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Case Number	20/01489/FUL (Formerly PP-08076739)
Application Type	Full Planning Application
Proposal	Demolition of dwellinghouse and erection of 9.No apartments and 3.No dwellinghouses with associated landscaping, parking, access works and boundary treatments
Location	83 Redmires Road Sheffield S10 4LB
Date Received	11/05/2020
Team	West and North
Applicant/Agent	Coda 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:

Location Plan Dwg No: 2849-114 rev A  
Landscaping masterplan and Planting Plan Dwg No: RRD 04 rev B  
Tree Protection Plan Dwg No: RRD 03 rev A  
Site Plan - Concept Dwg No: 2849 -0102 rev P  
Section A - Concept Dwg No: 2849-0103 rev J  
Apartment Floor Plans Dwg No: 2849-104 rev N  
Proposed Elevations Dwg No: 2849-106 rev K  
Street Scene Dwg No: 2849-111 rev H  
Proposed Plans and Elevations (Mews) Dwg No: 2849-113 rev A

Reason: In order to define the permission.

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

3. No development shall commence until full details of the proposed surface water drainage design, including calculations and appropriate model results, have been submitted to and approved by the Local Planning Authority. This shall include the arrangements and details for surface water infrastructure management for the life time of the development. The scheme shall detail phasing of the development and phasing of drainage provision, where appropriate. The scheme should be achieved by sustainable drainage methods whereby the management of water quantity and quality are provided. Should the design not include sustainable methods evidence must be provided to show why these methods are not feasible for this site. The surface water drainage scheme and its management shall be implemented in accordance with the approved details. No part of a phase shall be brought into use until the drainage works approved for that part have been completed.

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

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 the measures shown on Weddles Tree Protection Plan Dwg No: RRD 03 rev A to protect the existing trees to be retained, have been implemented. 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.

6. Prior to the commencement of development details of the finished floor and site levels shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved details.

Reason: In interests of the amenities of the locality and adjoining properties.

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

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

a) been carried out; or

b) details have been submitted to and approved in writing by the Local Planning Authority of arrangements which have been entered into which will secure that such improvement works will be carried out before the development is brought into use and the development shall not be brought into use until the highway improvements listed below have been carried out.

Highways Improvements:

Widening of the site access and associated hard standing which crosses the highways verge to the front of the site and the dropped kerb to Redmires Road.

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

8. Prior to the improvement works indicated in the preceding condition being carried out, full details of these improvement works shall have been submitted to and approved in writing by the Local Planning Authority.

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

9. The rear balconies of the first and second floor apartments shall not be used unless a 1.8 metre high screen to prevent overlooking of No 85 Redmires Road has been erected on the western side of each balcony in accordance with details to be submitted to and approved in writing by the Local Planning Authority and thereafter such screens shall be retained.

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

10. 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.

11. 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:
- 1) Balconies;
  - 2) Eaves;
  - 3) Dormer windows;
  - 4) Window reveals.

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

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

12. No externally mounted plant or equipment for heating, cooling or ventilation purposes, nor grilles, ducts, vents for similar internal equipment, shall be fitted to the building unless full details thereof, including acoustic emissions data, have first been submitted to and approved in writing by the Local Planning Authority. Once installed such plant or equipment shall not be altered.

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

13. The corresponding element of the development shall not be occupied unless the car parking accommodation associated with that element 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.

14. 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.

15. The development shall not be used unless 2.0 metres x 2.0 metres vehicle/pedestrian intervisibility splays have been provided on both sides of the means of access such that there is no obstruction to visibility greater than 600 mm above the level of the adjacent footway and such splays shall thereafter be retained.

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

#### **Other Compliance Conditions**

16. The electrical car charging points shown on the approved plans shall be provided in the locations shown prior to the first occupation of the development, and shall thereafter be retained.

Reason: In the interests of promoting the use of low emission vehicles.

17. The bird and bat boxes shown on Weddles Landscape Masterplan and planting Plan dwg ref: RRD 04 rev B shall be provided in accordance with the specification and locations shown prior to the occupation of the development and thereafter retained.

Reason: In the interests of biodiversity.

18. The development shall not be used 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.

19. Surface water discharge from the completed development site shall be restricted to a maximum flow rate of 3.78 litres per second.

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

20. The site shall be developed with separate systems of drainage for foul and surface water on and off site.

Reason: In the interest of satisfactory and sustainable drainage.

