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| Case Number | 20/02081/FUL (Formerly PP-08839371) |
| Application Type | Full Planning Application |
| Proposal | Demolition of garage, erection of a dwellinghouse including provision of off road parking |
| Location | Land adjacent 18 Muskoka Drive Sheffield S11 7RJ |
| Date Received | 27/06/2020 |
| Team | South |
| Applicant/Agent | Andromeda Architecture Ltd |
| Recommendation | Grant Conditionally |

Time limit for Commencement of Development

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

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

Approved/Refused Plan(s)

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

Drawing Ref 03-0320-SK4.1A Proposed Site Layout
Drawing Ref 03-0320-SK4.2A Proposed Ground Floor Plan
Drawing Ref 03-0320-SK4.3 Proposed First Floor Plan
Drawing Ref 03-0320-SK4.4 Proposed Second Floor Plan & Section BB
Drawing Ref 03-0320-SK4.5 Proposed Section AA
Drawing Ref 03-0320-SK4.6 Proposed Front Elevation
Drawing Ref 03-0320-SK4.7 Proposed Rear Elevation
Drawing Ref 03-0320-SK4.8 Proposed Side Elevation (South)
Drawing Ref 03-0320-SK4.9 Proposed Side Elevation (North)
Drawing Ref 03-0320-SK4.10 Site Location Plan
Drawing Ref 03-0320-SK4.11A Proposed Street Scene
Drawing Ref 03-0320-SK4.12A Proposed Ground Floor No. 18

Reason: In order to define the permission.

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

3. No development shall commence, including any demolition works or site preparation works, 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.

4. No development shall commence, including any demolition works or site preparation works 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.

5. No demolition and/or construction works shall be carried out until details of the proposed new vehicular access have been submitted to and approved in writing, including details of the tree roots located in the highway grass verge which shall be included within an arboriculturalists report. Once agreed in writing, the construction of the new vehicular access shall be carried out in complete accordance with the with the approved details before the new house is occupied and shall thereafter be retained.

Reason: In the interests of protecting the existing highway tree.

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

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

given that damage to trees is irreversible.

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

7. 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.

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

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

Other Compliance Conditions

9. The approved landscape works shall be implemented prior to the development being brought into use or within an alternative timescale to be first approved by the Local Planning Authority. Thereafter the landscaped areas shall be retained and they shall be cultivated and maintained for a period of 5 years from the date of implementation and any plant failures within that 5 year period shall be replaced.

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

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

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

11. The proposed new dwelling shall not be occupied unless the car parking accommodation for 2 cars; as shown on the approved plans has been provided in accordance with those plans and thereafter such car parking accommodation shall be retained for the sole purpose intended.

Reason: To ensure satisfactory parking provision in the interests of traffic safety and the amenities of the locality.

12. Details of a suitable means of site boundary treatment shall be submitted to and approved in writing by the Local Planning Authority before any above ground works commence, or within an alternative timeframe to be agreed in writing by the Local Planning Authority and the dwelling 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.

13. The proposed new dwelling shall not be occupied unless the car parking area has been constructed of a permeable/porous material (including sub base). Thereafter the approved permeable/porous surfacing material shall be retained.

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

Attention is Drawn to the Following Directives:

1. The Local Planning Authority has dealt with the planning application in a positive and proactive manner and sought solutions to problems where necessary in accordance with the requirements of the National Planning Policy Framework.
2. By law, this development requires the allocation of official, registered address(es) by the Council's Street Naming and Numbering Officer. Please refer to the Street Naming and Numbering Guidelines on the Council website here:

