
Case Number	20/04453/FUL (Formerly PP-09335987)
Application Type	Full Planning Application
Proposal	Erection of 4x dwellinghouses with parking provision and associated works (amended plans)
Location	Land Adjacent 19 To 41 Walkley Lane Sheffield S6 2NX
Date Received	14/12/2020
Team	West and North
Applicant/Agent	Space Studio
Recommendation	Grant Conditionally

Time limit for Commencement of Development

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

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

Approved/Refused Plan(s)

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

Drawing No. A19-145-02 - Rev E (PROPOSED GROUND FLOOR SITE PLAN)
Published 07.12.21

Drawing No. A19-145-02-1 Rev A (PROPOSED SITE PLAN 45M VISIBILITY
SPLAY) Published 07.12.21

Drawing No. A19-145-03 - Rev E (HOUSE TYPE A AND B GROUND FLOOR
PLAN) Published 07.12.21

Drawing No. A19-145-03-1 - Rev F (HOUSE TYPE A AND B FIRST FLOOR
PLANS) Published 07.12.21

Drawing No. A19-145-03-2 Rev A (FULL SITE-GARDEN PLAN) Published
07.12.21

Drawing No. A19-145-04 - Rev C (HOUSE TYPE A AND B SECOND FLOOR
PLAN) Published 10.11.21

Drawing No. A19-145-04-1 - Rev A (HOUSE TYPE A AND B ATTIC FLOOR
PLAN) Published 10.11.21

Drawing No. A19-145-04-2 - Rev A (HOUSE TYPE A AND B ROOF PLAN)
Published 10.11.21

Drawing No. A19-145-05-1 - Rev E (PROPOSED FRONT ELEVATION) Published

07.12.21

Drawing No. A19-145-06 - Rev E (PROPOSED REAR ELEVATIONS) Published 07.12.21

Drawing No. A19-145-07 - Rev E (PROPOSED SIDE 1 ELEVATION) Published 07.12.21

Drawing No. A19-145-08 - Rev E (PROPOSED SIDE 2 ELEVATION) Published 07.12.21

Drawing No. A19-145-05 - Rev E (PROPOSED STREET ELEVATION) Published 07.12.21

Drawing No. A19-145-01 - Rev A (site location plan) Published 14.12.20

Reason: In order to define the permission.

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

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

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

4. No development shall commence until details of the means of ingress and egress for vehicles engaged in the construction of the development have been submitted to and approved in writing by the Local Planning Authority. Such details shall include the arrangements for restricting the vehicles to the approved ingress and egress points. Ingress and egress for such vehicles shall be obtained only at the approved points.

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

5. Prior to works starting on site a dilapidation survey of the highways adjoining the site shall be jointly undertaken with the Council and the results of which agreed in writing with the Local Planning Authority. Any remedial works will have been completed to the satisfaction of the Local Planning Authority prior to full occupation of the development.

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

6. No demolition and/or construction works shall be carried out unless equipment is provided for the effective cleaning of the wheels and bodies of vehicles leaving the site so as to prevent the depositing of mud and waste on the highway. Full details of the proposed cleaning equipment shall be approved in writing by the Local Planning Authority before it is installed.

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

commence.

7. Development shall not commence until a Construction Environmental Management Plan (CEMP) has been submitted to and approved by the Local Planning Authority. The CEMP shall assist in ensuring that all site activities are planned and managed so as to prevent nuisance and minimise disamenity at nearby sensitive uses, and will document controls and procedures designed to ensure compliance with relevant best practice and guidance in relation to noise, vibration, dust, air quality and pollution control measures.

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

8. There shall be no piped discharge of surface water from the development prior to the completion of surface water drainage works, details of which will have been submitted to and approved by the Local Planning Authority before the commencement of development. If discharge to public sewer is proposed, the information shall include, but not be exclusive to:

- i) evidence that other means of surface water drainage have been properly considered and why they have been discounted; and
- ii) the means of discharging to the public sewer network at a rate to be agreed by the Local Planning Authority in consultation with the statutory sewerage undertaker.

Reason: To ensure that no surface water discharges take place until proper provision has been made for its disposal.

9. No development shall commence until the actual or potential land contamination and ground gas contamination at the site shall have been investigated and a Phase 1 Preliminary Risk Assessment Report shall have been submitted to and approved in writing by the Local Planning Authority. The Report shall be prepared in accordance current Land Contamination Risk Management guidance (LCRM; Environment Agency 2020).

Reason: In order to ensure that any contamination of the land is properly dealt with and the site is safe for the development to proceed, it is essential that this condition is complied with before the development is commenced.