Attention is Drawn to the Following Directives:

1. The Local Planning Authority has dealt with the planning application in a positive and proactive manner and sought solutions to problems where necessary in accordance with the requirements of the National Planning Policy Framework.
2. Plant and equipment shall be designed to ensure that the total LAr plant noise rating level (i.e. total plant noise LAeq plus any character correction for tonality, impulsive noise, etc.) does not exceed the LA90 background sound level at any time when measured at positions on the site boundary adjacent to any noise sensitive use.
3. The developer is advised that, in the event that any unexpected contamination or deep made ground is encountered at any stage of the development process, the Local Planning Authority should be notified immediately. This will enable consultation with the Environmental Protection Service to ensure that the site is developed appropriately for its intended use. Any necessary remedial measures will need to be identified and subsequently agreed in writing by the Local Planning Authority
4. You are advised that this development is liable for the Community Infrastructure Levy (CIL) charge. A liability notice will be sent to you shortly informing you of the CIL charge payable and the next steps in the process.

Please note: You must not start work until you have submitted and had acknowledged a CIL Form 6: Commencement Notice. Failure to do this will result in surcharges and penalties.

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

0345 762 6848. Further information is also available on the Coal Authority website at: [www.gov.uk/coalauthority](http://www.gov.uk/coalauthority)

6. You are required as part of this development, to carry out works within the public highway: as part of the requirements of the New Roads and Street Works Act 1991 (Section 54), 3rd edition of the Code of Practice 2007, you must give at least three months written notice to the Council, informing us of the date and extent of works you propose to undertake.

The notice should be sent to:-

Highway Co-Ordination  
Sheffield City Council  
Town Hall  
Sheffield  
S1 2HH

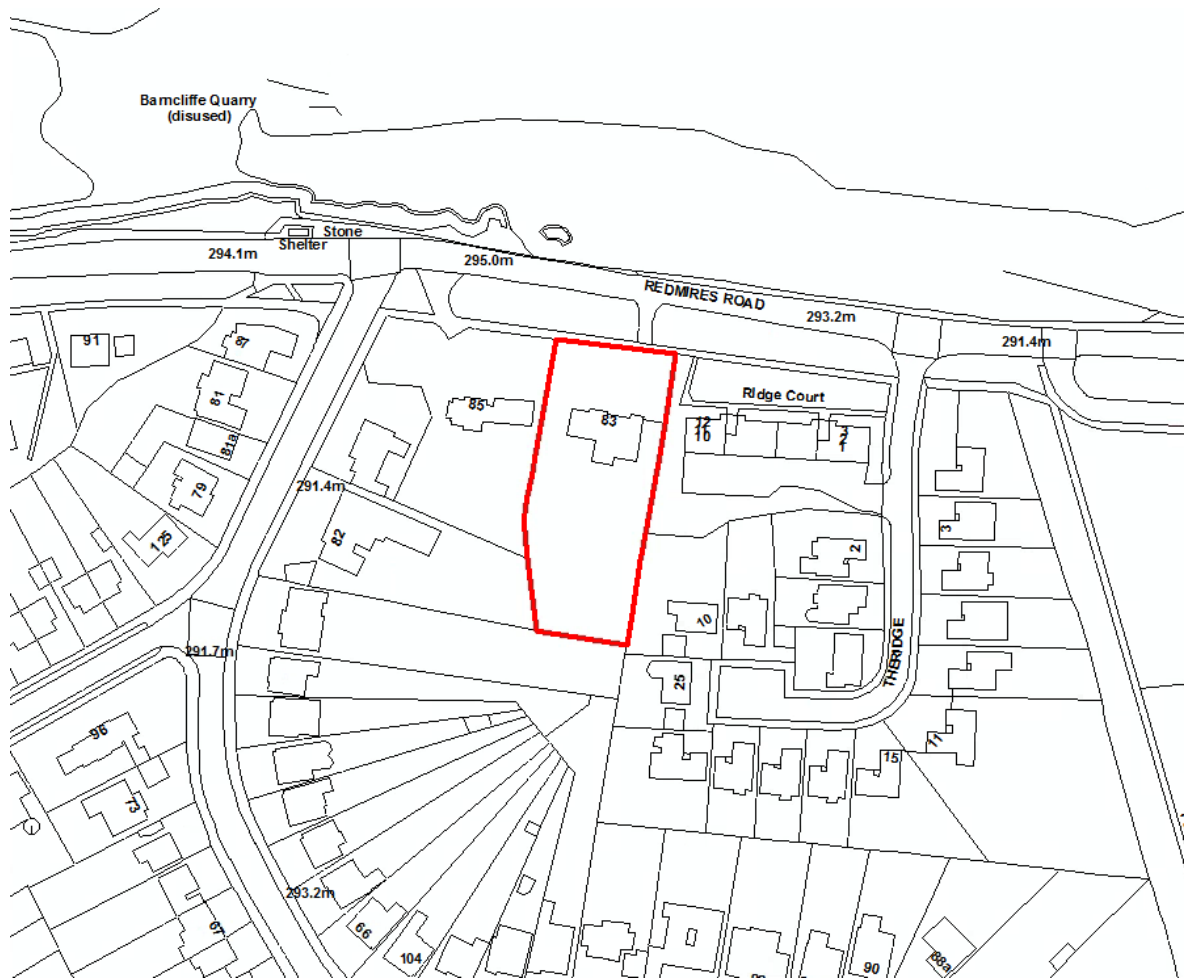
Telephone: 0114 273 6677  
Email: [highways@sheffield.gov.uk](mailto:highways@sheffield.gov.uk)