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

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

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

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

Telephone: 0114 273 6677

Email: highways@sheffield.gov.uk

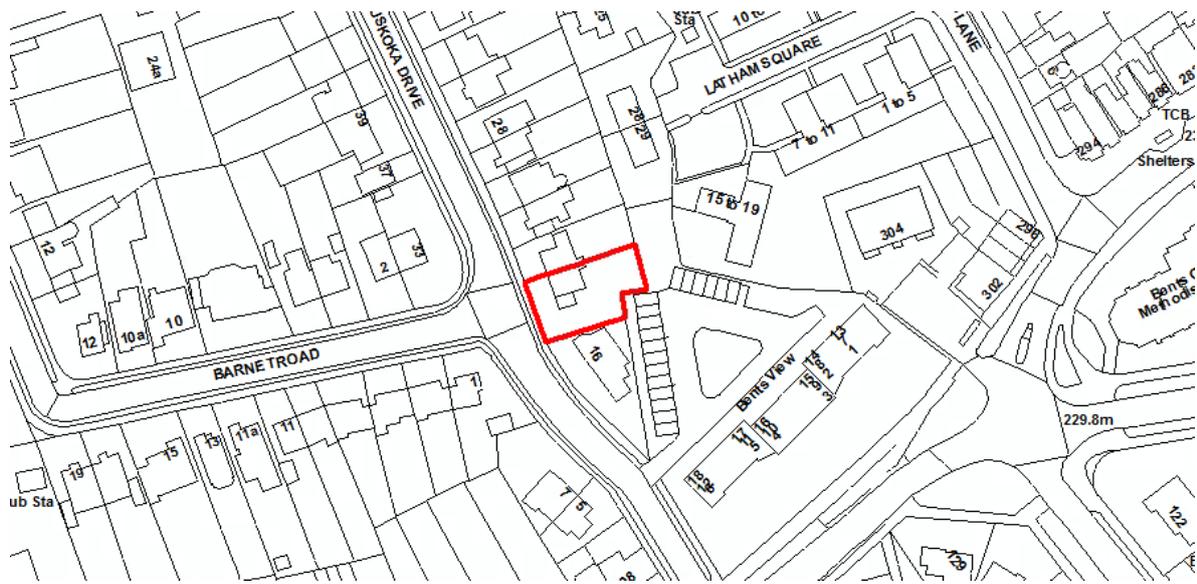
They will be able to advise you of any pre-commencement condition surveys, permits, permissions or licences you may require in order to carry out your works.

4. The applicant is advised that noise and vibration from demolition and construction sites can be controlled by Sheffield City Council under Section 60 of the Control of Pollution Act 1974. As a general rule, where residential

occupiers are likely to be affected, it is expected that noisy works of demolition and construction will be carried out during normal working hours, i.e. 0730 to 1800 hours Monday to Friday, and 0800 to 1300 hours on Saturdays with no working on Sundays or Public Holidays. Further advice, including a copy of the Council's Code of Practice for Minimising Nuisance from Construction and Demolition Sites is available from Environmental Protection Service, 5th Floor (North), Howden House, 1 Union Street, Sheffield, S1 2SH: Tel. (0114) 2734651, or by email at epsadmin@sheffield.gov.uk.

5. The construction of the new vehicular access will lead to relocation of the lamp post to the front of the site. The applicant will be required to fund its removal, and installation of replacement lamp post.

Site Location



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LOCATION AND PROPOSAL

The application site is currently occupied by a garage serving No. 18 Muskoka Drive, and forms part of the garden to No. 18. The site is located within a Housing Area as defined in the adopted Sheffield Unitary Development Plan (UDP).

The street scene is characterised predominantly by two storey semi-detached residential dwellings, many of which have been extended. Immediately to the south of the site is a large detached dwelling at No. 16, which has a wide frontage onto Muskoka Drive. To the rear of the site is garaging which serves the 3 storey flats to the east and south.

Immediately to the front of the site, and within the highway verge are two Cherry trees, with an existing access between the two trees serving the existing house at No. 18.

This application seeks permission to demolish the existing garage on the site, and to erect a new 4-bedroom, two storey dwelling house, providing living accommodation over three floors, which includes utilising the roof space. A new access with dropped crossing is proposed to serve the new house.

RELEVANT PLANNING HISTORY

Pre-application advice has been sought for the erection of a single dwelling on this site. This concluded that a good quality new build element could be acceptable in principle subject to detailed design.

SUMMARY OF REPRESENTATIONS

There have been 91 letters received in total following the publicity given to the application.

