
Case Number	19/00331/FUL (Formerly PP-07582922)
Application Type	Full Planning Application
Proposal	Retention of garage for use as cycle/motor cycle store (Garage 1), retention of triple garage (Garage 2), erection of a single garage and alterations to existing bin store (Garage 3), erection of single garage and provision of bin store and covered cycle store (Garage 4), and retention of a garden store (Store 1)
Location	Adj 59 Daniel Hill Mews Opposite 75 Daniel Hill Mews Adj 1 Daniel Hill Mews Opposite 6 Daniel Hill Mews Adjoining 83 Daniel Hill Mews Sheffield S6 3JJ
Date Received	30/01/2019
Team	West and North
Applicant/Agent	Kremer Properties
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:

Drawing nos.
KWP1 'Site Ownership Plan';
KWP2 'Cycle/Motor Bike Store Plan and Elevations';
KWP3 'Store 1 Plan and Elevations';
KWP4 'Garage 2 (Sheet 1) Plan and Front Elevation';
KWP5 'Garage 2 (Sheet 2) Side and Rear Elevations';
KWP7 'Proposed Garage 3 Site As Existing';
KWP8 'Proposed Garage 3 Plan and Front Elevation';
KWP9 'Proposed Garage 3 Side and Rear Elevations';

KWP10 'Proposed Garage 4 Plan';
KWP11 'Proposed Garage 4 Elevations';
all published on 30.1.2019.

Drawing no.
KWP6 'Location Plan' published on 5.2.2019.

Reason: In order to define the permission.

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

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

3. Before construction works commence in respect of 'Garage 4' (as identified on drawing nos. KWP6, KWP10 and KWP11), details of a replacement tree planting scheme shall have been submitted to and approved in writing by the Local Planning Authority. The approved replacement tree planting scheme shall be implemented within the first tree planting season following commencement of construction works in respect of 'Garage 4'. The replacement trees shall thereafter be maintained and retained.

Reason: In the interest of the amenities of the locality.

Other Compliance Conditions

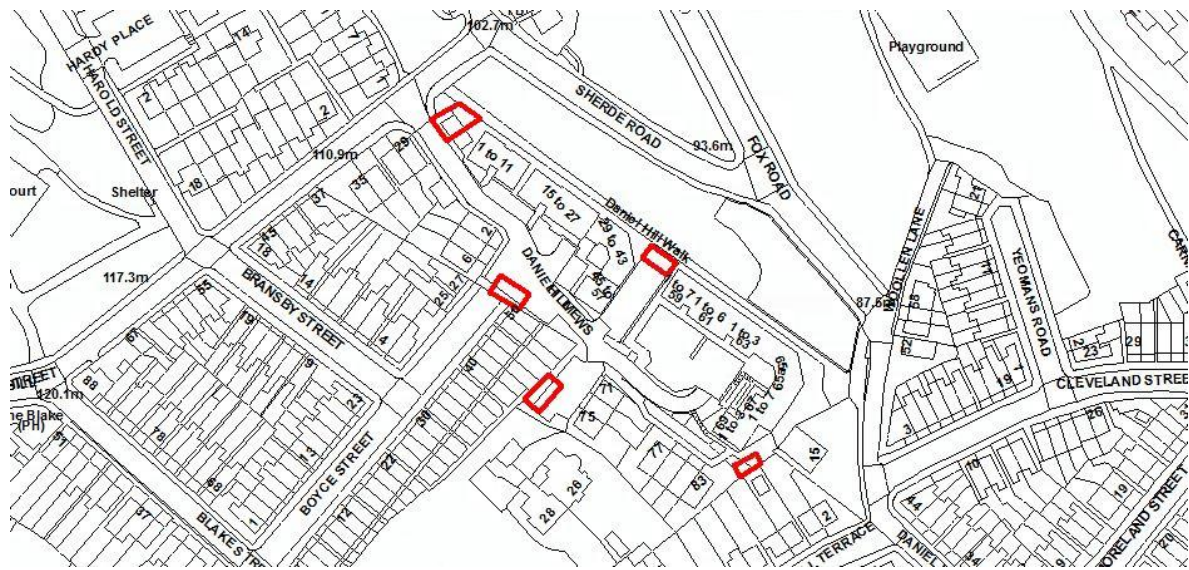
4. The garage buildings, cycle and motorcycle stores hereby approved shall be used solely for the purposes of parking cars, cycles and motorcycles and for no other purpose.

