
Case Number	20/01480/OUT
Application Type	Outline Planning Application
Proposal	Demolition of dwelling and erection of 5 detached dwellings and provision of associated access (Outline application - Appearance, Landscaping and Scale - Matters Reserved)
Location	218 Wortley Road High Green Sheffield S35 4LX
Date Received	09/04/2020
Team	West and North
Applicant/Agent	Mr Peter Dimberline
Recommendation	Grant Conditionally

Time Limit for Commencement of Development

1. The development shall not be commenced unless and until full particulars and plans thereof shall have been submitted to the Local Planning Authority and planning approval in respect thereof including details of (a) Appearance, (b) Landscaping and (c) Scale (matters reserved by this permission) shall have been obtained from the Local Planning Authority.

Reason: Until full particulars and plans of the development (including details of the matters hereby reserved) are submitted to and approved by the Local Planning Authority they cannot agree to the development proceeding.

2. Application for approval in respect of any matter reserved by this permission must be made 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.

3. The development shall be begun not later than whichever is the later of the following dates:- the expiration of two years from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the last such matter to be approved.

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

Approved/Refused Plan(s)

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

Proposed site plan ref: 2019/01/03 rev A.

Reason: In order to define the permission.

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

5. No development shall commence until full details of finished plot and floor levels have been submitted to and approved in writing by the Local Planning Authority, thereafter the development shall be carried out in accordance with the approved levels.

Reason: In the interest of the appropriate development of the site.

6. No development shall commence until a report has been submitted to and approved in writing by the Local Planning Authority, identifying how a minimum of 10% of the predicted energy needs of the completed development will be obtained from decentralised and renewable or low carbon energy, or an alternative fabric first approach to offset an equivalent amount of energy. Any agreed renewable or low carbon energy equipment, connection to decentralised or low carbon energy sources, or agreed measures to achieve the alternative fabric first approach, shall have been installed/incorporated before any part of the development is occupied, and a report shall have been submitted to and approved in writing by the Local Planning Authority to demonstrate that the agreed measures have been installed/incorporated prior to occupation. Thereafter the agreed equipment, connection or measures shall be retained in use and maintained for the lifetime of the development.

Reason: In order to ensure that new development makes energy savings in the interests of mitigating the effects of climate change and given that such works could be one of the first elements of site infrastructure that must be installed it is essential that this condition is complied with before the development commences.

7. No development 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 should be achieved by sustainable drainage methods whereby the management of water quantity and quality are provided. If discharge to public sewer is proposed, the information shall include, but not be exclusive to:-

- a) evidence to demonstrate that surface water disposal via infiltration or watercourse are not reasonably practical;
- b) evidence of existing positive drainage to public sewer and the current points of connection; and

c) the means of restricting the discharge to public sewer to the existing rate less a minimum 30% reduction, based on the existing peak discharge rate during a 1 in 1 year storm event, to allow for climate change.

The scheme shall detail phasing of the development and phasing of drainage provision, where appropriate.

The surface water drainage scheme and its management shall be implemented in accordance with the approved details. No part of a phase of the development 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.

8. No development shall commence until full details of measures to protect the trees shown to be retained on Dwg No: 2019/01/03 Rev A, 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, 2005 (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,

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

9. The development shall not be used unless all redundant accesses have been permanently stopped up and reinstated to kerb and footway, and any associated changes to adjacent waiting restrictions that are considered necessary by the Local Highway Authority including any Traffic Regulation Orders are implemented. The means of vehicular access shall be restricted solely to those access points indicated in the approved plans.

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

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

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

11. 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.

Highways Improvements:

Repositioning and widening of the site access from Wortley Road including any works necessary to relocate street lighting columns.

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.

12. 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.

13. 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.

14. Each dwelling shall be provided with a minimum of two off street parking spaces. These parking spaces shall have been provided prior to the occupation of the development 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.

Other Compliance Conditions

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

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

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

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

17. 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.

18. 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. 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.

3. 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.
4. Before commencement of the development, and upon completion, you will be required to carry out a dilapidation survey of the highways adjoining the site with the Highway Authority. Any deterioration in the condition of the highway attributable to the construction works will need to be rectified.

To arrange the dilapidation survey, you should contact:

Highway Co-Ordination

Telephone: 0114 273 6677

Email: highways@sheffield.gov.uk

5. By law, this development requires the allocation of official, registered address(es) by the Council's Street Naming and Numbering Officer. Please refer to the Street Naming and Numbering Guidelines on the Council website here:

<https://www.sheffield.gov.uk/content/sheffield/home/roads-pavements/address-management.html>

The guidance document on the website includes details of how to apply, and what information we require. For further help and advice please ring 0114 2736127 or email snn@sheffield.gov.uk

Please be aware that failure to apply for addresses at the commencement of the works will result in the refusal of statutory undertakers to lay/connect services, delays in finding the premises in the event of an emergency and legal difficulties when selling or letting the properties.

