

---

Case Number	20/00040/FUL (Formerly PP-08397277)
Application Type	Full Planning Application
Proposal	Demolition of existing building and erection of a three/four-storey building to form 9 apartments including bike store, car parking, communal garden space and landscaping works
Location	The White House Vicarage Lane Sheffield S17 3GX
Date Received	06/01/2020
Team	South
Applicant/Agent	Northern Town Planning Ltd
Recommendation	Grant Conditionally

## **Time limit for Commencement of Development**

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

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

## **Approved/Refused Plan(s)**

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

Site Location Plan 1935-NMA-00-ZZ-DR-B-00001 P1 Scan Date 6 Jan 2020  
Proposed Site Plan 1935-NMA-00-ZZ-DR-A-00100 P3 Scan Date 13 Jul 2020  
Proposed Lower Ground Floor 1935-NMA-00-B1-DR-A-00100 P8 Scan 13 Jul 2020  
Proposed Ground Floor 1935-NMA-00-00-DR-A-00100 P8 Scan 6 Jan 2020  
Proposed First Floor 1935-NMA-00-01-DR-A-00100 P9 Scan 20 Jul 2020  
Proposed Second Floor 1935-NMA-00-02-DR-A-00100 P8 Scan 6 Jan 2020  
Proposed West Elevation 1935-NMA-00-ZZ-DR-A-00207 P1 Scan 13 Jul 2020  
Proposed East Elevation 1935-NMA-00-ZZ-DR-A-00205 P1 Scan 13 Jul 2020  
Proposed South Elevation 1935-NMA-00-ZZ-DR-A-00206 P2 Scan 20 Jul 2020  
Proposed North Elevation 1935-NMA-00-ZZ-DR-A-00208 P2 Scan 20 Jul 2020  
Proposed Sections 1935-NMA-00-ZZ-DR-A-00303 P2 Scan 13 Jul 2020  
Proposed Section BB 1935-NMA-00-ZZ-DR-A-00301 P3 Scan 20 Jul 2020  
Proposed Landscape lower ground 1935-NMA-00-B1-DR-A-00101 P2 Scan Date 6 Jan 2020

Reason: In order to define the permission.

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

3. No development shall commence until full details of measures to protect the existing trees, shrubs and hedges to be retained, have been submitted to and approved in writing by the Local Planning Authority and the approved measures have thereafter been implemented. These measures shall include a construction methodology statement and plan showing accurate root protection areas and the location and details of protective fencing and signs. Protection of trees shall be in accordance with BS 5837, 2012 (or its replacement) and the protected areas shall not be disturbed, compacted or used for any type of storage or fire, nor shall the retained trees, shrubs or hedge be damaged in any way. The Local Planning Authority shall be notified in writing when the protection measures are in place and the protection shall not be removed until the completion of the development.

Reason: In the interests of protecting the identified trees on site. It is essential that this condition is complied with before any other works on site commence given that damage to trees is irreversible.

4. 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.

5. No development shall commence until detailed proposals for surface water disposal, including calculations to demonstrate a 30% reduction compared to the existing peak flow based on a 1 in 1 year rainfall event have been submitted to and approved in writing by the Local Planning Authority. This will require the existing discharge arrangements, which are to be utilised, to be proven and alternative more favourable discharge routes, according to the hierarchy, to be discounted. Otherwise greenfield rates (QBar) will apply.

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

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 demolition and/or construction works shall be carried out unless equipment is provided for the effective cleaning of the wheels and bodies of vehicles leaving the site so as to prevent the depositing of mud and waste on the highway. Full details of the proposed cleaning equipment shall be approved in writing by the Local Planning Authority before it is installed.

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

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

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

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

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

- (a) External doors
- (b) Windows
- (c) Window reveals
- (d) Fascias
- (e) Rainwater goods
- (f) Balconies
- (g) Roof detail

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

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

9. 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.

10. A sample panel of all proposed masonry/stone 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 prior to the commencement of the building works and shall be retained for verification purposes until the completion of such works.

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

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

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

12. 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.

13. Before any works are carried out to the existing driveway, details of the level of excavation and measures to protect trees shall have been provided in writing and approved by the Local Planning Authority. Thereafter, this part of the development shall be built in accordance with the approved details.

Reason: In the interests of visual amenities of the locality, and to protect the existing trees.

14. The proposed green/brown roof (vegetated roof system) shall be provided on the roof(s) in accordance with locations shown on the approved plans. Details of the specification and maintenance regime shall be submitted to and approved in writing by the Local Planning Authority prior to foundation works commencing on site. The green/brown roof(s) shall be provided prior to the use of the building commencing. The plants shall be maintained for a period of 5 years from the date of implementation and any failures within that period shall be replaced.

Reason: In the interests of biodiversity.

15. Details of a suitable means of site boundary treatment shall be submitted to and approved in writing by the Local Planning Authority before any above ground works commence, or within an alternative timeframe to be agreed in writing by the Local Planning Authority and the development shall not be used unless such means of site boundary treatment has been provided in accordance with the approved details and thereafter such means of site enclosure shall be retained.

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

16. The development shall not be occupied unless the car parking accommodation for 14 cars as shown on the approved plans has been provided in accordance with those plans and thereafter such car parking accommodation shall be retained for the sole purpose intended.

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

17. The development shall not be occupied unless the cycle parking accommodation as shown on the approved plans has been provided in accordance with those plans and, thereafter, such cycle parking accommodation shall be retained.

Reason: In the interests of delivering sustainable forms of transport it is essential for these works to have been carried out before the use commences.

18. Before the first occupation of the building hereby permitted, the glazed panels to all balconies/terraces on the rear elevation shall be fitted with obscure glazing to a minimum privacy standard of Level 4 Obscurity. The screens shall be permanently retained in that condition thereafter.

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

#### **Other Compliance Conditions**

19. Notwithstanding the approved drawings all roof lights on the roof slopes facing north and south shall be set such that their cill height is no lower than 1.8 metres above the finished floor level of the room which they serve before the building is occupied. The roof light positions shall be retained as such thereafter.

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

20. The dwellings shall not be occupied unless the car parking areas of the site have been constructed of a permeable/porous material (including sub base). Thereafter the approved permeable/porous surfacing material shall be retained.

Reason: In order to control surface water run off from the site and mitigate against the risk of flooding.