Please note failure to give the appropriate notice may lead to a fixed penalty notice being issued and any works on the highway being suspended.

Where the notice is required as part of S278 or S38 works, the notice will be submitted by Highways Development Management.

7. The applicant should install any external lighting to the site to meet the guidance provided by the Institution of Lighting Professionals in their document GN01: 2011 "Guidance Notes for the Reduction of Obtrusive Light". This is to prevent lighting causing disamenity to neighbours. The Guidance Notes are available for free download from the 'resource' pages of the Institute of Lighting Professionals' website.
8. The applicant is advised that noise and vibration from demolition and construction sites can be controlled by Sheffield City Council under Section 60 of the Control of Pollution Act 1974. As a general rule, where residential occupiers are likely to be affected, it is expected that noisy works of demolition and construction will be carried out during normal working hours, i.e. 0800 to 1800 hours Monday to Friday, and 0800 to 1300 hours on Saturdays with no working on Sundays or Public Holidays. Further advice, including a copy of the Council's Code of Practice for Minimising Nuisance from Construction and Demolition Sites is available from the Environmental Protection Service, Howden House, Union Street, Sheffield, S1 2SH, tel. 0114 2734651.

# Site Location



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## LOCATION AND PROPOSAL

The application site is located on the southern side of Redmires Road set back behind a wide tree lined verge. The plot is approximately 0.2 hectares and is occupied by a large detached two storey dwelling.

The site is a Housing Area as defined in the adopted Sheffield Unitary Development Plan (UDP). To the south and west are detached dwellings some of which are set in plots of a similar size to the application site. To the east is a 3/4 storey block of flats and a small Cul de Sac (The Ridge) of detached properties.

Full planning permission is sought to demolish the existing dwelling and replace it with a 3/4 storey building containing 9 apartments, a terrace of three mews houses and associated parking and landscaping.

## PLANNING HISTORY

There is no relevant planning history.

## SUMMARY OF REPRESENTATIONS

31 representations in objection to the scheme have been received, which are summarised as follows:

- The development is too large for the area.
- The density of development is contrary to adopted local policy guidance, and results in an overdevelopment of the site which has little green or amenity space.
- The loss of this dwelling would harm the character of the area.
- Visually the development is not appropriate and has been designed with the intention to cram as many properties on the site as possible.
- The development does not blend in with neighbouring dwellings and does not enhance the appearance of the area.
- The layout, which includes back land development, is out of character, and the external appearance and use of materials is at odds with the prevailing character of the area.
- Increased use of the site access will endanger pedestrians, including school children, and lead to highway safety issues. There is no alternative footway on the other side of Redmires Road.
- The width of the existing access is inadequate and visibility is very limited.
- It is not safe for visitors to park on Redmires Road there are multiple junctions, property accesses nearby and congestion associated with the nearby school.
- The speed limit on Redmires Road should be reduced from 40 mph to 30 mph.
- It is unclear how refuse storage and collection will be managed. Could a bin lorry access the site?
- There is inadequate parking and it is very tightly packed, rendering some of the spaces unusable.



- There will be an increase in water run off in an area that has historically been affected by drainage problems. The provision of soakaways into the strata of Millstone grit sub soil is unlikely to be viable.
- The site is affected by historic coal mining and land stability issues including settlement.
- Properties adjoining the site at a lower level will be affected by increased water run off.
- Badgers, hedgehogs and other wildlife use the site.
- There will be a clear loss of light, privacy and amenity of adjoining properties.
- The terraces and balconies will overlook the most private areas of adjoining dwellings.
- Separation distances between the windows of the proposed development and existing properties are inadequate to maintain privacy.
- The accommodation is of a poor quality and future residents will not be afforded adequate amenity space.
- A substantial amount of trees will be lost and will be replaced by a hard surfacing.
- Retained trees and hedging which are indicated to be retained provide privacy for neighbours but are so close to the development that their long term survival will be affected.
- There will be an increase in noise and disturbance during the construction and operational phases of the development that will affect the amenity of neighbours.
- Illumination of the car parking area would be obtrusive and affect the amenity of adjoining properties.
- An increase in vehicles movements means an increase in fumes and pollution which will degrade air quality and affect the health of residents.
- Asbestos fibres could be released into the atmosphere during the demolition impact the health of local residents.