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

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

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

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

7. 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

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.

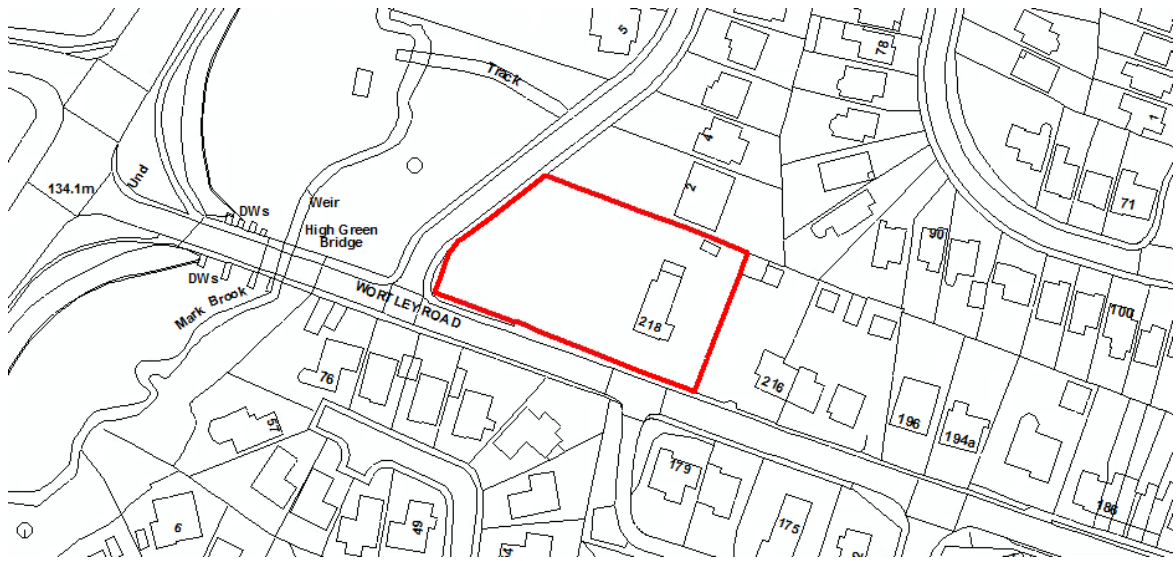
8. As the proposed development abuts the public highway you are advised to contact the Highways Co-ordination Group prior to commencing works:

Telephone: 0114 273 6677

Email: highways@sheffield.gov.uk

They will be able to advise you of any pre-commencement condition surveys, permits, permissions or licences you may require in order to carry out your works.

Site Location



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LOCATION AND PROPOSAL

The application site is located on the corner of Wortley Road and Farlow Croft at High Green. The site is approximately 0.29 hectares and is occupied by a detached bungalow and enclosed on all sides by mature landscaping.

The Unitary Development Plan (UDP) proposals map indicates that the site is in an allocated Housing Area. To the north, south and east are residential properties. To the west, across Farlow Croft is an area of woodland which screens the site from the A61.

Outline planning permission is sought to demolish the existing bungalow and to erect 5 detached dwelling houses. Matters of access and layout are to be considered at this outline stage. Scale, appearance and landscaping are reserved for subsequent approval.

PLANNING HISTORY

19/01122/OUT - Demolition of dwelling and erection of 5 detached dwellings and provision of associated access (Outline application - Appearance, Landscaping and Scale - Matters Reserved) – withdrawn.

11/03556/OUT - Erection of 3 detached dwellinghouses – refused.

SUMMARY REPRESENTATIONS

15 representations have been received, all in objection to the scheme. The issues raised are summarised as follows:

- Inadequate consultation as a site notice was not displayed.
- The applicant has not engaged with the local community.
- Overdevelopment of site.
- Increased site traffic during the construction and operational phases of the development causes highways safety issues. There are records of multiple accidents at the junction of the A61 and Wortley Road.
- Insufficient parking for residents and visitors.
- Plots 1 to 3 could create a secondary access off Farlow Croft which would be dangerous, as would visitor parking on Wortley Road and Farlow Croft.
- The access road is incapable of accommodating service and emergency service vehicles.
- Increase in noise and disturbance during the construction period.
- Safety concerns with construction traffic which could impact the operation of the A61 at busy times.
- Yellow lines in Farlow Croft at the junction of Wortley Road would improve safety.