89 are objecting to the proposal, 2 are in support. 73 of the objections are from residents on Muskoka Drive, Barnet Avenue, Barnet Drive or in the flats within Bents View. The others all live relatively close to the site. The 2 letters of support are from people who live in other parts of the city.

In addition Councillors Masters and Mohammed have objected.

Objections

Highways

- There was a road accident (fatality) in March 2020 where a pedestrian was knocked down by a truck (which was reversing up Muskoka Drive due to parked cars) opposite this proposed site.
- There are always parked cars out outside of the site in. These use the Hammer and Pincers, the schools, the care home, shops, park and ride to the city centre, walk to the countryside etc.

- It is a dangerous road, which has a blind summit and single track for people coming up or down the road. There have been lots of near misses and minor incidents outside of the site from people driving on the wrong side of the road.
- In the winter the road is even more dangerous from ice and snow.
- Visitors to the existing and proposed house will have to park on the road which is already dangerous and has limited parking. The Sheffield Council car parking guidelines require a 4 bedroom house to have 2-3 parking spaces and 1 space per 4 houses for visitors.
- Reversing out on to the road will be a problem directly opposite the road junction to other road users. It will also be a problem to future occupiers which is experienced by neighbour properties accessing their own driveways.
- There is not enough space in front of the existing property or the proposed to park two average sized cars.
- There is no crossing on Muskoka Drive, and pedestrians must cross near the parked cars, including young children walking to and from school.
- People ride their horses along this road and have done for many years, along with people cycling. Any further traffic would make this road even more dangerous to users.
- There is a streetlight outside of the site which is not shown on the plans
- Three dropped crossings are shown on the plans encroaching around the existing trees.
- The driveways have no turning circle so will have to reserve into or out of the site.
- The pedestrian visibility splay of 1.8 metres states that everything in this area needs to be less than 600mm high. This is impossible because of the existing boundary fence at No. 16.
- New access should not be located within 10 metres of a junction.

Design

- Out of character and scale, it is far too large and prominent for this narrow site
- The proposal features gables with hips on both neighbouring properties
- Three floors of accommodation on the brow of the hill will make this a dominant structure
- This is a fine example of 1920/30's suburbia, this proposal is clearly out of keeping with no bay window features, red brick or pebble dash. The proposal is too blocky in design.
- The area has changed with a virtual terraced appearance due to the number of side extensions, and paving over front gardens.
- The garden should not be sacrificed to cram/squash in another property creating a terraced effect. Typical 'garden grabbing'.
- The large window in the front elevation is not in keeping with most houses on the street.
- The new dwelling is higher than the neighbouring property at No. 16.

Amenity

- The balcony in the front creates unacceptable overlooking to the road and fronts of neighbours driveways and gardens.
- The roof lights in the third floor would provide a clear view in neighbours properties gardens (No 7).

- The proposal will overlook into the flats at Bents View, and the private seating area.
- The proposal will increase the amount of noise and disturbance
- There is a large balcony which would overlook.
- The top floor doesn't work without the roof windows being opened.
- The proposal would have an overlooking and overshadowing impact on No. 16. It would block out light to the rear garden and have an overbearing impact because of the level changes.
- No. 16 has its main door on the side which is adjacent to the site. Building a 3 storey gable will see a loss in light, unreasonable overshadowing and overbearing.
- No. 16 has a patio close to the boundary which is 1 metre lower than the proposed ground floor. Overlooking will occur to this patio.
- The roof light in rear en-suite is too low, and anyone over 5'6" will be able to see across to neighbouring properties.
- The roof light in the rear opens at a lower height and overlooks the gardens of No 16, 18, 20 and the communal gardens to the flats at the rear.
- There is no provision for bin storage, the only access to the rear is alongside No, 16 and this would have the potential for noise and smells.
- The garden is not suitable for a 4-bedroom house and is 6.5 metres from the rear boundary contrary to the 10 metres rule in guideline 4 of the SPG.
- The proposal will overshadow the surrounding properties
- There will be a loss of direct sunlight to occupiers of Bents View flats in the afternoon/evening
- The immediate neighbour at No. 16 has recently purchased a 2.1 metre strip of land at the rear of the site to be additional garden area serving No. 16. This will leave a distance of only 6.5 metres to the rear elevation of the property which is contrary to SPG 4 which requires 10 metres. This area will be overlooked by the windows proposed in the rear elevation on all levels owing to the land sloping down to the rear.

