

# Planning and Highways Committee

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**Tuesday 22 April 2014 at 2.00 pm**

**To be held at the Town Hall, Pinstone  
Street, Sheffield, S1 2HH**

**The Press and Public are Welcome to Attend**

## **Membership**

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Councillors Alan Law (Chair), Trevor Bagshaw, David Baker, Janet Bragg, Tony Downing (Deputy Chair), Ibrar Hussain, Bob Johnson, Bryan Lodge, Bob McCann, Peter Price, Peter Rippon, Garry Weatherall and Joyce Wright

## **Substitute Members**

In accordance with the Constitution, Substitute Members may be provided for the above Committee Members as and when required.

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## **PUBLIC ACCESS TO THE MEETING**

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The Planning and Highways Committee is responsible for planning applications, Tree Preservation Orders, enforcement action and some highway, footpath, road safety and traffic management issues.

A copy of the agenda and reports is available on the Council's website at [www.sheffield.gov.uk](http://www.sheffield.gov.uk). You can also see the reports to be discussed at the meeting if you call at the First Point Reception, Town Hall, Pinstone Street entrance. The Reception is open between 9.00 am and 5.00 pm, Monday to Thursday and between 9.00 am and 4.45 pm. on Friday. You may not be allowed to see some reports because they contain confidential information. These items are usually marked \* on the agenda.

Recording is allowed at Planning and Highways Committee meetings under the direction of the Chair of the meeting. Please see the website or contact Democratic Services for details of the Council's protocol on audio/visual recording and photography at council meetings.

Planning and Highways Committee meetings are normally open to the public but sometimes the Committee may have to discuss an item in private. If this happens, you will be asked to leave. Any private items are normally left until last.

Further information on this or any of the agenda items can be obtained by speaking to Martyn Riley on 0114 273 4008 or email [martyn.riley@sheffield.gov.uk](mailto:martyn.riley@sheffield.gov.uk).

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## **FACILITIES**

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There are public toilets available, with wheelchair access, on the ground floor of the Town Hall. Induction loop facilities are available in meeting rooms.

Access for people with mobility difficulties can be obtained through the ramp on the side to the main Town Hall entrance.

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**PLANNING AND HIGHWAYS COMMITTEE AGENDA  
22 APRIL 2014**

**Order of Business**

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- 1. Welcome and Housekeeping Arrangements**
- 2. Apologies for Absence**
- 3. Exclusion of Public and Press**  
To identify items where resolutions may be moved to exclude the press and public
- 4. Declarations of Interest** (Pages 1 - 4)  
Members to declare any interests they have in the business to be considered at the meeting
- 5. Minutes of Previous Meeting** (Pages 5 - 10)  
Minutes of the meeting of the Committee held on 1 April 2014
- 6. Site Visit**  
To agree a date for any site visits required in connection with planning applications prior to the next meeting of the Committee
- 7. Applications Under Various Acts/Regulations** (Pages 11 - 98)  
Report of the Director of Regeneration and Development Services
- 8. Planning and Design Brief - Site Of The Former Westfield School** (Pages 99 - 168)  
Report of the Director of Regeneration and Development Services
- 9. Planning and Design Brief - Moorthorpe Way, Owlthorpe** (Pages 169 - 258)  
Report of the Director of Regeneration and Development Services
- 10. Enforcement of Planning Control: Advertisement Hoardings in Wincobank and Blackburn** (Pages 259 - 272)  
Report of the Director of Regeneration and Development Services
- 11. Quarterly Overview of Enforcement Activity** (Pages 273 - 276)  
Report of the Director of Regeneration and Development Services
- 12. Quarterly Update of Enforcement Cases in the City Centre and East Area** (Pages 277 - 292)  
Report of the Director of Regeneration and Development

Services

- 13. Quarterly Update of Enforcement Cases In the South Area** (Pages 293 - 314)  
Report of the Director of Regeneration and Development Services
- 14. Quarterly Update of Enforcement Cases in the West and North Area** (Pages 315 - 326)  
And North Report of the Director of Regeneration and Development Services
- 15. Record of Planning Appeal Submissions and Decisions** (Pages 327 - 330)  
Report of the Director of Regeneration and Development Services
- 16. Date of Next Meeting**  
The next meeting of the Committee will be held on 13 May 2014

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## ADVICE TO MEMBERS ON DECLARING INTERESTS AT MEETINGS

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If you are present at a meeting of the Council, of its executive or any committee of the executive, or of any committee, sub-committee, joint committee, or joint sub-committee of the authority, and you have a **Disclosable Pecuniary Interest (DPI)** relating to any business that will be considered at the meeting, you must not:

- participate in any discussion of the business at the meeting, or if you become aware of your Disclosable Pecuniary Interest during the meeting, participate further in any discussion of the business, or
- participate in any vote or further vote taken on the matter at the meeting.

These prohibitions apply to any form of participation, including speaking as a member of the public.

You **must**:

- leave the room (in accordance with the Members' Code of Conduct)
- make a verbal declaration of the existence and nature of any DPI at any meeting at which you are present at which an item of business which affects or relates to the subject matter of that interest is under consideration, at or before the consideration of the item of business or as soon as the interest becomes apparent.
- declare it to the meeting and notify the Council's Monitoring Officer within 28 days, if the DPI is not already registered.

If you have any of the following pecuniary interests, they are your **disclosable pecuniary interests** under the new national rules. You have a pecuniary interest if you, or your spouse or civil partner, have a pecuniary interest.

- Any employment, office, trade, profession or vocation carried on for profit or gain, which you, or your spouse or civil partner undertakes.
- Any payment or provision of any other financial benefit (other than from your council or authority) made or provided within the relevant period\* in respect of any expenses incurred by you in carrying out duties as a member, or towards your election expenses. This includes any payment or financial benefit from a trade union within the meaning of the Trade Union and Labour Relations (Consolidation) Act 1992.

\*The relevant period is the 12 months ending on the day when you tell the Monitoring Officer about your disclosable pecuniary interests.

- Any contract which is made between you, or your spouse or your civil partner (or a body in which you, or your spouse or your civil partner, has a beneficial interest) and your council or authority –
  - under which goods or services are to be provided or works are to be executed; and
  - which has not been fully discharged.

- Any beneficial interest in land which you, or your spouse or your civil partner, have and which is within the area of your council or authority.
- Any licence (alone or jointly with others) which you, or your spouse or your civil partner, holds to occupy land in the area of your council or authority for a month or longer.
- Any tenancy where (to your knowledge) –
  - the landlord is your council or authority; and
  - the tenant is a body in which you, or your spouse or your civil partner, has a beneficial interest.
- Any beneficial interest which you, or your spouse or your civil partner has in securities of a body where -
  - (a) that body (to your knowledge) has a place of business or land in the area of your council or authority; and
  - (b) either -
    - the total nominal value of the securities exceeds £25,000 or one hundredth of the total issued share capital of that body; or
    - if the share capital of that body is of more than one class, the total nominal value of the shares of any one class in which you, or your spouse or your civil partner, has a beneficial interest exceeds one hundredth of the total issued share capital of that class.

If you attend a meeting at which any item of business is to be considered and you are aware that you have a **personal interest** in the matter which does not amount to a DPI, you must make verbal declaration of the existence and nature of that interest at or before the consideration of the item of business or as soon as the interest becomes apparent. You should leave the room if your continued presence is incompatible with the 7 Principles of Public Life (selflessness; integrity; objectivity; accountability; openness; honesty; and leadership).

You have a personal interest where –

- a decision in relation to that business might reasonably be regarded as affecting the well-being or financial standing (including interests in land and easements over land) of you or a member of your family or a person or an organisation with whom you have a close association to a greater extent than it would affect the majority of the Council Tax payers, ratepayers or inhabitants of the ward or electoral area for which you have been elected or otherwise of the Authority's administrative area, or
- it relates to or is likely to affect any of the interests that are defined as DPIs but are in respect of a member of your family (other than a partner) or a person with whom you have a close association.

Guidance on declarations of interest, incorporating regulations published by the Government in relation to Disclosable Pecuniary Interests, has been circulated to you previously.

You should identify any potential interest you may have relating to business to be considered at the meeting. This will help you and anyone that you ask for advice to fully consider all the circumstances before deciding what action you should take.

In certain circumstances the Council may grant a **dispensation** to permit a Member to take part in the business of the Authority even if the member has a Disclosable Pecuniary Interest relating to that business.

To obtain a dispensation, you must write to the Monitoring Officer at least 48 hours before the meeting in question, explaining why a dispensation is sought and desirable, and specifying the period of time for which it is sought. The Monitoring Officer may consult with the Independent Person or the Council's Standards Committee in relation to a request for dispensation.

Further advice can be obtained from Gillian Duckworth, Interim Director of Legal and Governance on 0114 2734018 or email [gillian.duckworth@sheffield.gov.uk](mailto:gillian.duckworth@sheffield.gov.uk).

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## SHEFFIELD CITY COUNCIL

### Planning and Highways Committee

#### Meeting held 1 April 2014

**PRESENT:** Councillors Alan Law (Chair), Trevor Bagshaw, David Baker, Janet Bragg, Tony Downing (Deputy Chair), Ibrar Hussain, Bob Johnson, Bryan Lodge, Bob McCann, Peter Price, Peter Rippon, Garry Weatherall and Joyce Wright

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#### **1. APOLOGIES FOR ABSENCE**

1.1 There were no apologies for absence.

#### **2. EXCLUSION OF PUBLIC AND PRESS**

2.1 No items were identified where resolutions may be moved to exclude the press and public.

#### **3. DECLARATIONS OF INTEREST**

3.1 There were no declarations of interest.

#### **4. MINUTES OF PREVIOUS MEETING**

4.1 The minutes of the meeting of the Committee held on 11 March, 2014 were approved as a correct record.

#### **5. SITE VISIT**

5.1 **RESOLVED:** That the Director of Regeneration and Development Services, in liaison with the Chair, be authorised to make arrangements for a site visit on Thursday 17 April 2014, in connection with any planning applications requiring a visit by Members prior to the next meeting of the Committee.

#### **6. PROPOSED CONVERSION OF AN EXISTING FOOTPATH LINKING EARL MARSHALL ROAD AND RUSHBY STREET INTO A SHARED FOOTPATH/CYCLE TRACK**

6.1 The Director of Regeneration and Development Services submitted a report seeking authority to process a Cycle Track Order, required to convert the existing footpath linking Earl Marshall Road to Rushby Street into a shared footpath/cycle track. The report stated that the proposed shared facility would form part of a new signed cycle route, required as a planning condition attached to the new Fir Vale Primary School. Following initial consultations undertaken in accordance with the Cycle Track Regulations 1984, officers had provided responses to two utility companies who had objected to the Order. It was further stated that additional consultation would be undertaken, subject to the Committee's approval of the

proposed Order.

6.2 The Director of Regeneration and Development Services reported orally that the two utility companies had now withdrawn their objections to the Order.

6.3 **RESOLVED:** That (a) no objections be raised to the proposed conversion of the existing footpath between Earl Marshall Road and Rushby Street to a shared footpath/cycle track, as detailed in the report of the Director of Regeneration and Development Services now submitted and as shown on the plan now exhibited, subject to satisfactory arrangements being made with the Statutory Undertakers with regard to their mains and services that may be affected;

(b) authority be given to the Director of Legal Services to take all necessary action on the matter under powers contained within Section 3 of the Cycle Tracks Act 1984; and

(c) in the event of no objections being received, or all objections being resolved, authority be given for the Order to be confirmed as an Unopposed Order.

## 7. APPLICATIONS UNDER VARIOUS ACTS/REGULATIONS

7.1 **RESOLVED:** That (a) the applications now submitted for permission to develop land under the Town and Country Planning Act 1990 and the Regulations made thereunder and for consent under the Town and Country Planning (Control of Advertisements) Regulations 1989, be decided, granted or refused as stated in the report to this Committee for this date in respect of Case No. 13/04176/FUL and other applications considered be amended as in the minutes of this meeting, and the requisite notices issued; the granting of any permission or consent shall not constitute approval, permission or consent by this Committee or the Council for any other purpose;

(b) having heard representations from a representative of the South Yorkshire Badger Group commenting on the development, an application for planning permission for the erection of 4 dwellinghouses with associated car parking and landscaping at 183 Greystones Road (Case No. 14/00221/FUL) be granted, conditionally, with a request that officers (i) undertake a further inspection of the trees on the site to ascertain, in addition to those already protected by a Tree Preservation Order, if any others are worthy of being protected by an Order and (ii) seek the support of the developer to liaise with the South Yorkshire Badger Group over works they are undertaking on site in relation to the badger sets and runs;

(c) having noted that the Legal Agreement had been completed, an application for planning permission for the demolition of the south east corner of Bells Court and conversion and extension to form 39 student apartments with associated landscaping at Bells Court, Bells Square (Case No. 13/04176/FUL) be granted, conditionally; and

(d) having noted the amended Heads of Terms in respect of the Section 106 Legal Agreement concerning phase contributions, as detailed in a supplementary report circulated at the meeting, an application for planning permission for the erection of

51 dwellings, 731.6 square metres of commercial floor space, reinstatement of Kelham Street, access, car parking, landscaping and associated works at the site of Richardson's Cutlery Works, Alma Street and Russell Street (Case No. 13/01959/FUL) be granted conditionally, subject to (i) completion of a Legal Agreement and (ii) an amendment to Condition 3 requiring the developer to submit details to the Local Planning Authority for approval, in respect of a public display concerning the heritage of the site.

## **8. ENFORCEMENT OF PLANNING CONTROL: 85 ROBIN LANE**

8.1 The Director of Regeneration and Development Services submitted a report on his investigation into a complaint received, concerning a breach of planning control in respect of the unauthorised erection of a first floor balcony at the rear of 85 Robin Lane. The report stated that the owner had been asked to remove or submit an application for the development and that, although some details had been submitted, the information was insufficient to validate the application.

8.2 It was viewed that, whilst the modern design was appropriate for the building, without the assessment of a planning application, the balcony was considered contrary to Policy H14 of the Unitary Development Plan and Guideline 1, 2 and 6 of the Supplementary Planning Guidance.

8.3 **RESOLVED:** That (a) the Director of Regeneration and Development Services or Head of Planning be authorised to take all appropriate steps including, if necessary, enforcement action and the institution of legal proceedings to secure the removal of the balcony at the rear of 85 Robin Lane; and

(b) the Head of Planning, in liaison with the Chair of this Committee, be authorised to vary the action in order to achieve the objectives hereby confirmed, including taking action to resolve any associated breaches of planning control.

## **9. ENFORCEMENT OF PLANNING CONTROL: OAK LODGE FARM**

9.1 The Director of Regeneration and Development Services submitted a report on his investigation into complaints received, concerning a breach of planning control in respect of the unauthorised siting of 2 caravans and 4 metal containers on land at the Oak Lodge Farm Livery Yard, Thompson Hill. The report referred to officer meetings/correspondence with the land owner and occupier of the land and to a Planning Contravention Notice that had been served to establish the current use of the land and concerning the siting of the caravans and containers. In addition, the Notice also asked for information as to the reasoning for tyres being stored on the land. It was stated that, other than known information about the site, no further information had been received from the owner, occupier or their representatives and that the unauthorised use of the caravans and containers on the land was still taking place.

9.2 In view of the enforcement action being sought, as it would likely mean the removal of living accommodation from the aforementioned land, Article 8 and Article 1 (First Protocol) of the Human Rights Act 1998 was detailed and reasons given why interference with the occupiers' Human Rights on this occasion was

necessary and justified.

9.3 The Committee heard oral representations from the owner of the containers and caravans who outlined the need for them to remain on site, that he had held meetings with neighbours and had a petition containing 100 signatures supporting improvements to the site. In response, the meeting was informed by the Director of Regeneration and Development Services that, as the caravans and containers had not been removed from the site and as a Certificate of Lawful Use/planning application had not been submitted, it was necessary that enforcement action was sought in respect of the matter.

9.4 **RESOLVED:** That (a) having considered the requirements of Articles 8 and 1 (First Protocol) of the Human Rights Act 1998, the Director of Regeneration and Development Services or Head of Planning be authorised to take all appropriate steps including, if necessary, enforcement action and the institution of legal proceedings to secure the cessation of the use of the land for stationing caravans for residential accommodation and provision of welfare facilities, their removal and for the removal of the unauthorised containers also sited within land at Oak Lodge Farm Livery Yard, Thompson Hill; and

(b) the Head of Planning, in liaison with the Chair of this Committee, be authorised to vary the action in order to achieve the objectives hereby confirmed, including taking action to resolve any associated breaches of planning control.

## **10. ENFORCEMENT OF PLANNING CONTROL: 13 COLLEGE STREET**

10.1 The Director of Regeneration and Development Services submitted a report on his investigation into complaints received, concerning a breach of planning control in respect of the unauthorised replacement roof tiles at 13 College Street. The report indicated that the property was situated within the Broomhill Conservation Area and was included in the Broomhill Article 4(1) Direction, which removed permitted development rights. It was stated that planning permission had been approved for alterations to the property, but that this did not include replacement of the natural roof tiles with artificial ones.

10.2 An assessment of the breach of control considered the replacement artificial tiles were an inappropriate modern material and of poor design in the Conservation Area and as such was contrary to Policies S10, BE5, BE15, BE16 and BE17 of the Unitary Development Plan.

10.3 Reference was also made to a decision of the Planning Inspectorate supporting the enforcement action undertaken by the City Council, in respect of the change of roofing material to another property in the Broomhill Conservation Area.

10.4 **RESOLVED:** That (a) the Director of Regeneration and Development Services or Head of Planning be authorised to take all appropriate steps including, if necessary, enforcement action and the institution of legal proceedings to secure the removal of the artificial roof tiles at 13 College Street; and

(b) the Head of Planning, in liaison with the Chair of this Committee, be authorised

to vary the action in order to achieve the objectives hereby confirmed, including taking action to resolve any associated breaches of planning control.

**11. AN OUTSTANDING DEBT UNDER SECTION 106 OF THE TOWN AND COUNTRY PLANNING ACT 1990: HERRIES ROAD**

11.1 Further to Members' consideration of reports submitted to the former Planning and Highways Committees in November and December 2010 and January 2011, concerning the recovery of outstanding debts arising from Section 106 Legal Agreements under the Town and Country Planning Act 1990, the Director of Regeneration and Development Services submitted a report explaining that, in respect of a Section 106 Agreement with regard to the erection of 22 flats on a site at the junction of Herries Road and Wordsworth Avenue (Case No. 02/03814/FUL), the Council's attempts to recover the sum of £6,050.00 had been exhausted.

11.2 Details concerning the Agreement were outlined and reasons given as to why no further action was proposed in respect of recovering the debt, along with advice given by Legal Services in respect of this matter.

11.3 It was stated that a complete review of Section 106 Agreement procedures had been undertaken and a revised process had been adopted in an attempt to prevent similar cases arising in the future.

11.4 **RESOLVED:** That (a) the writing-off of an outstanding Section 106 Agreement debt for the amount of £6,050.00 in relation to Planning Application Case No. 02/03814/FUL, be endorsed;

(b) the Director of Finance be advised of the aforementioned decision accordingly; and

(c) officers be requested to provide an update report to a future meeting of this Committee concerning Section 106 Legal Agreements where the associated funding was subject to recovery procedures.

**12. RECORD OF PLANNING APPEAL SUBMISSIONS AND DECISIONS**

12.1 The Committee received and noted a report of the Director of Regeneration and Development Services detailing (a) planning appeals recently submitted to the Secretary of State and (b) the outcome of recent planning appeals along with a summary of the reasons given by the Secretary of State in his decision.

**13. DATE OF NEXT MEETING**

13.1 It was noted that the next meeting of the Committee will be held on Tuesday 22 April 2014 at 2.00 pm at the Town Hall.

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## SHEFFIELD CITY COUNCIL

### Planning and Highways Committee

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**Report of:** Director of Regeneration and Development Services

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**Date:** 22/04/2014

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**Subject:** Applications under various acts/regulations

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**Author of Report:** Lucy Bond, Chris Heeley and John Williamson 2734218

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**Summary:**

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#### Reasons for Recommendations

(Reports should include a statement of the reasons for the decisions proposed)

**Recommendations:**

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**Background Papers:**

**Category of Report:** OPEN





Application No.	Location	Page No.
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14/00321/FUL (Formerly PP-03076754)	Land At Sheffield City Heliport Europa Court Sheffield S9 1XZ	<b>15</b>
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14/00029/OUT	Land Between 574 And 582 Manchester Road Stocksbridge Sheffield	<b>40</b>
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13/02948/FUL (Formerly PP-02853054)	Land At Crookes Road And Taptonville Road Crookes Road Sheffield S10 5BR	<b>56</b>
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SHEFFIELD CITY COUNCIL

Report Of The Head Of Planning

To the Planning and Highways Committee

Date Of Meeting: 22/04/2014

LIST OF PLANNING APPLICATIONS FOR DECISION OR INFORMATION

\*NOTE\* Under the heading "Representations" a Brief Summary of Representations received up to a week before the Committee date is given (later representations will be reported verbally). The main points only are given for ease of reference. The full letters are on the application file, which is available to members and the public and will be at the meeting.

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Case Number	14/00321/FUL (Formerly PP-03076754)
Application Type	Full Planning Application
Proposal	Advanced Manufacturing and Research Centre, comprising B1(b) Advanced Manufacturing and Research space, ancillary offices and amenities, car parking, replacement car parking, access and landscaping.
Location	Land At Sheffield City Heliport Europa Court Sheffield S9 1XZ
Date Received	31/01/2014

Team City Centre and East

Applicant/Agent DLP Planning Ltd

Recommendation GC Subject to Legal Agmt Sec of State

Subject to:

- 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.

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

FTF-BBA-Z0-ZZ-DR-A-04101 D5 rev P3 - GA Sections

FTF-BBA-Z0-ZZ-DR-A-03103 D5 rev P5 - GA elevations sheet 3

FTF-BBA-Z0-ZZ-DR-A-03102 D5 rev P3 - GA elevations sheet 2

FTF-BBA-Z0-ZZ-DR-A-03101 D5 rev P4 - GA elevations sheet 1

FTF-BBA-Z0-ZZ-DR-A-01201 D5 rev P1 - External compound building

FTF-BBA-Z0-ZZ-DR-A-01200 D5 rev P2 - Energy Hub building

FTF-BBA-Z0-ZZ-DR-A-01012 D5 rev P2 - Proposed Site plan

FTF-BBA-Z0-ZZ-DR-A-01011 D5 rev P2 - Proposed Location Plan

FTF-BBA-Z0-RF-DR-A-02102 D5 rev P3 - GA Roof Plan sheet 2

FTF-BBA-Z0-RF-DR-A-02101 D5 rev P3 - GA roof plan sheet 1

FTF-BBA-Z0-GF-A-02103 D5 rev P3 - GA Ground Floor sheet 3

FTF-BBA-Z0-GF-DR-A-02103 D5 rev P3 - GA Ground floor plan sheet 3

FTF-BBA-Z0-GF-DR-A-02102 D5 rev P3 - GA Ground floor plan sheet 2

FTF-BBA-Z0-GF-DR-02101 D5 rev P3 - GA Ground Floor plan sheet 1

FTF-BBA-Z0-B1-DR-A-02101D5 P3 GA Lower Ground Floor Plan - sheet 1

FTF-BBA-Z0-B1-DR-A-02102 D5 rev P3 - GA Lower Ground Floor Plan - Sheet 2

FTF-BBA-Z0-02-DR-A-02103 D5 rev P3 - GA second Floor Plan- sheet 3  
FTF-BBA-Z0-02-DR-A-02102 D5 rev P3 - GA second Floor Plan - sheet 2  
FTF-BBA-Z0-02-DR-A-02101 D5 rev P3 - GA second floor plan - Sheet 1  
FTF-BBA-Z0-01-A-02103 D5 rev P3 - GA first floor plan - sheet 3  
FTF-BBa-Z0-01-DR-A-02102 D5 rev P3 - GA First floor plan Sheet 2  
FTF-BBA-Z0-01-A-02101 D5 rev P3 - GA First floor plan - Sheet 1  
FTF-BBA-Z0-ZZ-DR-L-01020 D5 rev P1 - Landscape plan  
FTF-BBA=Z0-ZZ-DR-L-01021 D5 rev P1 - Landscape Paving detail  
FTF-BBA-Z0-ZZ-DR-L-01022 D5 rev P1 - Landscape details  
75520-HWY-100-Revision A Proposed Highway Layout

Reason; In order to define the permission.

- 3 Before development commences a report detailing further intrusive site investigation works that explore the ground conditions in respect of the coal mining legacy of the site shall be submitted to and approved in writing by the Local Planning Authority. In the event that the said report identifies the need for remedial/mitigation works relating to its findings the development shall be carried out in accordance with these agreed recommendations.

Reason; In order to protect the health and safety of future occupiers and users of the site.

- 4 Prior to any development commencing full details of the access arrangements (including long and cross sections / geometry / signing and lining) as shown on Drawing No. 75520-HWY-100 rev A shall be submitted to and approved in writing by the Local Planning Authority and the access / roundabout shall be constructed in accordance with the approved details.

Reason; To enable the above-mentioned highways to accommodate the increase in traffic, which, in the opinion of the Local Planning Authority, will be generated by the development.

- 5 The development shall not be used unless the car parking accommodation 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.

- 6 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 highway safety and the amenities of the locality.

- 7 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 the safety of road users.

- 8 Before the development is commenced, or within an alternative timeframe to be agreed in writing by the Local Planning Authority, full details of suitable and sufficient cycle parking accommodation within the site shall have been submitted to and approved in writing by the Local Planning Authority and the development shall not be used unless such cycle parking has been provided in accordance with the approved plans and, thereafter, such cycle parking accommodation shall be retained.

Reason; In the interests of delivering sustainable forms of transport.

- 9 Prior to the occupation of any part of the development, a detailed Travel Plan(s), designed to: reduce the need for and impact of motor vehicles, including fleet operations; increase site accessibility; and to facilitate and encourage alternative travel modes, shall have been submitted to and approved in writing by the Local Planning Authority. Detailed Travel Plan(s) shall be developed in accordance with a previously approved Framework Travel Plan for the proposed development, where that exists.

The Travel Plan(s) shall include:

1. Clear and unambiguous objectives and modal split targets;
2. An implementation programme, with arrangements to review and report back on progress being achieved to the Local Planning Authority in accordance with the 'Monitoring Schedule' for written approval of actions consequently proposed,
3. Provision for the results and findings of the monitoring to be independently verified/validated to the satisfaction of the Local Planning Authority.
4. Provisions that the verified/validated results will be used to further define targets and inform actions proposed to achieve the approved objectives and modal split targets.

On occupation, the approved Travel Plan(s) shall thereafter be implemented, subject to any variations approved in writing by the Local Planning Authority.

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

- 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 the development being commenced. The Report shall be prepared in accordance with Contaminated Land Report CLR 11 (Environment Agency 2004).

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

- 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 the development being commenced. The Report shall be prepared in accordance with Contaminated Land Report CLR11 (Environment Agency 2004) and Local Planning Authority policies relating 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.

- 12 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.

- 13 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 or any part thereof shall not be brought in to use until the Validation Report has been approved in writing by the Local Planning Authority. The Validation Report shall be prepared in accordance with Contaminated Land Report CLR11 (Environment Agency 2004) and Local Planning Authority policies relating 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.

- 14 Noise from plant and equipment shall not exceed 5dBA (LA90) below background noise levels (LA90) when measured at the site boundary.

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

- 15 No development shall commence until details of the implementation, adoption, maintenance and management of the sustainable drainage system have been submitted to and approved in writing by the Local Planning Authority. The system shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include a timetable for its implementation, and a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the effective operation of the sustainable drainage system throughout its lifetime.

Reason; In the interests of sustainable development.

- 16 Prior to the commencement of development details of the proposed Surface water discharge rate from the completed development site shall be submitted to and approved in writing by the Local Planning Authority. Before the use of the development is commenced, a validation test to demonstrate that the necessary equipment has been installed and that the agreed flow rate has been achieved shall have been carried out and the results submitted to and approved in writing by the Local Planning Authority.

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

- 17 The Development shall not be used unless the parking areas of the site are constructed of permeable/porous block paving/surfacing. 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.

- 18 No building or other obstruction shall be located over or within 3.0 (three) metres either side of the centre line of a sewer.

Reason; To ensure satisfactory drainage arrangements.

- 19 No piped discharge of surface water from the application site shall take place until works to provide a satisfactory outfall for surface water have been completed in accordance with details to be submitted to and approved by the Local Planning Authority before development commences.

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

- 20 Surface water from the service vehicle turning areas shall be passed through an interceptor of adequate capacity prior to discharge. Roof drainage should not be passed through any interceptor.



Reason; To ensure satisfactory drainage arrangements.

- 21 No development shall commence until a report has been submitted to and approved in writing by the Local Planning Authority identifying how a minimum of 10% of the predicted energy needs of the of the completed development being obtained from decentralised and renewable or low carbon energy. Any agreed renewable or low carbon energy equipment, connection to decentralised or low carbon energy sources or additional energy efficiency measures shall have been installed before any part of the development is occupied and a post-installation report shall have been submitted to an approved in writing by the Local Planning Authority to demonstrate that the agreed measures have been installed. Thereafter the agreed equipment, connection or measures shall be retained in use and maintained for the lifetime of the development.

Reason; In order to ensure that new development makes energy savings in the interests of mitigating the effects of climate change, in accordance with Sheffield Development Framework Core Strategy Policy CS65.

- 22 The development hereby approved shall be constructed to achieve a minimum rating of BREEAM 'very good' and before the development is occupied (or within an alternative timescale to be agreed) the relevant certification, demonstrating that BREEAM 'very good' has been achieved, shall be submitted to and approved in writing by the Local Planning Authority.

Reason; In the interests of mitigating the effects of climate change, in accordance with Sheffield Development Framework Core Strategy Policy CS64.

- 23 Details of a suitable means of site boundary treatment shall be submitted to and approved in writing by the Local Planning Authority before the development is commenced, or 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.

- 24 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.

- 25 Large scale details, including materials and finishes, at a minimum of (scale 1:20) of the items listed below shall be approved in writing by the Local Planning Authority before that part of the development commences:

a) Cladding

b) Glazing system

- c)Window reveals
- d)Doors
- e)Eaves and verges
- f)External wall construction
- g)Solar Shading
- h)Roof
- i)Ridge & valleys
- j)Rainwater goods
- k)louvers
- L) glazed link between Mkl and MkII building
- m) pressed metal channel profiled vertical flashing (MkII building)

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

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

- 26 Prior to the commencement of development, details of external lighting strategy of the building shall be submitted to and approved in writing by the Local Planning Authority. The details shall include the location of each light, manufacturer's details of the lighting unit and details of illumination light spill. Thereafter the development shall be carried out in accordance with the approved details.

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

- 27 The approved landscape works 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 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.

- 28 All trees to be planted within the application site, with the exception of the Amelanchiers, shall be Extra Heavy Standard trees and prior to the commencement of development details of :

- 1) Methods of planting ;
- 2) Details of tree pits

For all trees to be planted in hard standing areas, shall be submitted to and approved in writing by the Local Planning Authority.

The development shall thereafter be carried out in accordance with the approved details.

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

- 29 Before the development is commenced, or an alternative timeframe to be agreed in writing by the Local Planning Authority, full details of proposals for the inclusion of public art within the development shall have been submitted to and approved in writing by the Local Planning Authority. Such details shall then be implemented prior to the occupation of the development.

Reason; In order to satisfy the requirements of Policy BE12 of the Unitary Development Plan and to ensure that the quality of the built environment is enhanced.

Attention is drawn to the following directives:

1. Before the development is commenced, 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 deterioration in the condition of the highway attributable to the construction works shall be rectified in accordance with a scheme of work to be agreed with the Local Planning Authority.
2. 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 Mr S A Turner on Sheffield (0114) 2734383.

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 a signed consent under the Highways Act 1980. An administration/inspection fee will be payable and a Bond required as part of the consent.

You should apply for a consent to: -

Highways Adoption Group

Development Services

Sheffield City Council

Howden House, 1 Union Street

Sheffield

S1 2SH

For the attention of Mr S Turner

Tel: (0114) 27 34383

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

The notice should be sent to:-

Sheffield City Council

2-10 Carbrook Hall Road

Sheffield

S9 2DB

For the attention of Mr P Vickers

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

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 and application forms on the Council website. For further help and advice please ring 0114 2736127 or email [snn@sheffield.gov.uk](mailto: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 Engineers in their document "Guidance Notes for the Reduction of Light Pollution". This is to prevent obtrusive light causing disamenity to neighbours. The Guidance Notes are available from the Institute of Lighting Engineers, telephone number (01788) 576492 and fax number (01788) 540145.
7. 1) Follow the risk management framework provided in CLR11, Model Procedures for the Management of Land Contamination, when dealing with land affected by contamination.

2) Refer to the Environment Agency Guiding Principles for Land Contamination for the type of information that we require in order to assess risks to controlled waters from

the site. The Local Authority can advise on risk to other receptors, such as human health.

3) Refer to our guiding principles on groundwater protection are set out in our document GP3 - Groundwater Protection Policy and Practice, which is intended to be End 3

used by anyone interested in groundwater and particularly those proposing an activity which may impact groundwater. GP3 is available on our website at: <http://www.environment-agency.gov.uk/research/library/publications/40741.aspx>

4) Refer to our website at [www.environment-agency.gov.uk](http://www.environment-agency.gov.uk) for more information.

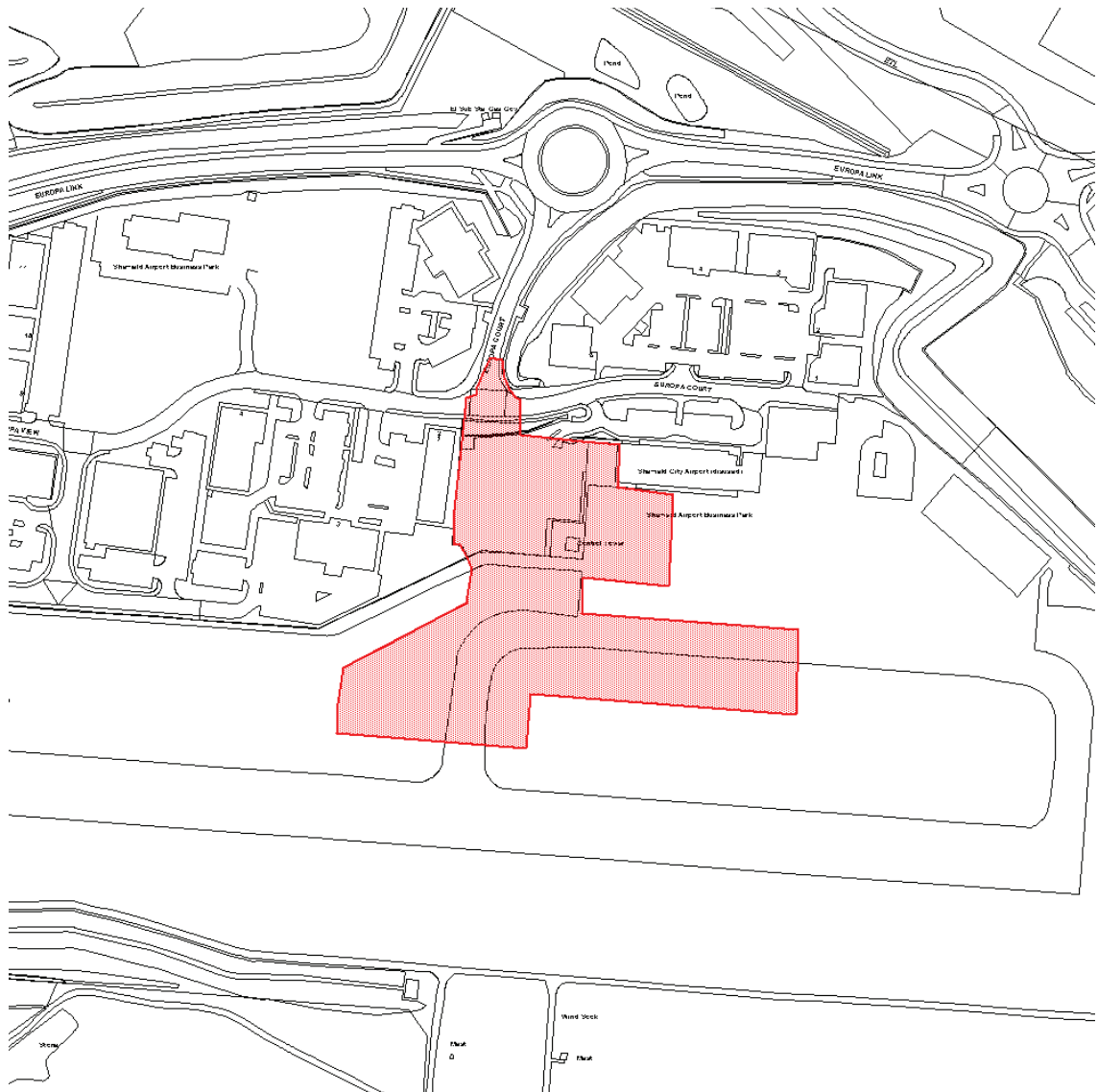
8. From the 6th April 2008, the Town and Country Planning (Fees for Applications and Deemed Applications) Regulations 2008 require that all requests for confirmation of compliance with planning conditions require a fee payable to the Local Planning Authority. An application to the Local Planning Authority will be required using the new national standard application forms. Printable forms can be found at [www.sheffield.gov.uk/planning](http://www.sheffield.gov.uk/planning) or apply online at [www.planningportal.gov.uk](http://www.planningportal.gov.uk). The charge for this type of application is £97 or £28 if it relates to a condition on a householder application for development.

For Listed Building Consent and Conservation Area Consent applications an application for confirmation of compliance with planning conditions is still required but there is no fee.

9. The Local Planning Authority has worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with a planning application.



## Site Location



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## INTRODUCTION

This proposal seeks permission for an advanced manufacturing and research centre located on part of the former Sheffield Airport runway adjacent to the Sheffield Business Park. The University of Sheffield has established Advanced Manufacturing and Research Centre buildings (AMRC) as well as an engineering training centre for 16-18 year olds on the Advanced Manufacturing Park (AMP) approximately 1km to the east of the former Orgreave pit site which falls in Rotherham's District boundary.

The existing AMRC identifies, researches and resolves advanced manufacturing problems - working in partnership with small scale enterprises as well as multi-national and large scale manufacturing businesses. There are currently 70 companies who pay an annual fee to access the existing resources and expertise of the AMRC and help to determine research programmes. The proposed development will form part of the expansion of the University's AMRC.

The proposed expansion of the University's AMRC facilities reflects growing demand for engineering places at the University and the associated expansion of the University's engineering facilities at the city centre campus. The proposed development is in part supported by grants from the Higher Education Funding Council and the European Regional Development Fund.