21. The dwellings shall not be occupied unless the bin store as shown on the approved plans has been constructed in accordance with the approved details. Thereafter the bin store shall be retained.

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

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

Reason: To ensure satisfactory drainage arrangements.

23. Unless otherwise indicated on the approved plans no tree, shrub or hedge shall be removed or pruned without the prior written approval of the Local Planning Authority.

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

24. The stone boundary wall to the front of the site fronting Vicarage Lane shall be retained, and at no point shall any part of the wall be removed.

Reason: In order to protect the character of the street scene, and the adjacent Conservation Area.

Attention is Drawn to the Following Directives:

1. The Local Planning Authority has dealt with the planning application in a positive and proactive manner and sought solutions to problems where necessary in accordance with the requirements of the National Planning Policy Framework.
2. 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](mailto: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. 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](mailto: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.

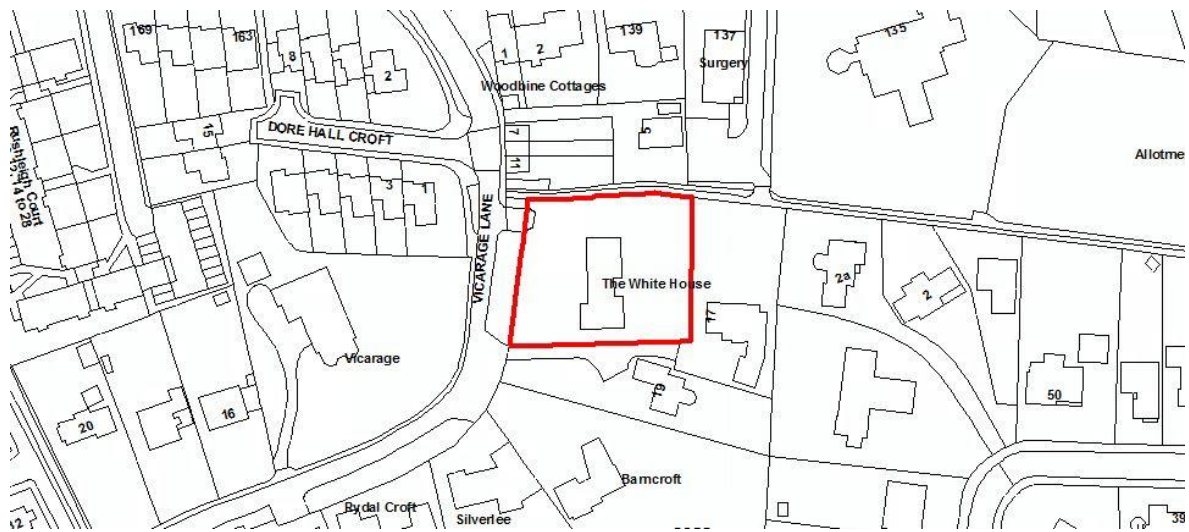
4. Section 80 (2) of the Building Act 1984 requires that any person carrying out demolition work shall notify the local authority of their intention to do so. This applies if any building or structure is to be demolished in part or whole. (There are some exceptions to this including an internal part of an occupied building, a building with a cubic content of not more than 1750 cubic feet or where a greenhouse, conservatory, shed or pre-fabricated garage forms part of a larger building). Where demolition is proposed in City Centre and /or sensitive areas close to busy pedestrian routes, particular attention is drawn to the need to consult with Environmental Protection Services to agree suitable noise (including appropriate working hours) and dust suppression measures.

Form Dem 1 (Notice of Intention to Demolish) is available from Building Control, Howden House, 1 Union Street, Sheffield S1 2SH. Tel (0114) 2734170

Environmental Protection Services can be contacted at Development Services, Howden House, 1 Union Street, Sheffield, S1 2SH. Tel (0114) 2734651

5. The applicant is advised that noise and vibration from demolition and construction sites can be controlled by Sheffield City Council under Section 60 of the Control of Pollution Act 1974. As a general rule, where residential occupiers are likely to be affected, it is expected that noisy works of demolition and construction will be carried out during normal working hours, i.e. 0730 to 1800 hours Monday to Friday, and 0800 to 1300 hours on Saturdays with no working on Sundays or Public Holidays. Further advice, including a copy of the Council's Code of Practice for Minimising Nuisance from Construction and Demolition Sites is available from Environmental Protection Service, 5th Floor (North), Howden House, 1 Union Street, Sheffield, S1 2SH: Tel. (0114) 2734651, or by email at [epsadmin@sheffield.gov.uk](mailto:epsadmin@sheffield.gov.uk).

## Site Location



© Crown copyright and database rights 2016 Ordnance Survey 10018816



## LOCATION AND PROPOSAL

The application site is currently occupied by a large detached dormer bungalow which is set back from the highway within substantial grounds. The site lies within a residential area and adjacent to the Dore Conservation Area which is immediately to the west and north of the site, but this site itself is not within the Conservation Area.

The street scene is characterised by a mixture of building styles and designs, which are predominantly in residential use. The land slopes from the front of the site, down to the rear of the site, following the natural topography of the area.

Planning permission is sought for the demolition of the existing house on the site, and the erection of a building which contains four floors of accommodation (including one within the pitched roof, and one within part of the basement), providing 9 apartments. Car parking is provided beneath part of the building, and to the rear and side of the site, the majority under carport structures. Amenity space is then provided around the site, but primarily to the front of the building providing 3 private gardens, and an area of communal space in the south east corner to the rear.

## RELEVANT PLANNING HISTORY

There is no relevant formal planning history to this site.

Pre-application advice has recently been sought for a similar scheme, which was positioned closer to the rear boundary, and proposed all car parking to the front of the building. This concluded that the principle of the demolition of the building could be acceptable, and replacement with a good quality new build element that respected the surrounding street could be supported. This would be provided that car parking did not dominate the appearance of the site, and that the building was pushed away from the rear boundary of the site.

## SUMMARY OF REPRESENTATIONS

Following publicity given to the application, there have been 22 representations in total.

18 objected to the proposal, 3 were in support and 1 representation was neutral.

### Objections

- Councillor Colin Ross.

Wishes to support many objectors, particular the comment by occupants of No.5 Vicarage Lane and Dore Village Society which make many valid points.