- Subsidence issues on Farlow Croft would be exasperated by construction traffic and ground works.
- There has been a previous refusal for 3 dwellings on this site (accessed from Farlow Croft). Council officers have also advised that the previous application resulted in an overdevelopment of the site.
- The development does not reflect the character of the area and is located forward of the building line of properties on Farlow Croft contrary to the guidance in the South Yorkshire Residential design Guide (SYRDG).
- The scale of the buildings is excessive.
- Ancillary buildings within the curtilage of the properties would affect the visual amenities of the locality.
- The local economy would not be supported by the development as indicated by the applicant.
- Restrictive covenants are in place regarding the development of the site.
- Other brownfield sites are available that could be developed first.
- Drainage capacity concerns and flooding issues.
- The height and position of plots 4 and 5 would result in overlooking.
- The development would be overbearing of neighbouring properties.
- The dwelling due to their size could be used as HMO's.
- The property has been constructed using Asbestos containing materials which pose health and safety concerns.
- The removal of trees and landscaping to the extent suggested would harm wildlife, including bats, birds, fox's, badgers, hedgehogs and a variety of other wildlife.

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 Council's 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.

The Framework (paragraph 213) also identifies that existing development plan policies should not simply be considered out-of-date because they were adopted or made prior to its publication. Weight should be given to relevant policies, 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 reference to applications involving housing. It states that where a 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

The site is in an allocated Housing Areas as defined in the UDP. Within these areas Policy H10 identifies housing (use class C3) as the preferred use of land. The principle of the development is therefore acceptable subject to the 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 undertaken based on local housing need using the Government's standard method.

Sheffield has updated its housing land supply based on the revised assessment regime, and now has a 5.1 year supply of deliverable housing units in accordance with the requirements of the Framework. The government still however attaches significant weight to boosting the supply of new homes. An additional 5 dwellings would make a small, but positive contribution to the City's obligation to maintaining a 5 year supply of deliverable housing. 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. The site is approx. 0.29 hectares and the 5 dwellings proposed represent a density of approximately 18 dwellings per hectare. This is reflective of the density and suburban pattern of development in the locality. The scheme is therefore considered to be acceptable from a density perspective.

Brownfield/Greenfield issues

The section of the site that accommodates the existing dwelling is classed as brownfield land. 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 site would be classed as greenfield land.

Core Strategy Policy CS24 identifies that no more than 12% of dwelling completions will be on Greenfield sites between 2004/05 and 2025/26. It goes on to say that, in the period to 2025/26, housing on Greenfield sites should also only be developed in certain circumstances, including on small sites in urban areas or larger villages where it can be justified on sustainability grounds, and on sustainably located larger sites within or adjoining urban areas provided annual monitoring shows that there is less than a five year supply of deliverable sites.

Completions of properties on Greenfield sites have not reached the 12% stated in CS24 and are closer to 5%. Moreover, the development is considered to be on a sustainably located small site which makes efficient use of land and does not harm the character of the area.

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

Nevertheless, the proposals are considered to comply with both CS24 and the Framework, which places great emphasis on boosting the supply of homes.

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.

The application is supported by a comprehensive set of plans which show the proposed layout of and access into the site, which are the only matters to be considered in detail as part of this outline application.

Details of the scale, appearance and landscaping of the site, which are reserved for subsequent approval are shown indicatively.

The site is located on a corner and despite it being elevated above the road, its prominence is reduced by the mature trees within and adjoining the site which screen it from the road, particularly when approaching from the west (along the A61).

The existing site access from Wortley Road will be modified to serve 5 detached dwellings via a private drive. The plans illustrate that the dwellings will back on to Farlow Croft and the boundary of No. 216 Wortley Road to the east.

It is not necessary (or possible) for the dwellings to directly front Wortley Road due to the change in level between the site and the road. The retention of the existing boundary walls and mature landscaping is considered more important in this instance as they contribute to the appearance of the street scene.

The adjacent dwelling No. 2 Farlow Croft is set well back from the road and as such plots 1, 2 and 3 are located forward of its front elevation. This is not considered to significantly harm the appearance of the street scene as the

proposed dwellings will largely be read in the context of Wortley Road and are screened from Farlow Croft by mature boundary treatment.

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

The proposed dwellings are indicatively shown to be split level and cut into the site with accommodation in the roofspace. This approach reduces the overall scale of the dwellings and is an appropriate response to the sites sloping topography, which falls from east to west.

Indicatively the external appearance of the dwellings is modern and well considered. Further consideration of the external appearance of the dwellings is reserved for subsequent approval.

The application is accompanied by a tree survey. 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 (TPOs). The woodland to the west (outside the site) is protected by TPO and forms part of the Westwood Local Wildlife Site. It is unaffected by the scheme as it is located outside the site boundary on the opposite side of Farlow Croft.

The majority of the perimeter landscaping is to be retained. Dwellings have been positioned to avoid root protection areas and reduce the need to remove trees and hedging in the future for amenity reasons.

There are a variety of dwellings and smaller housing developments of different character in the locality. A small self contained development such as this is not considered to appear out of place.