#### LOCATION AND PROPOSAL

The application site is located adjacent to the Sheffield Business Park, immediately to south of the former airport terminal building. The site comprises part of the former airport runway and associated apron which has been closed to commercial flights since 2008. This application has been submitted by the University of Sheffield and seeks permission for a research unit for advanced manufacturing (use class B1(b)) comprising of approximately 6,730m<sup>2</sup> of floor space contained in two interlinked buildings with associated parking, turning areas and landscaping.

In order to access the site a new link road and roundabout are proposed from the junction of Europa Court and Europa Link. An area of existing public car parking will be removed to form the access road. However, replacement parking, located immediately to the south of the former airport terminal building, is proposed as part of this scheme.

The application site falls into two policy areas as defined on the adopted Sheffield Unitary Development Plan (UDP) proposals map. The new access road, a large majority of the replacement parking for the business park, part of the proposed rotunda factory building (Mk I building) and part of the associated parking and servicing areas lie in an allocated Fringe Industry and Business Area. The remaining bulk of the rotunda building and rectangular factory building (Mk II building), ancillary storage building and associated parking and servicing areas lie in the adopted Green Belt. To the east of the site are the retained Heliport hangers still in use by South Yorkshire Police. The Heliport hangers are to be removed from the site once their use ceases, secured by way of a section 106 agreement tied to planning approval 03/01674/FUL. To the west of the site is the remainder of the airport runway which has planning approval for mixed commercial use and forms part of the Sheffield Enterprise Zone. This area also benefits from the provisions of the Europa Link Local Development Order. To the south of the site beyond the



former runway is an open grassed area previously associated with the airport, beyond which is Tinsley Park (open space) and Tinsley Park Golf Club.

#### RELEVANT PLANNING HISTORY

There is no particularly relevant planning history relating to the application site itself but there is planning history relating to development on the adjoining area of the former runway site including outline planning permission for a mixed-use development comprising of the erection of buildings to be used as offices, general industry and distribution (use classes B1, B2, and B8), the erection of ancillary buildings for use as retail, food and drink uses, non-residential institutions and leisure facilities (use classes A1, A2, A3, D1 and D2) (reference 11/00610/OUT).

#### SUMMARY OF REPRESENTATIONS

7 letters of representation have been received, including 4 from the same person in objection to the scheme, the issues are summarised as follows;

- The development would result in the destruction of the runway, which public money was spent on, and may be argued to be a community asset.
- The development would remove any chance of Sheffield having its own airport.
- The airport should be mothballed until Doncaster airport proves that it can meet the needs of Sheffield' business community.
- The loss of the airport will result in the permanent downgrading of Sheffield's connectivity with the rest of the UK and Europe
- The reopening of the airport is the only viable way to improve connections with the rest of the UK and Europe.
- The site is partly located in the Green Belt and the promise of jobs does not justify the destruction of green space.
- The development could easily be located elsewhere on a brownfield site within the existing business park without impacting on the established airport infrastructure.
- The proposal will set a precedent for other development in the Green Belt.
- An environmental impact assessment on how the reopening of the airport will reduce greenhouse emissions due to the accessibility of the site should be undertaken.

Rotherham Metropolitan Borough Council (RMBC)

RMBC has been consulted on the proposals but have confirmed that they will not be commenting.

Comments from the applicant (University of Sheffield)

The University of Sheffield has submitted an Economic Impact Statement in support of their application which sets out the potential benefits from the development. The applicant's economic modelling indicates that the construction of the development will contribute £6.4 Million Gross Value Added (GVA) and create 162 jobs in the Sheffield City Region. Further benefits are also predicted to be derived from indirect (via supply chain activity) and induced (via the spending of direct and indirect employees) effects, so the total benefit to the Sheffield City Region will range between £8.0 Million and 196 jobs and at a national level £19.3 Million and 365 jobs.

When fully operational the factory is set to employ up to 60 people making an annual contribution to Gross Development Product (GDP) of £1.9 million to the Sheffield City Region with the total impact, inclusive of indirect and induced effects, ranging between £2.5 Million and 79 jobs to the Sheffield City Region and £3.7 Million and 105 jobs at a national level.

The applicant has also looked to model the potential economic benefits from businesses being attracted to locate in the vicinity of the proposed development based on the economic benefits delivered, and predicted to be delivered from the University's existing presence (Scenario 1) and predicted expansion proposals including from other businesses (Scenario 2) on the AMP at Orgreave. It is predicted that additional construction investment would directly generate £58.9 Million to the Sheffield City Region, creating 1,494 jobs, rising to £73.5 Million GVA and 1,801 jobs inclusive of indirect and induced benefits for the Sheffield City Region. Nationally the construction phase is predicted to contribute for both Scenarios 1 and 2 inclusive of induced and indirect effects between £73.5 Million and £223.5 Million GVA and create between 1,801 and 4,571 jobs.

The operational effects inclusive of Scenarios 1 and 2 and induced and indirect effects of the development for the Sheffield City Region are predicted to contribute directly between £57.5 Million and £95.6 Million in GVA and 1,112 jobs and 1,664 jobs. With induced and indirect effects of the development the total GVA contribution could rise to between £73.5 Million and £118.1 Million, contributing between 1,515 and 2,199 jobs.

Nationally the operational effects under Scenarios 1 and 2 and inclusive of indirect and induced effects of the development are predicted to contribute between £135.4 Million and £217.9 Million GVA and between 2,831 jobs and 4,337 jobs.

#### Public Consultation

In addition to the Council's statutory consultation process, prior to the submission of the application, The University of Sheffield carried out an independent consultation exercise. The Council Policy on pre-application consultation is set out in the adopted Statement of Community Involvement (SCI) which encourages developers to undertake pre-consultation in order to involve communities in planning decisions and allow comments to be taken on board at an early stage of the process.

In this case a public exhibition of the proposal was held on the 9<sup>th</sup> December in the Morrison Supermarket Car Park at Catcliffe, where display boards of the proposed development and demonstrations of the activities of the existing AMRC were presented. Feedback could be left by way of comment forms at the event or by email. The consultation process, although limited, is considered too broadly accord with the aims and objectives of the SCI.

## PLANNING ASSESSMENT

### Policy Issues

Within the Sheffield UDP the application site falls within two policy areas as defined on the proposals map. The majority of the site falls within the Green Belt and the remainder in a Fringe Industry and Business area.

Policy IB6 of the UDP relates to development in Fringe Industry and Business Areas and advises that Business (Use Class B1), General Industry (B2) and Warehousing (B8) uses are preferred uses of land in the policy area.

Policy CS5 of the Core Strategy 'Locations for Manufacturing, Distribution/warehouse and other non-office Business' identifies that innovative new and expanding business (especially high technology manufacturing and knowledge based services) will be promoted in areas close to centres of research including locations near the universities and Tinsley Park. The proposals comprise of advanced manufacturing and research with ancillary office space (use class B1b) which is clearly a preferred use in accordance with Policy IB6. The site is also considered to be located in close proximity to the University's existing AMRC facilities and buildings at Orgreave, and as such it is evident that the proposals to develop the part of the application site located in the Fringe Industry and Business area are supported by UDP and Core Strategy policies. However the large majority of the proposed development site lies within the Green Belt. The proposed building cannot be simply disaggregated or cut in half and, as such, the principle of developing this site must also be considered in light of Green Belt policy.

Policies GE1, GE2, GE3 of the UDP, Policy CS71 of the Core Strategy (CS) and The National Planning Policy Framework (NPPF) regarding new development in the Green Belt apply. All of the above policies seek to direct new development to previously developed sites in order to protect the Green Belt from the encroachment of urban development. One of the key principles of Green Belt policy is to keep land permanently open, with the policy position being very clear in terms of restricting growth of the built up area.

Policy GE3 of the UDP and the NPPF state that the construction of new buildings, with the exception of certain buildings and uses such as agricultural and sporting facilities etc. is inappropriate development and should not be permitted in the Green Belt. Inappropriate development is by definition considered harmful and in accordance with Policy GE3 and the NPPF should not be permitted unless very special circumstances exist.

The proposed development when considered in the context of local and national planning policy is considered to be inappropriate development in the Green Belt and as such very special circumstances for the development must be

demonstrated. The NPPF states that 'very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations. There is no definition within national or local policy of what would constitute very special circumstances as each proposal must be judged on its individual merits.

The UDP proposals map adopted 1998 still defines the extent of the Green Belt. However, the Core Strategy, adopted in 2009, and its attached key diagram is a more up to date policy document. Policy CS71 of the Core Strategy 'Protecting the Green Belt' does identify that the countryside and open land around the existing built up area of the city will be safeguarded by maintaining the Green Belt. However, the policy also identifies that changes may be made to remove untenable Green Belt anomalies where the change would not undermine the purposes or objectives of Green Belt in that area.

Untenable anomalies are defined in the explanatory text of Policy CS71 as circumstances where it is no longer possible to trace the Green Belt boundary on the ground, as required by national policy. The explanatory text to Policy CS71 goes on to specifically state that the only non-minor change to the Green Belt boundary will be at the airport runway which will be resolved with a land swap, excluding the runway from the Green Belt and adding a larger area (Tinsley Park) back into the Green Belt, which also satisfies the purposes of the Green Belt.

The Green Belt boundary as drawn on the UDP proposal map follows the alignment of a public footpath in Tinsley Park. The public footpath from Tinsley Park does not continue through the former airport or application site - it diverts around the former airport alongside Europa Link. However, the Green Belt boundary continues to cut across the former airport runway, through the application site, without any reference to established built form or a feature on the ground. This is because the Green Belt designation pre-dates the runway and used to follow the footpath and a fence line before it was diverted. As such it is clear that the Green Belt boundary as shown on the UDP proposals map does not follow any established built form on the ground as required by national policy and is therefore an untenable Green Belt anomaly.

In light of Policy CS71 and the key diagram attached to the Core Strategy it is therefore clear that the principle of a change to the Green Belt Boundary at the airport is established. Although no precise boundary is drawn on the key diagram attached to the Core Strategy - as this plan is only a diagrammatical representation of the policy - the plan does indicate the site is removed from the Green Belt represented by a minus symbol on the key diagram and washed over by the urban area. The explanatory text of Policy CS71 does specifically refer to the 'airport runway' being removed from the Green Belt. The application site is considered to fall entirely within the 'airport runway' area referred to in Policy CS71 comprising of part of the former airport runway itself and the apron to the frontage of the terminal building. As such the explanatory text is considered to specifically refer to the application site.

The draft Local Plan Proposals Map (2013 pre-submission version) which has been the subject to public consultation precisely indicates a revised Green Belt boundary in line with the wording of Policy CS71. The revised Green Belt boundary

follows the southern extent of the former airport runway, excluding the hard surfaced runway and apron in front of the former terminal building and the existing hanger buildings from the Green Belt. The Industry and Business Policy Area is extended to include the application site and remainder of the runway area and heliport hangers. The site is also included in a site allocation for industry and business uses (SDF site allocation ref: P00471).

The draft Local Plan Proposals map indicates the Council's proposed policy direction with respect to the precise future Green Belt boundary at the airport location. The reallocation of the land at the airport was generally supported at the various consultation stages of the Sheffield Development Framework. Comments were made on behalf of the Sheffield Business Park owners that the change to the Green Belt boundary does not go far enough, and more land to the south of the runway should also be excluded from the Green Belt, however no objections were received in respect of the application site being removed from the Green Belt, and the proposal can be fully accommodated within the revised Industry and Business area boundary proposed by Sheffield City Council in its draft pre-submission document.

The weight attached to the precise draft Green Belt boundary is limited by the objection from the Sheffield Business Park but it clearly shows the Council's thinking with regard to the precise Green Belt boundary at the airport. Notwithstanding the above, the wording of Policy CS71, its explanatory text and the key diagram attached to the Core Strategy are considered to provide sufficient justification for very special circumstances for allowing the proposed development as a stand-alone scheme in the Green Belt.

Although the site is in the Green Belt it is considered to be previously developed land by virtue of the presence of the airport runway. The applicant has indicated an intention to develop a wider part of the former airport site but this does not form part of this application and as such the application proposal has been considered in isolation.

Clearly there are economic benefits of the development for the city region and nationally as highlighted earlier in the report and as described in the applicant's supporting economic statement. The proposed development may also help to bring forward development on Phase II of the Sheffield Business Park which has remained vacant for a number of years but now has Enterprise Zone Status. The economic benefits of the development can be afforded some weight as clearly the construction and operational phases of the scheme will contribute to the economic development of the Sheffield City Region and nationally. However, the economic benefits on their own are not considered to justify very special circumstances for developing in the Green Belt

There are a number of other sites in the immediate vicinity that are located outside the Green Belt and large enough to accommodate the development in isolation, including sites on the existing AMP at Orgreave and on land immediately adjoining the application site on Phase II of the Business Park in the Enterprise Zone.

Notwithstanding the availability of alternative non Green Belt sites, it is clear from Policy CS71 and the key diagram document attached to the Core Strategy, that the application site and adjoining land which forms part of the previously developed former airport runway is an untenable Green Belt anomaly intended to be excluded from the Green Belt. The draft Local Plan proposals map, which clearly shows the Council's intended policy position, places the application site and remainder of the runway in an allocated Industry and Business area. As such the proposal is considered to comply with Policy CS71 of the Core Strategy, the NPPF and Policies GE1, GE2 and GE3 of the UDP.

#### Design and Visual Impact on the Green Belt

Policy CS74 of the Core Strategy, which relates to design principles, advises that high quality development will be expected, which would respect, take advantage of and enhance the distinctive features of the city, its districts and neighbourhoods. Policy CS74 also advises that any new development should respect the topography of the City, views and vistas and the townscape and landscape character of the particular area with their associated scale, layout, form and building style and materials. Policy BE5 of the UDP also requires good design and the use of good quality materials in all new developments with special treatment given to corner sites to create a lively and interesting environment. The visual impact on the development on the wider Green Belt should also be minimised.

The site is located to the south of the former two storey terminal building beyond the existing Sheffield Business Park which comprises of rather generic metal clad two and three storey flat roof office buildings. The site is located on the largely level former runway and associated apron and as noted earlier in the report it is considered to be previously developed land. The committed planning consent for Phase II of the Business Park is located immediately to the east of the application site and extends beyond the northern limit of the runway. As such when viewing the site from the north and west it will be considered in light of the existing Business Park buildings and committed development on the eastern end of the runway.

The proposal comprises of two interlinked buildings, the Mk I building which is a round highly glazed manufacturing building orientated around a central office core, and the Mk II building which is capable of accommodating large scale manufacturing processes, which is a two storey rectangular building, joined to the Mk I building by a glazed link. The rotunda (Mk I building) has been purposely positioned at the end of the new access road serving the site so that it has a strong visual presence when viewed on approach from Europa Link. The Mk II building which is a more functional building is off-set from the rotunda. In addition to the main buildings, two further free standing single storey buildings are also proposed which comprise of an energy centre and secure storage building - both buildings are clad in materials which complement the main buildings.

The proposed car parking is arranged in radial clusters around the main circular Mk I building and in a conventional layout in front of the Mk II building.

The parking areas are integrated in the hard and soft landscaping of the site and there has been an attempt to move away from a conventional service and delivery arrangement which require large dedicated service yards, in favour of integrating

service access to the rotunda into the hard landscaping through the use of high quality but heavy duty landscaping materials.

The height of the buildings is largely driven by the functional requirements to accommodate machinery and travelling cranes within the workshop space. In terms of scale the proposed buildings respond to the scale of the existing 2/3 storey buildings on the Sheffield Business Park and as such will not appear out of character with the surrounding built form. The rotunda building incorporates a sloping pitched roof with a projecting lantern storey which incorporates a partially glazed exhibition space which provides views to the east towards the University's existing buildings located on the AMP at Orgreave. The Mk II building is purposely subservient in height to emphasise the prominence of the glazed rotunda.

The architectural approach is modern and contemporary and the quality of the proposed buildings and their architecture represents a significant improvement in design quality when compared to the buildings on the existing business park. The rotunda building is wrapped in floor to ceiling glazing in order to allow the machinery and activities within the building to be clearly visible to the general public and visitors when approaching the building. Staff and visitors will also benefit from views out of the building and the highly glazed facades will afford natural light to penetrate the manufacturing spaces. The roof incorporates strong projecting overhanging eaves which are supported by structural angled columns. A brise soleil is located at high level in front of the structural glazing system to provide some solar shading to help minimise overheating of the internal space.

The external envelope of the Mk II building has been designed to be more understated so as to emphasise the prominence of the rotunda. The design of the building has been amended during the course of the consideration of the application. A solar wall system which allowed diffused sun light to penetrate the building has been removed from the scheme and replaced with a solid metal cladding system. The design change is driven by functional requirements to control the environmental conditions within the building due to the presence and operational requirements of the specialist high-tech machinery.

The design of the development has been carefully considered and will deliver high quality buildings that meet the needs of the University's expanding AMRC facilities. The scheme is considered to represent a step change in design quality when considered in light of the existing buildings on the adjoining Sheffield Business Park. The proposal is considered to be of sufficient quality and architectural merit for this Green Belt site and therefore accords with Policy CS74 of the Core Strategy.

#### Sustainability Issues

Policies CS63, 64 and 65 of the Core Strategy set out the Council's approach to dealing with climate change and sustainability. The supporting text to CS64 advises that to satisfy the policy, all new non-residential developments over 500m<sup>2</sup> should achieve a BREEAM rating of very good (or equivalent). The applicant has submitted a sustainability statement which indicates that BREEAM very good will be achieved, with an aspiration to achieve excellent, details of which will be secured by planning condition.

The policy also requires buildings to be designed and constructed to minimise their energy consumption from the outset by making the best use of solar energy, passive heating, natural light and ventilation as well as minimising water consumption and maximising water recycling.

The building has been designed from the outset to minimise its energy demand. The elevations of the rotunda building area fully glazed and as such the building will benefit from substantial levels of natural light. Overhanging eaves, a brise soleil and automated blind system have been incorporated to minimise overheating of the internal space from solar gain. The glazing system incorporates automated opening windows to provide natural ventilation to the spaces within the building which do not have to be climatically controlled due to the presence of specific machinery.

Sustainable drainage methods will also be utilised to collect surface water run-off from the parking and servicing areas within the site. This will take the form of permeable paving and drainage channels or alternatively dealt with off-site through a separate planning application for a larger detention pond. Both of these approaches are considered acceptable and will intercept surface water run-off, minimising the impact on existing mains drainage capacity whilst also enhancing the biodiversity of the site and adjoining land. Full details of the sustainable urban drainage methods will be secured by planning condition. The proposed development is therefore considered sustainable and complies with Policy CS64.

Electrical car charging points will also be provided in the car parking area for visitors to use and to service a potential electric car fleet to enable staff to move between the application site and the existing AMRC facilities on the AMP at Orgreave.

Policy CS65 requires all developments of 500m<sup>2</sup> or more to provide 10% of their predicted energy needs from a decentralised, low carbon or renewable resource where feasible and viable. In this case the applicant is proposing to meet this target through a combination of different measures including ground source heat pumps to provide heating and cooling to the spaces. An element of photovoltaic cells is proposed to provide a proportion of power to the building and solar thermal hot water heating system is proposed to cater for hot water requirements. Full details will be secured by condition. In light of the above the proposals are considered to comply with Policies CS63, CS64 and CS65.

#### Ecology and landscape Issues

Policy GE11 'Nature conservation and Development' of the UDP seeks to protect and enhance the natural environment and promote nature conservation, by ensuring that the design, siting and landscaping of development includes measures to reduce potentially harmful effects on natural features of value.

The application site is largely hard surfaced comprising of the former tarmac surfaced runway as well some existing areas of grass scrub land between the two sections of the runway. The runway and adjoining land is still maintained, and has not become overgrown despite the area not being actively used for aviation purposes. Taking account of the condition of the site, its proximity to the existing built form and operations of the existing Business Park the development is not



considered to give rise to any loss of habitat of value and as such does not give rise to any ecology issues.

Permeable paving and drainage channels, supplemented by a traditional buried tank drainage system, are proposed, or an off-site detention pond could be formed subject to a separate planning application. The drainage system will take the surface water run-off from the parking areas allowing it to infiltrate into the ground, evaporate or discharge via a suitable flow control into the traditional drainage system. This method reduces some of the surface water load and reduces the need to direct surface water to a traditional piped drainage system such that it potentially creates new areas of habitat to enhance the biodiversity of the site.

Additional landscaping will also be provided along the new access road embankments which lead into the site. In light of the above, the loss of the site is not considered to detrimentally affect the ecology or biodiversity of the area. The proposed sustainable drainage system and site landscaping are considered in offset the amount of green space lost to accommodate the development. In light of the above the proposal is considered acceptable from an ecology and landscape perspective.

#### Highways & Air Quality

In order to facilitate access to the site a new access road is to be taken from the junction of Europa View and Europa Court and the existing junction is to be converted into a roundabout. An area of existing public car parking which serves the business park will be removed to accommodate the access road and junction improvements. Replacement car parking is proposed as part of this development, located immediately south of the existing terminal building.

The proposed access road will serve the application site and enable access to any future development of adjoining land. Suitable parking areas, as well as service and turning areas for HGV's are provided on site for the proposed advanced manufacturing building. Secure covered cycle parking is also provided.

The applicant has submitted a robust transport assessment which includes modelling of existing traffic movements in the area and predications of movements associated with the development. It is acknowledged that the site is not located in the most sustainable location, largely due to the existing Business Park's relatively isolated position and severance from surrounding residential areas due to landform and existing commercial uses but it does remain a priority site for economic investment. There are also limited public transport services to the existing Business Park, with the closest stop for the A1 bus service located on Europa Link. Notwithstanding the site's location, given the nature of the use which includes large storage areas and advanced manufacturing machinery, the proposal is not considered to generate significant volumes of traffic which would give rise to any significant highways congestion on the adjoining network.

The traffic generation of the proposal is predicted to be less than 60 vehicles movements in the Peak Hour. On this basis, no air quality assessment is required. Nevertheless, the Council's Air Quality Officer has reviewed the application, including the transport assessment, and is satisfied that, based on the predicted traffic movements, previous air quality assessments for the location, and the

research nature of the proposed development, that the impact of the development on local air quality would be imperceptible. Mitigation measures such as the adoption of a travel plan and provision of electric charging points are supported.

In accordance with information contained in the submitted transport assessment the development would generate one vehicle movement through junction 34 of the M1 at peak time (0800 -0900 and 1700-1800 hours Monday to Friday) and as such in accordance with the policy CS59 'New Roads' of the Core Strategy a contribution of £7500 will be secured by a Section 106 agreement towards the M1 junction 34 relief road.

## RESPONSE TO REPRESENTATIONS

The majority of issues are already covered in the main body of the report.

Issues raised in respect of the reopening of the airport and the need for an airport in the city are not relevant to the determination of this planning application given that the airport is no longer operational.

An application has not been made to nominate the site as an asset of community value under the Community Right to Bid so no weight can be attached to this comment.

The proposal is not considered to set any form of precedent for developing in the Green Belt, as each development proposal must be considered on its merits and the unique policy position in this case is highlighted elsewhere in the report.

## SUMMARY AND RECOMMENDATION

This application seeks permission to erect a new Advanced Manufacturing and Research Centre with associated parking and service areas and access road. The site comprises of approximately 2.52 hectares of land located immediately to the south of the Sheffield Business Park. The site comprises of part of the former Sheffield Airport runway and associated apron.

The application site falls within a Fringe Industry and Business Area and the Green Belt as identified on the adopted Sheffield Unitary Development Plan proposals map. In accordance with the National Planning Policy Framework, the part of the development which falls within the Green Belt is considered inappropriate development as it does not fall within any of the categories listed as developments which are acceptable in the Green Belt. Inappropriate development in the Green Belt is by definition harmful and should not be approved except in very special circumstances.

The applicant has argued that very special circumstances exist for developing in the Green Belt on the basis of the economic benefits of the development as well the Council's adopted Core Strategy Green Belt Policy CS71 which identifies that the existing Green Belt boundary at the airport is an untenable anomaly and specifically states that the 'runway' is to be excluded from the Green Belt. The key diagram document attached to the Core Strategy which is a diagrammatical representation of Policy CS71 also clearly shows the site outside the Green Belt, although no precise Green Belt boundary is drawn. The draft Local Plan Proposals map which, although carries no significant weight in policy terms at this time, has

been the subject of public consultation, clearly depicts the Council's amended Green Belt Boundary position at the airport and no specific objections were received in relation to the part of the former airport site (which forms the application site) being removed from the Green Belt.

The proposed development is considered to be located on previously developed land comprising of the airport runway and associated apron, it is very closely related to the established built up area comprising of the Sheffield Business Park and adjoins the committed Phase II Sheffield Business Park which is to be constructed on the western end of the former airport runway. The proposal is not considered to give rise to any significant ecology issues.

The design of the scheme is of a high quality and represents a marked improvement on the design of the buildings on the adjoining Business Park. The architecture is contemporary and the form, layout and external elevation treatment of the buildings is considered to appropriately reflect the advanced manufacturing functions of the building. The sustainable approach to the design and utilisation of high quality materials present a scheme which minimises its visual impact on the Green Belt.

The existing junction of Europa Court and Europa View will be amended to from a roundabout and a new access road formed through an existing car parking area to serve the application site. A robust transport assessment has been carried out and the proposal is not considered to give rise to any unacceptable congestion on the surrounding network and would not give rise to any air quality issues. A contribution of £7500 towards the M1 junction 34 relief road will be secured by way of a section 106 agreement.

The applicant has put forward an economic argument for developing this Green Belt site which, whilst aligning with the city's economic aspirations, is not, on its own, considered to justify a very special circumstances case.

However, Policy CS71 is on its own considered to constitute very special circumstances in this case which, alongside the economic benefits of the scheme, outweighs any harm from developing this previously developed site in the Green Belt.

In light of this, the proposal is considered to comply with the principles established in the Core Strategy and the Unitary Development Plan, as well as the National Planning Policy Framework.

Given that the proposal represents development in the Green Belt and is technically a departure from adopted policy it is recommended that planning permission is granted subject to the listed conditions, the completion of a legal agreement (with the following heads of terms) and referral to the Secretary of State.

#### Heads of Terms

Prior to the commencement of development, a contribution of £7,500 towards the M1 Junction 34 Relief Road shall be made, in accordance with the provisions of Core Strategy Policy CS59 'New Roads'.

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Case Number 14/00029/OUT

Application Type Outline Planning Application

Proposal Erection of 5 dwellinghouses

Location Land Between 574 And 582 Manchester Road  
StocksbridgeSheffield

Date Received 06/01/2014

Team West and North

Applicant/Agent SEA Planning Limited

Recommendation Grant Conditionally

Subject to:

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

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

- 2 Application for approval in respect of any matter reserved by this permission must be made not later than the expiration of three years from the date of this decision.

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

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

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

- 4 The development must be carried out in complete accordance with the following approved documents:red-lined location plans (1:1250 and 1:500 scales), and drawing nos. SEA/691/002 Rev B and SEA/691/004 received on 6.1.14,

Reason; In order to define the permission.

- 5 Notwithstanding the details of levels shown on drawing nos. SEA/691/002 Rev B, before development commences full details of the design of the shared access drive shall have been submitted to and approved in writing by the Local Planning Authority. Such details shall include the gradient of the shared driveway not exceeding 1:20 for the first 5 metres of its length from the highway into the site.

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

- 6 Notwithstanding the details shown on drawing nos. SEA/691/002 Rev B, the car parking spaces shall be at least 2.5 metres in width and 5 metres in length.

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

- 7 Before the dwellings are occupied the footway fronting the site shall have been widened to 2 metres along the site's frontage in accordance with details that shall have been submitted to and approved in writing by the Local Planning Authority. Such details shall include the means of retaining the footway including backfill material and method of compaction

Reason; In the interests of pedestrian safety.

- 8 No building or other obstruction shall be located over or within 4.0 (three) metres either side of the centre line of the sewers which cross the site.

Reason: To ensure satisfactory drainage arrangements.

- 9 Surface water and foul drainage shall drain to separate systems.

Reason; To ensure satisfactory drainage arrangements.

- 10 No piped discharge of surface water from the application site shall take place until surface water drainage works including off-site works have been completed in accordance with details to be submitted to and approved in writing by the Local Planning Authority.

Reason; To ensure satisfactory drainage arrangements.

- 11 Unless it can be shown not to be feasible and viable, each reserved matters application for a new building shall be accompanied by a report which shall be submitted to an approved in writing by the Local Planning Authority identifying the strategy for providing:d) a minimum of 10% of the predicted energy needs from decentralised and renewable or low carbon energy; and e) Generate further renewable or low carbon energy or incorporate design measures sufficient to reduce the development's overall predicted carbon dioxide emissions by 20%. This would include the decentralised and renewable or low carbon energy to satisfy (a)Any agreed renewable or low carbon energy equipment, connection to decentralised or low carbon energy sources or additional energy efficiency measures shall have been installed before any part of the development is occupied and a post-installation report shall have been submitted to an approved in writing by the Local Planning Authority to demonstrate that the agreed measures have been installed. Thereafter the agreed equipment, connection or measures shall be retained in use and maintained for the lifetime of the development. This condition shall not preclude an agreement being reached with the Council for a contribution towards an off-site carbon reduction scheme if it is demonstrated that it is not feasible to generate renewable or low carbon energy on site.

Reason; In order to ensure that new development makes energy savings in the interests of mitigating the effects of climate change, in accordance with Sheffield Development Framework Core Strategy Policy CS65.

- 12 The dwellings hereby approved shall be constructed to achieve a minimum standard of Code Level for Sustainable Homes Level 3 and before any dwelling is occupied (or within an alternative timescale to be agreed) the relevant certification, demonstrating that Code Level 3 has been achieved, shall be submitted to and approved in writing by the Local Planning Authority.

Reason; In the interests of mitigating the effects of climate change, in accordance with Sheffield Development Framework Core Strategy Policy CS64.

- 13 Before development commences full details showing that at least 2 of the dwellings are designed and to be constructed to mobility housing standards as set out in the Council's Supplementary planning Guidance on Mobility Housing shall have been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure ease of access and facilities for disabled persons at all times.

- 14 The development shall be carried out in accordance with the recommendations contained in Section 5 paragraphs 5.1 to 5.4 of the Manchester Road, Stocksbridge Phase I Habitat and Protected Fauna Survey dated 31.5.2013 Ref No. 130554.

Reason: In the interests of biodiversity.

- 15 Unless otherwise indicated on the approved plans no tree, shrub or hedge shall be removed or pruned without the prior written approval of the Local Planning Authority

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

- 16 No development shall commence until full details of measures to protect the existing trees 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, 2005 (or its replacement) and the protected areas shall not be disturbed, compacted or used for any type of storage or fire, nor shall the retained trees, shrubs or hedge be damaged in any way. The Local Planning Authority shall be notified in writing when the protection measures are in place and the protection shall not be removed until the completion of the development.

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

- 17 The dwellings shall be faced in artificial or natural stone

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

- 18 The dwellings hereby permitted shall not be occupied unless the windows for living rooms and bedrooms in the dwellings have been installed to a minimum specification of 6mm glass/12 mm gap/6.4mm PVB glass or equivalent and thereafter retained.

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

- 19 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 with Contaminated Land Report CLR11 (Environment Agency 2004).

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

- 20 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 the development being commenced. The Report shall be prepared in accordance with Contaminated Land Report CLR 11 (Environment Agency 2004).

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

- 21 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 the development being commenced. The Report shall be prepared in accordance with Contaminated Land Report CLR11 (Environment Agency 2004) and Local Planning Authority policies relating 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.

- 22 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.

- 23 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 or any part thereof shall not be brought in to use until the Validation Report has been approved in writing by the Local Planning Authority. The Validation Report shall be prepared in accordance with Contaminated Land Report CLR11 (Environment Agency 2004) and Local Planning Authority policies relating 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.

Attention is drawn to the following directives:

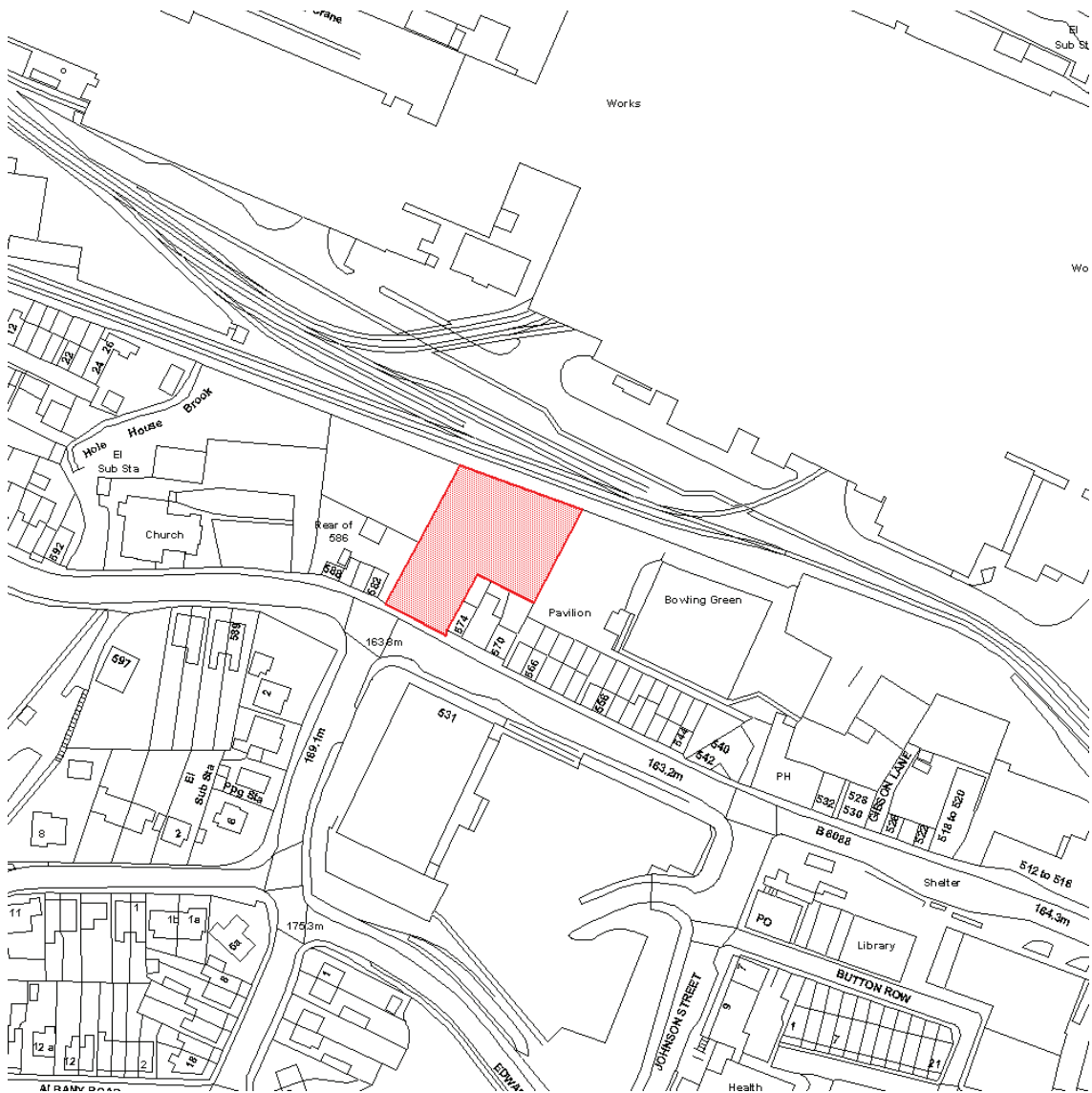
1. You are advised that the biodiversity information/ecological assessment provided as part of this application will be made available to Sheffield Biological Records Centre. This will assist in a key principle of the National Planning Policy Framework that planning policies and decisions should be based on up-to date information about the natural environment and other characteristics of the area by building up the data base of up-to-date ecological information and this will help in future decision making. Ideally data should be provided in ESRI shape file format.



2. As the proposed development involves the re-siting of a street lighting column you are advised the Highways Maintenance Section of Sheffield City Council (Edward Ashworth/Craig Spafford tel: 0114 205 7422) before works commence regarding the requirements for any licences for works close to the highway and in connection with street lighting columns.
3. It is noted that your planning application involves the construction or alteration of an access crossing to a highway maintained at public expense. This planning permission DOES NOT automatically permit the layout or construction of the access crossing in question, this being a matter which is covered by Section 184 of the Highways Act 1980, and dealt with by: Development Services Howden House 1 Union Street Sheffield S1 2SH For access crossing approval you should contact the Highway Development Control Section of Sheffield City Council on Sheffield (0114) 2736136, quoting your planning permission reference number.
4. As the proposed development abuts the public highway you are advised to contact the Highways Co-ordination Group on Sheffield 2736677, prior to commencing works. The Co-ordinator 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 and application forms on the Council website. For further help and advice please ring 0114 2736127 or email [snn@sheffield.gov.uk](mailto: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 Local Planning Authority has worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with a planning application.



# Site Location



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LOCATION

The application site comprises approximately 0.16 hectares of vacant land on the north side of Manchester Road at Stocksbridge opposite its junction with Hole House Lane at the western end of Stocksbridge town centre.

A low stone wall runs along the site frontage at the back edge of the pavement. The site levels fall from the frontage down to the rear of the site.

There are residential, commercial and community properties alongside the site. On the opposite (south) side of Manchester Road in the vicinity of the site are the Coop store and residential properties. The TATA steelworks lies to the north of the site.

## PROPOSAL

The proposal seeks outline planning permission for the erection of 5 dwellings on the site. Details of access and layout are included for approval at this outline stage. Matters of appearance, landscaping and scale are reserved for subsequent consideration.

The proposed access to the site is positioned at the western end of the site's frontage to Manchester Road. Three of the proposed dwellings would be sited on the remaining part of the frontage set back approximately 5 metres from the front boundary.

From the access a shared drive is proposed alongside the western boundary dropping down to a rear parking court and turning area for vehicles. The other two proposed dwellings would be sited on the rear northeast part of the site with their main facades facing westwards onto the parking court.

The proposal would provide two parking spaces for each dwelling.

The applicant has submitted Design and Access Statement, a Planning Statement, and a Phase 1 Habitat and Protected Fauna Survey with this application.

## RELEVANT PLANNING HISTORY

In 2013 an application seeking outline planning permission for the erection of 5 dwellings was withdrawn prior to determination (application no. 13/00999/OUT refers).

In 2007 outline planning permission was granted for the erection of 2 apartments in a two-storey block on land at 586-588 Manchester Road. This permission has since lapsed (application no. 07/03605/OUT refers).

Also in 2007, planning permission was granted for the use of the lower ground and ground floors of 566-568 Manchester Road for residential purposes (application no. 07/01580/CHU refers).

## SUMMARY OF REPRESENTATIONS

The application has been publicised by site notice and letters of notification to nearby properties.