Attention needs to be given to the appeals at 135 Dore Road, which were refused because the proposed development was out of character with the area and represented over development on the site.

The site is close to the village green and the Conservation Area and added weight should be given to preserving the character of the area.

The Dore Neighbourhood Plan has been submitted to the Council, and due weight should be given to its content in considering this application.

The proposal contravenes, CS31, CS53, and H14, in that the scale is over development, and out of character.

- Dore Village Society

The proposal does not safeguard or enhance the character of the attractive neighbourhood of this part of Vicarage Lane, does not respect the trees and mature gardens, or density which is contrary to Core Strategy Policy CS31

The proposal does not provide for adequate car parking in accordance with the Councils Guidelines and CS53, bearing in mind the lack of accessible public transport.

The proposal is over development of the area, with 4 storeys out of keeping, contrary to CS74.

The building is out of scale, is not served by an adoptable road, is over development, will impact on adjacent properties amenities, and does not provide adequate private garden space and outlook to future residents contrary to H14 and H15.

The Dore Neighbourhood Plan was submitted in September 2019. It requires at DN Policy 6 'The provision of Smaller Homes' with no more than two bedrooms on the highway frontage, but this proposal does not reflect the character of the area, or protect the existing mature trees in the rear garden, or parking conditions.

The provision of cycle storage is welcomed, but this does not reduce the need for adequate car parking provision for journeys outside of the area, contrary to DN Policy 16 'Transport and Parking'.

The Dore Village Society would welcome the development of a number of smaller apartments on the site within a two storey pitched roof building, with adequate car parking, that avoids a negative impact on residents privacy and amenities, and retains more mature planting and rear garden.

Objections

- Principle

Excessive development in a quiet residential area, and of a small site.

Removal of a family house and replacement with apartments is totally out of keeping with the sensitive location occupied by individual properties.

No site notices have been posted on the Lane.

2 planning appeals at 135 Dore Road have been turned down, as the two blocks of apartments would harm the character and appearance of the area, and living conditions of neighbouring occupiers. These decisions were clear and should be given significant weight.

The proposal is not in accordance with local or national guidance, or the Dore Neighbourhood Plan. (CS31, CS74, H14 and H15).

The density of properties per hectare for this proposal greatly exceeds that for the surrounding area.

The letters of support are from a local estate and a family member, and therefore should be ignored.

The proposal will create short term ownership, which induces a rootless population, with no commitment to 'place'.

#### - Design

A three/four storey block of apartments does not respect the local context and street pattern or scale and proportions of the neighbouring buildings which are two storeys.

The building appears as 3 storeys and not 2 storeys as described in the design and access statement, and is therefore inappropriate and unsympathetic.

The design is not subtle, but overbearing.

The roof height is 15 metres, with the north and south elevations particularly unattractive.

There are no other properties along Vicarage Lane which exceed 2 storeys.

Woodbine Cottages adjacent are Grade II Listed, based on a 17 century farmhouse. The proposal would be grossly inappropriate for this location.

#### - Highways

The road outside the site is very narrow (4 metres in width) and difficult to negotiate, near to the brow of a hill, near a 90 degree blind bend, having poor site lines and adjacent to a public footpath entrance. It is more like a rural lane and not a road.

Policy requires 2 spaces per apartment and a minimum of 2 visitor spaces, totalling 20.

Providing fewer on-site parking places than the normal planning policy requirement will lead to cars parked on-street, at this narrow section of road, close to the bend, where it is impossible for two cars to pass.

The existing pavement is unusable for prams, so pedestrians use the road.

The increase in traffic, on-street parking, and existing narrow sloping pavement will reduce visibility and compromise highway safety, for road users and pedestrians and cyclists.

The additional commercial vehicles to the 9 apartments would give rise to, and make the road even more impossible to negotiate.

The ingress/egress is difficult and dangerous.

Cycle bays are welcome, but will be used as much for recreation as for commuting.

Other sites which have been re-developed in the area are on much wider roads.

#### - Amenity

The massing of the large building will result in gross invasion of privacy to No. 17 which is immediately to the east, to the house and the garden. There will also be a significant increase in noise and disturbance at the rear causing a loss of amenity to No. 17.

The proposal would look directly into the garden and first floor windows of our house (139 Dore Road) reducing privacy.

The north facing elevation is two storeys high with a steeply pitched roof. Windows are proposed in both floors, which is only 6 metres away. This will impact on the adjacent property at No. 5, especially privacy to the bathroom roof windows and the garden. The massing and over-dominance, along with the reduced distance will result in significant loss of privacy and overlooking, contrary to Human Rights Act and Policy H5 of the UDP.

The 3 parking spaces on the north boundary will result in increased noise and disturbance.

Windows in the side at 3rd and 4th storeys will be intrusive to occupiers of No21.

The proposed garden area will be minimal.

#### - Others

There is already constant flooding due to surface rainwater, and old fashioned sewage and drainage which is insufficient. This development will add further pressure to the existing drainage system, with high numbers of occupants, and the removal of existing garden space for hardstanding and buildings.

Wildlife will suffer.

Neutral Representation

We do not want to stand in the way of progress, and hope that the planning authority takes steps to ensure the new building is in keeping with the surrounding area.

## Support

The building will add one or two extra cars to the area, and be of a slightly bigger footprint and height, but will be far more attractive and in keeping with its surroundings, considering the wide variety and mix of house styles and designs.

The eco-credits including green walls and cycle storage is good.

There is sufficient parking on site for the units, being close to excellent local amenities, and given the demographics of potential occupiers, with the development set back from the highway.

There is a shortage of medium/large size flats in Dore for the ever ageing population within easy walking to the shops and services. The proposal is an excellent opportunity to provide good sized retirement living for those that still require guest rooms.

There are other similar developments at Blacka Moor Gardens, Totle Brook Road (top), Ryecroft Glen Road (off Dore Road), Ecclesall Road South. All are three and four storey built sympathetically.

## PLANNING ASSESSMENT

### National Planning Policy Framework

The National Planning Policy Framework (NPPF) set's out the Government's planning priorities for England and how these are expected to be applied. The key principle of the NPPF is the pursuit of sustainable development, which involves seeking positive improvements in the quality of the built, natural and historic environment, as well as in people's quality of life. The following assessment will have due regard to these overarching principles.