10. Any intrusive investigation recommended in the Phase I Preliminary Risk Assessment Report shall be carried out and be the subject of a Phase II Intrusive Site Investigation Report which shall have been submitted to and approved in writing by the Local Planning Authority prior to construction works commencing. The Report shall be prepared in accordance with current Land Contamination Risk Management guidance (LCRM; Environment Agency 2020).

Reason: In order to ensure that any contamination of the land is properly dealt with and the site is safe for the development to proceed, it is essential that this condition is complied with before the development is commenced.

11. Any remediation works recommended in the Phase II Intrusive Site Investigation Report shall be the subject of a Remediation Strategy Report which shall have been submitted to and approved in writing by the Local Planning Authority prior to construction works commencing. The Report shall be prepared in accordance current Land Contamination Risk Management guidance (LCRM; Environment Agency 2020) and Sheffield City Council's supporting guidance issued in relation to

validation of capping measures and validation of gas protection measures.

Reason: In order to ensure that any contamination of the land is properly dealt with and the site is safe for the development to proceed, it is essential that this condition is complied with before the development is commenced.

12. Prior to the development being brought into use full details of the measure that will be incorporated into the development to bring about net gains for biodiversity shall be submitted to the Local Planning Authority for approval. The measures shall thereafter be implemented and retained in accordance with the approved details.

Reason: To bring about net gains for biodiversity.

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

13. All development and associated remediation shall proceed in accordance with the recommendations of the approved Remediation Strategy. In the event that remediation is unable to proceed in accordance with the approved Remediation Strategy, or unexpected contamination is encountered at any stage of the development process, works should cease and the Local Planning Authority and Environmental Protection Service (tel: 0114 273 4651) should be contacted immediately. Revisions to the Remediation Strategy shall be submitted to and approved in writing by the Local Planning Authority. Works shall thereafter be carried out in accordance with the approved revised Remediation Strategy.

Reason: In order to ensure that any contamination of the land is properly dealt with.

14. Upon completion of any measures identified in the approved Remediation Strategy or any approved revised Remediation Strategy a Validation Report shall be submitted to the Local Planning Authority. The development shall not be brought into use until the Validation Report has been approved in writing by the Local Planning Authority. The Validation Report shall be prepared in accordance current Land Contamination Risk Management guidance (LCRM; Environment Agency 2020) and Sheffield City Council's supporting guidance issued in relation to validation of capping measures and validation of gas protection measures.

Reason: In order to ensure that any contamination of the land is properly dealt with.

15. 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.

16. 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:

- Windows (including reveals to min. depth of 100mm)
- Balconies (including privacy screens)

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

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

17. Should the clearance of trees take place within the bird nesting season (March to August inclusive) a pre site clearance check shall be carried out by a suitably qualified ecologist to establish the presence of nesting birds. If active bird nests are present clearance works should only proceed once all chicks have fledged.

Reason: In order to ensure that nesting birds are not adversely affected by the development.

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

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

19. The approved landscape works, including the green roof to the bin store, shall be implemented prior to the development being brought into use or within an alternative timescale to be first approved in writing by the Local Planning Authority. Thereafter the landscaped areas (and aforementioned green roof) shall be retained, 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 it is essential for these works to have been carried out before the use commences.

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

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

21. The residential accommodation hereby permitted shall not be occupied unless a scheme of sound insulation works has been installed and thereafter retained. Such scheme of works shall:

- a) Be based on the findings of an approved noise survey of the application site, including an approved method statement for the noise survey.
- b) Be capable of achieving the following noise levels:
Bedrooms: LAeq (8 hour) - 30dB (2300 to 0700 hours);
Living Rooms & Bedrooms: LAeq (16 hour) - 35dB (0700 to 2300 hours);
Bedrooms: LAFmax - 45dB (2300 to 0700 hours).
- c) Where the above noise criteria cannot be achieved with windows partially open, include a system of alternative acoustically treated ventilation to all habitable rooms.

Before the scheme of sound insulation works is installed full details thereof shall first have been submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of the amenities of the future occupiers of the building.

22. Before the use of the development is commenced, Validation Testing of the sound insulation and/or attenuation works shall have been carried out and the results submitted to and approved by the Local Planning Authority. Such Validation Testing shall:

- a) Be carried out in accordance with an approved method statement.
- b) Demonstrate that the specified noise levels have been achieved. In the event that the specified noise levels have not been achieved then, notwithstanding the sound insulation and/or attenuation works thus far approved, a further scheme of works capable of achieving the specified noise levels and recommended by an acoustic consultant shall be submitted to and approved by the Local Planning Authority before the use of the development is commenced. Such further scheme of works shall be installed as approved in writing by the Local Planning Authority before the use is commenced and shall thereafter be retained.