3 representations objecting to this application have been received relating to the following matters:

- site is on a dangerous stretch of road, risk of accidents;
- site is unsuitable for the density of development proposed;
- proposed building line is not in line with the adjacent property and will overshadow it;
- the design of the properties is not in keeping with the adjacent buildings;
- the development would be damaging to the character of the area;
- the existing sewage system is inadequate and frequently floods despite recent repairs;
- 'Green' techniques of reducing storm water run-off on this large area have not been considered in this development;
- the position of the proposed access is unsafe and is the location of frequent traffic accidents;
- the gradient of the site and difficulty of accessing the site in winter has not been taken into account;
- the proposed development of the site does not take into account the findings of the applicant's own wildlife survey;
- the applicant indicates that the proposed site is brownfield when it is agricultural land which has never previously been built on;
- the constant noise, vibration and odour nuisance and risks associated with the close proximity to the main sewer, gas pipeline, industrial railway and steelworks has not been taken into account;
- description of housing adjacent site in the applicant's design and access statement is incorrect;
- hoardings, scaffolding, temporary road closures and activities on the highway will cause disturbance to local businesses;
- application should be supplemented by reports dealing with highway safety, location and condition of sewers, constant 24 hour noise and vibration levels, access during winter, assessment of risk and nuisance with close proximity to industrial railway carrying hot metal, furnace, high pressure gas pipeline, and sewers;
- since last application pond has been filled in on the site and two more car crashes recorded at the junction of the proposed new roadway;

An objection has been received from TATA Steel relating to the following matters:

- whilst supportive of development in Stocksbridge, concerned that the application site is located opposite TATA Soaker Bay which is an open sided building with road and rail access directly into the building and 24 hour operation is essential to viability, these buildings are close to the development and rail lines border the development, houses directly opposite an open sided building will see a level of exposure to TATA operations;
- no noise assessment or attenuation scheme proposed as part of the development, the scheme needs that data before a determination can be made, hope the Council refuse the current application until the Council is confident the development won't lead to future problems.

Stocksbridge Town Council objects:

- access/egress at an already dangerous junction and inadequate sightline;
- the proposed entrance being adjacent to the pedestrian crossing and bus stop.

A letter has been received from Angela Smith MP on behalf of a constituent who has expressed concern and contends that access to the proposed development would be from an area with poor visibility and would be unacceptable due to highways considerations. The constituent's submission relates to the following matters:

- increased risk of road accidents at a notoriously dangerous junction;
- three crashes have happened since the original plan to develop the land in 2012.

## PLANNING ASSESSMENT

### Policy Issues

The Sheffield Local Plan includes the Core Strategy and the saved policies and proposals map of the Unitary Development Plan (UDP). The UDP Proposals Map identifies the site as being within a Fringe Industry and Business Area where housing is an acceptable use in principle (UDP Policy IB6 refers).

The Pre-Submissions version of the Draft City Policies and Sites Document and Draft Proposals Map are also a material consideration. The Draft Proposals Map identifies the site as being within a Flexible Use area where housing is an acceptable use as part of a mix of other non-industrial uses which are compatible with residential use (Draft CPS Policy H1 refers).

UDP Policy IB9(a) seeks to ensure that new development or change of use in Industry and Business Areas would not lead to a concentration of uses which would prejudice the dominance of industry and business uses in the area or cause the loss of important industrial sites. In this instance the proposal would not result in loss of industrial and business uses, the proposed development would not prejudice the dominance of industry and business uses in the Area, and the site is not an important industrial site. The proposal complies with UDP Policy IB9(a).

### Highway and Transportation Issues

UDP Policy IB9(f) seeks to ensure that new development would be adequately served by transport facilities and provide safe access to the highway network and appropriate off-street parking.

The proposed development would be served by a single access onto Manchester Road which is a classified road. The proposed access would be 5 metres wide and would achieve satisfactory forward visibility along Manchester Road. An existing street lighting column on this western part of the site's frontage would require re-siting.

There is an existing pedestrian crossing opposite the eastern part of the site's frontage. There are also parking restrictions preventing parking alongside the site's frontage and to the west of the site.

Hole House Lane opposite the site and Manchester Road are both bus routes. There are bus stops nearby to either side of the site and on Hole House Lane.

Highway records indicate that there have been three reported injury accidents at or near the Hole House Road junction with Manchester Road in the last 5 years, none of which are attributable to a poor road layout. The causes of two of the accidents relate to loss of control/poor turn or manoeuvre and failure to judge other persons path or speed/following too close/dazzling sun. The third related to an injury to a passenger on a bus.

Given that the proposed access would have satisfactory forward visibility and that there would be on-site manoeuvring enabling cars to enter and leave the site in forward gear, there are no highway objections to the proposed formation of a shared access onto this part of Manchester Road to serve 5 dwellings.

The proposed parking provision of two parking spaces for each dwelling is acceptable. Conditions are recommended to ensure the proposed on-site car parking spaces are designed to satisfactory dimensions, and sufficient width of footway and retention is achieved along the site's frontage.

It is considered that the site is in an accessible location for local facilities.

### Sustainability

Core Strategy Policy CS24 seeks to maximise the use of previously developed land for new housing. Core Strategy Policies CS63 to CS65 promote various sustainability issues. The Government's planning policy guidance contained in the National Planning Policy Framework (NPPF) states that there is a presumption in favour of sustainable development (NPPF paragraph 14).

The proposal will achieve a density of approximately 31 dwellings per hectare. It is considered that the proposed density is in keeping with the character of the area and will not result in overdevelopment of the site.

The site is overgrown vacant land and has the appearance of a greenfield site. Policy CS24 identifies the criteria states whereby housing on greenfield sites will be developed which includes on small sites within the existing urban areas and larger villages where it can be justified on sustainability grounds.

It is considered that the site is accessibly located within the existing urban area of Stocksbridge close to local facilities and public transport. The site is not of high ecological, landscape or recreational value. The proposal complies with Core Strategy Policy CS24.

Core Strategy Policy CS33 relating to jobs and housing in Stocksbridge states that new housing will be limited to previously developed land within the urban area.

The Core Strategy states that new housing would increase the demand for local shops and services and contribute to greater self containment. The release of former employment land next to the District Centre could help bring about smaller scale improvements.

Whilst the proposal involving housing development on a greenfield site is contrary to Policy CS33, the site falls within area designations in the UDP and Pre-Submissions Draft Proposals Map where housing is an acceptable use, this is an infill site in a sustainable location next to the district centre, it is not of high ecological, landscape or recreational value. An exception to Policy CS33 is considered appropriate in this instance.

Yorkshire Water Services have no objections to the proposed development subject to conditions to secure appropriate drainage arrangements and protection their existing infrastructure which crosses the site.

The applicant's submissions on sustainability include the possibility for the roofs to accommodate solar panels, and the incorporation of a sustainable urban drainage system including grey water recycling tanks. Conditions are recommended to ensure the incorporation of sustainable measures within the proposed development in compliance with Core Strategy policies on climate change and design.

#### Impact on the Amenities of Residents and the Locality

UDP Policy IB9 relating to conditions on development in Industry and Business Areas also seeks to ensure that new development does not cause residents to suffer from unacceptable living conditions, is well designed, and does not harm the quality of the environment to such an extent that other new industry and business development would be discouraged.

UDP Policy IB11 also seeks to ensure that new housing development in Industry and Business areas does not further constrain industrial and business development, is next to an existing residential area and does not suffer from unacceptable living conditions.

UDP Policy BE5 seeks good design in new developments and Policy CS74 of the Sheffield Development Framework (SDF) Core Strategy relating to design principles also expects high quality development respecting distinctive features and heritage including townscape and landscape character.

There are residential properties alongside and to the southwest of site.

The proposed layout provides 5 dwellings each with satisfactory outlook, garden sizes and off-street parking. The orientation of the two dwellings proposed on the rear part of the site would have their side gable end facing towards the rear elevations of existing properties on Manchester Road and would provide a separation of approximately 13 metres between these opposing elevations.



It is considered that the proposed layout would provide sufficient separation between the proposed dwellings and existing properties to ensure that there would be no unacceptable overlooking, overshadowing or overbearing of existing properties.

Details of the design, massing and appearance of the dwellings are reserved matters and would be subject to a separate reserved matters application.

The noise environment of the site has been assessed. Noise from the steelworks to the rear of the site and from passing traffic is audible on the site during daytime, evening at night time. However such noise is not considered to be highly intrusive and, subject to a condition requiring the windows of the proposed dwellings to achieve a minimum specification of glazing attenuation, the proposed development would not suffer from unacceptable living conditions and would not unduly inhibit continuing and future industrial and business development in the locality.

Whilst the site does not contain any significant species of flora and fauna, it provides a suitable habitat for foraging bats during the bat activity season and nesting birds. The proposal will involve the clearance of the majority of the site, however the belt of trees and vegetation along the northern boundary of the site is to be retained providing a linear flight line for bats and birds foraging in the area. It is considered that the proposal will not significantly harm matters of ecological interest subject to appropriate conditions.

It is considered that the proposal complies with UDP Policies IB9, IB11 and BE5 and Core Strategy Policy CS74.

#### Impact on Open Space

UDP Policy H16 relating to open space provision in new housing developments seeks to ensure that there is sufficient open space in the locality to meet the needs of the future occupants of the proposed development. The Council's Supplementary Planning Guidance (SPG) on open space in new developments provides guidance on this policy.

The site lies within an area where the overall provision of open space is below the minimum guidance. In such circumstances UDP Policy H16 requires the developer to contribute towards the provision and enhancement of open space in the locality. A planning obligation will be required to secure this contribution. In this instance, as the application is for outline planning permission with the size of dwellings reserved for subsequent approval, the sliding scale of financial contributions specified in the SPG will apply.

#### SUMMARY

The UDP Proposals Map identifies the site as being within a Fringe Industry and Business Area where housing is an acceptable use in principle. Whilst re-designating the area as a Flexible Use Area the Draft Proposals Map maintains housing as an acceptable use on this site.

There are no highway objections to the proposed formation of a shared access onto this part of Manchester Road to serve 5 dwellings.

The site is overgrown vacant land and has the appearance of a greenfield site. It is considered that the site is accessibly located within the existing urban area of Stocksbridge close to local facilities and public transport. The site is not of high ecological, landscape or recreational value.

Yorkshire Water Services have no objections to the proposed development subject to conditions.

The proposed layout would provide sufficient separation between the proposed dwellings and existing properties to ensure that there would be no unacceptable overlooking, overshadowing or overbearing of existing properties.

Noise from the steelworks to the rear of the site and from passing traffic is audible on the site during daytime, evening at night time. However such noise is not considered to be highly intrusive and, subject to a condition requiring the windows of the proposed dwellings to achieve a minimum specification of glazing attenuation, the proposed development would not suffer from unacceptable living conditions and would not unduly inhibit continuing and future industrial and business development in the locality.

It is considered that the proposal will not significantly harm matters of ecological interest subject to appropriate conditions

The site lies within an area where the overall provision of open space is below the minimum guidance. A planning obligation will be required to secure a financial contribution towards the provision and enhancement of open space in the locality.

The proposal complies with UDP Policies IB6, IB9, IB11, BE5 and H16 and Core Strategy Policies CS24, CS63 to CS65 and CS74 subject to appropriate conditions and completion of a legal agreement.

Whilst the proposal involving housing development on a greenfield site is contrary to Policy CS33, the site falls within area designations in the UDP and Pre-Submissions Draft Proposals Map where housing is an acceptable use, this is an infill site in a sustainable location next to the district centre, it is not of high ecological, landscape or recreational value. An exception to Policy CS33 is considered appropriate in this instance.

## RECOMMENDATION

It is recommended that outline planning permission is granted subject to conditions and the completion of a satisfactory planning obligation to secure a financial contribution towards the provision and enhancement of open space in the locality.

In the event that a satisfactory planning obligation is not concluded before 30 June 2014 it is recommended that the application be refused for the failure to make adequate provision in this regard.

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Case Number 13/02948/FUL (Formerly PP-02853054)

Application Type Full Planning Application

Proposal Demolition of Halls of Residence, Annexe building and Nos. 30 and 38 Taptonville Road, the erection of 97 residential units in two, three and four storey buildings and conversion of Hadow House and Coach House to form 10 apartments with associated car parking and landscaping (amended scheme dated 13 February 2014)

Location Land At Crookes Road And Taptonville RoadCrookes RoadSheffieldS10 5BR

Date Received 02/09/2013

Team South

Applicant/Agent DLP Planning Ltd

Recommendation GRA GC subject to Legal Agreement

Subject to:

- 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.

- 2 The development must be carried out in complete accordance with the following approved documents: Drawings numbered: P13 4650 PO2P13 4650 01DP13 4650 03BP13 4650 04BP13 4650 05BP13 4650 06BP13 4650 65P13 4650 P02P 13 4650 10AP 13 4650 11AP 13 4650 12AP 13 4650 13BP13 4650 14BP13 4650 15P13 4650 16P13 4650 17AP13 4650 18AP13 4650 19BP13 4650 20BP13 4650 21P13 4650 22AP13 4650 23AP13 4650 24BP13 4650 25BP13 4650 26AP13 4650 27AP13 4650 28P13 4650 29AP13 4650 30P13 4650 31P13 4650 32P13 4650 33BP13 4650 34AP13 4650 35P13 4650 36AP13 4650 37CP13 4650 38BP13 4650 39BP13 4650 40BP13 4650 41BP13 4650 42BP13 4650 43BP13 4650 44BP13 4650 45BP13 4650 46BP13 4650 47BP13 4650 48BP13 4650 49AP13 4650 50AP13 4650 51P13 4650 52P13 4650 53P13 4650 55P13 4650 56P13 4650 57P13 4650 58P13 4650 59P13 4650 60P13 4650 61P13 4650 62P13 4650 63P13 4650 64Demolition plan dated 02.09.13. Landscape drawing 1 Rev D dated 09.04.14. Landscape drawing 2 Rev D dated 09.04.14.

Reason; In order to define the permission.

- 3 No development shall commence until the improvements (which expression shall include traffic control, pedestrian and cycle safety measures) to the highways listed below have either;a) been carried out; orb) details have been submitted to and approved in writing by the Local Planning Authority of arrangements which have been entered into which will secure that such improvement works will be carried out before the development is/are brought into use.Highway Improvements: Hallamgate Road and Taptonville Road (waiting restrictions to protect junctions)

Reason; To enable the above-mentioned highways to accommodate the increase in traffic, which, in the opinion of the Local Planning Authority, will be generated by the development.

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

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

- 5 The dwellings shall not be used unless the car parking accommodation 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.

- 6 The dwellings shall not be used unless the sight lines as detailed in paragraph 3.2 of the Transport Assessment dated August 2013 have been provided. When such sight lines have been provided, thereafter the sight lines shall be retained and no obstruction to the sight lines shall be allowed within the sight lines above a height of one metre.

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

- 7 The gradient of the access road/driveway shall not exceed 1:20 for the first 10 metres from the highway and thereafter not exceed 1:12.

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

- 8 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 highway safety and the amenities of the locality.

- 9 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 the safety of road users.

- 10 Before the development is occupied, arrangements shall be agreed with the Local Planning Authority and be put in place to ensure that, with the exception of disabled persons, no resident of the development shall obtain a resident's parking permit within any controlled parking zone which may be in force in the city at any time.

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

- 11 The development shall not be begun until details have been submitted to and approved in writing by the Local Planning Authority of arrangements which have been entered into which will secure the reconstruction of the footways adjoining the site before the development is brought into use. The detailed materials specification shall have first been approved in writing by the Local Planning Authority.

Reason: In the interests of pedestrian safety.

- 12 Before the development commences, details of the site compound and parking for contractors and construction vehicles shall be submitted to and agreed in writing by the Local Planning Authority.

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

- 13 Before any demolition or construction works commence on site, a dilapidation survey shall be jointly carried out and agreed and any remedial works required as a result of the development shall be completed prior to the dwellings being occupied.

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

- 14 Prior to the commencement of the development, or an alternative timeframe to be agreed in writing by the Local Planning Authority, a detailed Travel Plan shall have been submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall include:1. Clear & unambiguous objectives to influence a lifestyle that will be less dependent upon the private car;2. A package of measures to encourage and facilitate less car dependent living; and,3. A time bound programme of implementation and monitoring in accordance with the City Councils Monitoring Schedule.4. Provision for the results and findings of the monitoring to be independently validated to the satisfaction of the Local Planning Authority. 5. Provisions that the validated results and findings of the monitoring shall be used to

further define targets and inform actions proposed to achieve the approved objectives and modal split targets. Prior to the occupation of any dwelling, evidence that all the measures included within the approved Travel Plan have been implemented or are committed shall have been submitted to and approved in writing by the Local Planning Authority.

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

- 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 A sample panel of the proposed masonry shall be erected on the site and shall illustrate the colour, texture, bedding and bonding of masonry and mortar finish to be used. The sample panel shall be approved in writing by the Local Planning Authority prior to the commencement of the building works and shall be retained for verification purposes until the completion of such works.

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

- 17 No development shall commence until a Landscape and Ecological Management Plan, including short, medium and long term aims and objectives, management responsibilities and maintenance schedules for all distinct areas, has been submitted to and approved in writing by the Local Planning Authority. The Landscape and Ecological Management Plan shall thereafter be implemented as approved.

Reason; In the interests of biodiversity.

- 18 The existing wall of the former walled garden shall be retained and details of the proposed treatment of the access through the wall shown on the approved plans shall be submitted to and approved in writing by the Local Planning Authority before work on that part of the site is commenced and the dwellings shall not be used unless such treatment has been carried out in accordance with the approved details.

Reason; In the interests of the amenities of the locality and occupiers of the proposed dwellings.

- 19 Prior to the commencement of the development, details of the footpath and road surface treatment shall have been submitted to and agreed in writing by the Local Planning Authority and such agreed surfaces shall be implemented and retained thereafter.

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

- 20 Prior to the commencement of development, details of the finished floor levels of all dwellings shall have been submitted to and agreed in writing by the Local Planning Authority.

Reason; In the interests of the amenities of the locality and occupiers of the proposed dwellings.

- 21 Prior to the commencement of development, details of any footbridge across the ha ha shall have been submitted to and agreed in writing by the Local Planning Authority. Such footbridge shall be implemented prior to the completion of the dwellings and retained thereafter.

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

- 22 The development shall not be used unless the access and facilities for people with disabilities shown on the plans have been provided in accordance with the approved plans and thereafter such access and facilities shall be retained.

Reason; To ensure ease of access and facilities for disabled persons at all times.

- 23 Details of a suitable means of site boundary treatment shall be submitted to and approved in writing by the Local Planning Authority before the development is commenced, or 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.

- 24 Surface water and foul drainage shall drain to separate systems

Reason; To ensure satisfactory drainage arrangements.

- 25 No piped discharge of surface water from the application site shall take place until surface water drainage works including off-site works have been completed in accordance with details to be submitted to and approved in writing by the Local Planning Authority.

Reason; To ensure satisfactory drainage arrangements.

- 26 The surface water discharge from the site shall be reduced by at least 30% compared to the existing peak flow and detailed proposals for surface water disposal, including calculations to demonstrate the reduction, must be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development, or an alternative timeframe to be



approved in writing by the Local Planning Authority. In the event that the existing discharge arrangements are not known, or if the site currently discharges to a different outlet, then a discharge rate of 5 litres/hectare should be demonstrated. The development shall thereafter be carried out in accordance with the approved details.

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

- 27 Construction or demolition works shall only take place between 0800 and 1800 hours Monday to Friday and 0800 and 1300 Saturday with no construction or demolition works on Sundays and Bank Holidays.

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

- 28 Prior to the commencement of development, details of a management Plan for the communal open space, including the Arboretum, shall have been submitted to and agreed in writing by the Local Planning Authority. Such details shall include woodland maintenance plans and management. Such Management Plan shall be implemented prior to the occupation of any dwelling and retained thereafter.

Reason; In the interests of the amenities of the locality and occupiers of the proposed dwellings.

- 29 The developer shall give a minimum of 21 days notice of the commencement of any work to the walled garden to the Local Planning Authority and the South Yorkshire Archaeology Service (Development Services, Howden House, 1, Union Street, Sheffield S1 2SH. Tel: 0114 2736428). Thereafter, the developer shall afford access at all reasonable times to the staff of S.Y.A.S or such suitably qualified persons nominated by them in order that any works involving ground disturbance or alteration of building(s) can be observed and any features or finds of archaeological interest recorded.

Reason; To ensure that any archaeological remains present, whether buried or part of a standing building, are investigated and a proper understanding of their nature, date, extent and significance gained, before those remains are damaged or destroyed and that knowledge gained is then disseminated.

- 30 Prior to the commencement of the development, details of the layout of the communal open space, including the Arboretum, shall have been submitted to and agreed in writing by the Local Planning Authority. Such details shall include: Lighting Footways Replacement pond Seating Access points into the site Public access Provision of information boards Bio-diversity plan to encourage plants and wild life Programme of educational potential and community involvement Such details shall be implemented prior to the occupation of any dwelling and retained thereafter.

Reason; In the interests of the amenities of the locality and occupiers of the proposed dwellings.

- 31 No development shall commence until a report has been submitted to and approved in writing by the Local Planning Authority identifying how the following will be provided: a) a minimum of 10% of the predicted energy needs of the of the completed development being obtained from decentralised and renewable or low carbon energy; and b) The generation of further renewable or low carbon energy or incorporation of design measures sufficient to reduce the development's overall predicted carbon dioxide emissions by 20%. This would include the decentralised and renewable or low carbon energy to satisfy (a) Any agreed renewable or low carbon energy equipment, connection to decentralised or low carbon energy sources or additional energy efficiency measures shall have been installed before any part of the development is occupied and a post-installation report shall have been submitted to and approved in writing by the Local Planning Authority to demonstrate that the agreed measures have been installed. Thereafter the agreed equipment, connection or measures shall be retained in use and maintained for the lifetime of the development.

Reason; In order to ensure that new development makes energy savings in the interests of mitigating the effects of climate change, in accordance with Sheffield Development Framework Core Strategy Policy CS65.

- 32 The dwellings hereby approved shall be constructed to achieve a minimum standard of Code Level for Sustainable Homes Level 3 and before any dwelling is occupied (or within an alternative timescale to be agreed) the relevant certification, demonstrating that Code Level 3 has been achieved, shall be submitted to and approved in writing by the Local Planning Authority.

Reason; In the interests of mitigating the effects of climate change, in accordance with Sheffield Development Framework Core Strategy Policy CS64.

- 33 No development shall commence until full details of measures to protect the existing (variable: trees, shrubs, hedge/s) 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, 2005 (or its replacement) and the protected areas shall not be disturbed, compacted or used for any type of storage or fire, nor shall the retained trees, shrubs or hedge be damaged in any way. The Local Planning Authority shall be notified in writing when the protection measures are in place and the protection shall not be removed until the completion of the development.

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

- 34 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 the development is commenced, 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.

- 35 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.

- 36 The soft landscaped areas shall be managed and maintained for a period of 5 years from the date of implementation and any plant failures within that period shall be replaced in accordance with the approved details.

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

- 37 The Local Planning Authority shall be notified in writing when the landscape works are completed.

Reason; To ensure that the local planning authority can confirm when the maintenance periods specified in associated conditions/condition have commenced.

- 38 Prior to the commencement of development, mitigation measures in line with the findings of the BSG Ecology report dated August 2013 shall be carried out and approved in writing by the Local Planning Authority. Any remedial measures identified in the approved report shall be implemented during the demolition and construction. Reason; In the interests of biodiversity.

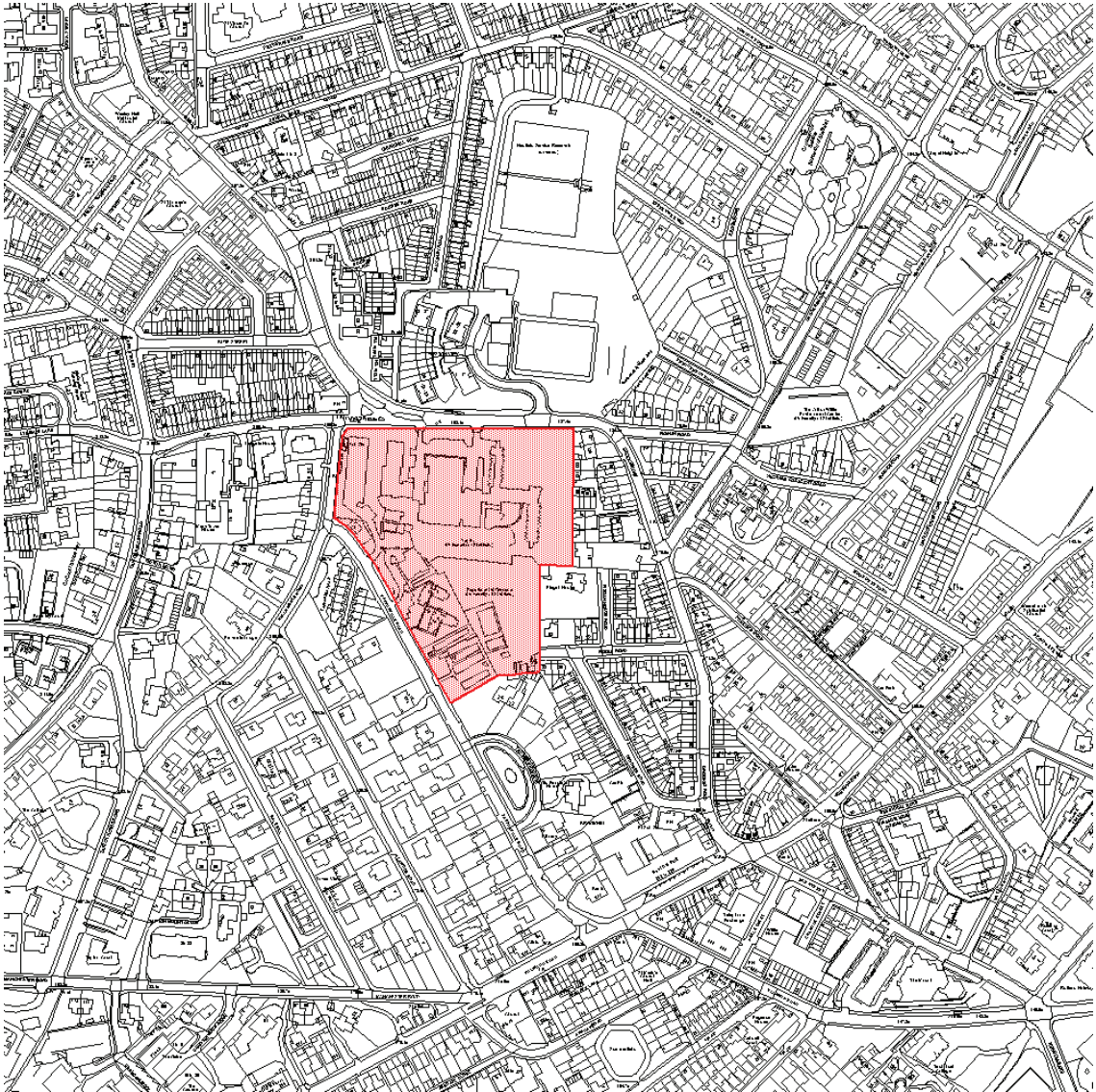
Attention is drawn to the following directives:

1. 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 Mr S A Turner on Sheffield (0114) 2734383.
2. As the proposed development abuts the public highway you are advised to contact the Highways Co-ordination Group on Sheffield 2736677, prior to commencing works. The Co-ordinator 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.

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 a signed consent under the Highways Act 1980. An administration/inspection fee will be payable and a Bond required as part of the consent. You should apply for a consent to: -Highways Adoption Group Development Services Sheffield City Council Howden House, 1 Union Street Sheffield S1 2SH For the attention of Mr S Turner Tel: (0114) 27 34383
4. 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 and application forms on the Council website. For further help and advice please ring 0114 2736127 or email [snn@sheffield.gov.uk](mailto: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.
5. Before the development is commenced, 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 deterioration in the condition of the highway attributable to the construction works shall be rectified in accordance with a scheme of work to be agreed with the Local Planning Authority.
6. The Local Planning Authority has worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with a planning application.
7. From the 6th April 2008, the Town and Country Planning (Fees for Applications and Deemed Applications) Regulations 2008 require that all requests for confirmation of compliance with planning conditions require a fee payable to the Local Planning Authority. An application to the Local Planning Authority will be required using the new national standard application forms. Printable forms can be found at [www.sheffield.gov.uk/planning](http://www.sheffield.gov.uk/planning) or apply online at [www.planningportal.gov.uk](http://www.planningportal.gov.uk). The charge for this type of application is £97 or £28 if it relates to a condition on a householder application for development. For Listed Building Consent and Conservation Area Consent applications an application for confirmation of compliance with planning conditions is still required but there is no fee.

## Site Location



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## LOCATION AND PROPOSAL

The application site is of considerable extent, comprising the Tapton student halls of residence fronting on to Crookes Road, the two stone buildings known as Hadow House and Coach House that lie behind the halls, the former University Remote Experimental Garden site and the site of former low rise student blocks fronting on to Taptonville Road.

The northern part of the site which fronts Crookes Road currently accommodates student halls rising to a maximum of seven storeys, these being bland, grey buildings that contribute little to the visual quality of the area. The site, at this point falls from west to east and there is a stone wall along the frontage. This is broken by two vehicle access points that serve the car park that lies in front of this group of buildings. Mature trees are located along Crookes Road and Hallamgate Road boundaries and also to the north east, separating that part of the site from housing.

Three stone, two storey buildings, The Lodge, Hadow House and Coach House, lie at the western side of the site, which are to be retained and there are car parking areas in front of these. To the south of these is an open area formerly containing low rise student accommodation which has been demolished and beyond this at the south corner next to Taptonville Road are the buildings and greenhouses associated with the former Experimental Gardens. A high stone wall runs along the site boundary with the Experimental Gardens.

In the central area of the site is a landscaped area including a ha ha and pond containing a wide variety of mature trees and plants.

Regarding site levels, there is a level area at the north west corner with levels dropping down to the east in the form of a series of plateaux. There is also a gentle fall from north to south.

All surrounding uses are residential with the exception of the sports ground on the opposite side of Crookes Road to the north and the public house across Lydgate lane to the north west. To the south and west of the application site, the predominant material is stone and slate, to the east it is red brick and to the north, there is a mix of stone, brick and render.

There are stone walls along all boundaries although there are openings, particularly along Taptonville Road. Close to the southern corner is an attractive, arched feature and entrance which allows pedestrian access in to the Experimental Gardens.

The scheme, as amended, is for 63 new houses, 23 having 3 bedrooms and 40 having 4 bedrooms, 34 apartments, all having 2 bedrooms and Hadow and Coach Houses would be converted into 10 flats, each having 2 bedrooms.

The access from Crookes Road would remain unaltered and this would provide the main access into the north part of the new development. This road would lead to a 'T' junction and the two roads off this would each terminate in a 'T' shaped cul-de-sac of similar proportions. All development to the north of the two roads leading off the main access would be houses which would rise to three storeys. The

apartments would be accommodated in three blocks which would vary in height from two to four storeys and these would be located to the south of the internal road layout backing on to mature trees. A secondary access would be taken from Hallamgate Road to serve houses in the north west corner.

The landscaped area and ha ha would be retained and there are footpaths that would link this area with Taptonville Road, Hoole Road and Crookes Road. Consequently, there would be public access to this area. At present, this is denied because the site is owned by Sheffield University.

New development would be introduced into the former Remote Experimental Gardens area. Four houses would be built within the area known as the walled garden which lies at the southernmost point of the site, which is next to one end of Taptonville Crescent. A similar terrace of four houses would be built to the north of this, the other side of a wall and line of mature trees.

A new access road would be located between the new houses and Hadow House and this would lead to rear parking for the eight houses and also serve a crescent of 12 houses built behind the two short terraces.

In support of the application, as amended, the following submissions have been received.

- Planning and Conservation Area Statement.
- Statement of Community Participation.
- Tree Survey.
- Disabled Access Statement.
- Design Statement.
- Affordable Housing Statement.
- Sustainability Statement.
- Geo-Environmental Appraisal.
- Coal Mining Report
- Ecology Report.
- Transport Assessment.
- Flood Risk Assessment.

#### RELEVANT PLANNING HISTORY

05/03130/FUL. Housing scheme for 79 flats and 48 town houses with associated parking and landscaping refused on 29 October 2007. The subsequent appeal was dismissed and the key points in the Inspector's Decision Letter will be set out below.

07/01380/FUL. Housing development comprising 69 flats and 40 houses with associated parking and landscaping (amended scheme and layout) granted on 15 August 2011.

09/03207/CAC. Demolition of existing student halls of residence, annex, associated buildings including temporary structures around former Experimental Gardens and 26, 28 and 30 Taptonville Road granted on 14 July 2010.

12/02284/CAC. Demolition of existing student halls of residence, annex, associated buildings including temporary structures around former Experimental Gardens and 26, 28 and 30 Taptonville Road (early demolition not complying with condition 02 of 09/03207/CAC granted on 18 October 2012.

Key Points Of The Appeal Decision For Application 05/03130/FUL.

This appeal was dismissed and even though there has since been a further planning permission for residential development (07/03130/FUL), the appeal decision still carries weight in assessing this current planning application.

The Inspector said that the main issue is the impact of the proposal on the character and appearance of the Broomhill Conservation Area.

The Inspector drew specific attention to Taptonville Road and Taptonville Crescent, which have 'an outstanding historic ambience.'

The Inspector said that the conversion of the Coach House and Hadow House to flats would allow the buildings to continue contributing to the Broomhill Conservation Area in an appropriate manner.

The Inspector concluded that the layout in the northern part of the site was acceptable and would preserve and enhance the character of the Broomhill Conservation Area.

With respect to the southern part of the site, which included the walled garden, the Inspector concluded that some form of development here and within the walled garden would be acceptable in principle but took the view that the appealed proposal for 12 houses would harm both the character and appearance of Broomhill Conservation Area.

The Inspector said that the scheme was acceptable apart from the 12 plots within and to the north of the walled garden and the appeal was dismissed on this basis.

Members may recall that the subsequent approval successfully addressed the Inspector's concerns by replacing the 12 houses with four villas in the form of two pairs of semi detached houses.

#### SUMMARY OF REPRESENTATIONS

Two rounds of public consultation have taken place, the first being on the scheme as originally submitted and the second round on the amended scheme.

First Round.

42 letters from local residents and interested parties have been received.

One of these is a letter of support welcoming the increase in family homes.



The remainder have made the following objections.

There is agreement with the comments made by English Heritage in that green spaces, mature trees and good quality architecture is required.

The crescent of houses at the rear is overpowering. It would be tall, overbearing and the houses are too closely spaced. The red brick finish would be obtrusive.

The extra properties fronting Taptonville Road at the southern end of the site are unacceptable because they are unsuccessful Victorian pastiches and would be over dominant. There are too many of them.

The formal, walled garden space would be lost, a 6 metre section of wall would be removed and there would be greater encroachment into the walled garden than the previous approval.

Potential encroachment into the gardens would deny full use by residents.

Broomhill lacks open space and there would be a loss of trees on site.

The site needs a sensitive design approach. The design as submitted is not based on relevant precedents and is insensitive.

The scheme has an illogical mix of styles and materials which particularly affects the apartments.

The gardens appear to be small for family houses.

90 properties on the site is excessive and there are too many flats at the expense of houses.

The scheme would not be sustainable and would not be built to last.

The proposal would be out of character with the small terraced houses on Crookes Road.

This is an inferior design to the previous approval.

There is insufficient detail about the design and external appearance.

There should be a communal garden and the walled garden should have public access.

The existing gap in the wall along Taptonville Road should be filled rather than breached further to allow a new road in.

The site lies within a Conservation Area of high quality housing and historical landmarks and deserves development of high quality with a bespoke design.

Bin stores should be provided for each house.

There is concern about the impact on the streetscape and levels and site sections are required.

Extra cars will make the roads more dangerous as Crookes Road is very congested and this will make it worse.

Very little parking is provided and more is necessary.

There is concern about the duration of the construction works.

There would be a detrimental impact on wildlife.

There would be no public access to the site.

There should be a reduction in rainwater run off from the land.

Loss of privacy affecting houses on Crookes Road.

Plots 67 to 74 will be much closer to neighbours than the existing building.

Noise and light pollution.

There is concern about the maintenance of stone boundary walls at the north east corner of the site.

There are the following specific comments about the development within and next to the walled garden fronting Taptonville Road.

- The pair of 4 terraces rather than two pairs of semi detached houses at the south corner is at odds with prevailing plot sizes.
- The new houses are higher than the previous consent.
- The design at the south corner is too fussy with too many small windows and no hierarchy between front and side elevations. It would be better to have fewer, narrower windows.

There are also specific comments about the impact of the proposed crescent to the south of the arboretum.

- There is an increase in the number of houses from the original consent from 10 to 12 and they have a deeper footprint and are fragmented with gaps in between
- They are intrusive at 3 storeys high and located in a very sensitive part of the site
- there would be a detrimental impact on Pisgah House, which is a grade 2 Listed Building.
- Neighbouring properties are no more than two and a half storeys high.

- The detailing of the houses is too fussy.
- There would be too many trees lost to allow this part of the development to take place.
- The gardens are too small for family housing.

There are specific comments relating to the impact of the proposal on 24, Taptonville Crescent.

- The south part of the proposal directly adjoins this property.
- The crescent would be 5 metres higher than no. 24 which would be imposing and dominant.
- The red brick, scale and layout of windows would be incongruous.
- Plot 82 would be visible from no 24 and the gable would have the appearance of a house front, overlooking no 24.

Broomhill Action and Neighbourhood Group (BANG) have submitted comments about the proposal.

The overall housing mix is a better response to local housing need than the extant scheme.

More houses with gardens are welcomed.

There is a lost opportunity for a completely new design involving the retention of the walled garden.

The development in the southern part of the site has intensified but in less sensitive areas the density has reduced.

The townhouses along Taptonville Road are unlike any other houses in the area and the two pairs of semi detached houses in the previous scheme are much better.

The crescent at the rear of the townhouses is worse than the previous scheme. The footprint is larger and there are two extra houses. Three to four storeys is much higher than the previous application.

There does not appear to be any bin storage.

The proposal is domineering and at odds with the character of the area. With respect to the octagonal turrets on the flats, there is nothing like this in Broomhill.

There is strong concern about the mix of materials which is brick and natural and artificial stone.

There is insufficient parking at the southern end of the site which will lead to additional pressure for street places where there is already a major parking problem as this is where the permit parking area ends.

The new vehicle access point on to Hallamgate Road would result in the loss of street parking.

The layout of pedestrian routes should take account of surrounding streets as there would be a popular through route within the site from Hoole Road to Hallamgate Road.

There should be no rentals to students.

Affordable housing should be directed at the needs of local key workers.

A secure childrens play area should be provided within the site and the green spaces should be managed to include all local residents.

Councillor Stuart Wattam has objected to the application.

The houses at Taptonville Road are four storeys high and there is little or no garden space so these would not attract families.

There is a need for local workers to have family accommodation and not specifically low cost affordable homes.

There is no play area within the scheme and an enclosed area would be welcomed.