### --Policy Context--

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

The key principle of the NPPF is the pursuit of sustainable development, which involves seeking positive improvements in the quality of the built, natural and historic environment, as well as in people's quality of life.

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 12 continues that where a planning application

conflicts with an up-to-date development plan permission should not usually be granted.

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.

The assessment of this development proposal also needs to be considered in light of paragraph 11 of the NPPF, which states at part d) that for the purposes of decision making, where there are no relevant development plan policies, or where the policies which are most important for determining the application are out of date, planning permission should be granted unless:

(i) The application of policies in the Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed, or

(ii) Any adverse impacts of granting planning permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole.

Footnote 6 sets out a list of areas/assets of importance to which paragraph 11 (d) (i) relates. The only items relevant to the determination of this application are designated heritage assets.

#### Dore Neighbourhood Plan

The Dore Village Society makes reference to the 'Dore Neighbourhood Plan' The Plan proposal has been submitted to the Council (and Peak District National Park Authority) for examination. The statutory 6 week Regulation 16 publication and consultation has not yet commenced as it coincided with the commencement of restrictions resulting from COVID19.

Para 48 of the NPPF states:

'Local planning authorities may give weight to relevant policies in emerging plans according to: a) the stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given); b) the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and c) the degree of consistency of the relevant policies in the emerging plan to this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given)'

Policies are considered to have limited weight if there is no inconsistency with the NPPF, and no unresolved significant objections. These policies would then need to be considered alongside all other development plan policies and material considerations.

The weight and consistency of the policies referred to by the Dore Village Society is briefly assessed below for completeness.

The Dore Village Society make reference to Policy DN6 and DN16 in their representation. Policy DN6 lists criteria to be met to make it acceptable for new infill housing development in residential gardens of homes with no more than two bedrooms on a suitable highways frontage. These relate to highways, building line, plot ratios, design, character, trees and sensitive areas. This policy has no weight, due to inconsistency with NPPF para 16(b) and (d).

Policy DN16 requires development proposals to promote sustainable transport measures in and around Dore Village. Again, this policy has no weight, due to conflict with paras 16 (f) and 28 of the NPPF

### Key Issues

The main issues to be considered in this application are:

- The acceptability of the development in land use policy terms,
- The design, scale and mass of the proposal, and its impact on the street scene, and adjacent conservation area,
- The effect on future and existing occupiers living conditions,
- Whether suitable highways access and off-street parking is provided,
- The impact of the proposal upon the existing landscaping of the site.

--Land Use--

The application site falls within a Housing Area as identified in the Unitary Development Plan (UDP) for Sheffield. Redeveloping the site for housing (Use Class C3) is in line with the preferred use identified within UDP policy H10 'Development in Housing Areas'. It is therefore acceptable in principle.

However, it should be noted that whilst the principle is acceptable in terms of policy H10, the policy also states that any proposal would also be subject to the provisions of Policy H14 'Conditions on Development in Housing Areas' and BE5 'Building Design and Siting' being met. Furthermore, the principle of housing on this parcel of land is also subject to the more recent Core Strategy policy CS74.

Policy CS23 of the Core Strategy 'Locations for New Housing' states that new housing development will be concentrated where it would support urban regeneration and make efficient use of land and infrastructure. Policy CS24 'Maximising the Use of Previously Developed Land for New Housing' prioritises the development of previously developed (brownfield) sites. Housing on greenfield sites should not exceed more than 12% completions, and part (b) be on small sites within the existing urban areas, where it can be justified on sustainability grounds.

Policy CS23 and CS24 are open to question as they are restrictive policies, however the broad principle is reflected in paragraph 117 of the Framework, which promotes the effective use of land and the need to make use of previously-developed or 'brownfield land'.

In this instance, in accordance with the NPPF definition, the site is classed as greenfield, as it involves the development within the site of a residential garden. Completions on greenfield sites are well below the 12% figure, and furthermore, this is a greenfield site which does have a building on it, and the new building is in a similar location to the existing building. In this regard CS23 and CS24 can be offered some weight, and the principle of developing this site within an existing urban area, and sustainable close to facilities within Dore is supported in policy terms.

#### --Housing Land Supply--

Core Strategy Policy CS22 relates to the scale of the requirement for new housing and sets out Sheffield's housing targets until 2026; identifying that a 5 year supply of deliverable sites will be maintained.

The NPPF requires that where a Local Plan is more than 5 years old, the calculation of the 5-year housing requirement should be based on local housing need calculated using the Governments standard method.

The Local Planning Authority has recently updated its five year housing land supply position based on the changed assessment regime identified in the revised NPPF (2019) and associated Practice Guidance. The Local Planning Authority has reached this figure by undertaking additional work, including engagement with stakeholders, to reflect the requirements of national policy and guidance before publishing the conclusions in a monitoring report.

Whilst the majority of CS22 carries limited weight, Sheffield now has a 5.1 year supply of deliverable housing units and can therefore demonstrate a five year supply, and this part of the policy is in compliance with the NPPF.

With regard to paragraph 11 of the NPPF, as Sheffield can demonstrate a five year housing supply, the most important policies in the determination of this application are not automatically considered out of date. The most important local policies in the determination of this application, which in this case revolve around housing land supply, design, amenity, highways, sustainability and landscaping, do, when considered as a collection, align with the NPPF. As such paragraph 11 (part d) is not applied in this instance.

Regardless of the 5 year housing land supply position the Government at paragraph 59 of the NPPF still attaches great weight to continuing to boost the supply of housing. The provision of 8 additional dwellings would make a small and helpful, contribution to meeting the City's obligations to maintain a 5 year supply of housing land in the future. It is considered that this should be given significant weight in the balance of this decision.



## --Housing Density--

CS26 requires that housing development makes efficient use of land requiring appropriate housing densities to ensure this.

For a site such as this, within an urban area but not within or near to a District Shopping Centre or high-frequency bus route, CS26 (d) states that a range of 30-50 dwellings per hectares is appropriate.

Policy CS31 'Housing in the South West Area' identifies that the density of development should be in keeping with the area. This part of Dore and the immediate surroundings is generally characterised by lower density development due to the presence of a high number of large dwellings which are set in substantial plots.