Councillor Sue Alston objects to the scheme for the following reasons:

- A number of residents have contacted me to express concerns with the development.
- The proposal represents an overdevelopment of the site and is out of scale.
- The development would be very close to adjoining residents and have a significant impact on the visual impact amenity for residents and their enjoyment of their properties.
- The Mews houses and the upper floors and balconies of the apartment block would overlook adjoining properties.
- Trees would be lost and the scheme could harm wildlife habitat.
- There is inadequate amenity space for residents.
- An increase in vehicle movements would affect highway safety particularly as visibility at the junction of Hallam Grange Road is difficult. Pedestrians would also face additional hazards.
- The loss of the existing characterful house would be detrimental to the area.
- The size and footprint of the development does not fit in with the surrounding area.

## PLANNING ASSESSMENT

### Policy Context

The National Planning Policy Framework (NPPF/Framework) sets out the Government's planning priorities for England and describes how these are expected to be applied. The key principle of the Framework is the pursuit of sustainable development, which involves seeking positive improvements to 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.

The documents comprising of the Councils Development Plan (UDP and Core Strategy) date back some time and substantially pre date The Framework.

Paragraph 12 of the Framework does however make 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. Where a planning application conflicts with an up-to-date development plan, permission should not usually be granted.

Paragraph 213 of the Framework provides that existing development Plan policies should not however simply be considered out-of-date 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. The closer a policy in the development plan is to the policies in the Framework, the greater the weight it may be given.

The assessment of this development also needs to be considered in light of paragraph 11 of the Framework, which states 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:

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

This is referred to as the "tilted balance".

In addition to the potential for a policy to be out of date by virtue of inconsistency with the Framework, paragraph 11 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 (which for SCC is 5%, pursuant to para 73 of the Framework) the policies which are most important for determining the application will automatically be 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 Framework below.

### Land Use

Policy H10 identifies housing (use class C3) as the preferred use of land in housing policy areas, in which this application site is located. The principle of the development is therefore acceptable subject to consideration of other relevant policies and material considerations.

### Housing Land Supply

The Framework requires local authorities to identify a 5 year supply of specific 'deliverable' sites for housing. CS22 of the Core Strategy sets out Sheffield's housing targets until 2026; identifying that a 5 year supply of deliverable sites will be maintained. However as the Local Plan is now more than 5 years old, the Framework requires the calculation of the 5-year housing requirement to be undertaken based on local housing need using the Government's standard method.

Sheffield has recently updated its housing land supply based on the revised assessment regime, and now has a 5.1 year supply of deliverable housing units.

Notwithstanding the above the Framework (paragraph 59) still attaches significant weight to boosting the supply of new homes. The provision of 12 additional dwellings (9 apartments and 3 mews houses) would make a small, but still positive contribution to the City's obligation to maintaining a 5 year supply of housing land. This is attributed weight in the balance of this decision, particularly given how narrow the 5 year supply is.

### Housing Density

Core Strategy Policy CS26 encourages making efficient use of land to deliver new homes at a density appropriate to the location depending on relative accessibility. The highest density of development is promoted in the most sustainable/accessible locations.

The policy is considered consistent with paragraph 122 of the Framework which promotes the efficient use of land subject to the consideration of a variety of factors including housing need, availability of infrastructure/sustainable travel modes, desirability of maintaining the areas prevailing character and setting, promoting regeneration, and the importance of securing well designed and attractive places.

Policy CS31 'Housing in the South West' is also relevant and is concerned with protecting the character of the area by limiting the density of development to what can be accommodated through infilling in locations well served by public transport. Specific mention is made of protecting those areas of townscape importance including, but not limited to, the City's Victorian suburbs. This policy is considered to be in part consistent with the Framework as it allows (it does not promote) the reuse of land within settlements for new housing subject to consideration of factors

including accessibility and character, however as additional land maybe needed to meet future housing needs the weight attributed to the policy is reduced.