Due to the nature of the site, access for emergency vehicles will restrict on site parking.

At least one off street parking space should be provided for each dwelling.

Councillor Shaffaq Mohammed has also objected to the application.

The proposal is overdevelopment.

The properties are out of character with the magnificent Victorian buildings near the site, particularly on Taptonville Road.

The height and density would result in a loss of privacy for a number of residents along with noise and light pollution.

Loss of green space in the gardens.

Detrimental impact on wildlife.

Road safety issues - this is a very busy area and access to the site would be close to a blind bend at Lydgate Lane.

There would be an increased demand for more parking resulting in a detrimental impact on the area in terms of congestion, pollution and reduction of available street parking spaces.

More family housing is needed.

The Sheffield Green Party have expressed concerns about the layout, design, traffic, parking and the need for community access into the green space and walled garden area.

English Heritage has commented on the proposal.

This is an amended scheme which is a reduction on quality from the extant consent, which will fail to adequately exploit the opportunities to enhance and better reveal the significance of the Broomhill Conservation Area, as required by the National Planning Policy Framework (NPPF).

The proposals should be amended to reintroduce the quality and character of the previously approved scheme.

Reference is made to paragraph 137 of the NPPF which says that local planning authorities should look for opportunities for new development within Conservation Areas to enhance or better reveal their significance.

The continuous terraces and crescents have been omitted which is a retrograde step, eroding the quality of the townscape.

The current scheme appears to be dominated by small semi detached houses and short terraces in small plots which are not regarded as being consistent with the character of the Conservation Area.

The offset relationship of the two larger apartment blocks is ill considered.

No new tree planting appears to be proposed.

The central area of the site lacks the coherence of the approved scheme and appears to be a standardised layout superimposed at this location.

The blocks within and adjacent to the walled garden are no longer of a quality which is appropriate at this location.

The detailed design of the buildings lack the richness and definition of existing villas on Taptonville Crescent and Road and the proposed design is likely to harm rather than enhance the significance of the historic townscape of the Conservation Area.

Many of the elevations lack the window hierarchy found in historic buildings in the vicinity of the site. Decorative features such as door and window surrounds and barge and fascia boards are absent.

Too much red brick is deployed, too deeply into the site from the east and artificial stone is considered entirely unacceptable in any part of the development.

The form and disposition of the townscape should be thoroughly reconsidered.

The design approach adopted in relation to the previous scheme should be adhered to with this proposal.

Key elevations should be afforded special treatment.

#### Comments on Amended Scheme

Following amendments to the design and layout of the scheme, further comments were invited.

Nine letters have been received from neighbours and interested parties with one of the letters representing 19 households.

There is very little change from the scheme as originally submitted and the site deserves a more imaginative and thoughtful scheme.

The developers should make a fair contribution to support the needs of this scheme.

The amended scheme is not sympathetic to the character of the area or Conservation Area.

The visual impact of the elevations is not acceptable, resulting in an insensitive proposal.

The walled garden should be a public amenity facility.

The additional traffic and access is not acceptable.

The amendments do not go far enough to address the concerns of English Heritage.

Too many dwellings in a restricted site.

No cycle lanes are provided.

There has been very little change to the development in the south part of the site.

The Taptonville Road frontage would be terraced which would be at odds with the larger houses of the previous approval.

The side elevation details for Taptonville Road are inappropriate for this area.

The crescent is too high and overly dominant and the red brick is wholly inappropriate.

Loss of mature trees.

The design throughout is of an unacceptable quality.

The designs affecting Taptonville Road and Taptonville Crescent will damage the outstanding historic ambience of this part of the Conservation Area.

BANG have submitted additional comments about the amended scheme. Little has been done to address concerns in this revised scheme and this is a poor alternative to the previous approval. It reverses previous gains.

There is overdevelopment along Taptonville Road and this will also lead to an unacceptable level of traffic.

Lost sense of spaciousness which was achieved with the previous scheme.

Terraced houses are not found elsewhere along Taptonville Road.

Regarding the crescent, the houses would be tall and narrow and tightly squeezed into a restricted space. They would be the equivalent of 5 storeys high.

The footprint of the crescent has extended into the garden area and will damage specimen trees.

There would be an inappropriate mix of materials at odds with the Conservation Area and a low grade pastiche of historical styles.

Councillor Stuart Wattam has submitted comments about the revision.

The amendments are not sympathetic to the area.

The use of red brick is not appropriate and the scheme is too high.

This is overdevelopment and the visual impact is unacceptable.

Councillor Shaffaq Mohammed has commented on the revised scheme and repeated his earlier objections saying that very little has changed since the previous proposal.

The Sheffield Green Party have also submitted further comments saying that the revised scheme does not address their earlier concerns and their original objections remain.

English Heritage has submitted further comments.

There have only been minor changes to the layout affecting the central block, plots 13 to 22.

No amendments to building materials have been made nor improvements to the detailing of buildings.

The amended scheme will not comply either with the NPPF or policies set out in the Unitary Development Plan or the Core Strategy. Specific reference is made to Core Strategy policy CS74 and UDP policy BE17.

The concerns set out in the original letter are re-iterated.

The applicant has responded to both sets of comments made by English Heritage and these are summarised below.

With respect to the loss of continuous crescents, the alternative approach is considered to be acceptable and appropriate in the Conservation Area. There would be a stronger frontage on Hallamgate Road and the southern crescent, being split, would respond better to changing land levels. It is noted that the southern crescent has restricted visibility from the existing street layout.

It is considered that there would not be unbroken runs of buildings. In the north the runs are limited to 3 houses and in the south, this is 4.

Regarding the Taptonville Road frontage, each of the pair of semi detached houses in the approved scheme had a frontage of 21 metres but the proposal of four houses reduces this to 19.5 metres, which is considered appropriate in the Conservation Area.

Regarding the comments about the extent of red brick, this material is used within the Conservation Area, including the houses to the east of the site.

The approved layout used the apartments as a terminating feature at the end of the road. This new proposal takes a different approach which allows views into the Arboretum, which is appropriate.

This is not a scheme which proposes standard or speculative housing.

It is considered that English Heritage is seeking a level of detail which is beyond that required and this can be dealt with effectively by appropriate conditions.

The existing development on site has a harmful impact on the Conservation Area but the new scheme would provide enhancement.



This is an acceptable scheme of good quality.

The applicant carried out an exercise of pre-application consultation in line with the Councils Code of practise in engaging with the local community prior to the submission of a significant proposal. The report sets out the pre-application advice received from Council officers and also the responses from local residents following a leaflet drop in the area around the application site. There are no additional comments to those already set out in the report.

## PLANNING ASSESSMENT

Land Use Policy.

Unitary Development Plan (UDP).

The application site is identified in the adopted UDP as falling within a designation as a housing area and is, therefore, governed by policy H10 which says that housing in these areas is the preferred use. The broad principle of this application is, therefore, acceptable.

There is an extant planning permission for housing on this site, which sets a strong precedent, in this respect.

Sheffield Local Plan Core Strategy.

Policy CS24 says that priority will be given to the development of previously developed sites.

Policy CS26 promotes the efficient use of housing land but notes that this should also be in keeping with the character of the area.

Policy CS41 seeks to create mixed communities by encouraging a range of house types and sizes.

National Guidance.

This is contained within the NPPF and there is a presumption in favour of sustainable development set out in paragraphs 11 to 16.

Paragraph 17 deals with core planning principles and says that homes should be provided and that high quality design should be secured.

The effective use of land is encouraged by reusing land that has been previously developed (brown field). In this instance, those parts of the application site proposed for development have all been previously developed or fall within the definition of previously developed as set out in the guidance.

Heritage assets should be conserved in a manner appropriate to their significance.

Paragraph 47 says that local planning authorities should significantly boost their supply of housing.

Paragraph 137 says that local planning authorities should look for opportunities for new development within Conservation Areas to enhance or better reveal their significance.

There is a considerable amount of policy guidance that is relevant and this will be set out where it is applicable in this report.

Layout, Design and External Appearance.

UDP policy H14 says that new buildings should be well designed and in keeping with the scale and character of neighbouring buildings.

Policy H15 deals with the design of new housing and says that there should be easy access, adequate areas of private gardens, acceptable enclosures and acceptable footpath links to surrounding areas.

Policy H5 deals with flats and shared housing and says that a concentration of these uses should not harm the amenities of neighbours. Living conditions should be acceptable and there should be appropriate off street car parking.

Policy BE5 expects a good quality of design and external materials.

Core Strategy policy CS74 expects high quality development which would respect, take advantage of and enhance the distinctive areas of the city and contribute towards the creation of attractive, sustainable and successful neighbourhoods.

The northern part of the site fronts onto Crookes Road and the layout here shows a centrally located single access point from Crookes Road that would serve this part of the site. The development, as amended, would be set back behind the existing mature trees and stone wall and be a mix of houses and flats with the flats being grouped together in three blocks well within the site.

The amended scheme has grouped houses in lines of up to seven with a common building line which has created balance and uniformity in the north part of the site. In addition, the houses fronting Crookes Road have a uniform building line which would be softened by the mature trees and stone wall.

The previous scheme included a crescent of houses at the north west corner close to the junction of Hallamgate Road and Lydgate Lane, set behind the mature trees on the boundary. This has been replaced by two lines of houses and this layout is considered to be acceptable, being part of the balanced and uniform proposal in this sector of the site. Vehicle access to the westernmost line of houses would be by way of a new access from Hallamgate Road serving five dwellings.

On the opposite side, in the north east corner, the proposal as originally submitted retained the large trees along the boundary but the houses were positioned so close to the tree canopy as to severely limit the use of the gardens. The houses

have been brought forward, thus improving the gardens' quality and increased separation between the houses on the amended scheme which allows views of the trees between the houses whereas before, these were denied.

A further improvement on the scheme as submitted is the removal of open car parking spaces at the front of the houses in favour of drives and garages at the side of houses. Visitor parking spaces set at right angles to the roads have also been replaced by limited road widening in parts which will allow visitors to park safely.

The houses would mostly be three storeys high with pitched roofs and gable ends with some being lower at two storeys. Chimneys would break up the roof lines. Some house types also have steep gable features at the front, which reflect the design of the existing houses.

The windows would create horizontal and vertical lines and in many cases, a hierarchy would be created which would reflect, to a limited extent, the design of existing stone villas near the site. The windows would have stone cills and heads and doors would also have a head feature.

The exterior of the houses would be a mix of stone and brick which is acceptable, even though the use of brick would be more prevalent in this scheme than the previous, extant one. However, this increased use is considered to acceptable because red brick is used throughout the Conservation Area and is used in the housing to the immediate east of the site.

Stone walls are an important feature of this part of Broomhill and these have been used extensively within the proposal in the north part of the site particularly close to the existing stone boundary walls.

Between the houses and the trees within the site, three blocks of flats are proposed. There are 34 of these in total which is much less than the extant scheme. As submitted, the design of the blocks was considered to be inappropriate due to the differing height of two, three and four storeys, complicated roof layout and contrasting features including octagonal turrets. A much more simplified approach has been adopted with a uniform four storeys, window hierarchy, gable features at the top and better designed turrets. This revision is much closer to the design and massing of the flats in the extant scheme which the Inspector also found acceptable.

The two larger blocks of flats are positioned either side of a car parking and open area and have the same design but are handed. They are located to allow views into the woodland within the site and views are available as soon as the site is entered. The third block which is only three storeys high lies between the other flats and houses and the scale and massing reflects that of the houses nearby.

The simple and balanced design approach is a significant improvement on the scheme as originally submitted which was uncoordinated and lacked balance. The revision creates acceptable and cohesive streetscapes that reflect surrounding development.

As part of this proposal, there are three existing buildings retained within the site boundary and these form a close group close to the corner of Hallamgate Road and Taptonville Road. The Lodge is a modest two storey stone house which would be retained as a dwelling without alteration.

Coach House and Hadow House would both be retained and converted into 10 flats. Both buildings front on to a car parking area which is currently accessed from Taptonville Road and this would remain without alteration.

The Coach House is a two storey stone building with a pitched, hipped slate roof. There is a large arch in a gable at one end which has already been infilled with a wooden exterior with a door and windows. At the rear, the original building has been extended with a flat roofed two storey stone addition. The whole building would be retained and converted to four flats with no alteration to the exterior, apart from refurbishment works.

Hadow House is a larger two and three storey stone and slate building with an attractive front elevation facing Taptonville Road having gables either side of a strong, stone entrance feature. This building would be converted into six flats with no alteration to the exterior apart from where refurbishment is necessary.

The retention and conversion, where carried out, of these three buildings repeats the extant consent in this respect and they will continue to make a positive contribution to this part of the Conservation Area.

The previous use at the southern end of the site close to the north end of Taptonville Crescent was split between the former University Experimental Garden Facility which was largely contained within the walled garden and also two small halls of residence, now demolished, which used to sit between the Garden Facility and Hadow House. This is a sensitive part of the site and it was the unacceptable nature of the 12 dwellings proposed in this area that led the Inspector to dismiss the appeal for application 05/03130/FUL. The subsequent application, which is still extant, resolved this by proposing a pair of large two storey semi detached houses within the walled garden and two identical houses to the north on the site of the two small halls. These featured large gables at either end and they respected the scale, design and massing of the Victorian villas close to this part of the site.

The two pairs of semis within and next to the walled garden are well designed and wholly appropriate at this location and it is important that this quality is retained.

The proposal, as amended, for this part of the site doubles the number of dwellings from four to eight but the layout, footprint, scale and massing remains very similar to the approved scheme. The front building line would be the same with footpaths serving each house that link to the existing gated pedestrian accesses within the stone boundary wall fronting Taptonville Road. Front and rear gardens would be the same depth and the road layout serving the eight houses and the crescent to the rear would be the same as the previous approval, comprising a new access to the south of Hadow House leading to the rear of the eight houses and the front of the crescent.

The design of the eight houses, in two terraces of four would be similar to that of the previous semi detached houses. They would be two storeys to eaves with a gable feature at each end allowing accommodation at a third storey. However, each gable would be one dwelling and the built form between would be two dwellings. An additional feature would be that the side elevation of each terrace would have windows with a central door. The previous houses had largely blank side elevations. The houses would be a metre higher at ridge level than the previous approval.

The houses would be of stone and have a window hierarchy similar to that used in Victorian and Edwardian villas in that the sizes reduce with each storey. Large chimneys would break up the extent of the roofs.

The design and appearance of these houses are of concern to local residents and interested parties who feel the design should revert to the existing consent. However, even though each of the two terraces contains four houses rather than two, the appearance of the proposal is similar to the consent, the main difference being the side elevations.

It is noted that along the boundary with Taptonville Road there is a high stone wall which severely restricts views into the site, particularly in the case of the walled garden. It would be difficult to identify the number of dwellings because the lower parts of the houses cannot be seen. The four houses immediately to the north would be more visible with views of the ground floor available.

The walled garden currently has an attractive, pedestrian entrance with pillars either side set into the wall where it faces Taptonville Road. This has been retained and the centre line of the two houses is slightly off centre to this. The vehicle access is to the rear and the approved semi detached houses each had a two storey atelier or garage/workspace at the end of the garden. This has been part replicated with garages at the rear of three properties. Remaining garages have been located at the side of gardens apart from three which lie about 5 metres from the boundary with 24, Taptonville Crescent.

Local residents are concerned that the increased height will render the impact unacceptable. The ridge height of the proposed houses would be a metre higher than the approved scheme so in terms of impact on the street scene, the two are comparable. The southernmost house is set back from the front and side boundaries by 14 and 11 metres respectively and would be part screened by walls and landscaping.

The previous consent included a continuous crescent of 10 houses with a stone exterior rising to two and a half storeys to eaves behind the semis fronting Taptonville Road. The houses each had two parking spaces at the front and their amenity space at the rear was restricted to a raised terrace above the area of communal open space at the rear on falling land.

A similar crescent is proposed at the same location as part of this application but there are a number of differences. The exterior would be red brick instead of stone and the crescent would be broken in four places, the gap being one metre at the

front widening to four metres at the back. Also, the proposed footprint is deeper than that approved and the eaves height is at three storeys which is half a storey higher than the previous scheme.

The extant proposal for the crescent was more contemporary than the houses at the front which paid more respect to the traditional villas and the proposal has followed this design approach. There is a simple design with a repetitive exterior at the front and back to emphasise the crescent shape with windows spaced at regular intervals.

Local residents are concerned that the increase in height and depth of the crescent would be over dominant and incongruous at this location. The crescent is set back behind the eight houses fronting Taptonville Road and the increased depth and height of an extra half storey would not alter the impact to a significant enough level to make this impact unacceptable. As well as being set behind housing, this would be softened by trees to the south and east.

The remainder of the site, to the south east, comprises the arboretum formerly associated with the Experimental Garden Facility which is a valuable and attractive wooded area which is to be retained virtually untouched and used for informal recreation purposes. Footpaths would be introduced to facilitate access by future residents and the wider community and the area would be the subject of a management plan with respect to maintenance.

A small number of trees would be lost which would be the same as those agreed as part of the extant scheme.

This proposal, as amended, adopts a very similar footprint to that used in the extant consent and the quality of the development in the north part of the site is considered to be consistent with that of the extant consent. With respect to the southern section, the houses fronting Taptonville Road would be very similar to those approved and are acceptable. Regarding the crescent, the quality has suffered marginal dilution because of the separation but this is not considered to be significant enough to merit resisting the application because of this.

#### Efficient Use of a Previously Developed Site.

Core Strategy policy CS24 promotes the use of previously developed sites. In this instance, all the area to be developed has been previously developed. There are currently vacant student halls of residence in the north and the southern area was previously used for halls and the Remote Experimental facility. Consequently, this policy is satisfied.

Core Strategy policy CS26 seeks to ensure that housing land is developed in as efficiently as possible and a density of between 50 and 80 dwellings per hectare (dph) is normally sought in areas such as this which are close to a District Centre. The policy also states that densities outside this range will be allowed where they achieve good design, reflect the character of an area or protect a sensitive area. The density of the previous scheme was accepted at 39dph and this would be similar at 37dph. It is noted that the calculation includes the arboretum and the

Inspector also found a lower density than recommended acceptable. Policy CS26 confirms that housing should be in keeping with the character of the area, and it is considered that the density levels proposed help achieve this.

Sustainability.

This application proposes housing on a previously developed site, in an accessible and sustainable location close to a wide range of facilities.

Core Strategy policy CS64 says 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 development would be required to achieve a high standard of energy efficiency, make the best use of solar energy, passive heating and cooling, natural light and ventilation and minimise the impact on existing renewable energy installations.

The applicant has committed to achieving Level 3 of the Code for Sustainable Homes for this development, a standard that would satisfy policy CS64. This would be controlled by a condition but the applicant has confirmed that this would be achieved by including the following:

Solar Hot Water or Flue Gas Heat recovery to be used to achieve the mandatory 25% CO2 reduction for code level 3.

Choice of insulation by using appropriate u values and enhanced thermal details.

Low energy fittings.

Dedicated energy efficient fittings in common areas.

Cycle parking.

Water efficient appliances.

Responsibly sourced building and finishing materials.

Sound insulation.

Core Strategy policy CS65 deals with renewable energy and carbon reduction and this requires all significant developments to provide a minimum of 10% of their predicted energy needs from decentralised and renewable or low carbon energy. The applicant has also committed to this and would incorporate solar hot water, photovoltaic panels and other methods. This can also be controlled by a condition.

The provisions of policies CS64 and CS65 have, therefore, been satisfied.

Flood Risk.

Core Strategy policy CS67 seeks to reduce the impact and extent of flooding but the information submitted in support of the application confirms that there is no risk from flooding.

With respect to surface water run off, policy CS67 says that surface water run off must be reduced to 5 litres per second on all sites over 1 hectare, except on brown field sites, such as this where the developer can demonstrate that there is existing surface water run off. In such instances, run off must be reduced by 30%.

There are significant areas of open space left within this site, principally the arboretum which largely lies on land at a lower level than the developed area and this slopes down to the east. It is considered that this target can be met because of this and the use of a sustainable drainage system.

This would be controlled by a condition.

Impact on the Broomhill Conservation Area.

The whole of the application site is located within the Broomhill Conservation Area and UDP policy BE16 expects new development to preserve or enhance the character of such areas.

UDP policy BE15 deals with areas and buildings of special and architectural or historic interest and these are recognised as being an important part of Sheffield's heritage to be preserved or enhanced. Development which would harm the character or appearance of Conservation Areas or Listed Buildings will not be permitted.

UDP policy BE17 says that in Conservation Areas a high standard of design is expected along with a flexible approach to layouts and roads.

Core Strategy policy CS74 says that new development should take advantage of and enhance the distinctive heritage of the city, particularly the Victorian and Edwardian suburbs.

In deciding on the appeal on this site, the Inspector said that the main issue was the impact on the character and appearance of Broomhill Conservation Area (BCA). He also said that most of the scheme was acceptable in this respect and the appeal fell because of the unacceptability of the 12 dwellings within and next to the walled garden.

Furthermore, the Inspector gave substantial weight to the BCA Appraisal and Management Proposals which were adopted by the Council in December 2007.

The Appraisal recorded and analysed the various features which give the Conservation Area its special architectural and historic interest. There is a presumption that all the features should be preserved or enhanced as required by planning legislation.



This revised scheme needs to be of sufficient quality to be able to enhance or preserve the character of the CA. This was achieved by the previous scheme and there have been concerns from neighbours and interested parties, particularly English heritage, about the reduction in quality.

The existing buildings on site comprise a mix of functional student accommodation rising to seven storeys, some stone buildings and the remains of structures in the former Experimental Gardens. The student accommodation would be demolished as would what remains of the buildings in the Experimental Gardens and their removal will benefit the CA. Also of benefit is the proposed retention and refurbishment of Coach and Hadow Houses as their long term use would be assured.

The existing mature trees and landscaping make a strong and important contribution to the character of the CA and the great majority of these will be retained, in line with those retained as part of the previous planning approval. As with the previous scheme, the mature trees will remain dominant within the site.

With respect to the northern part of the site, this new scheme has a greater proportion of family housing than the earlier approval. As amended, there is greater cohesion and balance of buildings within the site, creating better street scenes, and the houses at mainly three storeys high reflect the large villas on the west and south sides of the site. The three apartment blocks have been amended to a uniform height of four storeys for the two larger ones and three storeys for the smaller one with a much simplified design approach similar to the flats approved in the earlier scheme. The turrets remain but these are set against the backdrop of mature trees so their impact is limited.

The quality of development in this part of the site is similar to that granted as part of the earlier approved scheme and this would enhance the CA.

The southern part of the site within and adjoining the former walled garden is a sensitive part of the development. As well as giving the CA Appraisal weight, the Inspector, in his Decision Letter, drew specific attention to Taptonville Road and Taptonville Crescent which have 'an outstanding historic ambience.'

The Inspector considered that the originally proposed 12 houses would have had a detrimental impact on this part of the CA but the subsequent approval, which reduced the 12 houses down to four in the form of two pairs of semi detached houses in the style of large stone villas resolved the matter.

The extant two pairs of semi detached houses took their design from the nearby Edwardian and Victorian villas in terms of scale, massing, detailing, materials and windows. The design included a large gable feature at either side of the pair of houses. One pair sat within the former walled garden and the other to the north between this and Hadow House. Between the two pairs a line of mature trees remained and further mature planting and trees around this part of the development provided the setting. There was space around the buildings and this openness reflected the character and setting of villas in the locality.

The stone walls of the former garden were retained as were the openings which allowed a pedestrian access to each pair from Taptonville Road. Vehicle access was afforded by the new road taken from Taptonville Road to the rear of the houses. Garages and parking were at the rear.

The new application has taken a very similar approach with this part of the site. The footprint of the built form remains virtually the same but instead of two pairs of semi detached houses there would be two terraces of four smaller houses. However, a similar built form has been retained in that the two houses at either end of the four would have a strong gable front, closely reflecting the previous scheme. The new proposal would be a metre higher and the same amount of space would remain around the buildings and the road layout would be the same as the earlier scheme. The building line would remain as 12 metres from Taptonville Road, as before. Garages and parking would be at the rear and sides of three of the properties.

The approved semi detached houses had side facing elevations that were virtually blank with only a few small windows. However, it is proposed with the new scheme to have windows and a door set into the side elevations taking the appearance of the main elevation. There are few, if any, houses from the Edwardian or Victorian era like this in the immediate vicinity of the site but there are elsewhere in the city.

The houses would be built in stone with slate roofs, the same as before and there would be a window hierarchy but not as pronounced as before.

A strong feature of the Taptonville Road frontage is the stone wall and this would be retained providing a strong boundary at the back of footpath. It also serves as a means of enclosure, reducing the impact of new houses on the street scene. From the opposite side of Taptonville Road, only the first floor, the gables and the roof would be visible and these would be dominated by existing mature trees.

The screening of the wall means that it is difficult to identify how many houses there actually are and the massing is very similar to the previous scheme. It is considered, therefore, that in this context, the impact on the CA is very similar to the previous scheme.

Turning to the crescent of houses at the rear of those fronting Taptonville Road, these are on a very similar footprint to those previously approved although they are deeper, this having been done to allow an extra two properties into the crescent.

The approved scheme was for a continuous, curved crescent of stone which would be two and a half storeys high with the eaves level cutting through the top floor window line. This would be served by a curved cul-de-sac at the front and amenity space at the rear would be restricted to a raised terrace which would overlook a communal area of wooded space. Car parking would be in front of the houses.

The new scheme is similar but the houses would be higher by half a storey and the exterior would be of brick and not stone. However, the most obvious change would

be that the continuous crescent would be broken by four narrow gaps being a metre between houses at the front and four metres at the rear.

Due to the positioning of the gaps, the symmetry of the built form would be retained and at the front, the gaps would be so narrow that they would not form a meaningful break in the building façade and the crescent form would be retained. This would be less so at the rear because of wider gaps but due to screening by trees, this would have a much reduced impact on the CA.

It is proposed to construct the crescent of red brick which would be in contrast to the stone approval. However, at the rear of this part of the site, many of the terraced houses have been built of red brick so a context for this material does exist at this point.

It is considered that the quality of the approved scheme was such that it would enhance the appearance of the Broomhill Conservation Area and make a positive impact. Officers consider that the current proposal is of lesser quality but not to the extent that it would be unacceptable. It is the case that the proposal would preserve the character of the CA at this part of the site, thus satisfying policy criteria in this respect.

Impact on the Listed Building.

UDP policy BE19 relates to development affecting the character and setting of Listed Buildings and this says that their setting should be preserved or enhanced. This is endorsed by Core Strategy policy CS74 which says that the distinctive heritage of the city including Victorian and Edwardian suburbs shall be respected.

Pisgah House is a two and three storey building set within a walled, mature garden between the application site and Pisgah House Road. This is Listed Grade 2 so is an important component of the CA, as well as being historically important in its own right. It is important that the proposal does not affect the character and setting of this building.

Pisgah House is set at a lower level than the adjoining part of the application site and separated by a stone wall and belt of mature trees and landscaping. To the west, the arboretum would be retained and the nearest dwelling would be 23 metres away and 12 metres from the stone boundary wall.

The design of the new dwellings is acceptable within the CA and it is considered that the character and setting of the Listed Building would be preserved and there would be no conflict with planning policy.

Retained Garden/Open Space Areas.

An area of concern amongst residents and interested parties is the impact on the existing landscaped gardens or arboretum containing many mature and attractive trees which dominates the central area of the site. This area would not be developed and it is the intention that this becomes an area of informal open space that would be cared for and managed and be accessible by residents. Footpaths

within and through the trees would create links with the surrounding area and Hoole Road, Taptonville Road and Crookes Road which will have public access.

It is the case that some trees would be lost and these would be in the north west and south east corners, but the loss of these trees has been agreed as part of the previously approved scheme.

With respect to the walled garden fronting Taptonville Road, the Inspector, in his Decision Letter, made it clear that he felt some form of development within this part of the site was acceptable but the form of development subject to the appeal was not appropriate. The previous approval included two houses within the walled garden.

Local residents and interested parties have said that the walled garden should not be developed and to do so is a missing an opportunity for an alternative proposal. However, a very strong precedent has been set by both the Inspector and the previous approval, and it is only possible to consider the scheme currently proposed, not a potential alternative.

Impact on Neighbours' Amenities.

UDP policy H14 says that new development should not harm the amenities of existing and future residents. In this instance, it is necessary to ensure that residents do not suffer from over dominant or overbearing development affecting their houses nor loss of privacy because of overlooking.

Core Strategy policy CS74 requires new development to contribute to the creation of attractive, sustainable and successful neighbourhoods.

With respect to over dominance and a possible over bearing nature, the development in the north part of the site would be three storeys high and four storeys for the two larger blocks of apartments. This is much lower than the existing development which rises to seven storeys high. There is existing housing to the north, east and west but much of this is across roads and the proposal would be screened by existing trees.

To the east, the site adjoins the rear gardens of houses fronting Crookes Road and the new houses would be nearer to these houses than the existing student accommodation. The rear of eight houses and the flank wall of another would face towards the existing buildings. However, there is separation by way of gardens and screening by mature trees so the relationship between existing and proposed buildings is acceptable.

Given the layout and massing of the proposal in the north part of the site, there would be no harmful loss of privacy, nor any over bearing nature or over dominance. At present, the buildings rise to seven storeys and dominate surrounding development.

At the southern end of the site, the proposal has a much more sensitive relationship with the houses on Taptonville Crescent particularly no 24 which lies

adjacent to the proposal at a significantly lower level. The occupiers of this house have strong concerns about the impact of the proposal on their amenities.

The Inspector said that plot 1 on the previously refused scheme closest to 24, Taptonville Road was visually overbearing in the public realm but the impact would be substantially greater when viewed from the garden of no. 24. The subsequent approved scheme resolved this issue.

The scheme that was unacceptable to the Inspector showed plot 1 being only 4 metres from the garden boundary of 24, Taptonville Road and was three storeys high with a gable end wall. The subsequently approved scheme showed plot 1 being 9 metres from the boundary and two storeys high to eaves with a hipped roof. At eaves level, this was 3.5 metres lower than the previous scheme, 5 metres further away from and there would be trees and landscaping on the boundary which would limit the impact.

There are some similarities between the approved layout at this point of the site and the new proposal. The footprint of the two terraces of four houses is very similar to the two pairs of semi detached houses and the massing is also similar but the ridge height is one metre higher than the approved scheme. The hipped roof treatment closest to 24, Taptonville Road has been included in the new proposal. The main change in terms of massing is the additional height of 1 metre. Although an increase in height, this is not considered to represent such an increase as to alter the impact on both the street scene on Taptonville Road and the adjoining property.

Another difference between the approved scheme relates to the side elevations of the houses at the ends of the terraces of four. Rather than being largely blank with a number of small windows, the new scheme has a main elevation including a door and windows. There are four of these elevations in total and three of them do not cause an issue in terms of overlooking and loss of privacy but the elevation facing towards the garden of 24, Taptonville Road requires examination.

The side elevation of this plot, no. 85 is 9 metres from the boundary with 24, Taptonville Road and, like the previous approval, there would be planting and trees along the boundary to limit the impact. The nearest point of plot 85 would be in excess of 21 metres from the side elevation of 24, Taptonville Road and standards set out in Supplementary Planning Guidance on House Extensions says that there should be a minimum of 21 metres between facing house elevations. The distance here is in excess of that distance and also at an angle with screening between. Consequently, policy guidance would not support resisting the application on this issue.

There is also concern amongst residents about the proposed crescent set behind the houses within and adjacent to the walled garden.

Again, there are similarities between the approved scheme and the new proposal but the main differences are the breaks between the houses rather than a continuous crescent, an increase in depth and a height increase of half a storey. This part of the development is within the site and the nearest part of the crescent

is the corner of plot 86 which is 15 metres from the south edge of the site, again adjoining 24, Taptonville Road and the remainder sweeps away to the north and is screened by mature planting.

It is accepted that the crescent would be higher and slightly deeper but these increases are not at such a level as to result in an unacceptable loss of amenity to residents.

Consequently, there would be no harmful impact on the amenities of neighbours.

It is proposed to convert Hadow and Coach Houses to apartments but some of the windows are so located that they face each other at an angle, at between 14 and 24 metres apart. This is considered to be acceptable as it was accepted as part of the previous approval and offset by the quality and character of the scheme in retaining these buildings. The two elements are part of the same development and have views across communal space, where residents will circulate as opposed to private residential curtilage.

It is considered that there would be no significant overlooking or loss of privacy and the scheme would not unduly dominate existing property.

Trees, Landscaping and the Experimental Gardens.

UDP policy GE15 requires the retention of mature trees and it is acknowledged that the mature trees and landscaping within the site, particularly the arboretum, are important to the character of the Broomhill Conservation Area. In recognition of this, a detailed tree survey has been submitted in support of the application.

It is accepted that there would be some limited tree loss, mainly in the north west corner and around the very edges of the arboretum but the losses in this proposal closely reflect the previous approval.

There is a line of trees at the back edge of the existing car park in the north west corner which would be felled and also some to allow the crescent in the southern part of the site. However, replacement trees would be planted to compensate for the losses.

There are mature trees along the north east, north and north west edges of the site which would be retained as part of this scheme, as would existing trees around the Lodge, Hadow and Coach Houses allowing these attractive buildings to remain within a landscaped setting.

At the southern end of the site, some trees would be removed to allow for the crescent to be built but new trees would be planted to replace the losses. The mature trees along the Taptonville Road frontage would be retained. Important amongst these are a prominent line of trees that extend at 90 degrees to the northern wall of the former walled garden and these contribute much to the green setting of the Conservation Area.

The most important area of landscaping lies within the site, to the east and north of the crescent and between the two main areas of development. This area of established and large mature trees has occurred as part of the Experimental Gardens facility and is currently bounded by Pisgah House and Hoole Road to the east, student halls to the north and further buildings to the south. The land slopes down to the south and east and tree cover extends into the garden of Pisgah House which also contains mature trees.

There is a wide variety of tree species which makes for an attractive and interesting wooded environment which would become a valuable area of informal open space within the site. This would be available for enjoyment by future residents and the wider community and this area would be the subject of a Management Plan including a woodland management scheme to ensure that this area remained of high quality. There would also be footpath links to Crookes Road, Hoole Road and Taptonville Road allowing public access into the site.

The existing trees on the site dominate the buildings and the proposal would ensure that this situation would continue. The landscaping proposals are acceptable. Tree losses would be replaced as part of the proposal and conditions would be attached ensuring that the trees would be protected.

The Broomhill Walled Garden.

A number of letters have been submitted expressing concern about the loss of the walled garden and the possibility of it being put to an alternative use.

This issue was examined in great detail as part of the previous scheme but the development of the area within the walled garden was considered to be acceptable, something which reflected the view of the Inspector on the previous refused scheme. The walls and remaining features were retained as part of the previous scheme and this new scheme proposes the same. It has already been set out in this report that the proposal is considered to be acceptable within the walled garden.

Highways, Access, Pedestrian Movement and Transportation.

UDP policy H14 says that new development should provide adequate car parking, safe vehicle and pedestrian accesses and be located close to public transport.

Core Strategy policies CS51 and CS53 seek to prioritise and manage the demand for travel.

There are four accesses proposed for the site. There is an existing main access centrally located along the Crookes Road frontage that will be retained and the existing access into Hadow and Coach Houses would be retained and adopted for use.

A new access would be taken from Hallamgate Road to serve five houses in the north west corner and a further new access would be created to serve the 8 houses associated with the walled garden area and the crescent at the rear.

All accesses are acceptable and allow sufficient visibility in each direction so there would be no conflict between vehicles and pedestrians. All access points apart from Hallamgate Road were previously approved as part of the previous scheme.

Separate pedestrian access is provided from Crookes Road, Hallamgate Road and Hoole Road. Safe access would be provided into the landscaped area. The plans show that a footpath would cross the ha ha in the north part of the arboretum and details of this would be controlled by a condition.

The vehicle accesses would lead to areas of shared surface and here vehicles would be encouraged to move at slow speeds because of controls inbuilt into the layout and varying surface treatments.

With respect to car parking, each house would have two spaces and the apartments would be allocated one each. Sufficient visitor parking on the street would also be provided.

The site is located within walking distance of Broomhill and Crookes shops and there are numerous bus services near the site.

A Transport Statement undertaken by PAH Highway Consultants was submitted with the application which considered the likely traffic generation from the proposals. In doing so, it recognised the presence of an extant permission for a similar quantity of development and compared the likely traffic generation across the approved and proposed schemes. It concludes that in the am peak hour the traffic generation would be identical, and in the pm peak hour there would be one additional vehicle. Officers have assessed the Transport Statement and consider its conclusions to be reasonable.

The Crookes Road entrance would increase the traffic using this part of the road. As part of the previous scheme, it was considered that the traffic increases were such that a financial contribution would be necessary to help improve the Crookes Road/Lydgate Lane junction. However, this has been re-assessed and this is now no longer required as it is considered that the junction can absorb the increases without the need for improvement.

All highways and transport issues have been resolved and are acceptable.

#### Air Quality

Paragraph 124 of the NPPF requires planning policies to contribute towards EU limit values or national objectives for pollutants, taking account of Air Quality Management Areas and the cumulative impacts of air quality from individual sites locally. It also requires decisions to be consistent with the Air Quality Action Plan. Sheffield's Air Quality Action Plan identifies the whole of the urban area as an Air Quality Management Area.

Policy CS66 relates to air quality and refers to action being taken across the built up area of the city where residents are exposed to levels of pollution above



national targets. The policy seeks to achieve protection and improvement of air quality through the Air Quality Action Plan and local Transport Plan, and through decisions about planning applications for significant traffic generating uses.

The City Council's monitoring of air quality in the Broomhill area from 2013 shows that Nitrogen Dioxide levels regularly exceed the EU limit values in the monitored locations, the closest being Manchester Road/Sale Road.

Traffic generation from the scheme is predicted within the Transport Statement to involve 47 movements in the am peak hour, and 49 movements in the pm peak hour. This is below the level of traffic that would require a specific air quality impact assessment but sufficient to promote air quality mitigation measures.

Such measures are often incorporated into Travel Plan measures that are designed to reduce reliance of the private car and promote alternative modes of transport.

The Air Quality Action Plan promotes the development of infrastructure for refuelling low emission vehicles and the promotion of smarter travel choices. The submitted Transport Statement acknowledges the NPPF requirement in paragraph 36 for all significant traffic generating developments to provide a Travel Plan, which would be subject of a condition, and would potentially include measures such as facilities for charging plug-in and other low emission vehicles, and to promote alternative modes of transport.

On this basis, and given the presence of an extant consent that would generate an almost identical level of traffic, it is considered that the proposals are consistent with national and local policy requirements.

Ecology.

An Ecological Report has been submitted in support of the application which addresses the flora and fauna on site. It was recommended that, where possible, habitats suitable for breeding birds are retained and further survey work for protected species is carried out before development commences which would be controlled by conditions.

Disabled Access.

UDP policy H7 says that mobility housing should be provided at a ratio of 25% and the developer has confirmed that this would be the case.