Paragraph 122 of the NPPF promotes making efficient use of land taking account of a number of factors including identified housing needs; market conditions and viability; the availability of infrastructure; the desirability of maintaining the prevailing character of the area, or of promoting regeneration; and the importance of securing well designed places.

Policy CS26 encourages making efficient use of land to deliver new homes at a density appropriate to location depending on relative accessibility. The density requirements are a gradation flowing from highest density in the most accessible locations down to lower densities in suburban locations with less accessibility. This is reflected in para 123 of the NPPF and therefore Policy CS26 is considered to carry substantial weight in determination of this application.

Policy CS31 limits housing development at appropriate densities to infill and windfall sites in the urban area and developments in highly accessible locations. This reflects the approach of the NPPF whereby substantial weight to the value of using suitable brownfield land within settlements for homes is applied, however, additional land may be needed to meet future housing needs, and therefore moderate weight should be applied in determination of the application.

The application site is approximately 0.19 of a hectare, and the 9 proposed units would give a density of approximately 47 dwellings per hectare. This falls within the suggested range within the UDP, and is considered that the proposed range reflects the character of the area and as such is within the spirit of Policies CS26 and CS31 of the Core Strategy and paragraph 122 of the NPPF.

## --Design and Conservation Policy Context--

It is important to consider the impact on the character of the area. The Core Strategy policy CS74 'Design Principles' requires development to enhance distinctive features of the area, which is backed up through UDP policies H14 'Conditions on Development in Housing Areas' and BE5 'Building and Design Siting' which expect good quality design in keeping with the scale and character of the surrounding area.

Chapter 12 of the NPPF requires good design, whereby paragraph 124 states that good design is a key aspect of sustainable development and should contribute positively towards making places better for people. Paragraph 130 requires that planning permission should not be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area. 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 application site itself does not fall within a heritage asset, but sits adjacent to and could affect the setting of the Dore Conservation Area. The Conservation Area boundary lies immediately adjacent to the front (western) and side (northern) boundaries of the site. UDP Policy BE16 'Development in Conservation Areas' seeks to ensure that development would preserve or enhance the character or appearance of the Conservation Area. These principles are also material considerations in considering proposals which affect the setting of, or significant views into, or out of, the Conservation Area.

Chapter 16 of the NPPF considers the conservation and enhancement of the historic environment and states that when considering the impact of a development on the significance of a heritage asset, great weight should be given to the asset's conservation, and (para 194) that any harm to the asset from development within its setting should require clear and convincing justification.

It is considered that the design and conservation policies within the UDP and Core Strategy reflect and align with the guidance in the NPPF, and therefore are considered consistent with the NPPF and so can be afforded significant weight.

--Design, Townscape and Impact on adjacent Conservation Areas Assessment--

The surrounding area is characterised by a mixture of building styles and designs. These are mainly in the form of residential dwellings, but vary significantly in size.

On the opposite side of Vicarage Lane is Dore Hall Croft which consists of 15 detached properties at a relatively high density. To the north of the site is a row of three small two storey terraced cottages that fall within the Conservation Area. Beyond this row of terraced cottages, is Woodbine Cottages which are Listed Buildings, and are approximately 37 metres away to the closest part of the site boundary. As you travel the other way along Vicarage Lane to the south, the dwellings consist of large detached properties set within substantial grounds. This mixture of house styles, designs and sizes is replicated within the wider surrounding area.

In this instance, the existing building on the site is of little architectural merit or historic interest and its demolition is acceptable in principle subject to its replacement. The removal of the dwelling has no impact on the Conservation Area setting. It is largely screened from view by significant frontage planting.

It is proposed to erect a building on the site, which is in a similar position to the existing. It does have a larger footprint than the existing building, with the existing being a maximum of 12.0 metres x 25.7 metres including the garage, and the proposed being a maximum of 17.4 metres x 29.7 metres. Whilst the replacement buildings footprint is larger than the existing, (approx. 460 square metres compared to approx. 250 square metres) it is considered to sit comfortably within the streetscape, being approximately 15 metres back from the site boundary highway, approximately 17 metres to the rear boundary, and set in from both side boundaries by 3.5m to the south and 6m to the north.

The existing building has accommodation over three floors, the ground floor, and first floor, with a games room within the basement/lower ground floor which is accessed internally.

The proposed building seeks to create an additional storey of accommodation above ground level. As a result, the ridge height which runs parallel to the road is higher by approximately 2.3 metres, with a further 1.3 metres to the top of gable features that have ridges running at right angles to the highway.

Again, the proposed building is clearly larger than the existing, but it does read as a two storey building with eaves level above the first floor, and accommodation within the roof space.

The proposed building is not read within the same context as the adjacent buildings as such. The houses to the north are small traditional terraced cottages which abut the back edge of the pavement, and the neighbouring property to the south is a large detached dwelling set back significantly from the highway and within large grounds. The proposed building will be more visible than the existing building on the site, but it will sit comfortably within the street scene, with sufficient separation between the existing buildings. It remains set back from the road, and with space between the building and the site boundaries which result in the building not feeling cramped or the site being over developed. There are a number of mature trees to the boundary with the highway in front of the proposal which are intended to be retained (with the exception of a Horse Chestnut which is discussed in the landscape section below). The acceptability of the increase in scale of the proposal does not rely on the presence of the trees, albeit they will screen the building to some extent.

Good quality materials are proposed which include natural stone and brick elevations under a pitched slate roof. The design takes a contemporary approach to a traditional villa, with central entrance feature, with bay window projections on either side. High quality detailing will be required in terms of windows, doors, rainwater goods, window reveals etc, and samples of all materials including the stone to ensure the quality can be secured through relevant conditions.

Paragraph 193 of the NPPF states that when considering the impact of a proposed development on the significance of a designated heritage asset (the adjacent Dore Conservation Area in this instance), greater weight should be given to the asset's conservation. Paragraph 194 specifically states "Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting) should require clear and convincing justification.

Significance can be harmed or lost through development within the heritage assets setting. Paragraph 195 and 196 go on to say that where a proposed development will lead to substantial harm, or less than substantial harm to a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

In this instance, it is considered that this well designed replacement building, will create no harm to the setting of the Dore Conservation Area which is opposite and to the north, and nor to the Listed Building which is located approximately 37 metres away from the site to the north on the opposite side of the terraces at No. 7-11 and therefore no public benefits will need to be demonstrated.