Reason: In the interests of the amenities of the future occupiers of the building.

23. Prior to the development becoming occupied, suitable and sufficient, secure and sheltered bicycle parking accommodation shall have been provided in accordance with details that shall first have been submitted to and approved in writing by the Local Planning Authority. Thereafter, the approved cycle parking shall be retained/maintained for the sole purpose intended

Reason: In the interests of delivering sustainable forms of transport, in accordance with the Transport Policies in the adopted Unitary Development Plan for Sheffield (and/or Core Strategy).

24. The development shall not be used unless the car parking accommodation for the development 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 car parking accommodation.

25. The development shall not be used unless the visibility splays indicated on the approved plans have been provided in accordance with those plans, entailing removal of the existing front boundary wall, overgrown vegetation, and widening of the adopted footway to run concurrently with the visibility splay. Full construction details of these works are to have first been submitted to and approved in writing by the Local Planning Authority.

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

Other Compliance Conditions

26. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2015, Schedule 2, Part 1 (Classes A to H inclusive), Part 2 (Class A), or any Order revoking or re-enacting that Order, no extensions, porches, garages, ancillary curtilage buildings,

swimming pools, enclosures, fences, walls or alterations which materially affect the external appearance of the dwellinghouses shall be constructed without prior planning permission being obtained from the Local Planning Authority.

Reason: In the interests of the amenities of occupiers of adjoining property, bearing in mind the restricted size of the curtilage.

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. Where highway schemes require developers to dedicate land within their control for adoption as public highway an agreement under Section 38 of the Highways Act 1980 is normally required.

To ensure that the road and/or footpaths on this development are constructed in accordance with the approved plans and specifications, the work will be inspected by representatives of the City Council. An inspection fee will be payable on commencement of the works. The fee is based on the rates used by the City Council, under the Advance Payments Code of the Highways Act 1980.

If you require any further information please contact:

Highway Adoptions
Highways Maintenance Division
Howden House, 1 Union Street
Sheffield
S1 2SH

Email: highwayadoptions@sheffield.gov.uk

3. You are required, as part of this development, to carry out works within the public highway. You must not start any of this work until you have received formal permission under the Highways Act 1980 in the form of an S278 Agreement. Highway Authority and Inspection fees will be payable and a Bond of Surety required as part of the S278 Agreement.

You should contact the S278 Officer for details of how to progress the S278 Agreement:

Mr J Burdett
Highways Development Management
Highways Maintenance Division
Howden House, 1 Union Street
Sheffield
S1 2SH

Tel: (0114) 273 6349

Email: james.burdett@sheffield.gov.uk

4. 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.

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. 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.
7. The required CEMP should cover all phases of demolition, site clearance, groundworks and above ground level construction. The content of the CEMP should include, as a minimum:

Reference to permitted standard hours of working:

- 0730 to 1800 Monday to Friday
- 0800 to 1300 Saturday
- No working on Sundays or Public Holidays

Prior consultation procedure (EPS & LPA) for extraordinary working hours arrangements.

A communications strategy for principal sensitive parties close to the site. Management and control proposals, including delegation of responsibilities for monitoring and response to issues identified/notified, for:

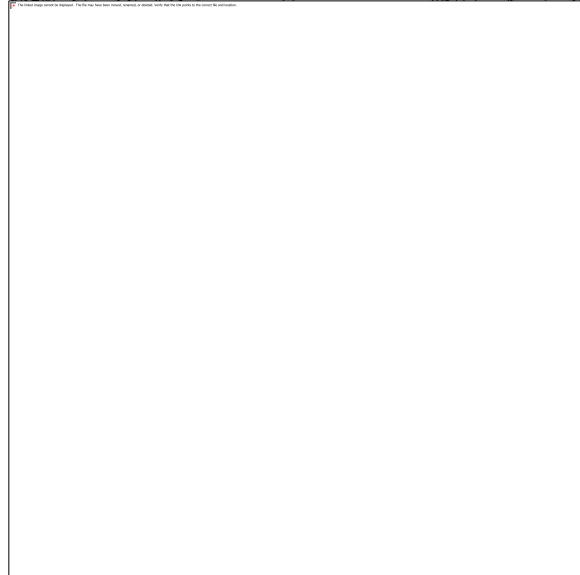
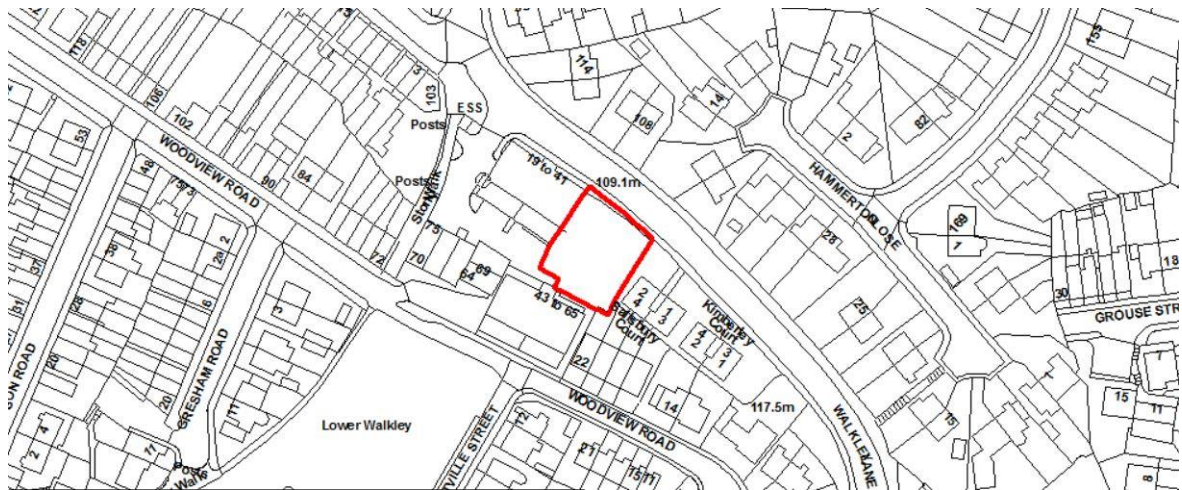
- Noise - including welfare provisions and associated generators, in addition to construction/demolition activities.
- Vibration.
- Dust - including wheel-washing/highway sweeping; details of water supply arrangements.

A consideration of site-suitable piling techniques in terms of off-site impacts, where appropriate.

A noise impact assessment - this should identify principal phases of the site preparation and construction works, and propose suitable mitigation measures in relation to noisy processes and/or equipment.

Details of site access & egress for construction traffic and deliveries.
A consideration of potential lighting impacts for any overnight security lighting.
Further advice in relation to CEMP requirements can be obtained from SCC Environmental Protection Service; Commercial Team, Fifth Floor (North), Howden House, 1 Union Street, Sheffield, S1 2SH: Tel. (0114) 2734651, or by email at eps.commercial@sheffield.gov.uk.

Site Location



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LOCATION AND PROPOSAL

The site lies within an allocated Housing Area as defined in the adopted Sheffield Unitary Development Plan (UDP). The surrounding area is residential in character, incorporating a mixture of housing types.

The site comprises of a vacant and overgrown parcel of land which is elevated above the highway and sits between two residential blocks on Walkley Lane: to the south-east two short terraces of three storey townhouses with integral garages constructed in red brick, and to the north-west a three to four storey, stone built apartment block. Opposite the site along Walkley Lane are semi-detached properties which are set back from the road and on a much lower level. To the rear of the site is a large stone retaining wall along the boundary, beyond and elevated above which is a further three to four storey stone built apartment block.

The application seeks planning permission to erect 4 dwellings with undercroft car parking. Amended plans have been received during the application process following negotiations with the agent.

REPRESENTATIONS

25 representations from 20 properties have been received objecting to the proposal.

It is noted that Cllr Bernard Little objected to this application in January 2021, prior to becoming a Green Party Councillor for the Walkley Ward.

The following material concerns were raised:

- the exit onto Walkley Lane is dangerous due to poor visibility.
- highway safety would be adversely affected due to increase in traffic, during the construction phase and once the properties are sold.
- the development will exacerbate existing parking problems.
- the development will overshadow and result in a loss of light to neighbouring properties.
- the development represents an overdevelopment of site in an already densely populated area.
- the development will cause increased overlooking, noise and general disturbance.
- the scale and massing of the proposed development will be detrimental to the character of Walkley Lane.
- the proposed development will be overshadowed by the existing buildings.
- the development will result in the loss of green space and wildlife (site is used by foxes).
- the proposed trees will block light, cause debris and affect the structure of neighbouring buildings.
- the existing tree in the south-east corner is too close to neighbouring buildings, suffers from defects and should be removed if planning permission is granted.