Core Strategy policy CS74 says that the needs of disabled people should be met in new development.

The parking bays, where necessary, would be designed to allow wheelchairs to be drawn up next to cars. Kerbs would be ramped to allow easy access by wheelchair users and pavements and paths would be at a width which would allow wheelchairs to pass. Gradients of paths would be no more than 1:12.

The disabled provision would be acceptable and controlled by appropriate conditions.

#### Planning Obligations

##### Affordable Housing.

Core Strategy policy CS40 deals with the need for affordable housing and it says that, in all parts of the city, developers of all new housing developments will be required to contribute towards the provision of affordable housing where this is practicable and financially viable.

Policy CS40 allows the applicant to present a case to an independent body, the District Valuer, saying that the scheme would not be financially viable if an affordable housing payment was made. In this instance, the applicant considers the provision of affordable housing to be unviable and presented such a case to the District Valuer (DV). The DV has identified that an appropriate level of profit for the scheme would be 15%, and that at this level, taking into account the need for contributions towards education provision and public open space, the scheme cannot provide for any affordable housing. No such provision has therefore been sought in this instance.

Consequently, the terms of policy CS40 have been met and there is no need to contribute to affordable housing.

##### Open Space

UDP policy H16 requires open space to be provided within the site or, failing that, a financial contribution made for appropriate improvements to existing provision nearby, where a shortfall of open space. An assessment of open space provision in the vicinity of the site has been made and a shortfall exists, the existing provision being below the minimum requirements.

As part of this scheme, the informal open space will be provided within the scheme by way of the arboretum which would be managed and available to future residents and the wider, existing community.

A financial contribution totalling £163,170 would be required for off site children's play and formal open space improvements

##### Education

Core Strategy policy CS43 says that expansion of schools should be funded by developers where there is insufficient local space for demand arising from new housing developments.

The secondary catchment schools (King Edward VII and Tipton) are already at capacity, with further increases in intake due over the coming years such that there will be a significant shortfall of places by the 2017/18 academic year. A financial contribution is therefore required to ensure that the schools can accommodate the

additional pupils that would be generated by the development. Based on a national model that identifies a yield of 3 secondary age pupils per year group being generated by every 100 dwellings, and a cost of school places of £2743 per dwelling, the total contribution required would be £266,071.

### Viability

Paragraph 173 of the NPPF requires Local Planning Authorities to acknowledge the need for financial viability of development proposals when making decisions on proposals.

To ensure viability, the costs of any requirements such as affordable housing, and infrastructure contributions should, when taking account of the normal costs of development and mitigation, provide competitive returns to enable the development to be deliverable.

The appraisal undertaken independently by the DV has identified that in order to achieve a competitive return (15% profit), the development cannot provide the full amount of the combined open space and education contributions.

The combined contributions (see figures above) would total £429,241 and the appraisal identifies that £353,170 can be contributed. There is strong justification for both contributions and given the findings of the appraisal it is therefore considered appropriate to reduce the level of contributions on a pro rata basis such that the Education contribution would be £218,965.40 and the Open Space contribution would be £134,204.60

This has been agreed with the developer.

The provision of the contributions would be controlled by a legal agreement under section 106 of the Planning Act.

### RESPONSE TO REPRESENTATIONS.

Many of the representations have already been addressed in this report but a number of responses are still needed.

The comments of English Heritage have been taken into account in assessing this application.

The walled garden will remain in the same form as agreed with the previous approval.

The garden sizes for the dwellings are acceptable and meet planning policy guidance on this matter.

There are fewer flats than in the previous proposal and a higher proportion of family housing.

The duration of construction works is outside the control of planning legislation.

It is accepted that the crescent is significantly higher than 24, Taptonville Crescent which is due to land levels but the crescent is only half a storey higher than the previous approval.

The new access from Hallamgate Road would result in the loss of one or two on street parking spaces.

A children's play area within the site is not considered to be appropriate and a better solution is to improve existing off site provision.

The provision of cycle lanes on the road network cannot be justified as part of this application.

## SUMMARY AND RECOMMENDATION

The application site comprises student halls of residence rising to seven storeys high fronting Crookes Road with the former Remote Experimental Garden facility at the southern end of the site. In the central area are mature trees, Hadow, Coach Houses and the Lodge and the vacant site previously occupied by low rise student accommodation. The uses around the site are residential.

The proposal, as amended, is to demolish the high rise student halls and replace these with houses and apartments. Hadow and Coach Houses would be converted to apartments and the central arboretum would be retained and managed as informal open space with public access.

In the south of the site, houses would be introduced within and next to the walled garden and a crescent of houses would be built to the rear of these. The remaining features of the walled garden would remain in the same form as the previous approval.

The previous approval proposed a variation on the scheme that was dismissed at appeal that addressed the concerns of the Inspector in that two pairs of semi detached villas were proposed within and next to the walled garden and these houses were considered to be wholly appropriate within this part of the Broomhill Conservation Area close to the striking villas on Taptonville Road and Taptonville Crescent. There was also a predominant use of natural stone as the external material of the scheme.

There have been significant improvements to the scheme in the northern part of the site and this, as amended, would be a significant improvement on the existing high rise student accommodation and will enhance the Conservation Area.

With respect to the southern part of the site the proposal retains the siting and massing of the previous approval with variations. The houses fronting Taptonville Road are one metre higher than the approved layout, there are eight houses as opposed to four and there are openings in the flank walls. With respect to the crescent, this would be broken in four places, it would be half a storey higher and in brick rather than stone.

The approved scheme was considered to be of high quality. This scheme, as amended does not, in the opinion of officers, reach the same level of quality but is, nevertheless, acceptable and will preserve the character and setting of the Broomhill Conservation Area.

The integrity of the Listed Pisgah House would not be affected and the long term future of Hadow and Coach Houses, which are attractive stone buildings would be ensured by way of their conversion to apartments.

The centrally located arboretum would be retained as informal open space and a condition would ensure that a management scheme was submitted to control and preserve this.

The amenities of existing residents would not be harmed. Careful consideration has been given to the impact of the proposal on properties directly adjoining the site, particularly 24, Taptonville Crescent. The variations to the scheme from the previous approval have been taken into account but the application satisfies relevant planning policy in this respect and is acceptable.

The access arrangements are safe with appropriate visibility, parking provision is acceptable and the internal footpath system improves pedestrian access and circulation.

The application, as amended, is considered to be acceptable as it would satisfy all planning policy and guidance. The application is, therefore, recommended for conditional approval subject to a legal agreement controlling the submission of the commuted sums for off-site open space improvements and education provision, which are reduced from the full contributions directed by the relevant policy guidance in the light of the financial appraisal undertaken by the District Valuer, and the requirements of the NPPF.

Heads of Terms for Legal Agreement.

- i) The owner(s) shall serve on the Council, on or before the commencement of development, notice of the commencement of development, and in the event of such notice not being served, covenant to pay the Council, immediately on demand, all sums due under the provisions of this Deed, together with any interest due.
- ii) On or before the commencement of development, the owner(s) shall pay to the Council the sum of £134,204.60 to be used towards the provision and enhancement of open space within the locality of the site.
- iii) On or before the commencement of development, the owner(s) shall pay to the Council the sum of £218,965.40 to be used to provide additional secondary school places generated by the development, within South West Planning Area 1.





## SHEFFIELD CITY COUNCIL Planning & Highways Committee

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**Report of:** Interim Head of Planning

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**Date:** 22<sup>nd</sup> April 2014

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**Subject:** PLANNING & DESIGN BRIEF – SITE OF THE FORMER WESTFIELD SCHOOL, WESTFIELD CRESCENT, MOSBOROUGH

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**Author of Report:** Gary Dickson

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**Summary:** The Planning & Design Brief for the site of the former Westfield School, Westfield Crescent, Mosborough has been revised following a period of public consultation from February to March 2014.

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### Reasons for Recommendations

To guide future development on the site of the former Westfield School and to provide a level of commercial certainty.

### Recommendations:

To approve and adopt the Planning & Design Brief as a material consideration in determining planning applications on the site of the former Westfield School, Westfield Crescent, Mosborough.

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### Background Papers:

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**Category of Report:** OPEN

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PLANNING AND DESIGN BRIEF – FORMER WESTFIELD SCHOOL SITE,  
WESTFIELD CRESCENT, MOSBOROUGH

1.0 INTRODUCTION AND PURPOSE OF THE REPORT

- 1.1 A draft Planning and Design Brief has been prepared by Sheffield City Council Planning Service as part of the Asset Enhancement Programme funded by the Local Growth Fund. It has been prepared to guide development and to provide a level of commercial certainty.
- 1.2 This report informs Members about the outcome of public consultation on the draft Brief and seeks formal adoption of the final version of the Brief as a material consideration in determining planning applications for the site.

2.0 BACKGROUND

- 2.1 The site of the former Westfield School is located within Sheffield's Mosborough ward. The Westfield School campus closed in December 2006 and the new Westfield School opened in January 2007 on a new site at Eckington Road, a couple of miles away.
- 2.2 Residential development borders part of the southern and western boundaries of the former school site. The remainder of the southern boundary lies adjacent to Mosborough Miners' Welfare playing field. To the north and north west of the site the land is designated as Green Belt and includes open countryside as well as sports facilities (rugby and football pitches). To the east of the site is a substantial allotments site.
- 2.3 The gross area of the site is 4.59 hectares. At the time that the school was in use, the land use designation as Housing Area reflected the wider residential character of the surrounding built-up area and, with the school site no longer in use and the buildings demolished, the site was proposed as a housing site allocation in the Sheffield Draft Local Plan. The housing allocation will contribute to the city's need for new housing land. No comments were received during the public consultation stages of the Sheffield Local Plan objecting to the principle of housing development on the site.

3.0 SCOPE AND ROLE OF THE PLANNING BRIEF

- 3.1 The Planning and Design Brief describes current land use and planning policies affecting the site and sets out the key design principles to be followed. The Brief defines suitable developable areas, scale and heights and promotes sustainable design.



- 3.2 The adopted Brief will be used as guidance during discussions with developers about the future of the site, and regarded as a material consideration when determining planning applications for the site.
- 4.0 CONSULTATION
- 4.1 Public consultation on the draft Brief was held from 17 February to 28 March 2014. The lead Cabinet Member was briefed on 15 January 2014. Mosborough ward members were briefed on 22 January 2014 and invited to the drop-in sessions.
- 4.2 The public consultation on the draft Brief was undertaken in a number of ways:
- (i) 2 public drop-in events held in Mosborough on 17 February and 4 March 2014; and
  - (ii) a mailshot was sent out to existing contacts via email; and
  - (iii) leaflets were posted to around 1,500 households in the local area; and
  - (iv) the draft Brief and consultation display material were available to view on the Council's website and hard copies in Crystal Peaks Library and Owlthorpe Surgery.
- 4.3 People were invited to submit comments by e-mail, by post and by completing Comments Cards at the drop-in events.
- 4.4 A summary of all the consultation comments received and officers' responses is attached at Appendix 1 to this report. The total number of respondents was 47, ranging from individuals to organisations. The key comments related to highways, the potential impact on residential amenity and the type of housing:

#### *Highways*

- 4.5 The majority of respondents raised concerns about the road network and this issue was by some margin the main cause of concern for respondents. The majority of these concerns were regarding the potential impact of additional traffic arising from new housing development on what was considered to be an already locally congested road network. The junction of Moss Way and Station Road also featured highly on the list of concerns, with suggestions for traffic calming/road safety measures to be introduced.

#### *Potential Impact on Residential Amenity*

- 4.6 A number of concerns were expressed regarding the potential impact new housing development would have on existing residents who live close to the site in terms of the value of their homes, their views and privacy. Homes on Toll House Mead, Mossdale Avenue, Cragdale Grove and Kildale Gardens were mentioned in particular. Particular

concerns were that the new development might include high buildings that would overlook existing properties; new pedestrian routes/playground that might compromise privacy and security, and create noise; and a need to ensure that the boundary of the site would be aesthetically appealing whilst ensuring security.

### *Type of Housing*

4.7 Some respondents welcomed plans for affordable homes but noted the need for infrastructure to support it. Several respondents mentioned the need to include older people's accommodation or bungalows, whilst others considered there was a need to provide 1 and 3 bed properties because 4-bed properties would not be affordable.

4.8 There were also a number of other issues that were raised by consultees, as follows:

- Recreation facilities
- Potential impact on ecology
- Loss of open space
- Capacity of doctor's and dental surgeries
- Capacity of schools
- Drainage
- Ground conditions
- Design/appearance of development
- Mosborough is already overdeveloped
- Other facilities e.g. convenience store, community use

4.9 All comments received are attached as Appendix 1 to this Report. In light of these comments, proposed changes to certain aspects of the Brief, and the reasons for them, are set out in the following section.

### 5.0 CHANGES TO THE PROPOSED PLANNING BRIEF

5.1 The section on Movement, Transport and Highways is proposed to be changed to show how issues relating to highway safety will be addressed. A detailed Transport Assessment (TA) is required as part of any planning application on the site and the TA will assess these issues and propose recommendations as to how they will be addressed; it is likely that some level of pedestrian improvements will be recommended. The TA will also determine the impact the development will have on vehicle movement at nearby junctions, which may then require mitigation works. It is anticipated that special attention should be given to the junction of Station Road and Moss Way; if the development is projected to have a significant negative effect on this junction, there may be a need for substantial mitigation works by the developer. There may also be a need (depending on anticipated transport modes) for contributions to public transport infrastructure.

- 5.2 To meet the concerns expressed by a number of residents of Toll House Mead it is proposed to delete the potential new footpath link into the site adjacent to Toll House Mead but retain/improve the existing pedestrian link from the end of Westfield Crescent. Other concerns such as the location of higher buildings will be addressed as part of the planning application process and any layout must ensure that the residential amenity of existing and future residents, including but not exclusive to those residents of the named streets above, is not compromised.
- 5.3 Changes in the wording of paragraph 5.1.3 are proposed to clarify that the current suggested mix based on the available evidence is for 2 and 4 bed properties. The precise mix and type of dwellings to be provided will largely be determined by the developer at the planning application stage. However, developers will be encouraged to take account of the need for elderly persons' accommodation and the need to establish where certain types and sizes of dwellings should best be located on the site.
- 5.4 An update is also included on the new Affordable Housing Interim Planning Guidance. This now sets a 10% requirement for affordable housing in this area, reflecting work undertaken to assess the viability of development in different housing market areas in the city.
- 5.5 Other changes are updates on, and clarification of, the position with regard to ground conditions and drainage, following the receipt of comments from the Environment Agency, Yorkshire Water, the Coal Authority and the results of the site investigations on the site, and on the Community Infrastructure Levy (CIL).
- 5.6 Whilst other comments have not required changes to the Brief itself, they have nevertheless been taken into account and will inform the design and development for process for the site.
- 6.0 FUTURE PLANNING APPLICATIONS
- 6.1 Future applications for planning permission for the site of the former Westfield School will be expected to consider the requirements of the Brief.
- 7.0 ECONOMIC BENEFITS
- 7.1 The Brief will help meet the city's need for new housing and support jobs and growth.
- 8.0 EQUAL OPPORTUNITIES
- 8.1 There are no equal opportunity implications arising from this report.

## 9.0 FINANCIAL IMPLICATIONS

9.1 There are no financial implications arising from this report.

## 10.0 ENVIRONMENTAL IMPLICATIONS

10.1 The Brief requires a high standard of environmental sustainability for any new build and refurbishment.

## 11.0 COMMUNITY SAFETY IMPLICATIONS

11.1 Any development proposals for new pedestrian and vehicular routes will have to address issues of public safety as part of the planning application.

## 12.0 HUMAN RIGHTS

12.1 There are no specific human rights implications arising out of this report.

## 13.0 RECOMMENDATIONS

It is recommended that Members:

13.1 Approve and adopt the Brief as a material consideration in determining planning applications for the former Westfield School site, Westfield Crescent, Mosborough.

13.2 Approve the Brief to inform development proposals for the site.

Maria Duffy  
Interim Head of Planning

April 2014

# Draft Planning and Design Brief for the Site at Former Westfield School, Westfield Crescent, Mosborough

## Appendix 1 - Public Consultation Comments

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- Public consultation on the draft Brief was held from 17 February to 28 March 2014
- The lead Cabinet member was briefed on 15 January 2014
- Local ward members were briefed on 22 January 2014 and invited to the drop-in sessions.

The recent public consultation on the Brief was undertaken in two main ways:

- (i) Two public drop in sessions held on the 17 February and 4 March 2014; and
- (ii) A mailshot was sent out to existing contacts via email; and
- (iii) Leaflets were delivered to around 1500 households in the local area.

The Brief was available on the Council's website and in the local library for people to read at home and send in comments.

The comments received have been broadly grouped into the following categories alongside officers' responses and subsequent proposed changes to the Brief. Responses from consultees ranged from a single issue to numerous issues. In terms of numbers of comments received there were particular concerns regarding highways (in particular about the proposed access to the site and the potential impact of additional traffic on highway and pedestrian safety on the local road network), the potential impact on the residential amenity of existing residents, the design of the development and the type of housing.

The public will have further opportunities to comment and influence the proposed development as part of the planning application process for the site.

	Number of comments	Officer Response	Recommendation
<b>Overall comment</b>			
Generally favourable impression; no objection as long as bungalows are part of the project.	2	Information on density and mix is included in 5.1.1 and 5.1.2 of the draft Brief. There is a need for elderly person's accommodation in the area, as well as family housing, and the precise mix and type of dwellings to be provided will be determined by the developer at planning application stage. It could include bungalows.	No change to draft Brief.
Outright objection to the development (should be a park instead of being developed).	1	The site has been identified as being appropriate for new housing development in the development plan, and was formerly occupied by a school, so the principle of residential development is established and generally accepted. Informal use of its current function as open space has developed over the years. There is no planning policy requirement to provide informal open space on the site as there is sufficient informal open space in the area. A future developer may, at their discretion, want to provide some open space in a scheme to enhance the proposals or possibly help protect on-site trees; however they would need to provide a suitably funded management and maintenance programme if this was the case.	No change to draft Brief.
<b>Highways, access, road safety, noise pollution</b>			
<i>Congestion/road safety:</i> Sheffield Road, Moss Way, Station Road and High Street already have high levels of traffic, any more will be dangerous; traffic queues currently lead to drivers jumping lights and driving on pavements; road safety in general; increased congestion, including on Mosborough Moor and Station Road and junction with Mossdale Avenue with the number of vehicles increasing by 500-600; increased congestion at Queen Street/Station Road junction; possibly another 300 cars; concern about traffic backing up at Moss Way/Station Road junction; can the road	13	Movement, Transport and Highways issues are included in section 5.2 of the draft Brief.  Given the size of the proposed development, a detailed Transport Assessment (TA) is required as part of any planning application for housing on the site. The concerns about highway safety raised with regard the current situation are acknowledged. It will be a requirement of the TA as part of any planning application for the site to assess these issues and propose recommendations to address them; it is likely that some level of pedestrian improvements will be recommended. The TA will determine the impact the development will	Additional wording for new paragraph 5.2.2 as follows:  "Following the public consultation events a number of highways issues have been raised as concerns by local residents. Some of these concerns relate to the proposed access to the site and highway and pedestrian safety, including at the junction of Moss Way and Station Road. It will be a requirement of the Transport Assessment (TA) as part

	Number of comments	Officer Response	Recommendation
network support additional traffic?		have on vehicle movement at nearby junctions, which may then require mitigation works. However, it is anticipated that special attention should be given to the junction of Station Road and Moss Way; if the development is projected to have a significant negative effect on this junction in particular, there may be a need for substantial mitigation works by the developer. There may also be a need (depending on anticipated transport modes) for contributions to public transport infrastructure.	of any planning application for the site to assess these issues and propose recommendations to address them; it is likely that some level of pedestrian improvements will be recommended. The TA will also determine the impact the development will have on vehicle movement at nearby junctions, which may then require mitigation works. However, it is anticipated that special attention should be given to the junction of Station Road and Moss Way; if the development is projected to have a significant negative effect on this junction in particular, there may be a need for substantial mitigation works by the developer. There may also be a need (depending on anticipated transport modes) for contributions to public transport infrastructure.”
Access : Moss Way access should be further down Moss Way with joint access to sports fields; Moss Way has lighter traffic (than Mosborough Moor) so it's good that greatest volume of traffic access is predicted to be off Moss Way; path needed along Moss Way where new road is proposed; need a pedestrian crossing on Moss Way; Mossdale Avenue not suitable for increased vehicular access; will add to difficulties at junctions off Moss Way and Station Road; access from Moss Way would increase congestion at Station Road junction; proposed access to the site is from a 40mph speed limit and should be no rat-run through the	17	<p>Movement, Transport and Highways issues are included in section 5.2 of the draft Brief.</p> <p>Accessibility is an essential element of any Transport Assessment and although it may not suggest a signalised crossing on Moss Way it is very likely that pedestrian improvements will be suggested. The reason for limiting access from Mossdale Avenue to only part of the site is to ensure that any increase in traffic is limited to an acceptable level.</p> <p>There is no indication that to retain access to the sports fields via Westfield Crescent would be cost prohibitive; ground maintenance access to the Mosborough Miners'</p>	As above.

	Number of comments	Officer Response	Recommendation
proposed estate; to retain access to sports development via Westfield Crescent will be cost prohibitive; need to allow room for ground maintenance access to MMW sports fields; concern about Moss Way proposed access; Mosssdale Avenue should not serve as a through road; should be no vehicular access to the site via Green Belt/open space during/after construction; Moss Way access is after blind bend, should be 30mph/yellow lines; prefer option 2 as it will keep more of the traffic away from High Street		<p>Welfare sports fields would not be compromised and there would be no road constructed in the Green Belt.</p> <p>The primary access to the housing site is from Moss Way as shown on Figure 6 (Movement and Access Plan) on page 10 of the Brief. This has been assessed as the most appropriate primary access, and was the access proposed as part of the previous outline planning permission for residential development on the site.</p>	
<i>Speed reduction/traffic calming</i> measures required; construct a roundabout on Station Road; concern about speed on Moss Way; need traffic islands to slow traffic; traffic control measures required at junction of Moss Way/Station Road; have been promised traffic calming but nothing has happened.	6	<p>Movement, Transport and Highways issues are included in section 5.2 of the draft Brief.</p> <p>Given the size of the proposed development, a detailed Transport Assessment (TA) is required as part of any planning application for housing on the site. The concerns raised about the current situation with regard to highway safety are acknowledged. It will be a requirement of the TA as part of any planning application for the site to assess these issues and propose recommendations to address them; it is likely that some level of pedestrian improvements will be recommended. The TA will also determine the impact the development will have on vehicle movement at nearby junctions, which may then require mitigation works. However, it is anticipated that special attention should be given to the junction of Station Road and Moss Way; if the development is projected to have a significant negative effect on this junction in particular, there may be a need for substantial mitigation works by the developer. There may also be a need (depending on anticipated transport modes) for contributions to public transport infrastructure.</p>	As above.
Noise pollution.	2	Planning policy should ensure that there is no	No change to draft Brief.



	Number of comments	Officer Response	Recommendation
		unacceptable impact from noise, or any other pollution. This is included in paragraph 5.6.1 of the draft Brief.	
Increased pressure on bus services; need to look into provision of improved bus services.	3	The Council will continue its regular dialogue with South Yorkshire Passenger Transport Executive to establish the need for new or improved bus services in the area.	No change to draft Brief.
Heavy construction traffic.	1	This is an inevitable part of any development of this size. However, disruption and disturbance will be kept to a minimum through the use of planning conditions as part of any planning permission for residential development.	No change to draft Brief.
<p>Highways Agency comments:-</p> <p>“The Highways Agency’s key concern is to protect the primary role of the Strategic Road Network (SRN) and to ensure its safe and efficient operation and we would have concerns over any development proposals, policies or plans that may have an impact on this. Within this area the M1 forms part of the SRN managed by the Agency.</p> <p>“The Agency has reviewed the consultation document provided and has no comments to make due to the distance of the site from the M1. It is also recognised that the vision for the site is to provide sustainable residential development which integrates with the local area and provides access to local facilities. It is therefore not considered that the site would have a significant impact on the M1. It is noted that a Transport Assessment would need to be provided as part of the planning application process and therefore the Agency would be interested at this stage should the Assessments for any reason show significant movements to/from the M1 from this site.”</p>	1	Comments noted.	No change to draft Brief.
<b>Type of housing/affordable housing</b>			

	Number of comments	Officer Response	Recommendation
4 bed homes are not affordable; the 40% of homes being 4 bedroom properties is not proportionate; there should be some 3 bed homes.	1	<p>The <i>suggested</i> mix of size of new, affordable homes is included in the section on Affordable Housing (page 7 of the draft Brief). This is for the affordable housing element only and is not confirmed – if there is new evidence of need for, for example, 1 and 3 bed dwellings, then this will be taken into account. Providing affordable housing makes it easier for local families and young people to buy a new home if they want to stay in the area. Overall, there is likely to be a wide range of sizes and types of new homes throughout the site, catering for a variety of ages – family homes and older persons’ accommodation is likely to form part of that mix.</p> <p>A definition of affordable housing is proposed to be included as new paragraph 5.1.4.</p>	<p>Change wording in paragraph 5.1.3 to “The current suggested affordable housing mix on the site is for 40% 4 bed homes and 60% 2 bed homes, based on current available evidence. This relates to the affordable housing element of the development only. Large properties are in short supply across the city and 2 bed homes are becoming more popular as a result of welfare reform. However, this suggested mix of affordable homes is flexible and demand is changing all the time especially with the impact of welfare reform. Evidence at the time of a planning application may point to a different mix and the appropriate mix will be discussed and agreed with registered providers at that time.”</p> <p>Insert new paragraph 5.1.4:</p> <p>“Affordable housing is defined as “Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision.””</p>
Need to consider 1 bed housing.	1	As above.	See above.

	Number of comments	Officer Response	Recommendation
1 and 2 bed bungalows for elderly on the edge of the estate.	1	As above.	See above.
Must include needs of young people.	1	As above.	No change to draft Brief.
Welcome proposal for affordable housing but current infrastructure will not support more housing.	1	Traffic and highways issues are covered above. In terms of capacity of schools and health services, the Council will continue to monitor the situation in conjunction with the appropriate authorities e.g. NHS – at present, there are no capacity issues that would mean that planning permission should be refused for new housing.	No change to draft Brief.
Concerns that area will become a “Council estate”.	1	<p>The majority of new homes provided on the site will be private market homes for sale. Affordable housing is provided as a percentage of the overall development to help people buy new homes at an affordable price. The affordable housing can be provided on site or a financial contribution provided to ensure provision on a suitable site elsewhere. If on site, affordable properties can be spread throughout the development to avoid creating a situation where there is a perceived or real separation of communities based on affordability of dwelling.</p> <p>The Core Strategy (policy CS40) requires new housing developments to contribute to the provision of affordable housing across the city where practicable and financially viable. The policy is supported by Affordable Housing Interim Planning Guidance (IPG) which has recently been updated to reflect differences in viability between different Housing Market Areas. The IPG reduces the expected developer contribution in this part of the city to 10% of the total floorspace in the development. The Brief should be amended to reflect this.</p>	<p>Amend paragraphs 5.1.1 and 5.1.2 of the Brief to read as follows:</p> <p>“Core Strategy policy CS40 seeks to deliver affordable housing across the city where practicable and financially viable. The Affordable Housing Interim Planning Guidance (IPG) has recently been updated to reflect differences in viability between the Affordable Housing Market Areas. The previous version of the IPG had a city-wide target of 30 – 40% affordable housing on all sites of 15 or more dwellings. Westfield is in the South East Affordable Housing Area, in which the expected developer contribution is now 10%. See Appendix 4 for further guidance.”</p> <p>Amend part of Appendix 2 (CS40 Affordable Housing) of the draft Brief to read as follows:</p>

	Number of comments	Officer Response	Recommendation
			<p>“Appendix 2 of the IPG has a formula for calculating the amount that may be due:  Developer contribution = (A - B) x (C x D)</p> <p>Where:</p> <p>A = Market value of the development per square metre<sup>[1]</sup> (Estimated Gross Development Value / Gross Internal Area)</p> <p>B = Transfer Price (£850 per square metre)</p> <p>C = Percentage expected level of affordable housing (10%)</p> <p>D = Gross Internal Area of units”</p>
Must include needs of the elderly (including bungalows).	4	The precise mix and type of dwellings to be provided will largely be determined by the developer at the planning application stage. However, developers will be encouraged to take account of the need for elderly persons' accommodation and the need to establish where certain types and sizes of dwellings should best be located on the site, including appropriate access and avoiding potential impact on residential amenity for both current and future residents.	No change to draft Brief.
Elderly person's accommodation should be developed off Mossdale Avenue, limiting	1	As above.	No change to draft Brief.

	Number of comments	Officer Response	Recommendation
increase in traffic and maintaining the quiet and secure nature of this part of the development			
<b>Ecology and open space</b>			
Loss of open space.	3	This is included in section 5.4 of the draft Brief. Whilst the site is now used informally as open space by some local residents, the site was formerly a school where the buildings have now been demolished and where the site has been established as being appropriate for residential development through the development plan and by previous planning permission. There is no planning policy requirement to provide informal open space on the site as there is sufficient informal open space in the area. A future developer may at their discretion want to provide some open space in a scheme to enhance the proposals or possibly help protect on site trees; however they would need to provide a suitably funded management and maintenance programme if this was the case. Development must also ensure that there is no unacceptable impact on residential amenity such as loss of privacy and security, and designed to take account of the site characteristics and topography.	No change to draft Brief.
Existing hedgerow will be lost; impact on wildlife.	2	This is included in section 5.5 of the draft Brief. A key factor in developing the site will be to ensure that features of nature conservation value are protected and where possible enhanced, and where this isn't possible mitigation measures take place. Para 5.5.4 of the Brief states that a preliminary ecological appraisal and survey should be carried out.	No change to draft Brief.
Ensure provision for wildlife/green corridors; retain existing trees on site; potential impact on nature conservation.	3	As above.	No change to draft Brief.
<b>Retail</b>			
The area is in desperate need of a shop such as a convenience store; need a local shop.	2	Should a proposal for a small convenience shop be put forward by the developer as part of any new residential development this would be considered by the Council against current planning policy and any other material	No change to draft Brief.

	Number of comments	Officer Response	Recommendation
		considerations.	
<b>Impact on Residential amenity</b>			
Privacy of houses at Mossdale Avenue must be maintained; potential impact on properties on Cragdale Grove and Kildale Gardens; Support for bungalows near Toll House Mead; need to ensure no adverse impact on views from, and privacy of, homes on Toll House Mead; potential impact on value of homes on Toll House Mead; concerns about overdevelopment; concerns about playground/skate park up to boundary with Toll House Mead; concern about use of higher buildings as markers.	7	Section 6.3 of the draft Brief (Urban Design Framework) covers the main design principles for the development of the site and thereby issues of residential amenity. It is essential that there is no unacceptable impact on residential amenity. Para 6.3.6 states that development edges must carefully address neighbouring uses and para 6.3.8 states that new development should be in keeping with the scale of the surrounding neighbourhood. Para 6.3.2 states that new development should seek to optimise the value of long views of the green and open spaces. Any layout for residential development must not impact on the privacy of existing dwellings, whether on Toll House Mead, Mossdale Avenue, Cragdale Grove, Kildale Gardens or elsewhere, and this includes the location of any higher "marker" buildings.	No change to draft Brief (but see "Design of the proposed development" section below).
<b>Design of the proposed development</b>			
Additional footways near Toll House Mead will cause security issues in terms of safety for children and also noise problems; will impact on the privacy and security of nearby homes; there is no need as there is more than adequate access from Westfield Crescent.	5	Design issues are covered in section 6.3 of the draft Brief. The particular concern about suggested additional footways near Toll House Mead has been raised by a number of residents on Toll House Mead.	It is recommended that reference in paragraph 6.3.4 of the draft Brief to the potential new pedestrian route through to Toll House Mead, on the western boundary of the site, be deleted and that corresponding changes be made to Figure 6 (Movement and Access Plan) and Figure 15 (Urban Design Framework).
Concern about tree removal along metal fence by Toll House Mead; would the path from the top of Toll House Mead be improved e.g. wooden fence, soft landscaping.	2	Paras 6.3.5, 6.3.6 and 6.3.9 of the draft Brief refer to the need to have a strong green framework, carefully considered development edges and boundary treatments. It is important that the boundaries of the site are both effective in ensuring the security and privacy of residents whilst being aesthetically appealing. Details	No change to the draft Brief.

	Number of comments	Officer Response	Recommendation
		will be worked up using these principles as part of any planning application for the site.	
Too many homes to be built – Mosborough already overbuilt.	1	The principle of residential development has been established through the development plan and previous planning permission. The number of dwellings proposed is consistent with the development plan density guidelines and the site is an important part of the city's housing land supply in meeting the housing needs of a range of people.	No change to draft Brief.
Need to include bungalows.	1	The precise mix and type of dwellings to be provided will largely be determined by the developer at the planning application stage. However, developers will be encouraged to take account of the need for elderly persons' accommodation in the area, as well as family housing.	No change to draft Brief.
Should be rustic brickwork, not common brick; need to reflect the "traditional" materials of the village e.g. stone, pale colours.	2	The choice of brick will be discussed during the planning application stage and will need to be reflective of the local context and character.	No change to draft Brief.
No 3 storey buildings on the ridge line.	1	Paras 6.3.2, 6.3.6 and 6.3.7 of the draft Brief recognise the importance of the existing topography of the area, the need to optimise the value of long views and open spaces and any potential impact on the Green Belt. Development proposals for the site must ensure that the principles set out in section 6.3 of the Brief are adhered to.	No change to draft Brief.
Ensure that public footpaths are retained.	1	Para 6.3.4 of the draft Brief states that the development should be permeable and well integrated into the surrounding movement network especially for pedestrians, cyclists and disabled people.	No change to draft Brief (although see reference to deletion of additional proposed footpath, above).
<b>Recreation</b>			
Need open space for recreation; should be a park instead of being developed; need to allocate space for a park; need to ensure that playing fields are not affected; no park or public space in Mosborough village; should not have children's play area with the new development;	7	The principle of residential development has been established through the development plan and previous planning permission. There is no planning policy requirement to provide informal open space on the site as there is sufficient informal open space in the area. A future developer may at their discretion want to provide	No change to draft Brief.

	Number of comments	Officer Response	Recommendation
need to retain sports facilities.		some open space in a scheme to enhance the proposals or possibly help protect on site trees; however they would need to provide a suitably funded management and maintenance programme if this was the case. There is no requirement for a children's play area as part of the development. With regard to the adjacent sports pitches, the Council is currently in discussions with Mosborough Miners' Welfare about improving facilities.	
<b>Drainage</b>			
Drainage at capacity and building more will increase water run-off; concerns about sewage and waste based on limited waste pipes.	2	Section 5.8 and Appendix 5 of the draft Brief covers drainage issues.	No change to draft Brief with the exception of Yorkshire Water comments below.
Off-site watercourse/culvert at High Street should not be altered as a result of the development.	1	Section 5.8 and Appendix 5 of the draft Brief covers drainage issues; any development on the site must ensure that it has no unacceptable impact on culverts that may result in flooding. Also see additional wording below in relation to the Environment Agency's comments.	No change to draft Brief with the exception of Yorkshire Water comments below.
Yorkshire Water comments:-  "Ideally, all surface water would drain via SUDS or water course but as it's a brownfield site there may be an existing connection. In that case, Yorkshire Water would expect the developer to provide evidence of existing volumes of surface water entering the public sewerage as well as the point of discharge. Surface water draining from any new development would be limited to that volume minus 30% to allow for climate change."	1	Comments noted. The Brief should be amended to refer to the additional issues raised by the Agency.	Insert additional wording as new paragraph 5.8.11: "Ideally, all surface water would drain via SUDS or water course but as it's a brownfield site there may be an existing connection. In that case, Yorkshire Water would expect the developer to provide evidence of existing volumes of surface water entering the public sewerage as well as the point of discharge. Surface water draining from any new development would be limited to that volume minus 30% to allow for climate change."
Environment Agency comments:-  The Environment Agency is satisfied with the	1	Comments noted. The Brief should be amended to refer to the additional issues raised by the Agency.	Include the following wording as new paragraph 5.8.12: "Any surface water scheme should also be



	Number of comments	Officer Response	Recommendation
<p>information provided in section 5.8 and Appendix 5 of the draft Brief but has the following additional comments:-</p> <p>“Any surface water scheme should also be designed to store the calculated flows for a 1 in 100 year return period, with an allowance of 30% for climate change, without causing flooding to property or adjacent land” and</p> <p>“The site layout for any future development should be designed to shed surface water flows away from properties”.</p>			<p>designed to store the calculated flows for a 1 in 100 year return period, with an allowance of 30% for climate change, without causing flooding to property or adjacent land” and</p> <p>“The site layout for any future development should be designed to shed surface water flows away from properties”.</p>
<b>Capacity of doctors/dental surgeries</b>	4		
Concerns about the capacity of doctors/dental surgeries.		The impact of additional households on local health services will be taken into account with relevant service providers at this consultation stage of the Brief and at the planning application stage and phasing of any future development. NHS England and the Sheffield Primary Care Commissioning Team are involved in this consultation and will be consulted on any future proposals in order to address service capacity issues arising from new housing development.	No change to draft Brief.
<b>School capacity</b>			
Secondary schools at capacity; primary schools appear close to capacity; impact on schools.	4	Information is included in Section 5.3 of draft Brief and Appendix 4. The situation at both secondary and primary level will be kept under review and a formal response will be provided at the point of a planning application being submitted, based on the most up to date forecasts available at that time.	No change to draft Brief.
<b>Ground conditions</b>			
Potential ground contamination.	1	This is included in paras 5.6.2 – 5.6.3 of the draft Brief. Following site investigations, it has been established that there is no significant ground contamination; just some burnt shale to relocate.	<p>Replace existing paragraphs 5.6.2. and 5.6.3 with:</p> <p>“UDP policy GE25 requires the</p>

	Number of comments	Officer Response	Recommendation
			remediation of contaminated land. However, following detailed site investigations, it has been established that there is no significant ground contamination; just some burnt shale to relocate”.
Problems with sinkholes due to mining activity.	1	<p>Mining and potential land stability issues are included in paragraph 5.6.4 of the draft Brief.</p> <p>The mining element of the site has been thoroughly investigated and nothing detrimental has been uncovered, either shaft or workings. The gas monitoring is still underway, but this is not expected to reveal anything.</p> <p>With respect to any potential extraction of coal, there is no prospect at the site due to the thickness of rock over the seam.</p>	<p>Insert the following wording as paragraphs 5.6.4 and 5.6.5:</p> <p>“The mining element of the site has been thoroughly investigated and nothing detrimental has been uncovered, either shaft or workings. The gas monitoring is still underway, but this is not expected to reveal anything.</p> <p>With respect to any potential extraction of coal, there is no prospect at the site due to the thickness of rock over the seam.”</p>
<p>Coal Authority comments:-</p> <p>Keen to ensure that coal resources are not unnecessarily sterilised by new development. Where this may be the case the Coal Authority would seek prior extraction of the coal. This has the benefit of removing any potential land instability problems in the process.</p> <p>The site has been subjected to coal mining which will have left a legacy. It is important that new development recognises any problems and how they can be positively addressed. However, it is important to note that land instability and mining legacy is not a complete constraint on</p>	1	Comments noted. Update Brief to reflect the latest terminology.	<p>See wording on “mining activity” section above which covers the outcome of the site investigations on the site and thereby concludes on the assessment of any risk.</p> <p>Also change reference from Coal Mining Referral Area to “Coal Mining Development High Risk Area” in paragraph 5.6.4 of the draft Brief.</p>

	Number of comments	Officer Response	Recommendation
<p>new development; rather it can be argued that because mining legacy matters have been addressed, the new development is safe, stable and sustainable.</p> <p>The term “Coal Mining Referral Area” is not the most up-to-date categorisation. The terminology now used by the Coal Authority is “Coal Mining Development High Risk Area”.</p> <p>The Coal Authority also suggest the following additional wording for paragraph 5.6.2:</p> <p>“The site contains no recorded mine entries; however, the southern part of the site is underlain by recorded past shallow coal workings and recorded probable shallow coal workings. The northern part of the site is underlain by a coal outcrop which may also have potentially been worked in the past. A Coal Mining Risk Assessment will need to be undertaken to assess the impact of mining legacy and determine what mitigation measures may need to be undertaken. Given the nature of the risks present it may be necessary to undertake intrusive site investigations to determine the significance of risk. As part of assessing the mitigation of mining legacy on this site, consideration should be given to the practicality of the prior extraction of the remaining shallow coal resources”.</p>			
<b>Other</b>			
<p>Would prefer better community use; good to see a resource for young people if possible.</p>	2	<p>This site is allocated for residential development and there are no plans to include any particular proposals for community use and any such proposal would also have to ensure that it would have no unacceptable impact on the residential amenity of existing and new residents.</p>	<p>No change to draft Brief.</p>

	Number of comments	Officer Response	Recommendation
		However, the network of footpaths on and around the site will be improved and discussions are also continuing between the Council and Mosborough Miners' Welfare about improvements to the playing pitches to the north of the site.	
Need to ensure that money generated will benefit Mosborough (inc. school places).	1	Paragraph 5.0.3 of the Brief states the situation with regard to planning contributions and obligations which are expected to be replaced by the Community Infrastructure Levy (CIL) in 2015. Appendix 6 provides further information on the CIL. CIL is collected and put into a citywide pot and could be spent elsewhere within the city, depending on overall priorities. However, development will not be permitted on the former Westfield School site unless essential infrastructure (e.g. school capacity) is available. Paragraph 5.0.3 of the Brief should be revised to reflect progress on adopting CIL.	Replace existing paragraph 5.0.3 with the following:  "The Council is working towards the implementation of a Community Infrastructure Levy (CIL) with a view to adoption in January 2015. From this date all applications granted will be eligible for a CIL charge. Once implemented, the use of Section 106 agreements to 'pool' off-site infrastructure contributions will be severely limited, as CIL will then be the main mechanism for delivering infrastructure through developer contributions. Affordable housing will still be delivered through Section 106 but targets will reflect the CIL charges."