Overall, the building is well designed and subject to satisfactory building materials being used, a good quality scheme can be achieved and the proposals comply with Policies BE5, BE16, H14 and CS74, along with the above quoted paragraphs of the NPPF.

--Sustainability--

Policy CS63 'Responses to Climate Change' of the Core Strategy sets out the overarching approach to reducing the city's impact on climate change. These actions include:

- Giving priority to development in the city centre and other areas that are well served by sustainable forms of transport.
- Giving preference to development on previously developed land where this is sustainably located.
- Adopting sustainable drainage systems.

These aims align with those of paragraphs 148, 150 and 153 b) of the NPPF and this policy can therefore be given substantial weight.

The site is in a sustainable location in respect of access to local amenities and public transport. For example, it is within a reasonable walking distance (approx 275 metres walking along Vicarage Lane) of the amenities available within the Dore Local Shopping Centre.

In addition, the scheme will incorporate sustainable drainage systems, including green roofs to the carports, which will result in reduced surface water run-off rate (see Drainage Section below).

Policy CS64 'Climate Change, Resources and Sustainable Design of Development' sets out a suite of requirements in order for all new development to be designed to reduce emissions.

In the past residential developments had to achieve Code for Sustainable Homes Level Three to comply with Policy CS64. This has however been superseded by the

introduction of the Technical Housing Standards (2015), which effectively removes the requirement to achieve this standard for new housing developments.

Policy CS65 'Renewable Energy and Carbon Reduction' of the Core Strategy sets out objectives to support renewable and low carbon energy generation and further reduce carbon emissions.

New developments are expected to achieve the provision of a minimum of 10% of their predicted energy needs from decentralised and renewable, low carbon energy, or a 'fabric first' approach where this is deemed to be feasible and viable.

This policy is compliant with the aims of paragraphs 148, 150 and 153 of the NPPF and this policy can therefore be given substantial weight. The applicant has confirmed that the 10% target will be achieved across the scheme and this will be a pre-commencement requirement within any planning conditions. Measures to achieve this include a high performing insulated building envelopes, low energy lighting, natural ventilation, and Photovoltaic Panels to the south roof slope and to the carports.

The scheme also includes a number of further features that add to its sustainability credentials, including the provision of several areas of green roofs and secure cycle parking.

Overall, it is considered that the proposal meets the local sustainability policy requirements, and those of the NPPF.

--Highways --

The NPPF seeks to focus development in sustainable locations and make the fullest possible use of public transport, walking and cycling. Paragraph 109 of the NPPF states that 'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.'

Policy CS51 'Transport Priorities' identifies strategic transport priorities for the city, which include containing congestion levels and improving air quality.

Policy H14 'Conditions on Developments in Housing Areas' part (d) and Policy H5 'Flats, Bed-sitters and Shared Housing' in the UDP part (c) requires that permission will be granted for the creation of flats where there would be appropriate off-street car parking for the needs of the people living there.

Those policies broadly align with the aims of Chapter 9 of the NPPF (Promoting Sustainable Transport) although it should be noted that in respect of parking provision, the NPPF at paragraphs 105 and 106 requires consideration to be given to accessibility of the development, the development type, availability of public transport, local car ownership levels and states that maximum standards for residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or optimising density in locations well served by public transport.

At present there is an existing vehicular access point towards the northwest corner of the site onto Vicarage Lane. This application seeks to utilise this existing access.

The Council's revised parking guidelines set out maximum standards in accordance with Core Strategy Policy CS53, and for a 2-3 bedroom dwelling outside of the city centre 2 spaces are required as a maximum, with 1 space per 4 units for visitors. This would give a maximum figure of 20 spaces in accordance with the guidelines.

The site is located within the main urban area, and within approx. 275 metres walk along Vicarage Lane of Dore Local Shopping Centre. The shopping centre has a variety of facilities and services and there are regular buses running through Dore serving the wider area.

The scheme proposes 6 x 2 bedroom units and 3 x 3 bedroom units, 9 in total. There are 14 car parking spaces proposed. Owing to its sustainable location, allowing 1 space for each of the 2beds, and 2 spaces for each of the 3beds, would give a requirement for 12 spaces. The proposal includes 14 spaces, which would give 2 spaces to visitors.

This is an approach that is consistently taken on similar scenarios, which are within the main urban area, and is considered to meet the required justification in paragraph 106 of the NPPF.

Secure cycle parking is provided within basement of the building with a ratio of 2 cycle spaces per unit. This is welcomed and will encourage a different mode of transport.

On this basis, the proposal would be considered to meet Policies H5 (c), H14 (d) and CS53, and does not have the level of impact that would justify refusal of permission on highway safety grounds as required by the NPPF.

--Living Conditions--

Policy H14 'Conditions on Development in Housing Areas' part (c) and H5 'Flats, Bedsitters and Shared Housing' requires that new development in housing areas should not cause harm to the amenities of existing residents. This is further supported by Supplementary Planning Guidance 'Designing House Extensions' (SPG) which whilst strictly relevant to house extensions, does lay out good practice detailed guidelines and principles for new build structures and their relationship to existing houses.

The NPPF at paragraph 127 Part (f) requires a high standard of amenity for existing and future users.

The UDP policies are therefore considered to align with the requirement of paragraph 127 so should be given significant weight in the context of carrying out an analysis of whether or not a proposal complies with the development plan.

- Impact on Neighbouring Occupiers

The closest neighbouring properties to the north are the terraced cottages at No's 7-11 Vicarage Lane, (with 11 being the closest) along with No. 5 which is behind the cottages. To the east of the site is No. 17 Vicarage Lane, a large detached dwelling in substantial grounds. To the south is the access driveway which serving No. 17 and also No. 19. No. 19 Vicarage Lane and then Barncroft and Silverlee are beyond to the south. On the opposite side of the road is the large detached Vicarage and No. 1 Dore Hall Croft.