Landscaping

- There are several trees on the site which include an Oak, Yew and Pine. These are not marked on the plans.
- 150m² of open land will be lost for habitat for wildlife and green space to accommodate the house and driveway.
- There are cherry trees within the grass verge, and along the rest of the street which form part of the character of the area. These should not be removed as they are well established. The dropped crossing proposed would damage the tree roots in this location.
- The proposal removes the privet hedge to the front of the properties.

Others

- The local area is young families and the retired. There is no need for a four-bedroom executive style house in the neighbourhood.
- The new driveways will create problems with excess rainwater to soak away.
- Steel covers/inspection chambers in the verge to the front of the site need to be addressed.
- The developer has purchased the site to make money with no consideration for the neighbourhood.

- Additional cars would create air pollution.
- Building the house will cause a significant amount of danger to pedestrians, especially school children having to negotiate obstructions from the building site and related vehicles and machinery.
- The previous owner reported to neighbours about the barn owl that lived in a large tree in the garden, and other wildlife that visited the site.
- The existing host house at No 18 could be extended.
- 4 or 5 people in each unit could add pressure to the drainage system
- Errors on the planning application forms
- Works to No. 18 are not included on the plans.

Councillor Barbara Masters and Councillor Shaffaq Mohammed Objection:

- Muskoka Drive is used to access over 100 properties, and is heavily used by commuters, students, teachers, visitors, which means there are already a significant amount of traffic movements adjacent to the site.
- The amount of traffic and parked cars makes the road narrow and cars have to reverse into the road, affecting visibility for all road users including pedestrians.
- There has been one fatality outside of the site and adding 4 cars to reverse out of the driveway in this location is not acceptable.
- The driveways look to be very short, and will only accommodate short cars, with the porch to the new house making it more difficult to manoeuvre.
- The development poses a threat to the street trees, with the root systems of both trees likely to be damaged by any works.
- The alterations to No. 18 which may be permitted development are not shown on the plans, these should be material to the decision-making process.
- There are shortcomings in the information submitted, i.e. sections showing the drop in height, and the viability of the parking spaces.

Support:

- The proposed plans look similar to other new properties in the area which fit well into the landscape. Building another property and renovating No. 18 gives the opportunity for two families to enjoy the area.
- The garden should include plants/shrubs that attract pollinators attracting wildlife.
- The cherry trees at the front are indicated to be about 30 years old, and in the latter stages of life and would be best replaced with a young tree to ensure the continued look of the area.
- I'm not from around here but the proposal for the new house look very attractive. A modern purpose-built home on a wide plot not too close to the neighbours, providing much needed addition to the housing stock.
- It will complement the existing new modern building across the road.
- Providing two separate driveways will stop people from parking here on the road.

PLANNING ASSESSMENT

National Planning Policy Framework

The National Planning Policy Framework (NPPF) set's out the Government's planning priorities for England and how these are expected to be applied. The key

principle of the NPPF is the pursuit of sustainable development, which involves seeking positive improvements in the quality of the built, natural and historic environment, as well as in people's quality of life. The following assessment will have due regard to these overarching principles.

Policy Context

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

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

Paragraph 12 of the NPPF makes it clear that a presumption in favour of sustainable development does not change the status of the development plan as the starting point for decision making. Paragraph 12 continues that where a planning application conflicts with an up-to-date development plan permission should not usually be granted.

Paragraph 213 of the NPPF confirms that policies should not be considered as out-of-date simply because they were adopted or made prior to the publication of the Framework. Due weight should be given to them, according to their degree of consistency with the Framework. Therefore, the closer a policy in the development plan is to the policies in the Framework, the greater the weight that may be given.

