction of the development, the delivery of which will be secured by condition.

Landscaping

The application has been amended on the advice of officers resulting in improvements to the hard and soft landscaping scheme. The amended scheme shows two good sized landscaped areas; one at the site's north-eastern corner to Crimicar Lane/Worcester Drive and a second area to the rear of the car park. The scheme includes low level shrub and tree planting and three dedicated seating areas, which together provide an attractive landscape setting to the building as well as good useable spaces for the future occupants of the building. Conditions seeking full landscaping details would be attached to any grant of planning permission.

Effect on the residential amenity of neighbouring properties

UDP Policy H5 (b) seeks that planning permission will be granted only if the living conditions would be satisfactory for occupants of the accommodation and their immediate neighbours. This is reflected in paragraph 127(f) of the NPPF, which states that development should 'create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience'.

It is considered that the only properties likely to be directly affected by the development would be No. 1a Worcester Drive and No. 323 Crimicar Lane. All other properties are considered to be adequately distanced from the site to prevent any impact that would be harmful to their residential amenity.

In terms of No. 1a Worcester Drive, this property is situated approximately 1.5m beyond the site's western boundary. This property is two storeys in height and has its main windows orientated north and south, away from the proposed apartment block. While the property has a single window within its side gable wall, this appears to serve the roofspace and the separation distance between this window and the two-storey section of the proposed building is approximately 17m. This separation distance, together with two oriel windows (first and second floors) within the building's rear elevation which angle views away from No. 1a Worcester Drive, will prevent the proposed building having an overbearing effect or result in any significant loss of privacy that would be harmful to this neighbouring property's residential amenity.

In terms of No. 323 Crimicar Lane, this dwellinghouse is situated approximately 2.65m beyond the site's southern boundary. This property is two storeys in height and has no habitable room windows within its gable wall. The supporting plans show that the proposed apartment block would not breach the 45 degree rule, with the furthestmost part of the two storey element of the building not projecting out further than the distance from this neighbouring property's rear window. In view of this, and the lack of any first or second floor habitable room windows facing towards No. 323, the neighbouring property will not be subject to any significant overlooking, or loss of outlook that would be harmful to its residential amenity.

A condition is attached that would require the first floor bathroom and ensuite windows (in proposed Unit 3) and the staircase window facing No. 323 to be obscured glazed. Also, as the proposed building would be situated to the north of No. 323, the development would not lead to any loss of light or overshadowing.

The building includes two flat roofed rear sections that could be used as roof terraces in the future, resulting in overlooking of the two neighbouring properties. It is therefore recommended that a condition be attached to any grant of planning permission that prevents the roofs being used as roof gardens or for outdoor seating. The proposals comply with UDP Policy H5 (b).

Community Infrastructure Levy

The Council has adopted a Community Infrastructure Levy (CIL) to provide infrastructure to support new development. The site falls within CIL Charging Zone 5 (south west). Within this zone there is a CIL charge of £80 per square metre.

Other Issues

The application site is located in a residential area with low background noise levels. It is not considered that the proposed residential development would raise any significant issues in terms of noise disturbance. Given the close proximity to neighbouring properties it is however considered reasonable to attach a condition that requires works of demolition and construction to be carried out only between the hours of 0800 and 1800 (Monday to Friday), the hours of 0800 and 1300 (Saturday) and no working on Sundays or Public Holidays.

EPS has confirmed that they have no concerns in respect of land quality. Yorkshire Water (YW) has stated that the proposed vehicle access point crosses an asbestos main water pipe belonging to them, which will require approximately 20m of the water pipe to be relayed as a ductile iron pipe or diverted away from the access road. An directive advising the developer of this requirement will be attached to the decision notice.

The application site is the site of an existing dwellinghouse and its domestic curtilage. While it is acknowledged that the site is well landscaped and benefits from mature planting, the land is considered to have limited ecological value and could be cleared by the applicant without seeking any approval from the local planning authority. There is no evidence that the site harbours any protected species or habitats. Despite the concerns raised regarding the loss of the garden and impact on

wildlife, it is considered that very little weight should be given to the removal of the site's mature vegetation and hedging in the course of redeveloping the site.

SUMMARY AND RECOMMENDATION

The application relates to the site of a detached bungalow (1 Worcester Drive) that is situated on the corner of Worcester Drive and Crimicar Lane in Lodge Moor.

Full planning permission is being sought to demolish the existing bungalow and erect a 2 and 3 storey apartment block comprising of 5 apartments (4 two-bed and 1 one-bed). Off-street parking for seven vehicles is proposed, together with two areas of landscaped amenity space.

It is considered that the apartment block is of high design quality that would sit comfortably within the context of the site. Due care has been given to the scale and massing of the building, its siting and use of materials. While concerns have been raised in relation to the size and appearance of the building, it is considered that the proposal represents an appropriate form of development that would not harm the character or appearance of the area. Indeed, it is considered that the contemporary design approach will make a positive contribution to the character and appearance of the 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.

Having considered whether the adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, and when weighing up all other considerations as set out in the revised NPPF, Unitary Development Plan and Core Strategy, it is considered that the proposed development is acceptable and complies with UDP Policies H5, H10, H14 (a), H15 and BE5 and Core Strategy Policies CS24, CS26, CS63, CS64, CS65 and CS74, and government policy contained in the National Planning Policy Framework (NPPF).

It is therefore recommended that the application be approved subject to the recommended conditions.

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