- bin collection concerns.
- the development will have a large carbon footprint.
- there is not enough green space between buildings.

Non-Material Issues:

- this land was designated a garden/recreation area by the developers (of the adjoining development) but never provided.
- loss of views.
- concerns relating to the future maintenance of adjoining land.
- would prefer site used as amenity space.

PLANNING ASSESSMENT

Policy Context

The Council's development plan comprises the Core Strategy (CS) which was adopted in 2009 and the saved policies of the Unitary Development Plan (UDP) which was adopted in 1998. The National Planning Policy Framework revised in 2021 (NPPF) is a material consideration. The key principle of the NPPF is the pursuit of sustainable development, which involves seeking positive improvements in the quality of the built, natural and historic environment, as well as in people's quality of life.

The Council has released its revised 5-Year Housing Land Supply Monitoring Report. This new figure includes the updated Government's standard methodology which includes a 35% uplift to be applied to the 20 largest cities and urban centres, including Sheffield. The monitoring report, released in August 2021, sets out the position as of 1st April 2021 – 31st March 2026 and concludes that there is evidence of a 4-year supply of deliverable housing land. Therefore, the Council is currently unable to demonstrate a 5-year supply of deliverable housing sites. Consequently, the most important Local Plan policies for the determination of schemes which include housing should be considered as out-of-date according to paragraph 11(d) of the NPPF. The so called 'tilted balance' is therefore triggered, and as such, planning permission should be granted unless the application of policies in the NPPF that protect areas or assets of particular importance provides a clear reason for refusing the development proposed or any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole.

In this instance, the site does not lie within nor is it adjacent to any protected areas or assets of particular importance which should be taken into consideration in the tilted balance process.

Land Use Principle

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

Policy CS23 of the Core Strategy 'Locations for New Housing' states that new housing development will be concentrated where it would support urban regeneration and make efficient use of land and infrastructure.

Policy CS24 'Maximising the Use of Previously Developed Land for New Housing' prioritises the development of previously developed (brownfield) sites, states that Housing on greenfield sites should not exceed more than 12% of completions and should (part b) be on small sites within the existing urban areas, where it can be justified on sustainability grounds.

Policy CS23 and CS24 are restrictive policies, however the broad principle is reflected in paragraph 119 of the NPPF, which promotes the effective use of land and the need to make use of previously-developed or 'brownfield land'.

In this instance the site constitutes greenfield land. However, the site is sustainably located and is a small site within an urban area. The completions on greenfield sites are well below the 12% figure set out in policy CS24, and the NPPF does not require a brownfield first approach, so therefore the proposal is acceptable in principle.

It is considered that the proposal is consistent with the aims of policies H10, CS23 and CS24.

Efficient Use of Land

Policy CS26 'Efficient Use of Housing Land and Accessibility' of the Core Strategy encourages making efficient use of land to deliver new homes at a density appropriate to location depending on relative accessibility. The density requirements are a gradation flowing from the highest density in the most accessible locations down to lower densities in suburban locations with less accessibility. The need to make efficient use of land is reflected in paragraph 125 of the NPPF which states that 'where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning policies and decisions avoid homes being built at low densities, and ensure that developments make optimal use of the potential of each site.' Policy CS26 is therefore considered to carry substantial weight in the determination of this application.

Paragraph 124 of the NPPF promotes making efficient use of land taking account of a number of factors including identified housing needs; market conditions and viability; the availability of infrastructure; the desirability of maintaining the prevailing character of the area, or of promoting regeneration; and the importance of securing well designed places.

For a site such as this, part c) of policy CS26 is relevant. It states that a range of 40-60 dwellings per hectare is appropriate where a development is near to Supertram stops and high frequency bus routes in urban areas. The site is less than 500m from Supertram and on a key bus route. The application site is approximately 0.60 hectares and the 4 proposed units would give a density of

approximately 67 dwellings per hectare. This figure, although slightly above the suggested range in CS26, makes efficient use of the site whilst maintaining the area's character (by reflecting the scale and appearance of neighbouring properties - discussed in more detail below). It is also worth noting that density is less meaningful on small sites as a small change of one unit can make a significant difference to the density calculations. Furthermore, the prevailing character of the wider area is a mix of flats, townhouses and terraced dwellings which are close to the back edge of the footpath and at relatively high density.

The proposed density of 67 dwellings per hectare reflects the character of the area and is considered acceptable in policy terms providing that the resulting scheme would provide acceptable living standards, which is assessed in the sections below.

As such the proposal complies Policy CS26 of the Core Strategy and paragraphs 124 and 125 of the NPPF in relation to densities and the efficient use of land.