The guidelines found in the adopted Supplementary Planning Guidance on Designing House Extensions are not strictly applicable in this instance owing to them relating to house extensions. However they do suggest a number of detailed guidelines relating to overbearing and overshadowing, privacy and overlooking, and appropriate garden sizes. These guidelines include that two storey dwellings which face directly towards each other should be a minimum of 21 metres, and that rear garden lengths should be at least 10 metres, to ensure that privacy is retained. Two storey buildings should not be placed closer than 12 metres from a ground floor main habitable window, and a two storey extension built along site another dwelling should make an angle of no more than 45° with the nearest point of a neighbour's window to prevent adverse overshadowing and overbearing. These guidelines are reflected in the South Yorkshire Residential Design Guide (SYRDG), which Sheffield considers Best Practice Guidance, but which is not adopted as Supplementary Planning Guidance.

#### -Overbearing/Overshadowing

No. 17 Vicarage Lane is located to the rear (east) of the application site. The replacement building will extend closer to the rear boundary by between approximately 1.9 and 3.9 metres (the existing buildings rear elevation is staggered). This brings the proposed building to approximately 16.7 metres to the rear boundary, which is shared with No. 17. No. 17 is then positioned approximately 4 metres away from this shared boundary, with a distance of approximately 20.7 metres between buildings. There are no upper floor windows in the side of No. 17, with windows mainly in the front and rear. Although the proposal will be taller, wider and closer to the boundary with No. 17, because the buildings are at right angles, and there is a distance of approximately 20.7 metres between the two, it is not considered that the proposal would adversely overbear, overshadow or have an over dominating impact on occupiers of No. 17.

No. 11 Vicarage Lane sits at the back edge of the footpath, with the proposed development set back from the highway by approximately 15 metres into the site. The proposal is positioned approximately 18 metres from the rear of No. 11, and this is at a splayed angle. The proposed eaves are set between the first and second floor level, and the roof will slope away from No. 11 Vicarage Lane. Although the building will be more visible it is not considered to create a level of overbearing or overshadowing which will be to an unacceptable level.

No. 5 is positioned to the north of the site and has its rear elevation and garden facing towards the application site. The proposed new building is set approximately 6.5 metres away from the north boundary of the site. There is then a 2 metre public

footpath, and on the other side, the garden serving No. 5 which is approximately 10 metres long. No. 5 then has windows in the rear facing towards the site. There is a distance of approximately 18.5 metres between the rear of No. 5 and the proposal, but this is at an angle and not directly in front of the whole of the rear elevation of No 5. Although the building will be more visible, it is not considered to create a level of overbearing or overshadowing to the occupiers of No.5 which will be to an unacceptable level.

No. 19 Vicarage Lane is positioned to the south of the application site. The replacement building sits on a similar footprint being set back approximately 3.5 metres from the southern boundary, albeit it does extend approximately 1.8 metre closer to the east (rear) boundary. The majority of windows in No. 19 are positioned away from the proposal, with the exception of windows in the gable feature facing the shared driveway, and beyond to Vicarage Lane. The proposal is not considered to adversely overshadow these windows, owing to the orientation, but the south elevation will be taller than the existing building. However, this increase in height is not considered to be to an adverse level that would overbear or have an over dominating appearance. The eaves are set between the first and second floor level, and the roof will slope away from No. 19 Vicarage Lane. Barncroft and Silverlee which are also to the south beyond No. 19 are considered to be sufficient distance away from the proposed alterations to have no negative impact through overbearing or over dominance.

All other properties including those on the opposite side of Vicarage Lane are considered to be sufficient distance away from the proposed building so that no detrimental overbearing or overshadowing will be created.

#### -Overlooking

Main habitable windows and two balconies/terraces are proposed in the front elevation facing towards the highway. The balconies are small in size and set in from the side elevations of the building, and are not considered to create any adverse overlooking, with the main aspect from the windows/balconies towards the highway.

The rear of the property faces towards the rear garden area of No. 17 Vicarage Lane. There is a distance of approximately 16.7 metres to the rear of the site. The SPG has a guideline of 10 metres to rear boundaries to prevent adverse overlooking. This is a broad guideline, and aimed at house extensions, but the principle of the 10 metre guideline is used in new housing schemes. The existing building on the site contains a single family dwelling, which does have an elevated terrace on the rear. This proposal is for a larger building, which does contain more windows and therefore more overlooking will be created to No. 17 at the rear.

With No. 17 being positioned at right angles, and with a distance of approximately 20.7 metres between the buildings at their closest, it is not considered that the windows in the rear of No. 17 will experience any overlooking owing to the angle. No. 17 does have a long garden which runs along the entire length of the rear boundary of the site. Views from the proposed ground and lower ground floor windows will be screened by the existing hedge and the carports to be located in front of the hedge. A section drawing has been submitted which shows that the views from the first floor



windows taken at a height of 1.7 metres will primarily be over the hedge and not into the majority of the garden of No. 17. It is only at a distance of approximately 35 metres from the rear elevation of the proposed building that that a person stood in the garden of No.17 would be visible to a person looking from the first floor balcony of the development.

The second floor terraces are further elevated and more of the garden will be visible. It is at a distance of approximately 26 metres from the rear elevation of the proposed building that that a person stood in the garden of No.17 would be visible to a person looking from the second floor balcony of the development.

Whilst it is acknowledged that occupiers of No. 17 will experience some overlooking from the proposed building, it is not considered to be at level which would be harmful. There is a distance approximately 16.7 metres to the rear of the boundary which does consist of a 4 metre high hedge. It is intended to retain this hedge. However if the hedge for some reason is reduced in size or removed, the proposed carports with green roofs will provide a similar level of screening.

Outlook from the upper floor windows of No. 17 will be of the carport structure which is to have a green roof over the majority, and will screen the 8 parking spaces along this boundary. 3 parking spaces are to be under the building, with the 3 open air parking spaces located adjoining the public footpath which runs along the north boundary of the site.

There will be some noise from cars manoeuvring in this area, but this will be screened by the carport structure which will also prevent car headlights shining into the garden at No. 17, and the public footpath and boundary treatment to the north.

It is proposed that all of the glazed balconies to the rear are fitted with obscure panels. This will help to reduce the overall perception of overlooking from the balconies, and also from the windows and doors beyond which open out onto the balconies.

The south elevation of the building proposes windows at ground floor level and lower ground level. These will look towards the existing boundary treatment and are considered not to cause any adverse overlooking. Three windows were originally proposed at first floor. These were all secondary windows and had the potential to overlook owing to their elevated position and close proximity to the boundary. Amended plans have been received removing these windows from the plans. Several roof lights are proposed serving the accommodation at second floor level. These are positioned at high level with cill heights well over 1.8 metres from the floor of the room they serve. No overlooking will be created from these windows, which will just provide light, and an outlook of the sky.