The relevant policies of the statutory Development Plan are set out below under each subheading, along with an assessment of their degree of consistency with the policies in the NPPF. Conclusions are then drawn as to how much weight can be given to each policy in the decision making process in line with the requirements of NPPF paragraph 213.

The assessment of this development proposal also needs to be considered in light of paragraph 11 of the NPPF, 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:

- (i) The application of policies in the NPPF which relate to protection of certain areas or assets of particular importance provides a clear reason for refusing the development proposed or
- (ii) Any adverse impacts of granting planning permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole.

Key Issues

The main issues to be considered in this application are:

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

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.

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

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

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

In this instance, in accordance with the NPPF definition, the site is classed as greenfield, as it involves the development within the site of a residential garden. Completions on greenfield sites are well below the 12% figure, closer to 6%, and the NPPF does not require a brownfield first basis. In this regard CS23 and CS24 can be offered some weight, and the principle of developing this site within an existing urban area, and sustainable close to local facilities is supported in policy terms.

Housing Land Supply

Paragraph 73 of the NPPF requires LPA's to identify and update annually a supply of specific deliverable sites sufficient to provide a minimum of 5 years' worth of housing against their housing requirements.

Policy CS22 'Scale of the Requirement for New Housing' of the Core Strategy is the most up to date development plan policy in relation to delivering a sufficient supply of

housing for Sheffield, stating that a 5 year supply of deliverable sites will be maintained at all times.

This policy is only partly in conformity with the NPPF, as the Core Strategy is now more than 5 years old, the NPPF states that the housing requirement must be based on the local housing need figures using the Governments standard methodology.

The Five-Year Housing Land Supply Monitoring Report (published May 2020) sets out the housing land supply position for Sheffield as at 31 March 2019. The five-year period runs from 1 April 2019 to 31 March 2024 inclusive.

The report identifies a gross supply of 11,642 new homes over the 5-year period from sites with full or outline planning permission, development plan allocations, sites with permission in principle and sites identified on the brownfield register. Estimated losses of 250 are deducted from this figure producing a net supply of 11,392 additional homes over the 5-year period compared with a net requirement for 11,151 additional homes.

Sheffield can therefore demonstrate a 5.1-year housing land supply.

The majority of Policy CS22 therefore carries limited weight. However, the policy states that a 5-year supply of deliverable sites will be maintained at all times, and the most recent published monitoring data (May 2020) concludes that there is 5.1 year supply. This part of the policy is in conformity with the NPPF.

Therefore, when considering housing land supply the presumption in favour of sustainable development as set out in paragraph 11 is not applied to the tilted balance in this case, as Sheffield demonstrates a deliverable 5- year land supply.

Efficient Use of Land/Density

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 highest density in the most accessible locations down to lower densities in suburban locations with less accessibility. This is reflected in para 123 of the NPPF and therefore Policy CS26 is considered to carry substantial weight in determination of this application.

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

Paragraph 122 of the NPPF promotes making efficient use of land taking account of a number of factors including identified housing needs; market conditions and viability; the availability of infrastructure; the desirability of maintaining the prevailing

character of the area, or of promoting regeneration; and the importance of securing well designed places.

The proposed new house sits on a site area of approximately 200 square metres which is 0.02 of a hectare. This would give a density of approximately 50 dwellings per hectare. In this location, the suggested range within the CS26 (d) is 30-50 dwellings. The Council seeks to encourage efficient use of land and it considered that the proposed density, along with a street frontage of approximately 8.3 metres in width, reflects the prevailing character of the area and as such is within the spirit of Policies CS26 and CS31 of the Core Strategy and paragraph 122 of the NPPF in relation to densities and efficient use of land.

Design

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

Chapter 12 of the NPPF requires good design, whereby paragraph 124 states that good design is a key aspect of sustainable development and should contribute positively towards making places better for people. Paragraph 130 requires that planning permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area. Paragraph 131 goes on to say that great weight should be given to outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally, so long as they fit in with the overall form and layout of their surroundings.