Design

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

Chapter 12 of the NPPF requires good design, whereby paragraph 126 states that good design is a key aspect of sustainable development and should contribute positively towards making places better for people. Paragraph 134 states that development which is not well designed should be refused.

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

The development proposal seeks to provide two pairs of semi-detached residential dwellings (four in total) with undercroft car parking. Due to the topography of the area, which rises steeply up from the north, the building will be cut into the slope, resulting in three above ground storeys to the front, facing Walkley Lane, and two storeys to the rear, plus accommodation in the roof.

Access into the site will be taken at the western end of the Walkley Lane frontage. The shared parking area will be partially screened from the street by a brick boundary wall and brick built bin store with green roof.

The proposed properties will be clad in grey brick on the lower level and red brick on its main facades. The windows are shown to be grey upvc windows, with brick soldier course detailing above. Glazed balconies are proposed at first floor level on the front elevation.

The proposed building will sit slightly behind and at a similar scale to no.s 41-91 Walkley Lane to the immediate west, with an inset of approximately 1.5m from

much of the common boundary. To the east it will project forward of no.s 5 (Kimberley Court) and 7 (Salisbury Court) Walkley Lane, which sit at a higher level and are set away from the common boundary. In this location the development sits comfortably between and mitigates the existing differences in the positions of the neighbouring property's principle elevations.

There are a mixture of house styles and designs in the surrounding streets. The proposed development takes a simple contemporary approach to its design. The proposed dwellinghouses are of a scale and mass that respects the character of the area and as amended, they are considered to sit comfortably within the existing urban street scene.

The proposal therefore complies with H14, BE5, CS74 and paragraphs 126 and 130 of the NPPF.

Living Conditions

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

The NPPF, at paragraph 130 part f), requires a high standard of amenity for existing and future users.

The UDP policy is therefore considered to align with the requirement of paragraph 130 so can be given significant weight.

Impact on Neighbouring Occupiers

Relevant Guidelines in the adopted Supplementary Planning Guidance on Designing House Extensions relating to overbearing and overshadowing impacts, privacy and overlooking include: the requirement for two storey dwellings which face directly towards each other to have a minimum separation of 21 metres (guideline 6); two storey buildings should not be placed closer than 12 metres from a ground floor main habitable window; and a two-storey extension built along site another dwelling should make an angle of no more than 45° with the nearest point of a neighbour's window (guideline 5). These guidelines are reflected in the South Yorkshire Residential Design Guide (SYRDG), which Sheffield considers Best Practice Guidance, but which is not adopted as Supplementary Planning Guidance.

The closest neighbouring properties to the application site are those flats along Woodview Road to the rear of and elevated above the site and no.s 5-7 and 41-91 Walkley Lane. Dwellings on the opposite side of Walkley Lane sit below the level of the highway a minimum of 26 metres away.

Main habitable windows in the proposed development are located in the front and rear of the properties. No windows are proposed in the gable ends. The rear elevations of the proposed properties are located approximately 15m from the rear elevations of the flats on Woodview Road. However, these neighbouring properties are elevated to a degree that they will more or less have views over the roof of the proposed dwellings. Openings in the rear elevation of the proposed properties will look onto the existing high retaining wall that runs along the rear boundary. As such the privacy levels of neighbours will not be compromised.

Both No.s 5-7 and 41-91 Walkley Lane are clear of the 45 degree angles of clearance designed to prevent unreasonable overbearing or overshadowing impacts. No.s 5-7 also sit at a higher level and have garage accommodation on the ground floor.

The proposed rear gardens are raised above street level (with parking below), approximately 1.4m above the level of the terrace immediately to the rear of no.s 41-91 Walkley Lane. In order to prevent the proposed boundary treatment from having an overbearing impact on this neighbouring terrace, the building and a part of the rear garden have been set away from the common boundary by 1.4m. This separation also improves the streetscene elevation and will allow access for the future maintenance of both sites.

Amenity for Future Occupiers

Occupants of the proposed dwellings will have good sized living accommodation over three floors and access to good sized rear gardens in excess of the 50 sq.m required by guideline 4 of the SPG. The rear gardens, though south facing, will be in shadow for parts of the day due to the site's topography and presence of development to the rear, but they will receive some direct light and occupants will also benefit from first floor north facing balconies and windows with wide views across the valley to the north.

No.s 2-4 Walkley Lane sit further away from Walkley Lane than the proposed dwellings. As there are no openings in the gable of this property it does not overlook the application site. It does have the potential to cause some overshadowing of the rear gardens of the proposed properties, particularly in the winter months, but only in the mid-morning.