The application site is 0.2 hectares in area and the development of 12 dwellings represents a density of 60 dwellings per hectare. This complies with the density ranges allowed by CS26 where sites are sustainably located within close proximity (400 M) of a high frequency bus services. The closest stop to the site is within 50 metres. Services still run every 15 minutes (weekdays), despite timetable disruption due to the coronavirus pandemic.

The townscape of the area is not considered to be particular sensitive, there are a variety of different styles and types of property and the density of existing development also varies. There are larger properties located in substantial plots, detached and semi detached dwellings on more modest plots as well as several blocks of flats.

The site lies immediately adjacent to a block of flats and small cul de sac of dwellings flanks the entire eastern boundary of the site. There is also evidence of more recent infill development in the area, all be it of a smaller scale. Taking account of the above there is not considered to be any specific conflict with CS31 which allows for infill development in sustainably locations such as this.

#### Brownfield/Greenfield issues

The section of the site that currently houses the existing dwellinghouse is classed as brownfield. Garden areas of dwellings are however excluded from the definition of previously developed (brownfield) land, contained in Annex 2 of the Framework. As such the corresponding part of the development would be classed as being on greenfield land.

Core Strategy Policy CS24 states that no more than 12% of dwelling completions will be on Greenfield sites in the period between 2004/05 and 2025/26. It goes on to state that housing on greenfield sites will only be developed in certain circumstances, including within or adjoining urban areas, as long as annual monitoring shows that there is less than a five year supply of deliverable sites.

While the Framework actively promotes the reuse of Brownfield or previously developed land, it does not specifically advocate a 'brownfield first' approach. Given this, as CS24 stipulates a proportionate prioritisation of brownfield land this policy carries reduced weight.

Completions of properties have not reached the stated 12% and are closer to 5% and it is recognised that the Council now has a 5 year supply of deliverable sites and so the proposal does not strictly accord with CS24.

The development is however sustainably located, it makes efficient use of the land and will increase the range and type of housing available in the area. Given how narrow the supply of deliverable houses sites is, weight is also afforded to the contribution, all be it small, it will make to boosting the supply of homes, something the Government places great emphasis on.

It is therefore considered that any conflict with CS24, which carries reduced weight, and any limited harm relating to the loss of the greenfield land is outweighed by the other benefits of the scheme.

## Design

Chapter 12 of the Framework is concerned with achieving well-designed places and paragraph 124 identifies that good design is a key aspect of sustainable development.

Paragraph 127 of the Framework which is concerned with design sets out a series of expectations including ensuring that developments add to the quality of the area:

- are visually attractive as a result of good architecture, layout and landscaping;
- are sympathetic to the local character and surrounding built environment;
- establish and maintain a strong sense of place;
- optimise the potential of a site and create places that are safe, inclusive and accessible.

Policies CS74 of the CS and UDP policies BE5, H14 and H15 all seek to secure high quality developments which are of an appropriate scale and which enhance the character and appearance of the area. These policies are reflective of the aims of the Framework are considered to carry substantial weight.

Policy CS31 is specific to housing development in the south west of the City and is concerned with safeguarding and enhancing the areas character by restricting the scale and density of development.

The aim of safeguarding and enhancing character is to an extent reflective of the design objectives of the Framework. Even though the Council now has a 5 year housing supply of deliverable sites the Frameworks aim of boosting housing supply is considered to carry increased weight over a policy that seeks to restrict development. As such the weight attributed to Policy CS31 is reduced.

## Layout

This is not a prominent site. It is set back from Redmires Road behind a wide tree lined highways verge which largely screens the site when approaching from the east.

The proposed apartment block fronts Redmires Road and is roughly located in the same position as the existing dwelling. The mews houses are positioned towards the rear of the site accessed via a new driveway located adjacent to the east boundary of the site.

The site falls north to south at a gradient of approximately 1:13. This allows for the inclusion of parking and a lower ground floor flat under the apartment block. Further parking is in a court to the rear and as such will not be visible from the street.

The layout is considered to be logical taking account of the site constraints and surrounding context.

### Scale

The apartment block will be slightly taller than the existing dwelling; however the overall ridge height will not exceed the neighbouring apartment block as it is set at a lower level than the footway. This helps to reduce the visual impact of the development and ensures that it will not appear out of scale.

The mews houses have their bedroom accommodation in the roof space which reduces the scale and height of the properties.

The scale of development is acceptable and will not appear out of character when considered in the context of existing development.

### Design and external appearance

The streetscene is varied and includes buildings of different ages and styles which are constructed of a variety of different materials including render, brick and stone. The applicants have adopted a contemporary design approach. The apartment block has feature gables to the front and includes large areas of glazing, a full height framed entrance and more solid elements of stone and masonry.