**Former Westfield School site,  
Westfield Crescent, Mosborough**  
Planning and Design Brief

April 2014



# Former Westfield School Site, Westfield Crescent, Mosborough

## Planning and Design Brief

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## 1. INTRODUCTION

- 1.1 The development of the Westfield Sports College and the subsequent closure of Westfield School have created a significant opportunity for new housing on this site in Mosborough.
- 1.2 This is the draft Planning and Design Brief (the 'Brief') for the former Westfield School site: prepared by the Sheffield City Council Planning Service as part of the Local Growth Fund programme. It has been prepared to enhance developer certainty: the Brief explores the site and neighbourhood characteristics with the most relevant planning policies and concludes with an urban design framework and design principles.
- 1.3 The draft Brief will be signed-off as 'fit for purpose' by the Council's Head of Planning and the Cabinet Member for Business, Skills and Development prior to public consultation. The Planning and Highways Area Committee will be asked to approve this Brief following public consultation.
- 1.4 The Brief has been prepared in good faith by Council officers and represents officer views and current good practice. A number of site-specific requirements are set out here; however, it should be made clear that any development decisions should be made in full understanding of the relevant policy and the supporting documents.

## 2. VISION

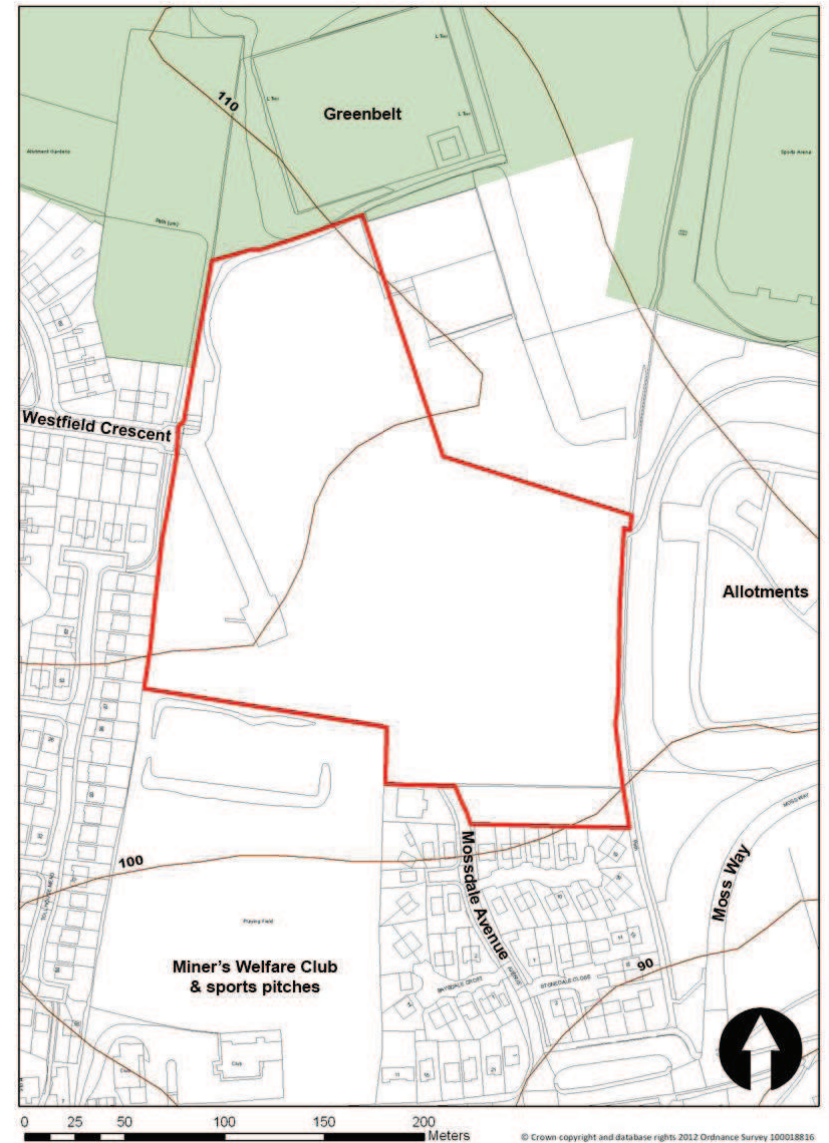
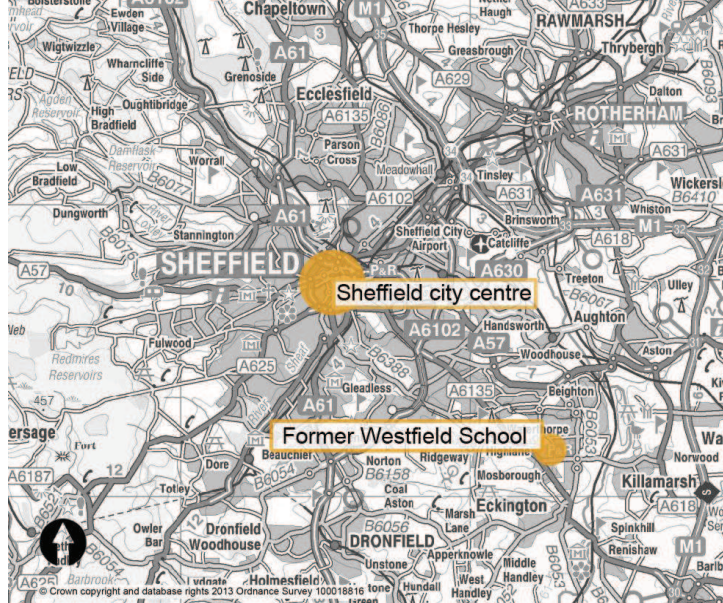
- 2.1 The Council's vision (as the landowner) for this site is to deliver high quality and commercially sustainable residential development that integrates well and takes advantage of its context.
- 2.2 The Core Strategy includes a vision of Sheffield as a city that will 'have attractive sustainable neighbourhoods where people are happy to live, offering everyone a range of facilities and services.' and 'to respect the global environment, and prize, protect and enhance its natural environment and distinctive heritage' whilst promoting 'high quality buildings and spaces.'
- 2.3 The site offers a significant opportunity to contribute not only to providing much needed housing in the city but also to working with local people to help enhance the significant green infrastructure and to improve access to local facilities.
- 2.4 The new homes should meet local needs as well as providing for a wider demand. They should be designed and built to high quality standards: being distinctive, accessible to all and environmentally sustainable.

### 3. SITE CONTEXT

#### 3.1 Location

- 3.1.1 The former Westfield School site is in Mosborough, south east Sheffield and close to the border with North East Derbyshire.
- 3.1.2 The Westfield School campus was closed in December 2006 and the buildings demolished. The new Westfield Secondary School opened in January 2007, two miles away on Eckington Road.
- 3.1.3 The site is partly bordered on two sides by residential properties which back onto the site. To the south west is a playing field and facilities owned and used by the Miners' Welfare Club. Immediately to the north are sports facilities and farmland located within the Green Belt, while to the east lies an established allotment popular with local residents.

Fig. 1 City context plan (below) and Fig. 2 Site plan (right).





### 3.2 Site Description

- 3.2.1 The gross area of the site is approximately 4.59 hectares.
- 3.2.2 The site slopes in a south easterly direction, consisting of a series of raised plateaus.
- 3.2.3 Mature hedgerows border the east, south and west boundaries, with a number of established trees located within the site.
- 3.2.4 An electricity sub-station is located immediately north of the Westfield Crescent entrance.
- 3.2.5 Access into the former school was previously taken from Westfield Crescent and Mosssdale Avenue; however Mosssdale Avenue has since been closed off, while Westfield Crescent retains vehicular and pedestrian access to the sports facilities immediately to the north. A further pedestrian entrance is located on the east boundary adjacent to the existing allotments (Refer to Fig 10 Movement and Access plan).

Fig. 3 Aerial photo (right).



## 4. PLANNING CONTEXT

### 4.1 National Planning Policy

4.1.1 The National Planning Policy Framework (NPPF) sets out the Government’s planning policies, must be taken into account in the preparation of Local and Neighbourhood Plans and is a material consideration in planning decisions. It maintains that planning applications must be in accordance with the development plan unless material considerations indicate otherwise.

4.1.2 The NPPF does not change the legal status of the development plan. It states that decisions will still be made in accordance with the Local Plan unless material considerations (including the NPPF) dictate otherwise. That is, the role of existing adopted planning policy is affirmed by the NPPF (Paragraph 215).

### 4.2 Sheffield Local Plan

4.2.1 The Sheffield Local Plan currently comprises:

- Core Strategy (adopted March 2009)
- ‘saved’ policies in the Unitary Development Plan (adopted March 1998)
- Unitary Development Plan Proposals Map

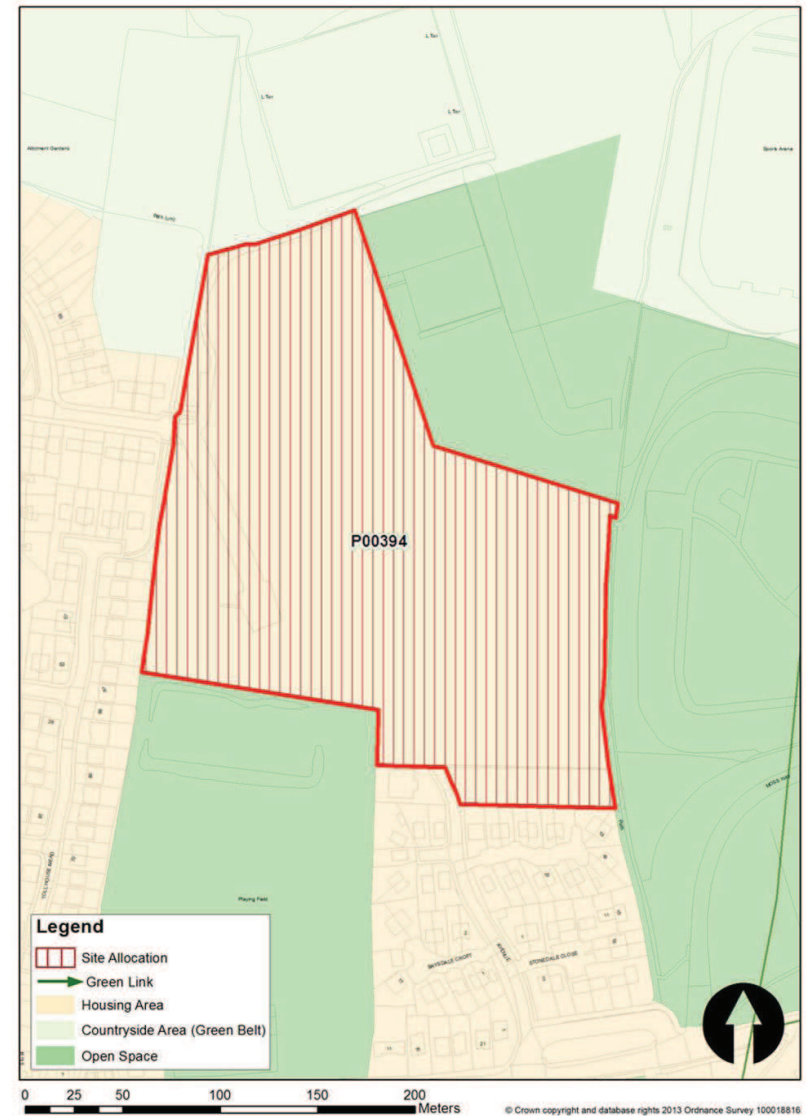


Fig. 4 Sheffield Local Plan Draft Proposals Map (Above)

- 4.2.2 The latest versions of Local Plan City Policies and Sites and Proposals Map (the Pre-Submission drafts) were the subject of public consultation in summer 2013. The Westfield site is within a Housing Area on the Proposals Map, while also being an allocated site for housing (P00394). The main alteration between the UDP and the SLP Draft Proposals Map is a slight amendment to the Housing area on the east boundary, which now reflects the proposed Housing Allocation area boundary.
- 4.2.3 The site boundary as shown on the Draft SLP Pre-Submission version of the Proposals Map, 2013 (Refer to Figure 4) is intended to be used for any future planning applications as this takes into account the latest information and surveys of the sites.
- 4.2.4 In December 2013, however, the Council took the decision to not formally submit the City Policies and Sites document and Proposals Map to the Government for public examination. This was in response to comments received on the Pre-Submission documents, as well as discussions with the Planning Inspectorate on future housing requirements and land supply. Instead, the Council has decided to start work immediately on a new Local Plan. This will provide an opportunity to review the overall spatial strategy and make changes to more detailed designations and allocations. Although the Pre-Submission City Policies and Sites document and Proposals Map have not been formally withdrawn, they carry limited weight in planning decisions

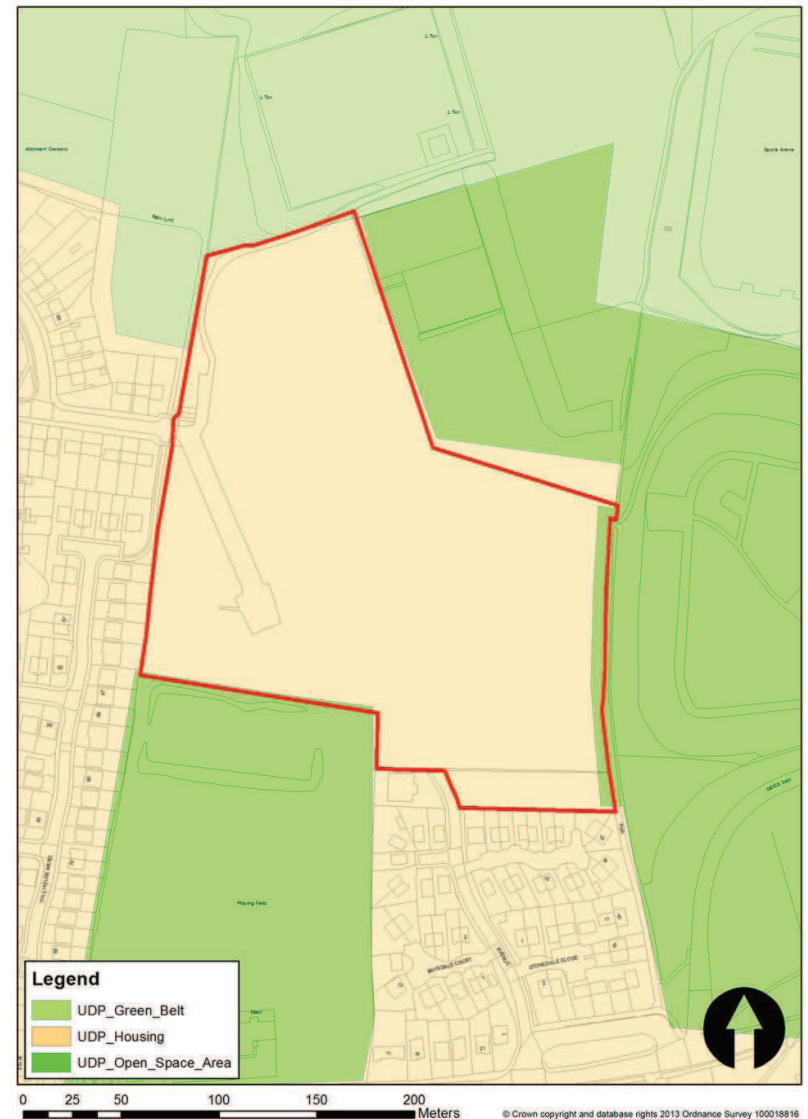


Fig. 5 UDP (Above)

### 4.3 Unitary Development Plan (UDP)

- 4.3.1 The site is designated in the UDP as a Housing Area. While housing (C3) is the preferred use and should be the dominant use in a Housing Area, UDP Policy H10 sets out the other acceptable uses including residential institutions (C2). The UDP Proposals Map shows the site bordered by a mix of designations consisting of Housing Area, Open Space and Green Belt. Some site specific requirements are outlined in Section 3.6.
- 4.3.2 The policies relevant to this area can be viewed on the Council's website at [www.sheffield.gov.uk/udp](http://www.sheffield.gov.uk/udp). However, the UDP Proposals Map in this case carries limited weight as it does not wholly comply with the Core Strategy. A list of superseded UDP policies is available here: [www.sheffield.gov.uk/planning-and-city-development/planning-documents/udp/superseded-udp-policies.html](http://www.sheffield.gov.uk/planning-and-city-development/planning-documents/udp/superseded-udp-policies.html)
- 4.3.3 There are links to other relevant local guidance such as Supplementary Planning Documents (SPD) and Supplementary Planning Guidance (SPG) which can be viewed in Section 8.

### 4.4 Masterplans and Background Reports

- 4.4.1 There are no approved Council masterplans for the site. The Draft Local Plan City Policies and Sites South East Background Report refers to the site on pages 196-97.

## 5. PLANNING REQUIREMENTS

- 5.0.1 All of the standard planning requirements apply to this site. This section of the Brief draws out the site specific requirements that need to be addressed. The documents required for the submission of a planning application are listed in Appendix 3
- 5.0.2 The policy table in Appendix 4 identifies the most relevant policies.
- 5.0.3 The Council is working towards the implementation of a Community Infrastructure Levy (CIL) with a view to adoption in January 2015. From this date all applications granted will be eligible for a CIL charge. Once implemented, the use of Section 106 agreements to 'pool' off-site infrastructure contributions will be severely limited, as CIL will then be the main mechanism for delivering infrastructure through developer contributions. Affordable housing will still be delivered through Section 106 but targets will reflect the CIL charges.

### 5.1 Housing

#### *Density and Mix*

- 5.1.1 The site's location within an existing urban area would suggest, under Policy CS26, a target density of between 30 and 50 dwellings per hectare. Using 90% of the 4.59 hectares site area would equate to between 123 and 206 dwellings. Densities outside this range may be justified where they achieve good design, reflect the character of the area or where there are restrictions due to site constraints such as the existing landscape, or to ensure the provision of family housing, for example. The 2013 Strategic Housing Market Assessment found that there is demand for older people's provision in the Westfield area, in particular for extra care housing. This could suggest that current provision is not meeting these needs. Therefore a renewal programme should be the focus for older people's purpose-built provision in the area. There's no such provision currently available in the neighbourhood and the site has potential to meet some of this need along with family housing.
- 5.1.2 Core Strategy Policy CS41 promotes a greater mix of housing, including homes for larger households, especially families, which would create lower densities.

#### *Affordable Housing*

- 5.1.1 Core Strategy policy CS40 seeks to deliver affordable housing across the city where practicable and financially viable. The Affordable Housing Interim Planning Guidance (IPG) has recently been updated to reflect differences in viability between the Affordable Housing Market Areas. The previous version of the IPG had a city-wide target of 30 – 40% affordable housing on all sites of 15 or more dwellings. Westfield is in the South East Affordable Housing Area, in which the expected developer contribution is now 10%. See Appendix 4 for further guidance.

- 5.1.2 Information on producing Affordable Housing Statements is available at: <https://www.sheffield.gov.uk/planning-and-city-development/applications/apply/lpar/affordable-housing.html>.
- 5.1.3 The current suggested affordable housing mix on the site is for 40% 4 bed homes and 60% 2 bed homes, based on current available evidence. This relates to the affordable housing element of the development only. Large properties are in short supply across the city and 2 bed homes are becoming more popular as a result of welfare reform. However, this suggested mix of affordable homes is flexible and demand is changing all the time especially with the impact of welfare reform. Evidence at the time of a planning application may point to a different mix and the appropriate mix will be discussed and agreed with registered providers at that time.
- 5.1.4 Affordable Housing is defined as ‘Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision’.

### ***Mobility Housing***

- 5.1.5 UDP Policy H7 encourages 25% of all new homes in a scheme (spread across all types and tenure) to be built to the Council’s Mobility Housing standard, except where physical characteristics of the site make this impractical. Refer to Section 8 for the link to the relevant Supplementary Planning Guidance (SPG).
- 5.1.6 Mobility Housing needs to be located where the topography is most favourable and access to local facilities and public transport is easiest to achieve. These two factors are likely to need to be held in balance. The location(s) are best agreed at an early stage in negotiations and refined as the scheme design progresses.

### **5.2 Movement, Transport and Highways**

- 5.2.1 Applications for residential developments exceeding 80 dwellings require a Transport Assessment. Proposals below this figure are required to submit a Transport Statement. The NPPF states that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.
- 5.2.2 Following the public consultation events a number of highways issues have been raised as concerns by local residents. Some of these concerns relate to the proposed access to the site and highway and pedestrian safety, including at the junction of Moss Way and Station Road. It will be a requirement of the Transport Assessment (TA) as part of any planning application for the site to assess these issues and propose recommendations to address them; it is likely that some level of pedestrian improvements will be recommended. The TA will also determine the impact the development will have on vehicle movement at nearby junctions, which may then require mitigation works. However, it is anticipated that special attention should be given to the junction of Station Road and Moss Way; if the development is projected to have a significant negative

effect on this junction in particular, there may be a need for substantial mitigation works by the developer. There may also be a need (depending on anticipated transport modes) for contributions to public transport infrastructure.

- 5.2.3 Figure 6 **Movement and Access Plan** (p.9) shows the existing and preferred movement framework. The site currently has two access points: off Mosssdale Avenue and Westfield Crescent, although the Mosssdale Avenue access is presently closed. The existing sports facilities immediately north of the site are accessed from Westfield Crescent. Currently this is the only access point to the sports facilities and will need to be retained until an alternative is provided.
- 5.2.4 The current access points are deemed inappropriate to serve future residential development on the scale envisaged and a new main access into the site would need to be provided from Moss Way. The existing access points could continue to be used but the capacity of these would be limited: Westfield Crescent could serve up to 30 dwellings, while Mosssdale Avenue could serve up to 20 dwellings.
- 5.2.5 Mosborough Miners' Welfare Club (MMWC) is currently in discussions with the City Council regarding potential improvements to the sports facilities immediately north of the site. However discussions are at an early stage and until firm proposals are drawn up it is difficult to gauge the extent to what impact increased traffic would have upon the existing access route. If the proposed number of movements was significant then a new access to the sports fields should be made off Moss Way utilising the existing access to the allotments. If the additional number of movements was minimal then access along Westfield Crescent could be retained exclusively for the users of the sports facilities but not for the future residential development. The Council's Highways Development Control Team would assess any proposed improvements to the sports facilities and as result decide which access would be preferred.
- 5.2.6 Below, and shown in Figure 6, are listed two initial options which would address Highways' requirements in terms of access:

**Option 1**

- New main access off Moss Way serving future residential development
- Mosssdale Avenue serving up to 20 dwellings
- Westfield Crescent serving up to 30 dwellings
- Emergency vehicular access provided off either Westfield Crescent or Mosssdale Avenue
- Access to the improved rugby facilities taken off Moss Way utilising the existing allotment access.

**Option 2**

- New main access off Moss Way serving future residential development
- Mosssdale Avenue serving up to 20 dwellings
- Access to the improved rugby facilities taken off Westfield Crescent only (not serving any residential development)
- Emergency vehicular access provided off either Mosssdale Avenue or Westfield Crescent


















- 5.2.7 A new main access into the site off Moss Way will require a footpath closure/diversion as its implementation would impact on the public footpath ECK/58.
- 5.2.8 The South Yorkshire Residential Design Guide (SYRDG) provides technical requirements in the highway. The SYRDG can be viewed on the following link: [www.sheffield.gov.uk/planning-and-city-development/planning-documents/buildingforlife.html](http://www.sheffield.gov.uk/planning-and-city-development/planning-documents/buildingforlife.html).
- 5.2.9 Parking standards are contained in Appendix 4.
- 5.2.10 The main pedestrian access into the site is from Westfield Crescent. There are a number of breaks in the fence along the north boundary and the site connects to a public footpath (ECK/58) at a point on the east fence line. Development should provide an inclusively designed environment that is accessible to all, with clearly defined pedestrian and cycle routes which integrate with the surrounding facilities and public transport.

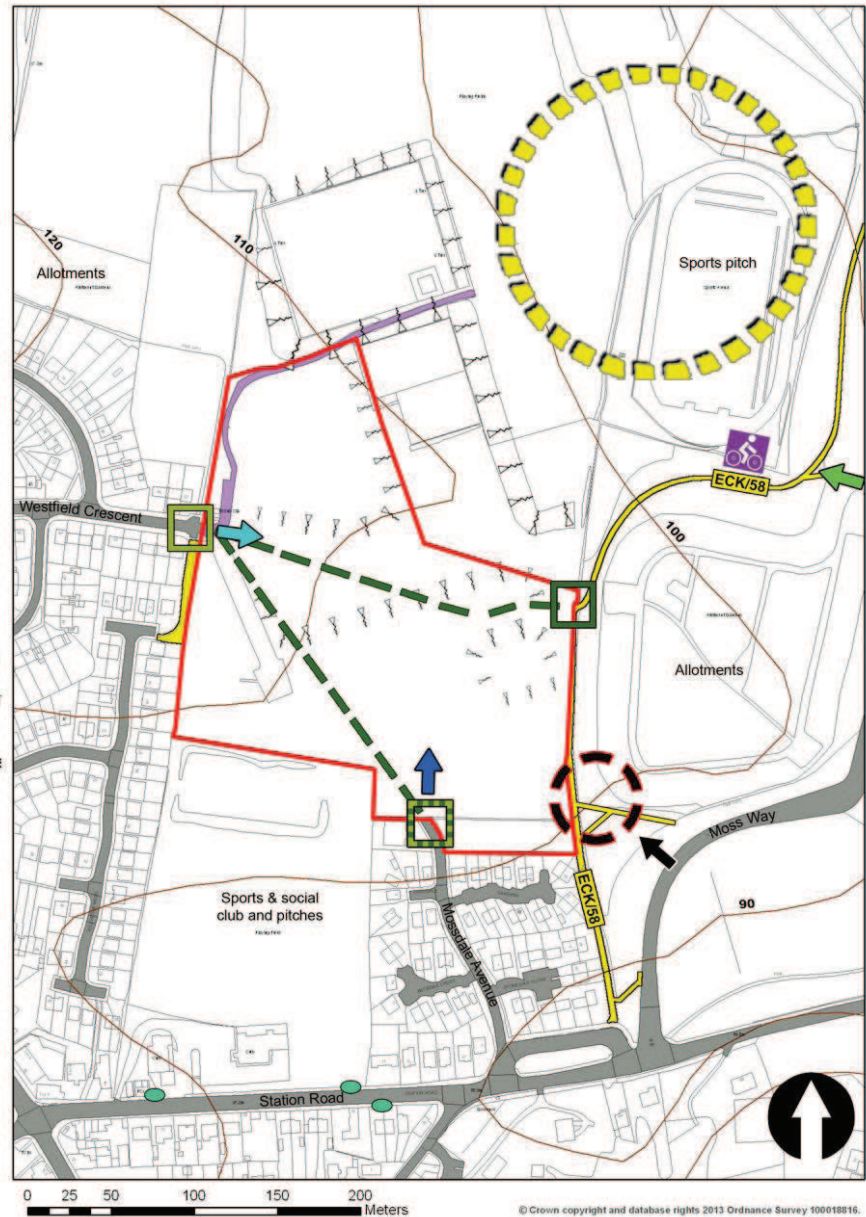


Fig 6 Movement and Access Plan

Former Westfield School Movement & Access plan

Key

-  Site boundary
-  Proposed improvements to existing rugby facilities
-  Slope/ bank sides
-  Existing roads
-  Adopted public footpath (including footpath ECK/58)
-  Existing access to the sports fields
-  Westfield Crescent entrance. Currently open for both vehicular and pedestrian access. Provides vehicular access to the sports fields to the north of the site.
-  Mossdale Avenue entrance. Currently closed for both vehicles and pedestrians.
-  Footpath ECK/58 entrance. Currently pedestrian access only.
-  Proposed main new access road to connect future residential development to Moss Way
-  Area of conflict between proposed link road and public footpath ECK/58. Will require a footpath closure/diversion.
-  Existing access from Mossdale Avenue to serve a limited amount of future residential development
-  Existing access from Westfield Crescent to serve a limited amount of future residential development only or alternatively potentially access the improved rugby facilities only
-  Main access option to serve improved rugby facilities utilising the existing allotment access off Moss Way
-  Proposed pedestrian/cycle links to connect to existing entrances
-  Footpath ECK/58 would need to be upgraded to a combined cycle/footpath if it connected to new cycle routes through the site (This would be carried out by others).
-  Bus stop



### 5.3 Education

5.3.1 Currently there are enough surplus places within the Mosborough Primary catchment area to accommodate new pupils from a development totalling 145 new dwellings at a density of 35dph. Therefore at this time it is unlikely that the Council would claim for primary places although forecasts are re-calculated on a 3 year basis.

5.3.2 A contribution towards secondary school places will be required.

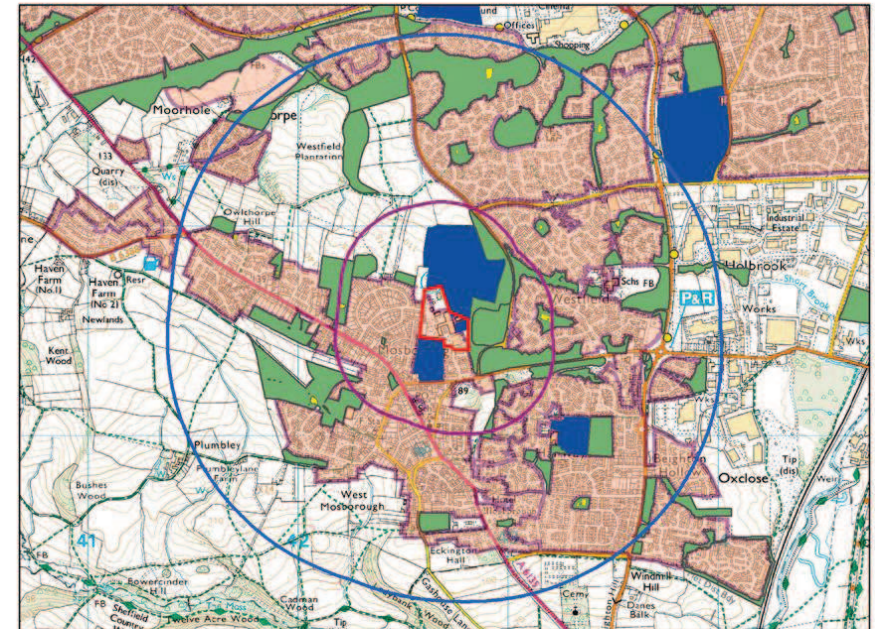
5.3.3 Refer to Appendix 4 for Education requirements.

### 5.4 Open Space

5.4.1 The **Open Space Assessment** (Fig 7, right) shows that the provision of open space, post-development, is 7.9ha/1000 people: this is above the level of a quantitative shortage (4ha/1000).

5.4.2 Although at the time of the Open Space Audit (2008) the former on-site tennis courts were included as Outdoor Sports Provision, the UDP and subsequent SLP Draft Proposals Map both show that they are not included as open space provision within the currently adopted and proposed local plan documents. As a result there will be no requirement to replace these facilities upon the site.

5.4.3 As stated above the Open Space Assessment shows an overall provision of open space post development which is above the level of a quantitative shortage; however, while there is sufficient informal open space there is a deficiency in outdoor sports provision (formal) before and after development, which is below the recommended standard of 1.12ha/1000.



Westfield						
Open Space Type	Current Quantity (Hectares)	Population within catchment (1)	Current Ha. / 1000 Population	Net Loss (Ha)	New Ha. / 1000 Population	Recommended Standard (2) (ha/1000)
<b>Informal</b>			<b>6.77</b>	<b>0.0</b>	<b>6.77</b>	
Parks & Gardens	2.26	2397	0.94	0	0.94	1.55
Natural & Semi-Natural Greenspace	2.28		0.95	0	0.95	3.04
Amenity Greenspace	8.36		3.49	0.0	3.49	0.56
Allotments	3.32		1.39	0	1.39	0.32
Cemeteries & Churchyards	0		0.0	0	0.0	0.27
<b>Formal</b>			<b>1.16</b>	<b>0.38</b>	<b>1.13</b>	
Children's Play	0.18	2397	0.08	0	0.08	0.16
Outdoor Sport	17.13	15831	1.08	0.38	1.06	1.12
<b>Overall</b>			<b>7.92</b>	<b>0.38</b>	<b>7.9</b>	<b>7.02</b>

(1) As defined in CS47  
 (2) As determined through "PPG17 Audit of Open Space, Sport and Recreation" (2009)  
 Produced on: 21/08/2012  
 © Crown copyright and database rights 2011 Ordnance Survey 100015815

5.4.4 In accordance with UDP Policy H16, the developer will be required to make a financial contribution towards the provision/improvement of local open spaces. Refer to Appendix 4 for information regarding how to calculate open space contributions.

5.5 Landscape and Ecology

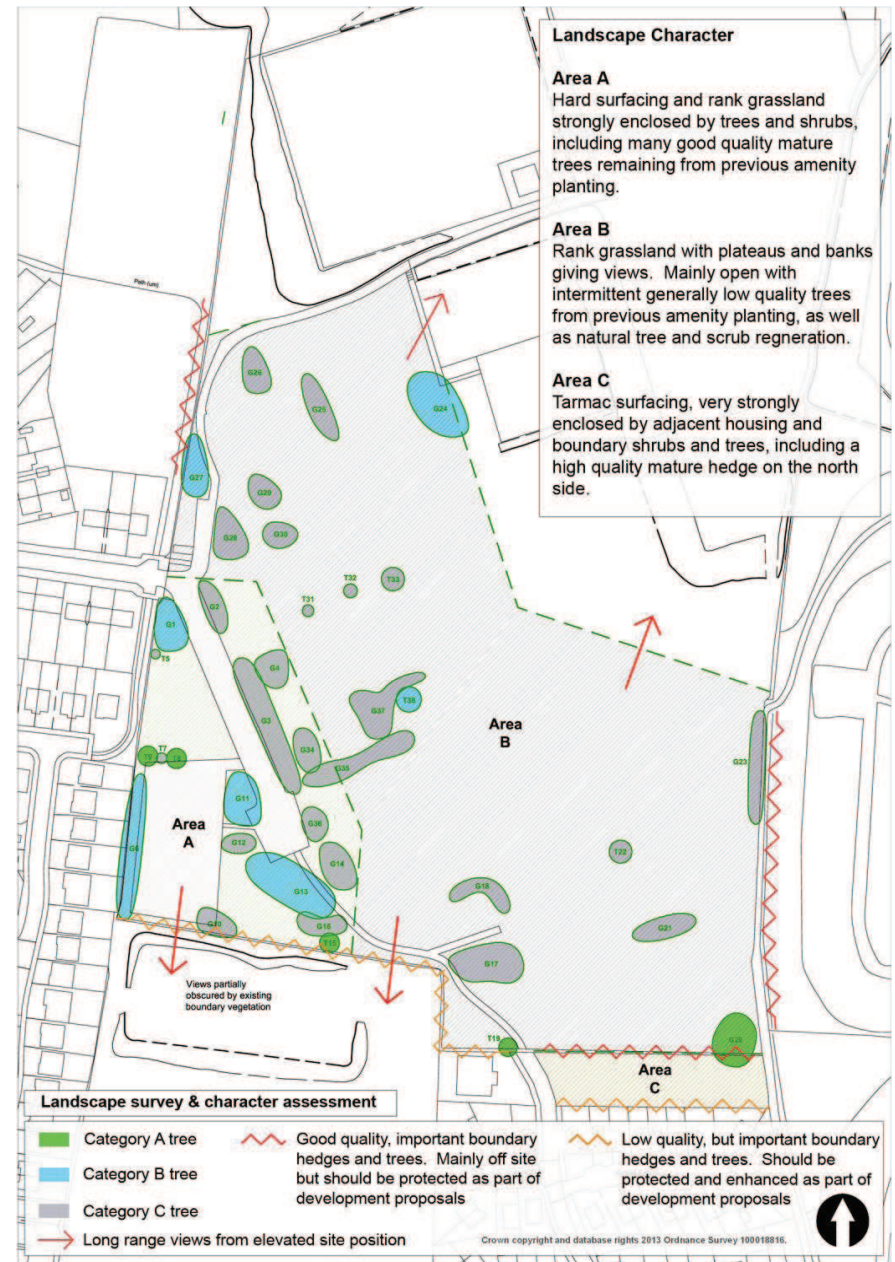
5.5.1 UDP policy GE15 requires developers to retain mature trees, copses and hedgerows, wherever possible, and replace any which are lost.