It is considered that the proposed dwellings offer good quality living accommodation and that the amenities of the occupants of neighbouring properties will not be adversely affected to any significant degree. The application therefore complies with policy H14 of the UDP and paragraph 130 of the NPPF.

Highways

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

UDP Policy H14 'Conditions on Developments in Housing Areas' part d) requires that permission will be granted where there would be appropriate off-street car parking for the needs of the people living there.

The NPPF seeks to focus development in sustainable locations and make the fullest possible use of public transport, walking and cycling. Paragraph 111 of the NPPF states that 'development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.'

The local policies broadly align with the aims of Chapter 9 of the NPPF (Promoting Sustainable Transport) although it should be noted that in respect of parking provision, the NPPF at paragraphs 107 and 108 requires consideration to be given to accessibility of the development, the development type, availability of public transport, local car ownership levels and states that maximum standards for residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or optimising density in locations well served by public transport.

The proposed development has gone through design changes in order to achieve acceptable visibility splays for motorists leaving the site. The initial plans drew objections from the local community on highway safety grounds, and officers shared these concerns in relation to visibility. However, the amended ground floor design relocated the car park access from a central position, to one at the western end of the site frontage. The existing boundary wall and vegetation that protrudes into the highway will be removed, and the visibility splay tarmacked and incorporated into the adopted footway. By undertaking these design changes, the applicant has achieved a visibility splay to the right of 2.4 metres x 46 metres, which is more than sufficient for a 30 mph design speed. In relation to visibility to the left, it is possible to see almost to the apex of the bend in Walkley Lane, just before Lonsdale Road. Accordingly, the visibility splays now accord with national design guidelines, and have been superimposed on a topographical survey to be sure of accuracy.

The vehicular access is 5 metres wide, thereby allowing cars to enter and leave simultaneously. Eight car parking spaces are proposed, with on-site turning space. No indication of bicycle parking is given, so a condition is recommended.

Whilst there will be a small increase in traffic generation from occupiers and visitors to the proposed development, it is not considered that there would be a significant increase in traffic on Walkley Lane that would materially impact on the operation of the highway.

With regard to parking spaces, the Council's revised parking guidelines set out maximum standards in accordance with Core Strategy Policy CS53. Outside of the city centre, a 2-3 bedroom house should have a maximum of 2 spaces, in addition 1 visitor space per 4 houses should be provided. For this scheme that equates to 8 spaces, plus 1 visitor space. Whilst no visitor space is shown, the site is located in a sustainable location with easy access to public transport and facilities in nearby Hillsborough and Walkley. The lack of 1 visitor space is not considered to justify

refusal in this instance, particularly as the guidelines are maximum standards and bearing in mind the more up to date guidance in NPPF paragraphs 107 and 108.

It is considered that the access arrangements are safe and that a sufficient amount of car parking is proposed. Accordingly, the proposal is considered to comply with the UDP, Core Strategy and NPPF policies listed above, and would not have the level of impact that would justify refusal of permission on highway safety grounds as required by the NPPF.

Landscaping and Ecology

UDP Policy GE11 (Nature Conservation and Development) states that the natural environment should be protected and enhanced and that the design, siting and landscaping of development needs to respect and promote nature conservation and include measures to reduce any potentially harmful effects of development on natural features of value.

Policy GE15 'Trees and Woodlands' states that trees and woodlands will be encouraged and protected by planting trees and requiring developers to retain mature trees.

Policy BE6 'Landscape Design' expects good quality design in new developments in order to provide interesting and attractive environments, integrate existing landscape features, and enhance nature conservation.

CS74 'Design Principles' part a) requires high-quality development that will respect, take advantage of and enhance natural features of the City's neighbourhoods.

These policies are considered to align with the NPPF on the basis that paragraph 130 expects appropriate and effective landscaping and paragraph 131 recognises the contribution of trees to the quality of urban environments. Paragraph 180 sets out principles to ensure that biodiversity and habitats are protected.

A tree report was submitted with the application. It identified the presence of Ivy and Buddleia, now considered an invasive pest. Ash trees are growing in front of the site, against the retaining wall, but these have been cut leaving only metre-tall stumps. In the north west corner of the site is a self-sown Pussy Willow growing behind the gate post, which was probably the original entrance to the site. The tree is very close to the neighbouring property and is recommended for removal.