The proposed layout and access to the site is considered acceptable from a design perspective. The external appearance, scale and landscaping of the site will be considered in detail as part of a reserved matters application.

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).

Policies H14 (Conditions on Development in Housing Areas) and H15 (Design of New Housing Developments) are considered to align with the Framework as they expect new housing developments to provide 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.

The site is large enough to accommodate the proposed development without detrimentally affecting the amenities of adjoining properties. The submitted plans show this to be achievable.

There is a change in level across the site, however dwellings step down to reduce their overall scale and are orientated and positioned to prevent any harmful overlooking, overbearing or overshadowing from occurring.

Each of the proposed dwellings can be afforded a suitable private garden area. Suitable outlook and natural light will be available to ensure acceptable living conditions for future residents.

Vehicle movements associated with the development are not considered to give rise to any significant noise and disturbance due to the limited size of the development.

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. Policies H14 and H15 of the UDP, which are primarily concerned with housing development, expect it to be adequately served by transport facilities, provide safe access, appropriate parking and to 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. There is a bus stop within 50 metres of the application site which facilitates access to Chapeltown (where rail services are available), Wath Upon Dearne and Sheffield City Centre. Some local shopping facilities are located approximately 300 metres to the west on Wortley Road. The development is considered to be 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 site access is located centrally within the Wortley Road frontage. Vehicle speeds are limited to 30 mph on this stretch of the road and there is good visibility to the east and west. To accommodate the development the site access is to be repositioned a few metres to the east and widened so that two vehicles can pass each other. The access is far enough away from the junction with Farlow Croft and the private drive on the opposite side of Wortley Road to prevent any conflict with existing turning movements.

The small amount of traffic generated by this development can be accommodated on the adjoining highways without affecting the safe and efficient operation of the network.

Each of the dwellings proposed are shown indicatively to have between 2 and 4 off street parking spaces (including garages). No specific visitor parking is proposed however visitors could readily be accommodated within the plots or on the private drive without affecting access to the proposed dwellings.

A bin storage area is located adjacent to the site access so a refuse vehicle can service the site from Wortley Road.

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 site is considered to be sustainably located. As this is an outline application the applicant has not provided any detailed information on how they intend to comply with requirements of CS65. Details will therefore be secured by condition.

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) it also seeks to reduce the effects of flooding through the use of sustainable drainage systems. CS 63 and 67 are 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. Yorkshire water has no objection to the scheme subject to conditions requiring the discharge of surface water to be reduced and managed sustainably where possible. There is a watercourse to the west of the site that could potentially take surface water discharge from the site. Further investigation is however required and a full drainage design will be provided as part of a reserved matters or conditions application.

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

Community Infrastructure Levy (CIL)

Sheffield has an adopted Community Infrastructure Charging schedule. 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.

Affordable Housing.

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

RESPONSE TO REPRESENTATIONS

It is considered that the development can be accommodated without harming the amenities of the adjoining properties, highway safety or the character of the area.

Those neighbours directly affected by the development were informed by letter. It was not considered necessary to erect site notices in this case. Property covenants are private matters.

The applicant will need to ensure that traffic and parking is managed appropriately during the construction period.

The impacts of the development do not necessitate the requirement to provide double yellow lines on Farlow Croft.

Any damage to the public highway as a result of ground works and construction traffic will need to be rectified by the developer. A dilapidation survey of the adjoining roads will need to be coordinated with the Council's Highways Section prior to the commencement of development. A directive will be added accordingly. Controls over the disposal of asbestos are covered by separate legislation. The application is for dwellings (use class C3). There is no evidence to suggest that the houses would be used as a HMO.

Details of scale, external appearance and landscaping are reserved for subsequent approval and are not considered any further as part of this outline application. Emergency service and refuse collection vehicles can service the site from Wortley Road.

All other issues are covered in the main body of the report.

SUMMARY AND CONCLUSION

This application seeks outline planning permission to demolish an existing bungalow and erect 5 detached dwellings houses. Matter of access and layout only are to be considered as part of this application. The external appearance, scale and landscaping of the site are reserved for subsequent approval.

Any development within the existing garden area will not be on previously developed land, but is on a sustainably located small site in the urban area as allowed by policy CS24. Moreover, completions of properties on Greenfield sites have not reached the 12% stated in CS24 and are closer to 5%.

The area contains various housing developments of differing age and character. The site is capable of accommodating a small self contained development such as this, without negatively affecting the character and appearance of the area. The mature boundary treatment which screens the site from the road and contributes to the appearance of the street scene will be retained. The amenity and living conditions of future residents and existing residents adjoining the site will remain satisfactory.

The adjoining highways are capable of accommodating the moderate increase in vehicle movements generated by the development without detriment to highway safety. Appropriate parking can be provided for residents.

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 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 outline planning permission is granted conditionally.

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