The mews houses following a similar contemporary aesthetic with distinctive pitched roofed dormers and large areas of glazing.

The existing dwelling house, whilst fairly attractive, is not considered to be of any significant merit to warrant its retention. Its replacement with a high quality contemporary development such as this will enhance the appearance of the street scene.

The proposal is considered acceptable from a design perspective.

### Landscape and Ecology Issues

Paragraph 170 (a) and (d) of the Framework identifies that planning decisions should contribute to and enhance the natural and local environment, mitigating harm on and provide net gains in biodiversity. Where significant harm resulting from a development cannot be avoided, adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused (paragraph 175).

Policy CS74 of the Core Strategy identifies that high-quality development that respects and enhances the distinctive features of the city including its Green Networks, important habitats, waterways, woodlands, and other natural features.

Policy GE11 of the UDP seeks to protect and enhance the natural environment and requires the design of development to respect and promote nature conservation and include measures to reduce any harmful effects.

UDP Policy BE6 requires new development to provide a suitable landscape scheme with regards to new planting and/or hard landscaping and details of existing vegetation that is to be removed or retained.

GE11 conforms in part with the Framework, which focuses on biodiversity net gains, and has moderate weight. The other local policy aims of protecting and enhancing ecology and securing good design (landscape) are compatible with the Framework and therefore retain substantial weight.

The site comprises of a well maintained domestic garden, containing hard surfaces, lawned areas, trees and other plants and shrubbery. The site is not covered by any statutory ecological designations or tree preservation orders.

Reports that badgers use the site has been investigated by the applicants Ecologist and the Council's own Ecology section. No evidence of any activity was found. A number of new bird and bat boxes will be provided within the site.

From a landscape perspective the site is a fairly attractive domestic garden. Its contribution to landscape character beyond the site is not significant due to its lack of visibility.

The application is accompanied by a tree survey. A number of trees are to be removed to facilitate the development. None of the specimens are considered to be of any significant value and suitable replacement planting is proposed. The large laurel hedge on the west boundary, the privet hedge on the eastern boundary and as a number of existing trees will be protected during construction and retained as part of the scheme. New tree planting within the site will adequately mitigate for the loss of existing landscaping

Hard surfacing will be increased to provide parking and access. These areas of the site will not however be viewed prominently as they are largely located to the side and rear of the site. A mixture of surfacing materials will be used including block paving and tarmac to create an attractive environment.

The proposal is acceptable from a landscape and ecology perspective.

#### Amenity

Paragraph 127(f) of The Framework identifies that development should create places with a high standard of amenity for existing and future users. Development should also be appropriate for its location taking account of the effects of pollution on health and living conditions, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development (paragraph 180).

H14 (Conditions on Development in Housing Areas), H15 (Design of New Housing Developments) and H5 (Flats, Bed Sitters and Shared Housing) are considered to align with the Framework as they expect that new housing developments provides good quality living accommodation to ensure that basic standards of daylight, privacy, security and outlook are met for existing and future residents. These local policies are therefore afforded weight.

Outlook from the proposed apartments and houses is orientated to the front (north) over the highway and rear (south) over land that forms part of the application site. Any views of adjoining properties available from the proposed development are similar to those available in most residential environments, and are not dissimilar to the relationship between the neighbouring flat block and existing properties on The Ridge.

There is a change in level across the site and the apartment block will be slightly taller and include more glazing than the existing dwelling. The building will not however be any taller than the neighbouring block of flats and the primary outlook to the front and rear of the site will not result in any harmful overlooking of neighbouring properties.

Balconies are proposed in the rear of the apartment block. Oblique views of adjoining properties, most notably the rear private garden of No.85 could be possible from the second and third floor balconies of the south facing flats adjacent to the site boundary. Any amenity concerns could be mitigated by the inclusion of screening on the western side of the balconies. The existing mature hedge would screen any views from the first floor and lower ground floor accommodation. The remaining balconies overlook the application site with some views possible over the rear car park of the adjoining flat block, which is not considered to be harmful. There is adequate separation distances to properties further to the south and east to prevent any harmful impact.

The footprint of the apartment block is deeper, wider and extends closer to the boundary with No. 85 Redmires Road than the existing building. However there remains adequate separation from adjoining properties to ensure that the increased proportions of the apartment block will not result in any unacceptable overbearing or overshadowing.