The most significant tree on the site is a Sycamore growing on a mound of spoil in the south east corner of the site and surrounded by Sycamore saplings. It is approximately 13 metres tall and very close to the boundary wall, with the majority of its crown hanging over the boundary close to the neighbouring properties to the east and south. The spoil in which this tree is growing appears loosely-tipped spoil and is unlikely to provide much stability. It is recommended that the Sycamore be removed before any construction work commences.

The Council's landscape officers are in agreement with the recommendations of the tree report, concluding that retention of the remaining trees cannot be justified.

Some replacement planting can be secured through the recommended condition for hard and soft landscaping, along with the proposed green roof to the bin store.

An outline ecological assessment was undertaken in November 2021. It found the site to be overgrown, largely with bramble, grasses and ivy, with occasional regenerating trees.

The semi-mature Sycamore in the south east corner of the plot was found to have no bat potential, though it could support some nesting bird species.

The site is isolated within an urban setting and ecological connectivity value is considered low. There was no evidence of any protected species. One mammal trail was identified, most likely created by an urban fox.

In overall terms the site is of low ecological value. The loss of the existing green space is acknowledged, but the site is overgrown, inaccessible and unused. The site is designated for housing in the UDP and Sheffield is currently unable to demonstrate a five-year supply of deliverable housing sites.

Consequently, the proposal is considered to comply with the UDP, Core Strategy and NPPF policies listed above.

Sustainability

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

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

Policy CS 64 'Climate Change, Resources and Sustainable Design of Developments' states that all new buildings and conversions of existing buildings must be designed to reduce emissions of greenhouse gases and function in a changing climate. All developments will be required to:

- achieve a high standard of energy efficiency;
- make the best use of solar energy, passive heating and cooling, natural light, and natural ventilation; and
- use resources sustainably.

At the heart of the NPPF, there is a presumption in favour of sustainable development (paragraph 11), with paragraph 152 stating that the planning system should support the transition to a low carbon future in a changing climate.

The site is located within the main urban area close to a wide range of amenities and transport options. The scheme proposes double-glazed sealed units, energy saving and motion sensor lighting. The applicant also proposed the use of solar/photovoltaic panels.

As the application is for 4 dwellinghouses only, conditions can not be imposed to secure on-site renewable or low carbon energies, however the proposal is considered to meet the general local sustainability policy requirements of CS63 and CS64 and the NPPF.

Environmental Issues

Environmental Officers have raised no significant objections to the development. From their records the site is identified as potentially influenced by former contaminative uses and as such conditions for ground investigations are recommended.

As Walkley Lane is a well trafficked local road and bus route, conditions for sound insulation are recommended to mitigate road noise.

Flood Risk/Drainage

Policy CS67 'Flood Risk Management' of the Core Strategy states that, amongst other things, the extent and impact of flooding should be reduced through a series of measures, including limiting surface water run-off through the use of Sustainable drainage systems (Suds).

This element of Policy CS67 is considered to align with paragraph 167 of the NPPF which states that when determining planning applications, local planning authorities should ensure that flood risk is not increased elsewhere.

The site does not fall within a high or medium risk flood zone that would affect the principle of the development.

To mitigate for surface water run-off, permeable paving to all hardstanding areas is proposed. In addition, a condition requiring the details of surface water drainage works is recommended.

Therefore, the proposal complies with CS67 and paragraph 169 of the NPPF.

Community Infrastructure Levy

The proposed development is CIL liable and the proposal 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'.

SUMMARY AND RECOMMENDATION

This application seeks planning permission for the erection of 4 dwellinghouses. Sheffield has updated its 5 year housing land supply position to reflect the deliverability of sites as at 1 April 2021 and can demonstrate a 4 year deliverable supply of housing land. Because the Council is currently unable to demonstrate a five-year supply of deliverable housing sites, the relevant policies for determining applications that include housing should be considered automatically out-of-date according to paragraph 11(d) of the NPPF. The so called 'tilted balance' is therefore triggered, and planning permission for housing should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole.

The proposal would deliver a number of benefits, with the NPPF emphasising the importance of the delivery of housing. The provision of 4 additional homes will contribute to meeting the current shortfall. There would be economic benefits though expenditure in construction, in the supply chain and in local spending from residents. There are sustainable design features including solar PVs. The proposal is not considered to create any significant highway safety issues. The scheme proposes a development at an appropriate scale and mass which sits comfortably within the street scene and there are no harmful impacts on occupiers of neighbouring properties.

There are therefore no adverse impacts that would significantly and demonstrably outweigh the benefits of the development. Taking into account the tilted balance set out in paragraph 11(d) of the NPPF, the application is recommended for approval subject to the proposed conditions.

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