Reason: To ensure sufficient parking is available to serve the development.

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.

Site Location



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LOCATION

The site is located off Daniel Hill Mews to the southeast side of Daniel Hill Street in Upperthorpe.

Daniel Hill Mews comprises of a development of three and four-storey residential apartments and two-storey houses. The surrounding area is predominantly residential in character.

PROPOSAL

The proposal seeks full planning permission variously for the retention, erection and alteration of garages, bin stores, cycle stores and garden stores on land within the resident's car parking areas off Daniel Hill Mews.

The proposal involves:

- the retention and alteration of a garage for use as a cycle/motorcycle store (Garage 1);
- the retention of a triple garage (Garage 2);
- the erection of a single garage and alterations to an existing bin store (Garage 3);
- the erection of a single garage and provision of a bin store and covered cycle store (Garage 4);
- the retention of a garden store (Store 1).

The buildings would be faced in artificial stone to match the existing buildings and render, with white garage doors and grey roofs.

RELEVANT PLANNING HISTORY

The existing development off Daniel Hill Mews has been developed under the planning permissions granted in 2004, 2005, 2013 and 2018. There have been other application relating to this site that have been approved but not implemented and subsequently lapsed or have been refused.

In 2004 planning permission was granted for the erection of 13 dwellings and 24 flats in two 3-storey blocks and associated car parking on the north-western part of the site of the former Upperthorpe Middle School. This proposal included 49 car parking spaces to serve the development (application no. 03/02464/FUL refers).

In 2005 planning permission was granted for the erection of an additional dwellinghouse and car parking space (on plot 6A) within the 2004 approved layout and for a third floor extension to the apartment block to form 4 additional apartments. 5 additional car parking spaces were shown as part of this application (application no. 04/03761/FUL refers).

In 2013 further planning permission was granted for the erection of 27 apartments in a three/four-storey block with associated car parking accommodation (27 car parking spaces) on the remaining south-eastern part of the former school site. 3 of the previously approved car parking spaces were to be removed to allow access into this part of the site (application no. 12/02972/FUL refers). A subsequent appeal decision in 2014 deleted and replaced some of the conditions imposed on this planning permission.

In 2018 planning permission was granted for alterations and conversion of an existing undercroft below flats nos. 2, 4 and 6 within the apartment block on the south-eastern part of the site to form an additional apartment and for the erection of a replacement cycle store on the higher ground alongside it. The cycle store reduced the on-site parking provision by 2 spaces (application no. 17/04750/FUL).

Also in 2018 full planning permission was granted for the erection of a dwelling alongside no. 77 Daniel Hill Mews. A condition was imposed on this planning permission requiring that before the dwelling is occupied an additional surface car parking space is provided enlarging the parking area opposite nos. 71 to 75 Daniel Hill Mews from 7 to 8 spaces (application no. 17/04749/FUL).

SUMMARY OF REPRESENTATIONS

This application has been publicised by letters of notification to adjacent properties and by the display of site notices.

13 representations of objection have been received relating to the following matters:

Car Parking:

- erection of garages will take away a number of parking spaces which are already in high demand, loss of visitor parking at the entrance nearest Daniel Hill Street, will lead to a reduction of 16 spaces, already not enough parking spaces for inhabitants of 15 houses and 53 flats, the parking spaces are full when residents return home from work, results in residents parking on the kerb of the road and behind other vehicles;
- who will have access to the proposed garages, residents have the right to an exclusive parking space however this is not attainable as it stands now, reducing parking spaces even further will mean that some residents will lose their right to parking, parking has become a first come first served basis;
- Daniel Hill Mews has 60 car parking spaces, already 36 short of Council guidelines, the Council's parking policy recommends the maximum standard of parking for housing of 2-3 beds should have 1.5-2 parking space per dwelling, this highlights the importance of resident parking and the need to keep as many parking spaces as possible, when the development was built there was one space per property plus ten visitor spaces;
- drawings lack clarity, fail to depict current parking bays and how they will be amended.