The mews houses include accommodation in the roof, which minimises their overall scale. Their position at the very end No. 80 and 82 Hallam Grange Road's gardens mitigates any impact on the amenity of these properties. Furthermore the mews houses are approximately 10 metres from the boundary with No. 82 and largely screened from no. 80 by the retained hedge.

A large hedge, up to 3 metres in height, is to be retained along the entire eastern boundary of the site. This provides some valuable screening between the proposed mews houses and properties to the east on The Ridge. Regardless the limited scale of the development negates any harmful impact (overbearing or overshadowing) on these properties.

There will be an increase in vehicle movements associated with the development. 11 of the parking spaces are located underneath the apartment block. The remaining spaces are in a small parking court to the rear and the curtilages of mews houses. Given the limited scale of the proposal vehicle movements will not generate any significant noise and disturbance issues, or indeed air quality issues that would adversely affect the amenities, health or wellbeing of existing residents.



Each of the apartments has their own dedicated balcony or garden space. The mews houses all have reasonably sized private gardens. Acceptable outlook, natural light and living conditions are provided for future residents.

The proposal is acceptable from an amenity perspective.

## Highways

The Framework (paragraphs 102 to 111) promotes sustainable transport. Paragraph 108 specifically requires that when assessing applications for development it should be ensured that a) appropriate opportunities have been taken up to promote sustainable transport modes given the type of development and the location, b) safe and suitable access to the site can be achieved for all users and c) any significant impacts from the development on the transport network or highway safety can be cost effectively mitigated.

Policy CS51 'Transport Priorities' within the CS sets out six strategic transport priorities for Sheffield and CS53 'Management of Demand for Travel' identifies a variety of ways in which increased demand for travel will be managed across the City. H14 and H15 within the UDP which are primarily concerned with Housing development require it to be adequately served by transport facilities, provide safe access, appropriate parking and do not endanger pedestrians.

It is considered that the aims and objectives of these local plan policies reflect those of the Framework and can be considered to have substantial weight in this context.

The site is in an established residential neighbourhood where residents benefit from access to high frequency bus services (approximately every 10/15 minutes) that provide access to the facilities in Crosspool, Broomhill and the City Centre. There is a stop within 50 metres of the application site on Redmires Road. Local shopping facilities are located approximately 800 metres to the west of the site. A public house and other leisure facilities (golf course) are also located nearby. The development is sustainably located.

The Framework is clear that development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impact on the road network would be severe (paragraph 109).

The existing vehicle access crosses a wide highway verge before entering the site.

The site access and verge crossing is to be widened slightly (5 metres) so two vehicles could pass each other. A dedicated pedestrian access into the site is also proposed.

Vehicle speeds are limited to 40 mph along this section of Redmires Road. There is good visibility to the east and west, and the site access is far enough away from Hallam Grange Road and The Ridge to prevent any conflict with turning movements into and out of these junctions.

Residents have reported that this stretch of Redmires Road can often become congested by traffic associated with the nearby school. Concerns about the safety of pedestrians, particularly school age children, walking past the site have also been raised.

Any localised impacts associated with school traffic are not considered to be significant, and in any case are confined to a short period at the start and end of the school day after which traffic tends to dissipate quickly. For a majority of the day Redmires Road is free flowing and the moderate increase in traffic generated by the development is capable of being accommodated without severely affecting the safe and efficient operation of the network.

Driver's visibility of pedestrians using the adjoining footway can be improved by reducing the height of the front boundary wall/hedge to approximately 1.2 metres. Details will be secured by condition.

11 parking spaces, two of which are accessible, are located underneath the apartment block with a further 7 spaces in the parking court to the rear. Each of the mews dwellings has 2 dedicated in curtilage parking spaces. Some limited capacity for visitor parking is accommodated on site in the parking court. Secure cycle parking is located under the apartment block. The level of parking proposed is appropriate taking account of the sites sustainable location.

Veolia are unlikely to be able to access the site in one of their standard collection vehicles. Bins will therefore need to be brought towards the site entrance on collection days, or alternative arrangements provided by the site owner or appointed management company. This is not considered to cause any notable issues.

Taking account of paragraphs 108 and 109 of the Framework and relevant local policies the development is considered acceptable from a highways perspective.

## Sustainability

Chapter 14 of the Framework deals with the challenges of climate change and identifies the planning system as playing a key role in reducing greenhouse gas emissions and supporting renewable and low carbon energy. Paragraph 153 of the Framework makes it clear that new development should comply with local requirements for decentralised energy supply unless it is not feasible and viable, and that buildings are designed to minimise energy consumption.