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

The immediate area surrounding the site is characterised predominately by plots which are approximately 8-9 metres wide incorporating semi-detached properties which themselves are approximately 6 metres wide. Visible in the street scene are many extensions, including those which incorporate a hip to gable roof design feature. To the south of the site is No. 16 which itself varies from the general character of the area, consisting of a detached two storey property with wide street frontage.

The host house at No. 18 has an existing garage to the side and a frontage of approximately 16 metres in width. It is proposed to demolish this existing garage, which is not of any architectural merit, and its demolition is considered acceptable in principle.

It is then proposed to divide the site into two, retaining a 1.4 metre (approximate) access to the side to allow the host house at No. 18 access to the rear. A new plot is to be created between No. 18 and No. 16 which has a width of approximately 8.3

metres. This results in No. 18 retaining a frontage of approximately 7.7 metres. A new two storey dwelling is proposed which has living accommodation in the roof space and has a footprint of approximately 7 metres in width and 8.5 metres in depth. This allows a gap of 1.4 metres to the southern boundary, with the building not filling the whole width of the plot. The front elevation of the proposed dwelling is positioned in line with No. 18.

In layout terms, it is considered that the proposed new dwelling will respect and maintain the character and grain of the surrounding properties within the locality.

The character of the area is predominately 2 storey dwellings. Some of which have extended habitable space into the roof space, and a large number have extended to the side.

The proposal is for a two-storey property with additional accommodation in the roof space. The overall height of the proposed building to the ridge is approximately 8.2 metres, which lines through with the existing ridge height at No. 18, and the eaves height sits just below that at No. 18 at approximately 5 metres high. Whilst most of the dwellings in the immediate area would have originally had hipped roofs, there are a significant number that now feature gables, such that this feature forms part of the area's character. The presence of gables on this proposal is therefore considered acceptable.

No. 16 adjacent to the south does stand on ground that is below the application site, following the natural topography of the area, dropping down towards Ringinglow Road. Whilst the proposal will have eaves and a ridge that at exceed No. 16's this is not considered to be at level which creates a feature that is excessively prominent in the surrounding street, as it follows the natural rise in the land. It is therefore considered that the overall scale and massing of the proposal respects the existing street scene.

The proposal takes a contemporary approach, with a central area of glazing to the front elevation, which is followed up into the roof space with roof lights. A porch is proposed to the front under a flat roof. Materials are detailed as white render under a slate roof, with powder coated aluminium windows and doors. There is a mixture of building materials in the immediate vicinity and the use of render is considered to complement the surrounding street scene.

It is acknowledged that the architecture of surrounding streets is more typical of 1930's dwellings, but a contemporary addition lies diagonally opposite, to which this strongly relates, and the scale and form of the dwelling reflects the overall character.

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

Highways

The NPPF seeks to focus development in sustainable locations and make the fullest possible use of public transport, walking and cycling. Paragraph 109 of the NPPF

states that 'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.'

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

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

At present, there is an existing dropped crossing providing access into the site leading to a single garage, with parking to the front. The original submission proposed to retain this existing access to serve the existing dwelling at No. 18, along with proposing an additional dropped crossing to No. 18. A double width dropped crossing was then proposed to serve the new dwelling. Amended plans have been received which reduce the extent of dropped crossings, by retaining the existing single width access to provide car parking for the existing house, and proposing a single width dropped crossing to the new dwelling, located to the south of the site as far away as possible from the existing highway trees. The existing lamppost in the verge is proposed to be relocated at the expense of the applicant.

With regards to the safety of the new proposed new access, it is acknowledged that there are numerous other vehicle access points near the site, and that the site lies opposite the junction of Muskoka Drive with Barnet Avenue. Vehicles will need to reverse into or out of the access. However, this situation arises in the vast majority of cases within the area. Representations have referred to the dangerous nature of the road given its topography and the extent of on street parking and have also referenced a recent fatal accident near the site.