5.5.2 The Landscape Survey and Character Assessment (Fig 8, right) shows the landscape character and important features within the site, although this is not sufficiently detailed to justify any future health and safety proposals in relation to tree condition.

5.5.3 A tree survey to BS 5837 is required including establishing the tree root protection areas. This will establish the trees to be protected and those that may be subject to Tree Preservation Orders (TPO).

5.5.4 A preliminary ecological appraisal and survey should be carried out following the principles and process outlined in Guidelines for Preliminary Ecological Appraisal CIEEM 2013.

5.5.5 A 'wildlife tunnel' is required under the access road from Moss Way. This was a previous condition of the football centre scheme and as part of the original outline planning consent for the site and would be re-applied to a new application.



## 5.6 Environmental Protection Issues

### **Noise**

5.6.1 UDP Policy H14 states that proposal should not cause future occupants or people living nearby to suffer from unacceptable noise, air pollution or nuisance or risk to health or safety. The site is located in an established residential area with relatively low background noise. The school building has been demolished and the site has been left undeveloped for some time.

### **Land Contamination**

5.6.2 UDP policy GE25 requires the remediation of contaminated land. However, following detailed site investigations, it has been established that there is no significant ground contamination; just some burnt shale to relocate.

### **Coal Mining Development High Risk Area**

5.6.3 The site is within a Coal Mining Development High Risk Area based upon Coal Authority records land may be subject to instability and other safety risks associated with former coal mining activities in this area.

5.6.4 The mining element of the site has been thoroughly investigated and nothing detrimental has been uncovered, either shaft or workings. The gas monitoring is still underway, but this is not expected to reveal anything.

5.6.5 With respect to any potential extraction of coal, there is no prospect at the site due to the thickness of rock over the seam.

## 5.7 Sustainability

5.7.1 The Council encourages sustainable design and construction, green roofs, sustainable urban drainage systems (SUD's), renewable energy, biodiversity and sustainability in general under policies CS64/65. The following archived CABE website illustrates possible building methods and principles

[webarchive.nationalarchives.gov.uk/20110118095356/http://www.cabe.org.uk/](http://www.cabe.org.uk/)

- CS64 - all homes must achieve a minimum of Code for Sustainable Homes level 3. Where possible, an innovative approach should be taken to achieving these standards, to enable further learning.
- CS65 - 10% of the developments predicted energy needs should come from renewable/low carbon sources. Part (b) of policy CS65 is not currently being enforced.
- CS67 - the scheme should incorporate Sustainable Urban Drainage Systems (SUDS) as part of the drainage strategy.
- Guideline CC1 in the Climate Change and Design Supplementary Planning Document (SPD) requires green roofs on developments of 10 or more dwellings, provided they are compatible with other design and conservation considerations. The green roof should cover at least 80% of the roof area. Refer to Section 8 for the link to the relevant SPD.

## 5.8 Drainage

- 5.8.1 Policy CS67 and Supplementary Planning Document Climate Change and Design require developments to significantly reduce surface water run-off from the site and to implement Sustainable Urban Drainage systems (SUDs). The City Council highly recommends early pre-application discussions on feasibility and design with the Land Drainage and Flood Risk Management Group.
- 5.8.2 Appendix 5 contains more information.

### *Existing site characteristics*

- 5.8.3 The site is plateaued from previous development and slopes in a south easterly direction. Approximately 50% of the previous development area appears permeable.
- 5.8.4 Short Brook is an existing watercourse to the north of the site (Fig. 9). A culverted watercourse also exists to the south of the site near Station Road (Fig. 10).
- 5.8.5 A detailed topographical survey will be required to assess the current and proposed drainage routes.
- 5.8.6 The capacity of receiving waterbodies and the downstream flood risk should be determined referencing publicly available information such as the Environment Agency or the City Council registers and records. Consent and permission from riparian owners will be required to connect to existing watercourses.
- 5.8.7 The Short Brook riparian owner is Sheffield City Council and the culverted watercourse is under private ownership still to be confirmed. This culvert is understood to ultimately discharge to a public sewer.

### *Flood Risk Assessment*

- 5.8.8 The Strategic Flood Risk Assessment classifies the site in Flood Zone 1 - low probability. The nearest points of fluvial flood are from the Ochre Dyke watercourse to the North of the site approximately 1200 metres away from the lowest point of the site, and from the River Rother to the east which is approximately 1450m away from the lowest point of the site. The local authority has confirmed that there are no previous reports of fluvial flooding affecting the site from any watercourse. To note the Council owned Owlthorpe development sites are located north west of the site and are located adjacent to Ochre Dyke.
- 5.8.9 A Flood Risk Assessment is required to accompany any planning application for sites greater than 1 hectare.

### ***Surface Water Run-off***

- 5.8.10 The permitted surface water discharge will be considered a 'greenfield allowance' and limited to 5 l/s/ha unless a number of conditions can be satisfied. Appendix 5 provides information on definitions, guidelines and the conditions to be met.
- 5.8.11 Ideally, all surface water would drain via SUDS or water course but as it's a brownfield site there may be an existing connection. In that case, Yorkshire Water would expect the developer to provide evidence of existing volumes of surface water entering the public sewerage as well as the point of discharge. Surface water draining from any new development would be limited to that volume minus 30% to allow for climate change.
- 5.8.12 Any surface water scheme should also be designed to store the calculated flows for a 1 in 100 year return period, with an allowance of 30% for climate change, without causing flooding to property or adjacent land. The site layout for any future development should be designed to shed surface water flows away from properties.

### ***Foul Drainage***

- 5.8.13 The foul drainage will be to the existing public sewerage system within the site. New foul drains would be 'prospective public sewers' adoptable under S104 Water Industry Act 1991. New sewers should be within adoptable highway wherever possible.

### ***Existing Drainage Plan***

- 5.8.14 A separate surface water and foul public sewer exist at the south east corner of the site (Refer to Figures 8 and 9). These sewers were specifically installed to be used by this site when it was to be re-developed. Consent will be required from the water authority, Yorkshire Water, to use this.

### ***Culverts***

- 5.8.15 CS67 encourages opening culverts. Appendix 5 includes more information.

Fig 9 Existing drainage (north)

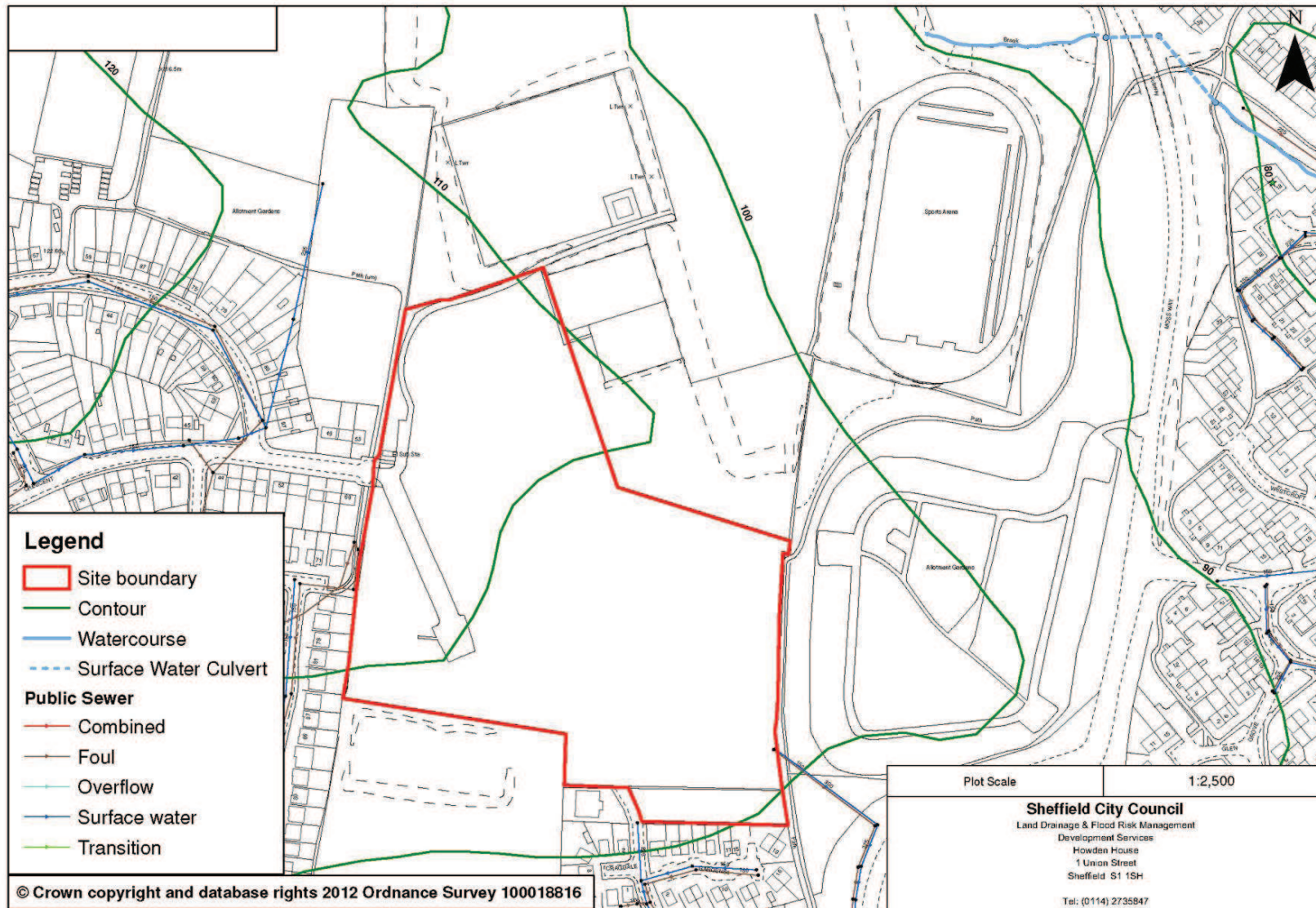
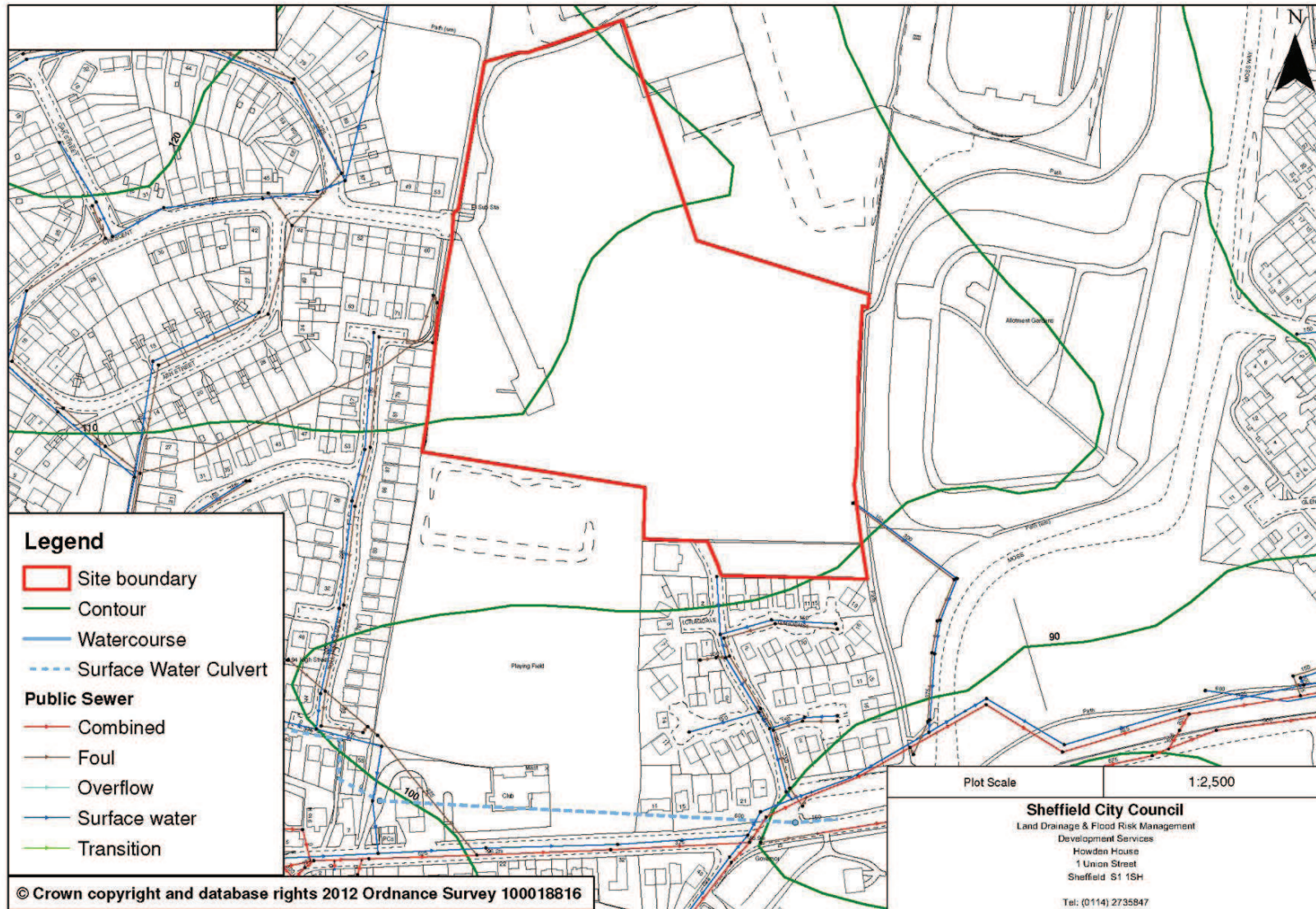


Fig 10 Existing drainage (south)





## 5.9 Infrastructure

- 5.9.1 The Sheffield Energy and Water Infrastructure Study (2010) was commissioned to understand the existing energy, water and telecommunications infrastructure along with future capacity. The study is available to view/download at: <http://www.sheffield.gov.uk/planning-and-city-development/planning-documents/sdf/infrastructure-planning>
- 5.9.2 Generally there are no significant abnormal costs of connection to the majority of utilities; with the exception of gas and wastewater. A budget should be included to cover approximately 225m of off-site main laying and connection to the existing gas network.
- 5.9.3 Yorkshire Water has advised that the local public sewer network may not have capacity to accept any additional discharge of surface water from the site.

## 5.10 Waste And Recycling

- 5.10.1 See Appendix 7 for more detailed guidance to enable on-site waste and recycling collection services.

## 5.11 Archaeology

- 5.11.1 South Yorkshire Archaeological Service has identified that it is unlikely that there will be any significant archaeological remnants on site and, subject to any new information becoming available, no supplementary archaeology information will be required.

## 6 SITE APPRAISAL

- 6.0.1 The former Westfield School site is located in a prominent position on the east slopes of a hillside. Despite this position the site is not particularly visible from the nearby highway, Moss Way and Station Road, due to its location behind existing housing, trees and shrub planting.
- 6.0.2 Although immediate views towards the site are limited, its hillside location enables broad panoramic views from within the site to the north, west and south.
- 6.0.3 This opportunity is particularly enhanced by the site's topography: a series of engineered and stepped plateaus that allowed the large footprints of former school buildings to be accommodated.
- 6.0.4 A mix of mature hedgerows and woodland along the east, south and west boundaries provide an established landscape backdrop to the site, while a number of mature trees are located within it.
- 6.0.5 Existing residential estates comprise interwar social housing around Westfield Crescent and private late twentieth century development around Mossdale Avenue and Toll House Mead.
- 6.0.6 The photographic appraisal (Refer to Figures 11-12) and the Opportunities and Constraints Plan (Figure 14) draw out the qualities of the context which should provide a starting point to inform future development. The Urban Design Framework (Figure 15) establishes the key principles for the development of the site.

## 6.1 Site photographs

Fig 11 Site photographs



Fig 12 Site photographs





















Fig 13 Site photographs

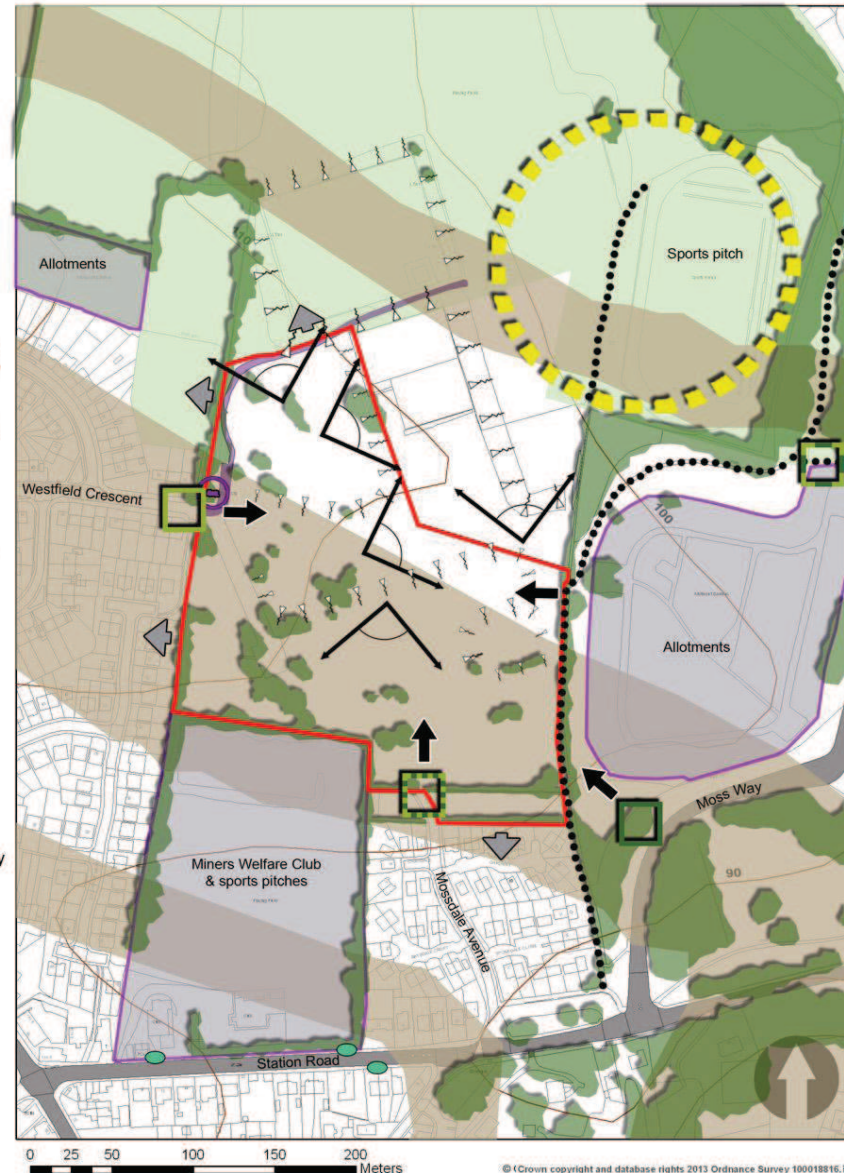


## 6.2 Opportunities and Constraints

Fig 14 Opportunities and Constraints Plan

### Former Westfield School Opportunities and Constraints Plan

- Key**
-  Site boundary
  -  Proposed improved rugby facilities
  -  Slope/ bank sides
  -  Existing footpath
  -  Existing sports field access
  -  Provide new pedestrian/cycle routes from existing and proposed access points around the site
  -  Westfield Crescent access currently closed for vehicles but open for pedestrians. In future can be used to provide some vehicular access into the site for new residential development or alternatively as an access to the improved rugby facilities
  -  Mossdale Avenue access currently closed to both vehicles and pedestrians. In future can be used to provide limited access to new residential development
  -  A new access off Moss Way would be required to serve as the main access route into the site for any future residential development
  -  Alternative access option for the proposed improved rugby facilities utilising the existing allotment access off Moss Way
  -  Panoramic views
  -  Existing sub station
  -  Existing trees/hedgerows
  -  Adjoining sites. Potential development opportunities; however this is highly unlikely as both the allotments and the Miners Welfare Club are popular and well used existing facilities
  -  Greenbelt
  -  Coal mining referral area - These are areas, based upon Coal Authority records, where the potential land instability and other safety risks associated with former coal mining activities are likely to be greatest. They include, for example, areas of known or suspected shallow coal mining, recorded mine entries and areas of former surface mining.
  -  Development needs to sensitively respond to existing adjacent uses including greenbelt and existing residential properties
  -  Bus stop



### 6.3. Urban Design Framework

6.3.1. Figure 15 (p.25) shows the Urban Design Framework with the key design features that the proposals should address in conjunction with the South Yorkshire Residential Design Guide and the following site-specific design development principles.

#### 6.3.2. *Long Views*

New development should seek to optimise the value of long views and views of the green and open spaces

#### 6.3.3. *Entrances and Connections*

Any development should incorporate clearly discernible entrances connected to a legible hierarchy of internal routes.

#### 6.3.4. *Connections*

The development should be permeable and well integrated into the surrounding movement framework especially for pedestrian, cyclists, and disabled people.

#### 6.3.5. *Landscape*

A strong green framework and detailed landscape design proposals for the development, incorporating the existing landscape features where possible, should be submitted with the planning application.

#### 6.3.6. *Edges*

Development edges should be well thought through, carefully addressing the neighbouring uses and promoting an outward looking settlement form. Any development along the raised north edge should also give careful consideration to the views towards it from the green belt. This should promote a sensitive design response that includes a high quality landscape setting along this boundary. Any proposed layout should incorporate a high degree of natural surveillance of public and semi-public areas; this includes ensuring that the sports facilities are well overlooked.

#### 6.3.7. *Topography*

A thorough understanding and use of the topography should be evident within any proposals avoiding flattening the landform, for instance stepping buildings down slopes rather than creating a continuous flat roofline.

#### 6.3.8. *Scale and Form*

New development should be in keeping with the scale and grain of the surrounding neighbourhood, being generally 2 storeys. Some higher 'marker' buildings could be used to provide a more interesting roofline, enclose open spaces, and assist with way-finding within the site.

#### 6.3.9. **Character**














The development should have a distinctive character that complements its context. This would be visible in the architecture, boundary treatments and public realm design. Responses to important site characteristics like the open location of the development edge to the green belt needs careful consideration. The importance of the roof scape in this location should form a key component of the developments future character.



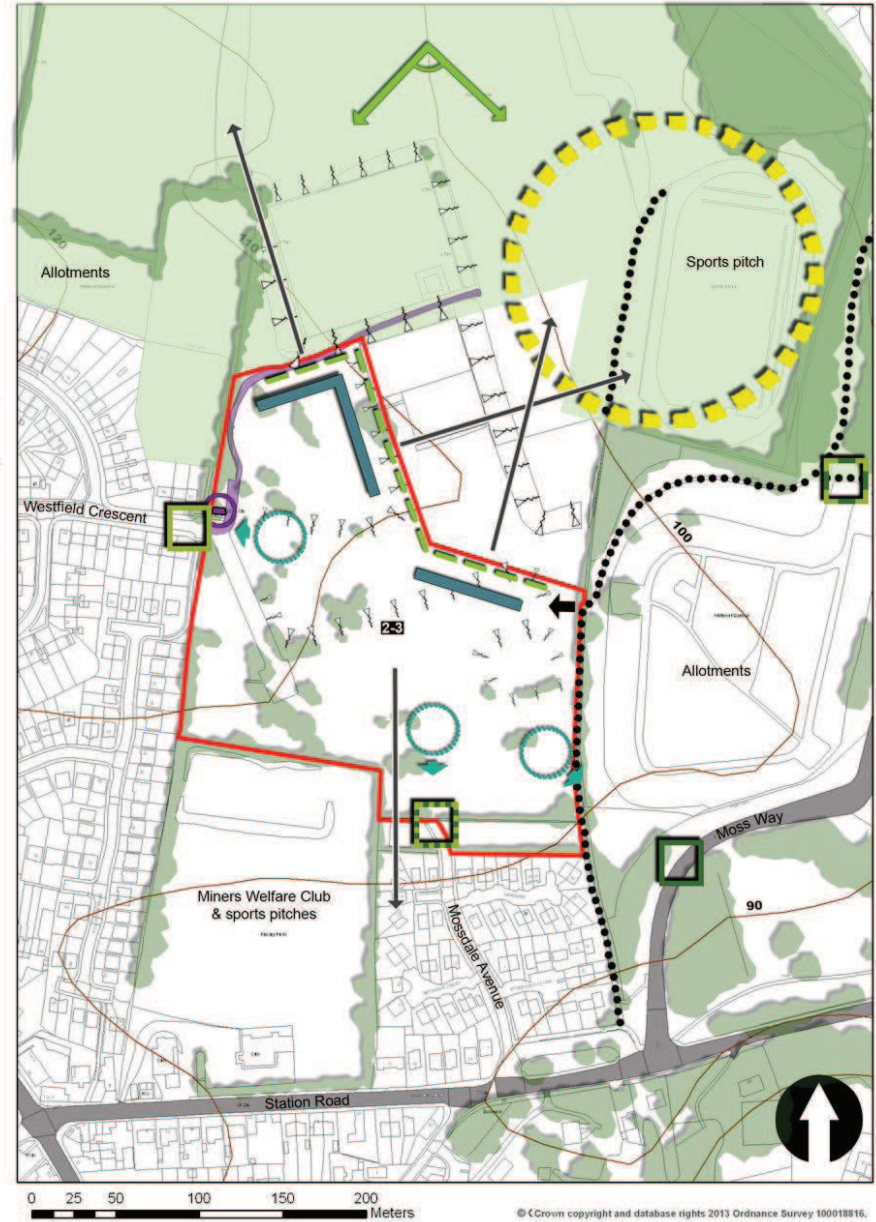
Fig 15 Urban Design Framework

Former Westfield School Urban Design Framework

Key

-  Site boundary
-  Proposed improved rugby facilities
-  Slope/ bank sides
-  Existing footpath
-  Existing sports field access
-  Formalise existing pedestrian entrance
-  Main residential vehicular access to be off Moss Way
-  Westfield Crescent entrance to be used to provide either access to future residential development or to the improved rugby facilities only. Can serve upto 30 dwellings if used for residential only.
-  Mossdale Avenue entrance to be used to provide limited access to new residential development of up to 20 dwellings.
-  Alternative access option for the proposed improved rugby facilities utilising the existing allotment access off Moss Way
-  Development frontage oriented to capitalise on long distance panoramic views
-  Built form to address main approaches into the site
-  Proposed storey height range of new development
-  Long distance views
-  Development to respond positively to views towards the site from the Green Belt
-  Existing trees/hedgerows
-  Quality landscape edge to open space and greenbelt
-  Existing electricity sub-station located adjacent to the Westfield Crescent entrance
-  Greenbelt

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## 7. CONTACTS

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## Appendix 1 - Useful Links and Best Practice

### Useful Links

- The Unitary Development Plan:  
<https://www.sheffield.gov.uk/udp>
- The Sheffield Local Plan (formerly Sheffield Development Framework):  
<http://www.sheffield.gov.uk/sdf>
- The Core Strategy:  
<http://www.sheffield.gov.uk/corestrategy>
- Draft City Policies and Sites (2010):  
<https://www.sheffield.gov.uk/planning-and-city-development/planning-documents/sdf/city-policies-and-sites.html>
- The timetable for the City Policies and Sites document and the Proposals Map can be viewed at the following link:  
<http://www.sheffield.gov.uk/planning-and-city-development/planning-documents/sdf/local-development-scheme>

### ***Supplementary Planning Documents***

The main SPD to note is the Climate Change and Design Supplementary Planning Document (SPD) which was adopted by Cabinet on 23<sup>rd</sup> March 2011. The SPD has been drafted to assist with the implementation of the adopted Core Strategy, and supports the following Core Strategy policies: CS63, CS64, CS65 and CS67

[www.sheffield.gov.uk/planning-and-city-development/planning-documents/local-plan/supplementary-planning-documents.html](http://www.sheffield.gov.uk/planning-and-city-development/planning-documents/local-plan/supplementary-planning-documents.html)

### ***Supplementary Planning Guidance***

The relevant Sheffield City Council Supplementary Planning Guidance documents can be viewed on the following link below:

[www.sheffield.gov.uk/planning-and-city-development/planning-documents/supplementary-planning-guidance.html](http://www.sheffield.gov.uk/planning-and-city-development/planning-documents/supplementary-planning-guidance.html)

The most relevant documents are:

- Affordable Housing Interim Planning Guidance
- Planning Obligations and Education Provision
- Mobility Housing
- Open Space
- Transport Assessments and Travel Plans

## Best Practice

Although **not** a specific planning requirement, the preparation, use and submission of the following information and standards would show good practice in enabling the requirements of planning policy to be met. The Council has a Developer Manual that may help provide useful background information. <https://www.sheffield.gov.uk/planning-and-city-development/regeneration/sheffield-site-redevelopment-programme>

### *Housing*

The **Housing Market Assessment** will help to form an understanding of the local housing need <https://www.sheffield.gov.uk/in-your-area/housing-services/housing-strategies/housing-market-assessment-2007.html> (further information is available from the Council).

Use innovative approaches to provide up to 40% of the development as **Affordable Housing**.

### *Environmental sustainability*

- A **Low and Zero Carbon Technologies Report** will help to guide the most cost effective approach to reducing carbon emissions on the site.
- **Code for Sustainable Homes** reports to guide design development.
- **Site Investigation Reports** including a topographic survey, ecological survey and ground investigation reports help to inform the design proposals.
- A **Water Management and Demand Study** informs the proposed approach to implementing SUD's. The approach should include the incorporation of green roofs on as many homes as possible.
- An **Environmental Sustainability Brief** for the Design Team can help balance the findings of the above surveys while proposing the approach to optimising the positive benefits on the environment.
- A **Green Travel Plan** can help to explain how residents will be enabled to lead more environmentally sensitive lifestyles.

### *Housing/Streetscape/public realm design*

- **National Housing Federation ‘Standards and Quality in Development - a good practice guide’** internal space design standards.
- Wheelchair Accessible Housing - <http://legacy.london.gov.uk/mayor/strategies/sds/bpg-wheelchair-acc-housing.jsp>
- **Lifetime Homes** standards - <http://www.lifetimehomes.org.uk/pages/revised-design-criteria.html>
- A **Legibility Plan**; informs how design has been considered for people with sensory impairment
- **‘Safer Places: the Planning System and Crime Prevention.’**  
<http://www.communities.gov.uk/publications/planningandbuilding/saferplaces>
- **South Yorkshire Residential Design Guide.** <https://www.sheffield.gov.uk/roads/about/transport-and-highways/development-and-adoption/design-guide>
- **‘Car Parking -What works where’.**  
<http://collections.europarchive.org/tna/20100911035042/http://englishpartnerships.co.uk/qualityandinnovationpublications.htm>

### *Construction Efficiency*

- A **Construction Efficiency Report** will help to show how construction best practice is being implemented including a Sustainable Construction Waste Plan and a report on re-using as much of the site infrastructure as possible.
- **BRE Green Guide to Specification** <http://www.bre.co.uk/greenguide/podpage.jsp?id=2126>

## Appendix 2 - Planning History

The following planning permissions apply:

- Planning permission was previously granted for residential development on the site under three separate planning consents granted 06/02752/RG3, 06/02755/RG3 and 06/02758/RG3. This included a new road and access to the sports field. Planning permission expired on all three applications in 2011.
- There is an extant planning permission (11/02631/FUL) for the development of a community football centre on land immediately to the north, which would require access through the housing site. The approval is valid until 28th October 2014; however the applicant, Sheffield & Hallam FA, has now withdrawn their interest in developing these proposals on the site due to financial reasons.
- Planning permission was granted on 28<sup>th</sup> July 2010 on the adjacent former Miner's Welfare Club site to provide alterations and extensions to the building for use as a restaurant (Use Class A3), construction of access, provision of car parking and erection of boundary wall/railings (Re-submission). Permission for application 11/00865/FUL has now expired.

### Appendix 3 - Detailed Planning Submission Information

DETAILED PLANNING SUBMISSION INFORMATION	
	a. <b>General site appraisal</b> including site photographs showing the Developer's view of key features.
	b. <b>Concept plans</b> showing the proposals in the context of the Site and in relation to the surrounding area, explaining how the proposals respond positively to the brief. Explain the conceptual approach to the Key Topic Areas. Consider including the following conceptual elements; Site analysis, Urban design, character and legibility, Activity and uses, Movement, General layout.
	c. <b>Site location plan</b> preferably 1:1250, and no smaller than 1:2500 showing the site and the immediate surroundings and including: <ul style="list-style-type: none"> <li>- Metric scales only.</li> <li>- North point, date and number.</li> <li>- Outline the application property, and indicate any adjoining property owned or controlled by the applicant.</li> <li>- Show the application property in relation to all adjoining properties and the immediate surrounding area, including roads.</li> <li>- Show vehicular access to a highway if the site does not adjoin a highway.</li> </ul>
	d. <b>General layout and massing</b> preferably 1:200 and no larger than 1:500 showing as a minimum; building arrangement, building types/heights with gardens, levels and retaining structures, materials (buildings and landscape), key views and vistas, existing features maintained, location of bins and cycle stores, etc.
	e. <b>Public realm, landscape, open space and streetscene</b> showing as a minimum; public and private space and hard landscape proposals, boundary treatments, open space proposals and soft landscape, street furniture, play equipment, public art, uses and activities, existing features maintained, etc.
	f. <b>Movement and highway design</b> showing as a minimum; any pedestrian and vehicular pathways, shared surfaces, inclusive design features, building and garage entry points, highway design and traffic management proposals, public transport infrastructure and cycle routes, lighting, servicing particularly access for recycling and waste collection, car parking proposals, drainage, key linkages, etc.
	g. <b>Three-dimensional visualisations, photomontage or models</b> preferably in context with some existing buildings (Note: Three-dimensional drawings do not have to show the whole site, but can consist of specific areas of development to give an indication of how they would appear).
	h. <b>A study board</b> describing <b>typical</b> and <b>marker</b> building types in context and with elevations, design features, materials, and hard/soft landscaping and public realm finishes.
	i. <b>Accommodation schedule and detailed drawings of all house types</b> including plans and elevations at a scale typically no less than 1:50 and showing all Accessibility features with written confirmation of criteria which cannot be shown on the plans.
	j. <b>Cross-sections and all key street elevations</b> – (Typically at a scale of 1:500) showing how the proposed development would sit within the site's topography and how streetscape is created.
	k. <b>Detailed annotated drawings of a typical three bedroom four person dwelling types</b> including plans and elevations at a scale typically no less than 1:50. Show a typical furniture layout. This should include an outline specification for the construction of the dwellings, along with external treatments, and explaining how the dwelling meets the quality standards.
	l. <b>Detailed drawings of all typical sections of the streetscene and public realm</b> at a scale of not less than 1:50 showing surfacing materials and details, boundary treatments, street trees, street furniture, and any other typical or special details.

Other documents required with Planning Application	Required
Affordable Housing Statement	Yes
Biodiversity Survey and Report	Yes
Consultation Statement	Yes
Design and Access Statement	Yes
Flood Risk Assessment	Yes
Heritage Statement	No
Archaeological Assessment	No
Noise impact assessment	Yes
Air quality Assessment	Yes
Open Space Statement	No
Planning obligations (draft)	Yes
Sustainability Statement	Yes
Transport Assessment or Statement (including public rights of way)	Yes (Transport Assessment)
Travel Plan	No (to be conditioned for subsequent approval)
Phase 1 ground investigation (to include Contaminated Land Risk Assessment)	Already carried out
Tree Survey	Yes
Preliminary Ecological Appraisal	Yes
More detailed ecological surveys such as Breeding Bird Survey, Protected species survey	No (to be conditioned for subsequent approval)
Environmental Statement	No
Drainage Statement/ Strategy	Yes
Landscape Scheme	Yes
Regeneration assessment	No
Coal Mining Risk Assessment	Yes



## Appendix 4 - Planning Policy Table

Policy Area policies – the principle of development	The relevant part of the policy
UDP Policy H10 Development in Housing Areas	<i>Preferred use:</i> Housing (C3) <i>Acceptable uses:</i> small shops with not more than 280m2 (A1), offices used by the public (A2), food and drink outlets (A3), business (B1) (small scale offices <250m2 gross internal floor space), hotels (C1), residential institutions (C2) and leisure and recreation facilities (D2) – subject to the sequential and impact tests in National Planning Policy Framework, and community uses (D1)
UDP Policy H14 Conditions on Development in Housing Areas	Gives conditions on development in Housing Areas in relation to design, amenity and highways access.
Housing policies	The relevant part of the policy
Core Strategy policy CS26 Efficient Use of Housing Land and Accessibility	The density recommendation here is in the range of 30-50 dwellings per hectare. Densities outside this range may be justified where the development achieves good design and reflects the character of the area.
Core Strategy policy CS41 Creating Mixed Communities	Part (b) of the policy requires a greater mix of housing, including homes for larger households, especially families.
UDP Policy H7 Mobility Housing	Encourages 25% of new homes in developments of general purpose or affordable homes to be designed as wheelchair accessible housing or housing that is easily adaptable for residents who are wheelchair users, except where the physical characteristics of the site make this impracticable.  <i>SPG – Mobility Housing can be viewed on the following link:</i>  <a href="http://www.sheffield.gov.uk/spg">www.sheffield.gov.uk/spg</a>
Design Principles	The relevant part of the policy
UDP Policy H15 Design of New Housing Developments	Residential design should provide easy access for people with disabilities and provide an adequate private garden to ensure that basic standards of daylight privacy, security and outlook are met.