The Climate Change and Design Supplementary Planning Document and Practice Guide 2011 supports Policy CS63 of the Core Strategy which sets out the overarching approach to reducing the city's impact on climate change which includes prioritising sustainably located development well served by public transport, development of previously developed land and the adoption of sustainable drainage systems.

Policy CS64 of the Core Strategy seeks to ensure that new buildings are designed to reduce emissions of greenhouse gases through high standards of energy efficient design. Policy CS65 promotes renewable energy and carbon reduction and requires

developments to provide a minimum of 10% of their predicted energy needs from decentralised and renewable or low carbon energy. An equivalent reduction in energy demands via a fabric first approach is now also accepted.

These local policies are considered to robustly align with the Framework and are afforded substantial weight.

For the reasons identified in the highways section of this report the development is considered to be sustainably located.

The applicant's sustainability statement identifies that solar panels could be fitted to the roof, however this will need to be explored further as part of the construction process. As the exact method of achieving the 10% target identified in CS65 details will be secured by condition. Unfortunately Sustainable drainage methods are unlikely to be possible for the reasons explained below.

The development is considered acceptable from a sustainability perspective

### Drainage and Flooding

Core Strategy Policy CS 67 (Flood Risk Management) seeks to reduce the extent and impact of flooding and requires the use of Sustainable Drainage Systems or sustainable drainage techniques, where feasible and practicable.

Policy CS 63 (Responses to Climate Change) also promotes the adoption of sustainable drainage systems (SuDS).

The Framework seeks to ensure that areas at little or no risk of flooding are developed (Flood Zone 1) in preference to areas at higher risk (Flood Zones 2 & 3). CS67 is considered compatible with the Framework in terms of reducing the impacts of flooding and therefore retains substantial weight.

The site is in Flood Zone 1 (the lowest risk of flooding) as such the management of surface water is the primary consideration. The land falls towards the south at a gradient of approximately 1:13 The applicants SUDs statement identifies that soakaways, subject to infiltration testing, permeable paving (parking areas) and subsurface storage tanks could be used to manage surface water. Some residents have identified historic land drainage issues with this and adjoining sites.

The Lead Local Flood Authority has been consulted and do not consider soakaways to be acceptable due to the sites underlying geology. It's recommended that surface water is connected back to the mains sewer at a restricted rate, subject to Yorkshire Waters consent. Some permeable paving could be appropriate subject to specification.

Foul drainage is to be connected to existing mains infrastructure to the south west of the site.

Subject to appropriate drainage details being secured by condition, the proposal is considered acceptable from a drainage perspective.

## Land contamination and Coal Mining Issues

The Framework (paragraph 178) identifies that a site should be suitable for its proposed use taking account of ground conditions and any risks arising from land instability and contamination. This includes risks arising from natural hazards or previous activities such as mining.

The Coal Authority has no objection to the proposal as only a small section of the garden areas of the proposed mews houses (no buildings) lies in the identified high risk mining area. The Council's Environmental Protection Service (EPS) also have no objection to the scheme.

Consequently the proposal is not considered to be affected by contamination or mining issues.

## Community Infrastructure Levy (CIL) and Affordable Housing.

Schemes of less than 15 dwellings are not required to provide or make any contribution to the provision of affordable housing.

The site falls within CIL Charging Zone 3. Within this zone there is a CIL charge of £30 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 safe removal and disposal of asbestos is controlled by separate legislation. All other issues are covered in the main body of the report.

## SUMMARY AND CONCLUSION

This application proposes the demolition of the existing dwelling and erection of 9 apartments in a 3/4 storey block, 3 mews houses and associated parking and landscaping.

The site layout is acceptable and the contemporary design approach will enhance the visual amenities and character of the area.

The amenity and living conditions of future residents and existing residents adjoining the site will remain satisfactory.

The site is sustainably located, within easy reach of high frequency public transport services and local shopping facilities. Any development within the existing garden area will not be on previously developed land, however any conflict with policy CS24, which carries reduced weight, is outweighed by the positive elements of the scheme including boosting the supply of new homes and the contribution, all be it small, it will make to the Council's obligations to maintain a supply of deliverable housing sites.

The density of development is acceptable, taking account of the sustainable location of the site and the character of the area, which contains different types and forms of housing development including flats.

The adjoining highways are capable of accommodating the moderate increase in vehicle movements generated by the development without detriment to highway safety.

It is considered that the most important local policies in the determination of this application, which in this case revolve around housing land supply, highway related impacts, design, amenity, ecology and landscape impacts, do, when considered as a collection, align with the Framework. As such section d) of paragraph 11 is not applied in this instance.

It is recommended that planning permission is granted conditionally.

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