Similarly, the north elevation contains windows at ground floor level which will look towards the existing boundary treatment. Again, the two secondary windows to the first floor have been removed to prevent overlooking to those properties to the north. Several roof lights are proposed serving the accommodation at second floor level. These are positioned at high level with cill heights well over 1.8 metres from the floor

of the room they serve. No overlooking will be created from these windows, which will just provide light, and an outlook of the sky.

#### - Amenity for Future Occupiers

The proposed dwellings are considered to provide a good outlook from main habitable rooms, providing a quality living accommodation for future occupants with more than sufficient private amenity space.

All of the units are in excess of 100 square metres in area, which provides a good sized level of internal accommodation for a 2 or 3 bedroom apartment.

Unit 1 which is to the basement has a private garden area which runs along the rear and side of the building. There is only a distance of approximately 3.3 metres to the edge of this private garden area, with a wall separating the communal space. Whilst this is quite restrictive, there is an outlook up and over the communal space, so sufficient light will be provided to occupiers of this apartment and furthermore there is approximately 50 square metres of private garden space.

The three units to the ground floor all have private garden spaces to the front of the building, with an outlook from main living room spaces over this space. Bedrooms are in the rear and have an outlook over the rear of the site. An area of defensible landscaping is proposed to the bedrooms in Unit 4 which are closest to the car parking. The first floor units have terraces overlooking the front garden area, and two terraces are proposed to the rear. These are all approximately 6.5-7 square metres. The second floor units have terraces on the rear which are approximately 11 square metres.

In addition, approximately 100 square metres of communal garden space is proposed (excluding the existing mature hedge running along the boundary).

It is considered that the proposed development would not adversely impact on the amenities of existing occupiers to an unacceptable level, or on occupiers of the proposed new dwellings. Accordingly, the proposal complies with UDP policy H14 and paragraph 127 of the NPPF.

#### --Trees/Landscaping--

Policy GE15 'Trees and Woodlands' within the UDP states that trees and woodlands will be encouraged and protected. This is supported through Policy BE6 'Landscape Design' which seeks to integrate existing landscaping features.

The application is accompanied by an arboricultural report. The survey included 7 trees or groups. In summary T1 (Horse Chestnut) and T7 (Cherry) were found to have defects and both are poor specimens (category rating of C) and recommended to be removed. T1 is located along the front of the site, and does not need to be removed to facilitate the development, its removal is because of its defects. T7 is located to the rear of the site, and whilst it is required to be removed to allow for access to the rear/ car parking spaces, it is located to the rear of the site and does

not contribute to the appearance of the street scene or the adjacent conservation area.

The survey considered T6 which lies outside the site to be of high value, and T2 and T3 which lie on the frontage of medium value (category B). The survey considered all other vegetation to be of low value and would not be considered as a constraint to development.

The vast majority of the existing mature landscaping will be retained to the front, and additional landscaping is also proposed to the landscaped frontage and communal rear garden. This provides a positive visual amenity to the street scene, and the adjacent conservation area.

Overall, it is considered the proposal will not have a harmful impact on the existing landscaping, and the protection of the retaining trees on the site can be controlled through a relevant condition.

In this context the proposal does not conflict with policies GE15 and BE6 of the UDP.

#### --Flood Risk and Drainage--

The site does not fall within a high or medium risk flood zone that would affect the principle of the development, and as such does not require a Flood Risk Assessment to be carried out.

Policy CS67 'Flood Risk Management' of the Core Strategy seeks to reduce the extent and impact on flooding.

In this instance, the areas of hardstanding could be constructed from a porous material, which would restrict surface water run-off and to ensure any alterations are to a minimum. In addition, the green roofs on the proposed car ports will help to absorb rainwater and minimise surface water run off from the site. Reducing the surface water discharge from the site can be secured by an appropriate condition and as such there is no conflict with policy CS67

#### --Community Infrastructure Levy (CIL)--

CIL has now been formally introduced; it applies to all new floor space and places a levy on all new development. The money raised will be put towards essential infrastructure needed across the city as a result of new development which could provide transport movements, school places, open space etc. 'In this instance the proposal falls within CIL Charging Zone 5. Within this zone there is a CIL charge of £80 per square metre, plus an additional charge associated with the national All-in Tender Price Index for the calendar year in which planning permission is granted, in accordance with Schedule 1 of The Community Infrastructure Levy Regulations 2010'.

#### RESPONSE TO REPRESENTATIONS

The majority of comments raised in the representations have been covered in the report above. Those which haven't are included below:

- A site notice was posted on the 30 January, and then reposted on the 4th February and the 6th February 2020 after reports that it had been removed.
- Letters of support have been received, and full postal addresses have been supplied. It is noted that one lives some distance away, and the others are S17 and S11, but are not immediate neighbours.

## SUMMARY AND RECOMMENDATION

The application seeks permission to demolish the existing building on the site, and to erect 9 units within a single building. The pursuit of sustainable development is the overriding aim of national planning policy, and this site is within the main urban area, with the proposal being at an appropriate density, and the provision of these 8 extra units (over and above the existing dwelling) would be a helpful contribution to Sheffield's housing land supply.

The overall design, scale and massing of the proposal is considered to be acceptable, and will not adversely impact on the surrounding street scene, or setting of the adjacent conservation area.

The proposal will not impact on the amenity and living conditions of existing adjoining residents to an adverse level, with a good level of amenity afforded to future residents.

The majority of trees and soft landscaping within the site is to be retained, and supplemented with new planting, and the removal of the 2 trees (T1 and T7) will not impact on the overall character of the site or surrounding street scene.

Access to the site is via the existing access, and the proposed parking arrangement is considered suitable. Whilst parking ratios are not to maximum levels, it is considered in this location close to the local shopping centre and facilities, 1 space for the smaller units, and 2 spaces for the larger units, along with 2 visitors spaces is acceptable and will not prejudice highway safety.

As such it is considered that the proposal meets the relevant requirements of the National Planning Policy Framework, UDP and Core Strategy Policies as listed and discussed in the sections above, and it is recommended that planning permission is granted subject to relevant conditions.