The gradient is not however severe along this stretch of road, and sight lines can be provided in the highway (grass verge/footpath). This is a very similar situation to the immediate neighbours including at No. 16 and 18, which does not of itself cause difficulty. The accident referred to did not relate to inappropriate domestic vehicular access design. Overall there are not therefore considered to be significant highway safety concerns about the provision of a new single access in this position.

The Council's revised parking guidelines set out maximum standards in accordance with Core Strategy Policy CS53, and for a 4-5 bedroom house, 2-3 spaces are required as a maximum.

The site is located within the main urban area, within walking distance of Bents Green Local Shopping Centre, with regular bus services on Ringinglow Road. It is considered that creating two parking spaces to serve each property is acceptable.

Whilst the two parking spaces may not be accessed independently, this is not an unusual arrangement and in terms of parking provision the important point is that two cars can park within each site.

In terms of highway safety, the number of vehicle movements created by a single dwelling of this size would typically be in the order of 6-8 vehicle movements per day. This is not considered to have a material impact on safety.

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

Living Conditions

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

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

The UDP policies are therefore considered to align with the requirement of paragraph 127 so should be given significant weight.

The closest neighbouring properties to the site are the host house at No. 18, No. 16 to the south and the flats to the rear.

The SPG requires two storey dwellings which face directly towards each other to be a minimum of 21 metres apart, and rear garden lengths should be at least 10 metres, to ensure that privacy is retained. Two storey buildings should not be placed closer than 12 metres from a ground floor main habitable window, and a two storey extension built along site another dwelling should make an angle of no more than 45° with the nearest point of a neighbour's window to prevent adverse overshadowing and overbearing. These guidelines are reflected in the South Yorkshire Residential Design Guide (SYRDG), which Sheffield considers Best Practice Guidance, but which is not adopted as Supplementary Planning Guidance.

Overlooking

Main habitable windows are proposed in the front elevation which include a set of openable roof lights which form a terrace area within the front roof plane. These are not considered to create any adverse overlooking as the aspect is over the front of the property and the public highway.

Windows are proposed in the rear at first floor level and within the roofslope. These look down the garden. The rear garden is L-shaped, with there being two distinct

rear boundaries. One positioned at approximately 6.5 metres from the rear of the proposed new dwelling, and the other at approximately 14.2 metres away.

Guidelines in the SPG recommend a distance of 10 metres to the rear boundary. This is in part to ensure that if two properties have back to back gardens, there is an appropriate separation to neighbouring gardens and facing windows.

In this instance, there are no properties immediately on the other side of the rear boundary. This area at present contains garaging for the flats behind and an area of communal open space. It is understood from the neighbour comments, that No. 16 has very recently purchased a strip of land which is 2.1 metres deep and which runs along the section of the boundary which is approximately 6.5 metres away from the back of the proposed dwelling. A typical 2-metre high boundary fence would prevent overlooking of this strip from the garden area and ground floor windows. Owing to the height of the fence, and the limited depth of this area behind the upper floor windows are likely to take their aspect looking over the rear boundary fence and would not have a clear view of ground level. Furthermore, at the time of the site visit, this area was not being used as private garden space, and there remains other, more useable private areas of garden serving No 16. In this instance, overlooking of a small narrow strip of potential garden serving No. 16 at a distance of 6.5 metres will not be to a degree that would warrant refusal of the application.

The flats within Bents View are positioned at a splayed angle approximately 43 metres away, and the flats within Latham Square are approximately 35 metres away. These distances significantly exceed the recommendations. The communal open space serving residents within Bents View is positioned mainly behind No. 18 and No. 20. It is not considered that the proposal will create any adverse level of overlooking to this communal area. No windows are proposed in either side elevation of the building.

Whilst there will be some mutual overlooking to and from the proposed new dwelling and both immediate neighbouring rear gardens at No. 16 and 18, this is a situation which arises commonly with properties sitting alongside each other (all semi-detached properties for example) and is not to an adverse level to warrant refusal of the application. New windows are concentrated in the rear elevation which look down the garden.

In this context, no significant overlooking will be created by the proposal.

Overbearing/Overshadowing

The proposed dwelling is positioned so that it does not extend any further forward or back of both immediate neighbouring properties at No. 16 and No. 18.