Cycle/motorcycle Parking:

- no incidences of bicycles depriving residents of parking spaces, cycle storage in five garages is more than necessary, should be one bike space per apartment;
- 2.3% of households have access to a motorcycle, needs provision for 1.5 motorcycles only, motorcycle use is decreasing, why do already constructed doors have locks on them, don't look like bike and motorcycle stores;

Traffic:

- lack of parking will result in increase of traffic around the area, cars will be forced to park further up on Daniel Hill Street and Sherde Road, affect access to and from drives, Daniel Hill Street is part of a bus route needs to be clear of parked cars, will create congestion.

Pedestrians:

- will make development as a whole less safe, concern for safety of small children, cannot walk safely on the pavements as cars parked there, rules of highway code will be broken.

Environment:

- removal of green space, loss of landscaping, tree and shrubs removed, appears two or three trees will have to be removed, if trees are removed should plant more trees, detrimental to wildlife, bats and birds in the vicinity.

Streetscene:

- overdevelopment, garage and storage buildings will appear incongruous in the street setting because of scale and massing, appear overly dominant, poor quality development, not visually attractive, could have had green roofs;
- flat low roofs diminish security;
- building too close to house.

Garages 1 to 4 and Store 1:

- garage 1 not an accessible or secure store for cycles, up and over doors means there is no surveillance into or out of the store, prevents children or smaller people opening the doors, no security stands to which bikes can be attached, has made two to three parking spaces inaccessible;
- garage 2 has covered at least three to four parking spaces, is used to store building materials, too large and out of place, crude construction, trees and shrubs removed;
- garage 3 will take away four spaces, shows five spaces where as there are four, current bin storage area is adequate, bins never over full, would reduce

line of vision and cause safety issues close to main gateway, impact on landscaping;

- garage 4 is not clear as no reference to the existing plan which includes a bin store that has already been extended, what will be included for bikes to ensure security, bins often over full, where will residual bins be relocated, will remove a substantial number of spaces, does not show how many spaces would be left, residents would not be allowed to park in front of the garage or cycle store, will block view of upcoming vehicles creating safety hazard for vehicles that reverse out of parking spaces, impact on landscaping;
- store 1 may prevent access for emergency vehicles, seems a bad location for equipment that is not easily portable, steep steps up to phase one of the development.

Other Matters:

- works are not being properly undertaken, construction to support embankment not suitable, buildings erected without planning permission;
- should provide more recycling;
- no site notices displayed, not all residents informed.

Councillor Neale Gibson-Abo-Anber objects:

- residents have suffered from the developer ignoring the planning granted as to the height of the buildings and constructing to a height out of character for the area and then applying retrospectively robbing them of a fine view across the city;
- loss of greenery, no regard for existing trees and greenery;
- no need for the development.

PLANNING ASSESSMENT

Policy Issues

The Sheffield Local Plan includes the Core Strategy and the saved policies and proposals map of the Unitary Development Plan (UDP).

The UDP Proposals Map identifies the application site as being within a Housing Area where housing is a preferred use in principle (UDP Policy H10 refers).

Policy H10 is in part conformity with the NPPF and the housing preferences in Policy H10 have significant weight.

The proposal is for development that is ancillary to the primary residential use of the site. Therefore the proposal does not conflict with UDP Policy H10.

Highway and Transportation Issues

UDP Policy H14 relating to conditions on development in housing areas includes matters of highway safety and states that in Housing Areas, new development or

change of use will be permitted provided that ... (d) it would provide safe access to the highway network and appropriate off-street parking and not endanger pedestrians.