No. 16 has an entrance door on the eastern end of the side elevation facing the site. This door is not a main habitable window and does rely on third part land for an outlook when it is open. Protection of this as a light source cannot therefore be offered any significant weight. There are no other openings along this elevation of No. 16.

No. 18 has four small windows in the side looking towards the site. These are proposed to be blocked up as part of the renovation works to No. 18, or don't serve a main habitable room.

Therefore, it is considered that no adverse overbearing or overshadowing will be created by the proposal.

Amenity for future occupiers

The proposed new dwelling is considered to provide a good outlook from all main habitable rooms, providing a quality living accommodation for future occupants. Approximately 85 square metres of private rear garden space is provided to future occupiers of the proposed dwelling which is above the recommended 50 square metres found in the SPG, and the 60 square metres found in the SYRDG. Occupiers of the existing house at No. 18 will see a decrease in the amount of private amenity space, however it is considered that there remains private amenity space to the rear of No.18 which is acceptable.

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

Trees/Landscaping

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

Core Strategy Policy CS74 'Design Principles' – part a) expects high quality development that will respect, take advantage of and enhance natural features of the City's neighbourhoods.

These are considered to align with the NPPF – and are therefore relevant to this assessment – on the basis that paragraph 127 c) expects new development to be sympathetic to local character, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change.

The application site makes up part of the existing garden serving No. 18. This does contain several trees and shrubs associated with the garden. It is not considered that these trees are significant, and would not warrant any formal protection. A condition can be attached to ensure an appropriate hard and soft landscaping scheme is submitted ensuring appropriate replacements.

At present there are two cherry trees within the grass verge in front of the site. Amended plans have been submitted which remove the extended dropped crossing originally proposed for the host house at No. 18. This now relies on the existing crossing which is not to be altered.

A new dropped crossing is proposed to serve the new dwelling. This has been re-located to the southernmost point of the site to ensure it is as far away as possible from the trees and has been reduced to be a single width. A condition can control the details of how to construct the access. This can include a no-dig scenario to prevent damage to any roots which are close to the surface within this grass verge. The trunk of the cherry tree is approximately 4.3 metres away from the proposed dropped crossing. If it becomes apparent that there are roots within this area, the tree can be removed, and a replacement tree can be provided.

Whilst the tree has some value it is not a particularly high quality specimen and is one of several such examples in the area. A replacement, if it proves necessary is considered acceptable.

In this context, the proposal does not conflict with GE15, BE6, CS74 or the relevant section of the NPPF.

Flood Risk and Drainage

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

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

In this instance, the areas of hardstanding could be constructed from a porous material, which would restrict surface water run-off and to ensure any alterations are to a minimum.

Community Infrastructure Levy (CIL)

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

RESPONSE TO REPRESENTATIONS

Most of the matters raised in the neighbour representations have been addressed in the above assessment. The remaining issues are addressed as follows:

- Noise and disturbance is an unavoidable consequence of development. A directive can be put on any approval to ensure that works are carried out at reasonable times as legislated for by the Environmental Protection Act.

- In relation to construction arrangements, it should be noted that it is not uncommon to develop on a constrained site. This site is not on a major highway and will not impact on the safe flow of traffic or pedestrians, albeit there may be an inconvenience during construction to occupiers of neighbouring properties/people travelling past the site.
- Any planning permission goes with the land and not the applicant, and therefore no consideration can be given to the why an application has been submitted.
- The level of air pollution associated with an additional house will not be significant.
- A number of errors have been reported on the application forms. New forms have been submitted that remedy this.
- Any proposed permitted development works to the existing house at No. 18 could be carried out separate to this application and are not required to be assessed as part of this proposal.

SUMMARY AND RECOMMENDATION

This site is within the main urban area, with the proposal being at an appropriate density, and the provision of this 1 extra unit would be a small but helpful contribution to Sheffield's housing land supply.

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

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

The proposal will provide an appropriate level of car parking and provides a safe access that is not considered to have a severe impact on highway safety.

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

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