Policy H14 is broadly in conformity with the NPPF and has significant weight.

NPPF paragraph 109 states 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 impacts on the road network would be severe.

Daniel Hill Mews is a cul-de-sac taking vehicle and pedestrian access off Daniel Street.

Daniel Hill Mews is approximately 260 metres walking distance via Daniel Hill to the Upperthorpe local shopping centre. The incline on Daniel Hill is not excessive for pedestrians.

A bus route (service 135) providing an hourly service runs along Upperthorpe Road/Daniel Hill/Fox Road immediately to the east of the Daniel Hill Mews development. The bus and tram stops on Langsett Road which provide higher frequency services to the city centre are approximately 380 metres to the east.

The existing surface car parking serving the residential properties at Daniel Hill Mews is spread in clusters throughout the development and accessed off this spine road. The planning permissions to date total 70 residential units (15 houses and 55 apartments) and 80 car parking spaces.

Garage 1:

'Garage 1' is sited on the northeast boundary between the two main blocks of apartments.

Planning permission for the erection of a cycle store in this position was granted in 2018 as part of planning permission 17/04750/FUL to allow the conversion of an undercroft area to form an additional apartment in the adjacent apartment block to the east. The approved building, equivalent to the size of four flat roofed garages, had two garage style doors towards the western end of its front elevation with internal storage capacity for 30 cycles.

The current proposal seeks to retain this garage block for use as a cycle/motorcycle store. Two additional garage doors are incorporated into its front elevation. Internally the building would be used to provide 20 cycle spaces in one half of the building and storage for parking motorcycles in the other half of the building.

The row of car parking in front of this building would be reduced by 2 spaces to allow access to the proposed doors.

Garage 2:

'Garage 2' is sited alongside the southwestern boundary of the site adjacent to the rear gardens of houses at nos. 40 to 46 Boyce Street and no. 29 Brandreth Road. A row of three houses (nos. 71 to 75 Daniel Hill Mews) are opposite these proposed garages. It comprises a triple garage with a shallow mono-pitched roof and is sited on three of the former surface car parking spaces. The building was constructed without the benefit of planning permission.

The proposal seeks to retain this triple garage. The remaining 5 car parking spaces in this row would be retained as surface car parking.

There would be no net loss of car parking due to this proposed triple garage.

Garage 3:

'Garage 3' and the rearranged bin store would be sited alongside the northwestern boundary of the site with Daniel Hill Street adjacent to the main entrance into Daniel Hill Mews.

The proposal seeks to reform the existing 'L' shaped bin storage area into a rectangular compound with a flat roofed single garage to be erected alongside it. The proposal would involve the loss of two existing surface car parking spaces. The existing boundary wall across the rear of the site would be retained.

This element of the proposal would result in the net loss of one car parking space.

Garage 4:

'Garage 4' would be sited on part of an existing surfaced car parking area alongside the southwestern boundary of the site adjacent to the side boundary of the house at no. 50 Boyce Street and opposite nos. 2 to 6 Daniel Hill Mews.

The proposal would comprise a flat roofed single garage, a bin store compound, and a covered flat roofed cycle shelter. Four car parking spaces would be lost to accommodate these buildings. The existing boundary retaining wall would be remain.

This part of the proposal would result in a net loss of three car parking spaces.

Store 1:

'Store 1' is sited alongside the eastern boundary of the site adjacent to the rear gardens of nos. 4 to 8 Daniel Hill Terrace, and generally between the eastern apartment block and no. 83 Daniel Hill Mews. It is sited alongside a footway which runs alongside the eastern boundary of the wider development. This building was constructed without planning permission.

The proposal seeks to retain this store building. It is a similar size as a single garage with a shallow mono-pitched roof, and has a large door at the front and a smaller door on the rear elevation. It would be internally sub-divided into two rooms for use as a garden stores. The footway alongside the building is to remain.

No car parking spaces would be lost due to the proposed store building.

Overall, regarding car parking provision, the proposal would result in the loss of 11 surface car parking spaces and replacing them with 5 garage car parking spaces (a net loss of 6 car parking spaces). Secure parking for motorcycles would be provided. Covered cycle parking would replace some of the 'garaged' cycle parking spaces.

The parking spaces serving the existing development off Daniel Hill Mews are managed by the applicant such that they are available for use by the occupants of the properties on Daniel Hill Mews. Whilst the proposal would result in the net loss of six car parking spaces, and less flexibility in the communal use of the 5 garages, it is considered that the demand for parking generated by the existing residential apartments can be accommodated in the retained car parking areas on the wider site and within the proposed garaging without causing harm to highway safety.

The site is in a sustainable location. There are no highway objections to the proposals.

The proposal complies with UDP Policy H14(d).

Effect on the Amenities of Residents and the Locality

UDP Policy H14 relating to conditions on development in housing areas also includes matters of design and amenity. UDP Policy BE5 seeks good design in new developments and Core Strategy Policy CS74 relating to design principles also expects high quality development respecting distinctive features and heritage including townscape and landscape character.

The proposed and retained buildings are all single-storey with flat or shallow pitched roofs. The buildings are between 2.6 and 2.8 metres high. 'Garage 2' has a window on its north facing elevation looking over retained car parking spaces. The proposed garages are mainly faced in artificial stone with rendered panels. The garden store (Store 1) is also partly clad in timber on its east and south facing elevations.

There are residential apartments in the main blocks along the north and east parts of the wider site, and houses on the south west side off Daniel Hill Mews. The site also adjoins the side and rear gardens of existing houses off Daniel Hill Street, Boyce Street, Brandreth Road, and Daniel Hill Terrace.

The proposed external alterations are in keeping with the design and appearance of the existing apartment blocks and would not harm the appearance of the streetscene.

The proposed alterations to the cycle store (Garage 1) would not increase the massing and size of this building. The increase in activity arising from the insertion of additional doors into the front elevation of 'Garage 1' would not cause significant disturbance to the living conditions of nearby residents.

The height and siting of the proposed and retained buildings ('Garages 2, 3 and 4' and 'Store 1') would not significantly overbear or overshadow neighbouring properties, and their use would not cause significant disturbance or loss of privacy to adjacent and nearby residents.

The scale, design and appearance of the buildings are in keeping with the wider development off Daniel Hill Mews. The retention of a row of some small trees growing in the narrow strip of verge alongside the boundary would be jeopardised by the proposed 'Garage 4'. A condition to secure replacement planting is recommended. The proposal would not harm the setting of the wider development off Daniel Hill Mews. It is considered that the additional buildings can be accommodated on the site without overdeveloping the site.

The proposal complies with UDP Policies H14, BE5 and Core Strategy Policy CS74.

SUMMARY

The UDP Proposals Map identifies the application site as being within a Housing Area where housing is a preferred use in principle.

The proposal is for development that is ancillary to the primary residential use of the site.

Whilst the proposal would result in the net loss of six car parking spaces and less flexibility in the communal use of the 5 garages, the demand for parking generated by the existing residential apartments can be accommodated in the retained car parking areas on the wider site and within the proposed garaging without causing harm to highway safety. The site is in a sustainable location.

There are no highway objections to the proposals.

The proposed and retained buildings ('Garages 2, 3 and 4' and 'Store 1') would not significantly overbear or overshadow adjacent residential properties, and their use would not cause significant disturbance or loss of privacy to adjacent and nearby residents.

The scale, design and appearance of the buildings are in keeping with the wider development off Daniel Hill Mews. The proposal would not harm the setting of the wider development off Daniel Hill Mews. The additional buildings can be accommodated on the site without overdeveloping the site.

The proposal complies with UDP Policies H14, BE5 and Core Strategy Policy CS74.

RECOMMENDATION

It is recommended that planning permission is granted subject to conditions.