CS 74 Design Principles	High quality development is expected that respects and takes advantage of the distinctive features of the city, its districts and neighbourhoods; and  Enabling all people to gain access safely and conveniently, providing for the needs of disabled and older people.
UDP Policy BE5 Building Design and Siting	Good design and good quality materials expected in all new developments. Policy sets out criteria for physical design and user requirements.
UDP Policy BE6 Landscape Design	Good quality landscape design is expected in new developments. A Landscape Scheme should have an emphasis on using native species.
UDP Policy BE9 Design for Vehicles	New development to provide a safe, efficient and environmentally acceptable site layout for all vehicles (including cycles) and pedestrians.
UDP Policy GE4 Development and the Green Belt Environment	The scale and character of any development which would be conspicuous from the Green Belt should be in keeping with the area and, wherever possible, conserve and enhance the landscape and natural environment.
UDP Policy GE11 Nature Conservation and Development	The design, siting and landscaping of development should respect and promote nature conservation and include measures to reduce any potentially harmful effects of development on natural features of value.
UDP GE15 Trees and Woodland	Trees and woodland will be encouraged and protected by:  (a) planting, managing and establishing trees and woodland, particularly in the South Yorkshire Forest; and  (b) requiring developers to retain mature trees, copses and hedgerows, wherever possible, and replace any trees which are lost; and  (c) not permitting development which would damage existing mature and ancient woodlands.
<b>Sustainability and Climate Change</b>	<b>The relevant part of the policy</b>
Guideline CC1 in the Climate Change and Design SPD	Requires green roofs - provided they are compatible with other design and conservation considerations, and where viable, green roofs will be required on all larger developments, and encouraged on all other developments. The green roof should cover at least 80% of the total roof area.

	<p>The 'Climate Change and Design Supplementary Planning Document and Practice Guide' can viewed on the following link:</p> <p><a href="https://www.sheffield.gov.uk/planning-and-city-development/planning-documents/local-plan/supplementary-planning-documents.html">https://www.sheffield.gov.uk/planning-and-city-development/planning-documents/local-plan/supplementary-planning-documents.html</a></p>
CS 64 Climate Change, Resources and Sustainable Design of Developments	All new buildings must be designed to reduce greenhouse gas emissions and must function in a changing climate. Includes policy on energy efficiency, renewable energy generation, water consumption, flexible design, use of sustainable materials and waste recycling. All developments of 5 or more houses should achieve Code for Sustainable Homes Level 3 (or equivalent) as a minimum.
CS 65 Renewable Energy and Carbon Reduction	Any new developments must take into account the energy efficiency requirements and design standards. Developments of 5 or more dwellings should provide 10% of predicted energy needs from renewable/low carbon sources, unless it is not feasible or viable to do so.
CS67 Flood risk management	<p>Discharge should be considered first to the ground via infiltration, then by a watercourse, and as last resort to the sewer. Water should be managed through a SUDs system irrespective of discharge location.</p> <p>To be considered for a 'brownfield allowance', a reduction of 30% of the previous run-off rate, there should be evidence of an existing surface water discharge, at the time of application. There should be a positive drainage system of pipework in place which discharges to the same outlet proposed in the application. Full system details will be required including CCTV footage showing the system's condition.</p> <p>Sheffield City Council anticipates that the statutory requirement to form an approval body for sustainable drainage systems (SUDs) serving new development will take effect in April 2014. The City Council will establish the SUDs Approval Body (SAB) alongside the Local Planning Authority.</p> <p>The SAB will apply the design principles detailed in the National Standards for sustainable drainage systems published by the Department for Environment Food and Rural Affairs (defra). Further guidance on requirements associated with this separate application will be provided at a date appropriate to applications likely to fall beyond the April start. Information will be required at a level suitable for maintenance costs assessments by confirmed maintenance delivery bodies.</p>

Traffic, Transport and Highways	The relevant part of the policy
UDP T8 Pedestrian Routes	The safety, convenience and attractiveness of footpaths and pedestrian areas will be improved, and new routes and areas created, to form a pedestrian-friendly network throughout the city and provide access to the countryside around Sheffield. Major new developments will be required to include links to nearby existing or proposed pedestrian routes.
UDP T10 Cycle Routes	The safety, convenience and attractiveness of cycle facilities and routes will be improved and new ones created to make the city cycle-friendly and provide access to the countryside around Sheffield. New developments will be required to include cycle links with existing or proposed routes where such an opportunity exists. Cycle parking facilities will be expected in new developments.
Transport & Highways	<p>A Transport Assessment would be needed.</p> <p>A Travel Plan could either be submitted with the application or the operation of one as a condition of Planning Consent.</p>
Parking Standards	<p>The site is in an accessible location within easy reach of a bus route. An adequate amount of on-site parking must be provided for however, although the following maximum number of spaces not exceeded:</p> <ul style="list-style-type: none"> <li>• 1 bedroom 1 space</li> <li>• 2 - 3 bedrooms 2 spaces</li> <li>• 4 - 5 bedrooms 2 - 3 spaces</li> <li>• + 1 space per 4 dwellings for visitors</li> </ul> <p>Reference should be made to the Council's Parking Guidelines  <a href="https://www.sheffield.gov.uk/roads/about/development-and-adoptions/information-sheets.html">https://www.sheffield.gov.uk/roads/about/development-and-adoptions/information-sheets.html</a>            (Information Sheet 3)</p> <p>For garages are to be counted as parking spaces they must have minimum internal dimensions of 3m x 6m.</p>

Developer Contributions	The relevant part of the policy or SPG/SPD						
<p>H16 Open Space in New Housing Developments &amp; Open Space Provision in New Housing Development SPG</p>	<p>The 'Open Space Provision in New Housing Development' Supplementary Planning Guidance gives further detail about the required level of contribution for the site. The document can be viewed on the following link: <a href="http://www.sheffield.gov.uk/spg">www.sheffield.gov.uk/spg</a></p> <p>The following tables of Appendix 4 of the SPG should be used:</p> <table border="0"> <tr> <td>Informal Open Space</td> <td>Table 2</td> </tr> <tr> <td>Children's Play</td> <td>Table 2</td> </tr> <tr> <td>Outdoor Sport</td> <td>Table 1</td> </tr> </table> <p>Developer contributions are reported within the Local Area Partnership Scheme and funding allocated to specific projects following discussion with the Planning Service, recognising priority sites.</p> <p>An administration charge is now being levied on open space financial contributions since the 15th June 2006. This is 3% of the total open space contribution required, with a ceiling of £4000. Please note this is not in itself a planning obligation. Further information can be found on the website.</p> <p>Any open space provided needs to be supported by a funded maintenance plan.</p>	Informal Open Space	Table 2	Children's Play	Table 2	Outdoor Sport	Table 1
Informal Open Space	Table 2						
Children's Play	Table 2						
Outdoor Sport	Table 1						
<p>CS40 Affordable Housing</p>	<p>The Affordable Housing Interim Planning Guidance (IPG) (2014 update) supports the implementation of Core Strategy policy CS40, and sets out that a contribution to affordable housing will be negotiated on sites of 15 or more dwellings. The IPG also sets out how to calculate the amount and gives guidance on the specifications. The guidance can be viewed at <a href="https://www.sheffield.gov.uk/spg">https://www.sheffield.gov.uk/spg</a></p> <p>Appendix 2 of the IPG has a formula for calculating the amount that may be due: Target developer contribution = (A - B) x (C x D)</p>						

	<p>Where:</p> <p>A = Market value of the development per square metre<sup>[1]</sup> (Estimated Gross Development Value / Gross Internal Area)</p> <p>B = Transfer Price (£850 per square metre)</p> <p>C = Percentage expected level of affordable housing (10%)</p> <p>D = Gross Internal Area of units</p> <p>This contribution should then be inserted, as a cost, into the development appraisal for the scheme. The amount of Affordable Housing contribution (i.e. the % at C) would then be negotiated on if a reasonable level of developer profit was not shown to be achieved.</p> <p>The Affordable Housing mix required will be specified by the Council and will normally be required to be on-site. Guideline G3 of the IPG gives guidance on when a commuted sum will be acceptable to the Council instead. The Council will identify the Registered Provider to be used on this site at an early date.</p> <p>Information on producing Affordable Housing Statements is available at:  <a href="https://www.sheffield.gov.uk/planning-and-city-development/applications/apply/lpar/affordable-housing.html">https://www.sheffield.gov.uk/planning-and-city-development/applications/apply/lpar/affordable-housing.html</a></p>
Education	<p>On sites of more than 10 homes in areas where housing development would cause or contribute to a shortage of school places, financial contributions towards additional school places would usually be required. Further information can be found on the Supplementary Planning Guidance document 'Planning Obligations and Education Provision', which can be viewed on the following link:</p> <p><a href="http://www.sheffield.gov.uk/planning-and-city-development/planning-documents/supplementary-planning-guidance.html">www.sheffield.gov.uk/planning-and-city-development/planning-documents/supplementary-planning-guidance.html</a></p> <p>Contributions are calculated on a per-property basis, although single-bedroom properties are excluded. Contributions will be subject to a maximum claim per property of £2548 for primary provision and £2743 for secondary provision.</p>

<sup>[1]</sup> To be established by an independent valuation where agreement cannot be reached between the local planning authority and the developer.

UDP BE12 Public Art	<p>The provision of works of public art in places which can be readily seen by the public will be encouraged as an integral part of the design of major developments.</p> <p>The Public Art contribution is to be negotiated in line with Policy.</p>
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## Appendix 5 - Drainage Information

### ***Submission Material***

The following information should normally be submitted with the planning application:

- Natural drainage patterns,
- Existing drainage details,
- Relevant ground conditions including infiltration tests to BRE 365/ CIRIA 156 methodologies if infiltration is the proposed method, and impact assessments of long-term infiltration
- Discharge points,
- Design criteria for the scheme (including climate change, urban creep),
- Calculations showing peak run-off rates before and after development
- Detailed SUDs design (including permeable areas, surface water treatment methods, conveyance, peak flow and volumes, storage and drainage system exceedance flow details (on-site and offsite)
- Proposed split private to public of surface water infrastructure and status of discussions and maintenance considerations
- Method statement on control of run-off during construction
- All assumptions and methodologies

### ***Surface Water Run-off***

In accordance with current planning policy, the City Council promotes the use of SUDs for new development and requires early pre-application discussions on feasibility and design between developers and the Council's Land Drainage and Flood Risk Management Group.

Discharge should be considered first to the ground via infiltration, then by a watercourse, and at a last resort to the sewer. Water should be managed through a SUDs system irrespective of discharge location. It is highly recommended that developers contact the LD&FRM Group regarding any proposals for discharging to ground at early pre-application stage.

The permitted surface water discharge will be considered a 'greenfield allowance' and limited to 5 l/s/ha unless a number of conditions can be satisfied.

To be considered for a 'brownfield allowance', of reduction of 30% of the previous run-off rate, there should be evidence of an existing surface water discharge, at the time of application. There should be a positive drainage system of pipework in place which discharges to the same outlet proposed in the application. Full system details will be required including a suitable survey showing the system's condition.



Prior agreement with Yorkshire Water is also advised where the surface water discharges to a public sewer as the water authority may require a lower discharge rate than required through the planning consent.

Brownfield allowance will not be allowed where the proposed outlet differs from the existing or where the existing run off is less than 10 l/s/ha.

### ***Culverts***

**CS67** encourages opening culverts as part of mitigation measures to fulfil the Water Framework Directive and other conservation regulations. More information about opening culverts is available through the Healthy Catchments for Managing Flood Risk website:

[www.restorerivers.eu/RiverRestoration/Floodriskmanagement/HealthyCatchmentsmanagingforfloodriskWFD/Environmentalimprovementscasestudies/Removeculverts/tabid/3125/Default.aspx](http://www.restorerivers.eu/RiverRestoration/Floodriskmanagement/HealthyCatchmentsmanagingforfloodriskWFD/Environmentalimprovementscasestudies/Removeculverts/tabid/3125/Default.aspx)

Consideration needs to be given to:

- Ease of discharge of development surface water to open channels
- Flood risk benefits through removing throttles and increasing overall cross sectional capacity. This may be identified within flood risk registers
- Water quality improvement opportunities for both upstream flow as well as introduced flows
- Day-lighted culverts forming the focus to linear green networks as part of required open space or integrated with transport networks.

### ***Approvals***

Sheffield City Council anticipates that the statutory requirement to form an approval body for sustainable drainage systems (SUDs) serving new development will take effect in April 2014. The City Council will establish the SUDs Approval Body (SAB) alongside the Local Planning Authority.

The SAB will apply the design principles detailed in the National Standards for sustainable drainage systems published by the Department for Environment Food and Rural Affairs (DEFRA). Further guidance on requirements associated with this separate application will be provided at a date appropriate to applications likely to fall beyond the April start.

## Appendix 6 - Community Infrastructure Levy

The Community Infrastructure Levy (CIL) is a new way of securing contributions from developers towards infrastructure provision through the planning system. To a large degree it will replace previous payments negotiated individually as planning obligations (known as Section 106 Agreements). In September 2011, the Cabinet agreed to work towards implementing a CIL to ensure that major new development contributes to the provision of infrastructure improvements where viable. The money raised will be put towards providing essential infrastructure needed across the City as a result of new development. This infrastructure could include transport improvements, school places, open space and others.

The first stage is to produce and agree a Preliminary Draft Charging Schedule setting out the proposed rates that will be charged on new development. This was subject to a period of public consultation which ended on 11 March 2013. The next stage is to consider comments made by respondents before issuing a further draft. Finally, the Draft Charging Schedule will be submitted for independent examination. The current timetable for adopting CIL is January 2015.

The proposed rates (£/m<sup>2</sup>) are:

Zone 1 - North East	£0
Zone 2 - East	£20
Zone 3 - Stocksbridge & Deepcar, North West and South East	£30
Zone 4 - City Centre West, Manor / Arbourthorne / Gleadless	£30
Zone 5 - Chapeltown / Ecclesfield, Rural Upper Don Valley, City Centre, South	£50
Zone 6 - South West	£70

The site is within Zone 3.

These rates are in addition to the provision of affordable housing which will continue to be agreed under S106 using the Affordable Housing Interim Planning Guidance. Site specific infrastructure (such as new traffic signals) which is considered essential for the development to go ahead will also be negotiated separately and in addition to CIL.

[www.sheffield.gov.uk/planning-and-city-development/planning-documents/community-infrastructure-levy.html](http://www.sheffield.gov.uk/planning-and-city-development/planning-documents/community-infrastructure-levy.html)

## Appendix 7 - Collection Service for Houses

### **Containers**

- Per dwelling, space should be recognised for 3 wheeled bin containers having a footprint size of 0.75m x 1.5m, around which there should be a reasonable allowance for a walkway.
- Storage should be on the premises, and a minimum of 1.0m from the building. The use of communal bin stores should be avoided.

### **Access**

- Any undercover/ internal storage facility for bins must have a level access with the ground level or any slope constructed should be equal to that for wheel chair access.
- The movement of domestic household bins to the kerbside collection point is the responsibility of the occupier.
- The surface over which the bins are to be transported (pulled or pushed) should be a smooth surface (tarmac, block paving or paving flagstones) where the container will not sink or be uneven which may cause the container to tip over.

### **Servicing (Applicable to Houses and Flats)**

- New roadways should be suitable for a 32 tonne vehicle, and due consideration given to the potential for vehicles to be parked at the sides of the road.
- The dimensions of the largest collection vehicles are:
  - Length: 12.5 metres
  - Width: 3.2 metres
  - Height: 4.2 metres
- A turning area is required if there is not an access and egress from the site.
- Collection Vehicles should not be expected to reverse over 12 metres.

### **Collection Service for Flats**

- Where it is not possible to allocate an individual receptacle to a dwelling the City Council standard is to provide 1100 Litre Euro Bins for residual waste, collected once weekly, 660 Litre Euro Bins for paper and card and 500 litre Euro Bins for glass and cans, both collected every two weeks. 120 litres per dwelling per week is made available, plus a minimum 30% additional capacity for the segregated collection of materials for recycling.

### **Storage**

- A minimum allocation for waste storage of 0.25m<sup>3</sup> (as per building standard H6) per dwelling must be adhered.
- Any mixed-use development must provide totally separate storage of domestic waste from any other waste arising from the premises.
- A recycling area should be clearly designated and marked within the waste storage area.

- Space allocated for bin storage should not have bins stored more than two deep and should provide ample room for rotating the bins (a minimum equivalent in space to a 50cm wide band around each bin for this purpose).
- Adequate height, with a minimum of 2.3 metres from floor to ceiling in the storage area must be provided to ensure the lids on all containers must be able to open fully.
- The Developer must give consideration for the accessibility of waste and recycling facilities by disabled residents.
- A designated area must be provided for the occasional storage of bulky items of waste by residents (this should be in addition to the minimum 0.25m<sup>3</sup> of designated waste storage space per dwelling).
- The waste authority is pleased to consider alternative arrangements to chutes for waste.
- Suitable consideration should be made to minimise risk associated with the storage of waste including adequate ventilation and fire precautions.
- Any agreed method of waste management outside the standard service provided via the waste collection authority will be liable for capital and revenue costs.

***Access & Servicing (Specific to flats)***

- Bins will be pulled a maximum of 12 metres from the storage area to refuse collection vehicle.
- Arrangements can be made with the waste collection authority where access is within the prescribed measure to collect direct from storage area, alternatively agreement must be sought with the waste collection authority to designate a suitable collection & return point.



## SHEFFIELD CITY COUNCIL Planning & Highways Committee

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**Report of:** Interim Head of Planning

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**Date:** 22<sup>nd</sup> April 2014

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**Subject:** PLANNING & DESIGN BRIEF – HOUSING SITES (C,D, E) MOORTHOPRE WAY, OWLTHOPRE

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**Author of Report:** Vicky Penn

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**Summary:** The Planning & Design Brief for the sites has been revised following a period of public consultation from February to March 2014.

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### Reasons for Recommendations

To guide future development on the sites at Owlthorpe and to provide a level of commercial certainty.

### Recommendations:

To approve and adopt the Planning & Design Brief as a material consideration in determining planning applications on sites C, D and E, Moorthorpe Way, Owlthorpe

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### Background Papers:

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**Category of Report:** OPEN

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PLANNING AND DESIGN BRIEF – HOUSING SITES (C,D,E)  
MOORTHORPE WAY, OWLTHORPE

1.0 INTRODUCTION AND PURPOSE OF THE REPORT

- 1.1 A draft Planning and Design Brief has been prepared by Sheffield City Council Planning Service as part of the Asset Enhancement Programme funded by the Local Growth Fund. It has been prepared to guide development and to provide a level of commercial certainty.
- 1.2 This report informs Members about the outcome of public consultation on the draft Brief and seeks formal adoption of the final version of the Brief as a material consideration in determining planning applications for the sites.

2.0 BACKGROUND

- 2.1 Three significant sites at Owlthorpe are to be brought forward for development. The total developable area of the 3 sites is approximately 7.13 hectares. See Figure 3 in the Planning and Design Brief which shows an aerial photo.
- 2.2 Development of the sites will complete the Owlthorpe township which was originally planned as part of wider development in the Mosborough area in the late 60s and early 70s. Sites A and B have been developed (Woodland Heights) but C, D and E remain.
- 2.3 The sites slope towards the north east, sloping down towards the Ochre Dyke. Along the north of sites D and E there is ancient woodland. There is also a band of mature woodland running along the south east edge of site C.
- 2.4 Site E includes a medical centre which is to be retained and will not form part of the disposal boundary. The sites are allocated housing sites in the Draft Sheffield Local Plan. The housing allocation will contribute to the city's need for new housing land.

3.0 SCOPE AND ROLE OF THE PLANNING BRIEF

- 3.1 The Planning and Design Brief describes current land use and planning policies affecting the site and sets out the key design principles to be followed. The Brief defines suitable developable areas, scale and heights and promotes sustainable design.

- 3.2 The adopted Brief will be used as guidance during discussions with developers about the future of the sites, and regarded as a material consideration when determining planning application for the sites.
- 4.0 CONSULTATION
- 4.1 Public consultation on the draft Brief was held from 17 February to 28 March 2014. The lead Cabinet Member was briefed on 15 January 2014. Mosborough ward Members were briefed on 5 February 2014 and invited to the drop-in sessions.
- 4.2 The public consultation on the draft Brief was undertaken in a number of ways:
- (i) 2 public drop-in events held in Owlthorpe 21 February and 7 March 2014; and
  - (ii) a mailshot was sent out to existing contacts via email; and
  - (iii) leaflets were posted to around 1,800 households in the local area; and
  - (iv) the draft Brief and consultation display material were available to view on the Council's website.
- 4.3 People were invited to submit comments by e-mail, by post and by completing Comments Cards at the drop-in events.
- 4.4 There were 69 consultees. Some made just one comment, others made numerous. The consultees ranged from individuals to households and organisations.
- 4.5 A summary of all the consultation comments received and officers' responses is attached at Appendix 1 to this report. The key comments are summarised below:

#### *Link Road*

- 4.6 The most significant and divisive issue was the completion of Moorthorpe Way. 17 comments were in favour of providing the link road, with 10 against.
- 4.7 Reasons for providing the link road included:
- providing an alternative access to the site, especially as at peak times cars queue to exit via Moorthorpe Gate
  - alternative access for emergency vehicles and in the case of a road blockage
  - providing better access to the medical centre for the community to the north
  - create a more cohesive community and not an isolated development.
- 4.8 Reasons for not providing a link included:

- concern that it could create a 'rat run' for cars avoiding Donetsk Way
- impact on the local nature site and ancient woodland.

4.9 The Planning and Design Brief states that providing the link road is desirable in Planning and Highways terms but not essential in order to develop the sites.

#### *Highways*

4.10 There were numerous comments about other highways issues. The main concern was about the road network and its capacity. The majority of these concerns were regarding the potential impact of additional traffic arising from new housing development plus the development of an Asda supermarket close by which opened on 31<sup>st</sup> March. The junction of Donetsk Way and Moorthorpe Gate was raised by a number of respondents as cars waiting to turn right into the site often cause tailbacks along Donetsk Way. Other highways concerns included suggestions for traffic calming/road safety measures to be introduced, parking for the tram and ensuring that adequate parking is provided in the new development.

#### *Impact on Residential Amenity*

4.11 A number of concerns were expressed regarding the potential impact new housing development would have on existing residents who live close to the sites. Issues included short term concerns about inconvenience caused by the construction of new homes, as well as loss of views and the impact on the footpath network. Security, crime and antisocial behaviour were also raised as an existing issue.

#### *Type of Housing*

4.12 There were numerous questions about the level of affordable housing, what type it would be and where on the site it will be located. The overwhelming preference was for the development of private housing and there were a few comments against the development of flats.

#### *Ecology and Open Space*

4.13 The sites are greenfield and, as such, attracted many comments about the potential impact on local wildlife and the environmental projects that have been undertaken in the area.

4.14 There were also a number of other issues that were raised by consultees, as follows:

- location and provision of play facilities



- the principle of development of the sites (which was broadly accepted)
  - capacity of doctor's surgeries
  - capacity of schools
  - sewerage, drainage and utilities
  - ground conditions (including mining)
  - design/appearance and density of development
  - other facilities e.g. convenience store, public house.
- 4.15 All comments received are attached as Appendix 1 to this Report. In light of these comments, proposed changes to certain aspects of the Brief, and the reasons for them, are set out in the following section, as are the reasons for not making changes to other parts the Brief.
- 5.0 CHANGES TO THE PROPOSED PLANNING BRIEF
- 5.1 There have been numerous changes to the Brief following the consultation.
- 5.2 The preferred location for play has been removed to leave it more flexible. Several locations were put forward by local people, all of which can be considered as part of the design development process.
- 5.3 In response to specific highways issues being raised through the consultation, acknowledgement has been made of these in the Brief and some initial solutions identified. Further work will, however, be required through the development of detailed proposals for the sites.
- 5.4 Other changes are updates on, and clarification of, the affordable housing policy, further information received from the Passenger Transport Executive and the Coal Authority.
- 5.5 Minor mapping errors have been corrected.
- 5.6 Some comments received were outside the scope of the Planning Brief but have been passed to colleagues in the Property team (as landowner) to pursue.
- 6.0 FUTURE PLANNING APPLICATIONS
- 6.1 Future applications for planning permission for Owlthorpe sites C, D and E will be expected to consider the requirements of the Brief.
- 7.0 ECONOMIC BENEFITS
- 7.1 The Brief will help meet the city's need for new housing and support jobs and growth.
- 8.0 EQUAL OPPORTUNITIES

8.1 There are no equal opportunity implications arising from this report.

#### 9.0 FINANCIAL IMPLICATIONS

9.1 There are no financial implications arising from this report.

#### 10.0 ENVIRONMENTAL IMPLICATIONS

10.1 The Brief requires a high standard of environmental sustainability for any new build and refurbishment.

#### 11.0 COMMUNITY SAFETY IMPLICATIONS

11.1 Any development proposals for new pedestrian and vehicular routes will have to address issues of public safety as part of the planning application. The location of play areas and the creation of natural surveillance of open space will also be carefully considered.

#### 12.0 HUMAN RIGHTS

12.1 There are no specific human rights implications arising out of this report.

#### 13.0 RECOMMENDATIONS

It is recommended that Members:

13.1 Approve the Brief to inform development proposals for the sites.

13.2 Approve and adopt the Brief as a material consideration in determining planning applications for Owlthorpe sites C, D and E.

Maria Duffy  
Interim Head of Planning

April 2014

## Draft Planning and Design Brief for Housing Sites (C, D, E), Moorthorpe Way, Owlthorpe

### Appendix 1 - Public Consultation Comments

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- Public consultation on the draft Brief was held from 17 February to 28 March 2014
- The lead Cabinet Member was briefed on 15 January 2014
- Local Ward Members were briefed on 5 February 2014 and invited to the drop-in sessions.

The recent public consultation on the Brief was undertaken in two main ways:

- (i) Two public drop in sessions held in Owlthorpe, 21 February and 7 March 2014;
- (ii) A mailshot was sent out to existing contacts via email; and
- (iii) Leaflets were delivered to around 1800 households in the local area.

The Brief was available on the Council's website and in the local library for people to read at home and send in comments.

There were 69 respondents to the consultation. Some made just one comment, others made numerous. The consultees ranged from individuals, households and organisations.

The comments received have been broadly grouped into the following categories alongside officer's responses and subsequent proposed changes to the Brief. Responses from consultees ranged from a single issue to numerous issues.

The public will have further opportunities to comment and influence the proposed development as part of the planning application process for the site.

Not all of the comments made were within the scope of the Planning and Design Brief; some were issues that have been passed to the Council's Property team (as landowner) to pursue.

	Number of comments	Officer Response	Recommendation
<b>Owlthorpe Planning and Design Brief</b>			
Objection in principle	7	The site has been identified as being appropriate for new housing development in the development plan, so the principle of residential development is established and generally accepted. They were originally identified through the Mosborough Townships proposal from the late 60s and early 70s. The development of sites C, D and E was due to follow the completion of sites A and B (the Woodland Heights development) but was delayed until now.	No change to draft Brief.
Support in principle subject to highways issues being addressed/link road being created; Building the link road in the early stages of development would reduce disruption. This is the only time that this link road will be considered. Unlikely that SCC would build this link after these developments are complete.	5	The link road is desirable but cannot be enforced through Planning. Furthermore, securing its delivery, especially as third party land is required, could take time. In Planning and Highways terms, development can commence without the link road.	No change to draft Brief.
<b>Highways, access, air quality and road safety</b>			
Objection to the creation of the link road	10	The link road is desirable in terms of creating better permeability through the area and linking residents to the north with the new development and the medical centre. However, this needs to be balanced against issues such as the impact on the natural environment including ancient woodland.	No change to draft Brief.
Support the creation of the link road; additionally roads needs to be improved/widened to cope with extra traffic  In addition, Owlthorpe Local and Natural History Group believe that a Gateway Bridge Structure over the Ochre Dyke could be constructed with minimum damage to the woodland and accommodate the Owlthorpe Heritage & Nature Trail passing underneath it.	17	The link road would provide an alternative route into and out of the development sites and Woodland Heights. Any required improvements to existing roads will be identified through the Planning process, using tools such as the Transport Assessment.  Should a link be provided, detailed design options would need to be explored and developed. Options could a ford or a bridge as suggested by the Owlthorpe Local and Natural History Group.	Add the need for development of design options for crossing the Dyke.
Not necessarily in support of proposals, however, the link road should be built before/if plans are to go ahead	2	As above.	No change to draft Brief.

	Number of comments	Officer Response	Recommendation
Queries regarding whether the link road will be built; i.e. Page 14 - 5.2.3 "...This road (Moorthorpe Way) was created to access the whole of the new Owlthorpe Development..." Why does this consultation draft seek to change this? – Please advise.	2	The consultation draft states that the completion of the link road is desirable but not essential for enabling development. This is the Planning position; the final decision will be taken by the Council as land owner.	No change to draft Brief.
Concerns regarding volumes of traffic, congestion, delays and access problems; Currently too many traffic lights in the area; Additional concern that extra vehicles using the roads will result in accidents occurring; The project is far too big for road logistics; The existing right turn from Donetsk Way to Moorthorpe Gate is dangerous, there is no right turn lane or right turners traffic light; Concerns regarding accessibility of roads in winter; Concerns regarding stationary traffic causing pollution	23	There are known areas of traffic congestion at peak times on and around the sites. These will be dealt with in more detail through the planning application process, using tools such as the Transport Assessments. Solutions and mitigation against further problems will be explored in detail and could include altering the signals at the junction of Donetsk Way/ Moorthorpe Gate. Highways' advice is that issues are not insurmountable.	Acknowledge the existing areas of congestion and identify the need for a Transport Assessment.
Request that traffic surveys are undertaken	1	A Transport Assessment will be required in support of any planning application and should include survey data.	No change to draft Brief.
Concerns regarding speed of traffic in area currently. Traffic calming measures suggested on Moorthorpe Way for example; speed bumps or a speed camera where accessed from Moss Way, and double yellow lines to one side of Moorthorpe Way to ensure traffic flow; Improved pedestrian crossings required joining Donetsk Way and at Moss Way; Propose the introduction of a lower speed limit	5	The development should be designed and promoted as a 20 mph zone. This would be extended to include surrounding roads linking into the development. It is unlikely that traditional traffic calming would be implemented along Moorthorpe Way. Alternative means of speed reduction will be promoted (such as the use of street trees and pinch points).	Add further information to the brief about 20mph zone and traffic calming measures.
Concerns regarding parking issues; i.e. Parked vehicles reduce visibility on Moorthorpe Way. After new houses are built, parked car negotiation issues will increase. The reduced visibility for drivers could result accidents, especially with the proposed tree lined pavement that children will hide behind and run out from. Suggest two off-street parking bays per dwelling to minimise on-street parking issues.	5	The Brief states that: An adequate amount of on-site parking must be provided for however, although the following maximum number of spaces not exceeded: <ul style="list-style-type: none"> <li>• 1 bedroom 1 space</li> <li>• 2 - 3 bedrooms 2 spaces</li> <li>• 4 - 5 bedrooms 2 - 3 spaces</li> <li>• + 1 space per 4 dwellings for visitors</li> </ul>	No change to draft Brief.

	Number of comments	Officer Response	Recommendation
Throughout the planning brief the main road through the site is referred to as Moorthorpe Way instead of Moorthorpe Gate. Note that there are two roads called Moorthorpe Way at Owlthorpe, originally intended to meet up in the middle. Suggested that these 2 roads are now renamed (i.e. Moorthorpe Way East and Moorthorpe Way West).	1	The main road through the site is called Moorthorpe Way; only the short entrance way is Moorthorpe Gate. The signage on the ground is misleading.	No change to draft Brief.
<p>Suggested that a bus service/bus stop be included in the proposals for the area as the Supertram stop is quite a distance away and the bus route is necessary to provide a service to the Medical Centre, for example.</p> <p>Additional queries; Page 1 – 2.1 States “...offering everyone a range of facilities and services...” Will this include a bus service along Moorthorpe Way? – Please advise.</p> <p>Page 14 - 5.2.4 “...The site’s topography results in a substantial uphill walk (from the tram) to the top part of the site and the medical centre; especially difficult for people with mobility problems...” This could be solved by the two sections of Moorthorpe Way being linked and a bus service through Owlthorpe?</p> <p>Additional concerns that if the link road is not connected up to Moorthorpe Way then a new bus service would definitely not be provided. The completion of the link road is key. For example, TM Travel route 55 should be redirected from Broadlands Avenue to the Moorthorpe Way link and in so doing provide a service to the Owlthorpe Medical Centre, the three new residential developments to each side of Moorthorpe Way and the existing development at Woodland Heights.</p> <p>Page 14 - 5.2.1 “...There is, however, scope to improve access to the site and surrounding area by</p>	5	The Local Authority is working with the Passenger Transport Executive (PTE) to establish the likelihood of a bus service being created or diverted along Moorthorpe Way should the link road be completed. Diversion of an existing route is a possibility. Without the link road, a bus service is unlikely.	Include the update regarding PTE discussions in the Brief.

	Number of comments	Officer Response	Recommendation
bus." Would this require the two sections of Moorthorpe Way to be linked? – Please advise  Page 35 - D1 "...should be designed to promote public transport..." "...Moorthorpe Way..." This could be achieved by the two sections of Moorthorpe Way being linked and a bus service through Owlthorpe?			
Supertram must be improved to serve the area. i.e. Concerns regarding the development causing overcrowding on Supertram as it is already busy at peak times; More trams required at peak times.	6	The Council liaises with SYPTTE who in turn consult with bus and tram operators about any proposed new developments. Discussions about this issue are ongoing.	No change to draft Brief but note that discussions with SYPTTE are ongoing.
A car park/park and ride next to the Supertram stop would be welcome in order to avoid on-street parking narrowing the streets.	3	Several options for the use of the site adjacent to the tram stop have emerged.	Include this option in the brief.
Oppose a park and ride scheme due to traffic creation, it would look unsightly, is not required, would impact on green space and would be located on Gas Mains.	4	A park and ride facility is not currently proposed but could be considered alongside other options for the site. An advantage of allowing parking along Moorthorpe Way is that it slows traffic.	No change to draft Brief.
Concerns regarding and traffic during/caused by construction of the site. i.e. access to Medical Centre; general nuisance and condition of the roads during construction; Tyre washing needs to be strictly enforced; Site traffic should be prevented from using Moorthorpe Way due to noise and dirt from traffic as well as danger from heavy fast traffic; Query how the works will affect the roads in the local vicinity? Will they be repaired when the works are completed?	5	Large developments such as this usually have planning conditions attached to them which deal with such issues.	No change to draft Brief.
Concerns about traffic levels in the area when the new Asda store opens.	10	The impact of the new Asda will be factored in to Transport Assessments.	Identify the new Asda proposal in the brief.
The Highways Agency state that it is not considered that the site would have a significant impact on the M1.	1	Comment noted.	No change to draft Brief.
Concerns regarding the impact on the new woodland footpaths/cycle routes; The walking/cycling route should not be moved going through site E as it is very well used by the local community; Would be	6	The established routes are to be retained.	Amend the keys on the plans. Correct route of bridleway.

	Number of comments	Officer Response	Recommendation
<p>beneficial to upgrade footpath to Crystal Peaks and Rother Valley Park into a cycle route;</p> <p>Query whether a heritage trail can include recognition of Moorthorpe Colliery?</p> <p>The cycle route should be maintained along the link road to Moorthorpe Way;</p> <p>Page 7 – The map refers to “...Walking /Cycling Routes...” This is in fact a Bridle Way.</p> <p>Page 37 - The reference to the “Heritage route” are in fact the bridle way. The Owlthorpe Heritage and Nature Trail should be added to this map.</p> <p>The proposed new bridle way link from the Owlthorpe Heritage and Nature Trail to the existing bridle way should be shown on this map.</p>		<p>This cannot be included as a specific requirement in the Brief but could feed in to any improvements to the heritage trail.</p> <p>We cannot make changes at present to the development plan.</p> <p>This comment refers to the development plan which cannot be changed at present.</p> <p>Key to be amended.</p>	
<b>Development design, size and density</b>			
Pleased with the low density proposal	2	Comment noted.	No change to draft Brief.
Concerns that the proposals amount to overdevelopment of the site; Needs to be the smallest number of dwellings possible (no flats) – 200 max	3	The draft Brief puts forward a case for development that is lower than the density range required for the site, due to the site’s semi-rural location. However, development still needs to make efficient use of the land. There is no scope in Planning terms to ban the development of apartments although they would not be permitted to make up more than 50% of the units on site (and commercial advice is that there would be a very limited market for apartments).	No change to draft Brief.
Welcome the idea of a boulevard feel on Moorthorpe Rise.	1	Comment noted.	No change to draft Brief.
Query why the Moor Valley site is marked as housing development as this has just been changed to cattle fields?	1	The Moor Valley site was allocated for housing development in the UDP. However, it was not required to be brought forward for development and was subsequent designated as Countryside Area: Non Green Belt. This site, together with numerous other non-allocated sites (including in the Green Belt), may however	No change to draft Brief.



	Number of comments	Officer Response	Recommendation
		<p>need to be considered again for proposed development as part of the Local Plan Review, given the current shortfall in Sheffield's housing land supply.</p> <p>The site is outside the scope of the Brief and its current use is noted.</p>	
<p>Imperative that a consolidated community that works as one is created. We have to make sure that conflicting or widely opposing housing/families are not placed together to create a melting pot.</p> <p>Understand that the housing types/sizes will be under the control of the developer. However, the draft proposal document proposes specific (if conflicting) DPHs for the area. The suggested layout on page 37 shows high-density (smaller) dwellings facing Moorthorpe Way. This is in conflict to the detached houses facing the road further up the road (Moorthorpe Rise). If two conflicting community demographics are positioned side-by-side, there will be problems. We need to ensure that the new housing and families moving to the area, fit in with make-up of the area.</p> <p>New developments should enhance or complement the existing community.</p> <p>The planning of Owlthorpe was extremely poor with development in four peripheral areas with no sense of community. The connection of Moorthorpe Way is the key to this feeling of community.</p>	4	<p>The exact housing mix will be determined by the developer and may include a mix of different sized homes for sale on the open market. Affordable housing is normally spread through the site.</p> <p>The urban design framework positions higher density development along the main route through the site. These units are not necessarily smaller; they could be higher for example.</p> <p>New development in the area should reduce the isolation of the Woodland Heights development.</p>	No change to draft Brief. (although the section on affordable housing will be expanded to include the definition of affordable housing and changes from the IPG)
<p>Concern at how little green space within the estates is factored into the design. i.e. trees and shrubs should be included within the development sites to provide a softening of the hard lines of the development.</p>	2	A landscape strategy will form part of a Planning application.	No change to draft Brief.

	Number of comments	Officer Response	Recommendation
Page 35 - L1 "...a new character..." What does this mean? Why do we want to change the character of Owlthorpe? The residents have an expectation that the buildings within the development should be in keeping with the current developed areas of Owlthorpe and not fundamentally change the character of Owlthorpe.	1	There is no intention to change the character of Owlthorpe. Any new development of this scale will inevitably have its own, new character but the key is to ensure that it must complement and where possible enhance the existing character of the area. A key premise of the Brief is to ensure that new development respects, protects and enhances the natural environment whilst promoting high quality buildings.	No change to draft Brief.
Concerns that the link road may cut us off from the historic woodland.	1	The impact on the ancient woodland is a consideration in relation to the provision of a link road.	No change to draft Brief.
Clarification needed on the 80% "green roof" statement?	1	This guideline is within the Council's Supplementary Planning Document "Climate Change and Design", although in practice green roofs can only generally be implemented on flat roofs e.g. garages, and this, together with the perceived liability for maintenance of them, has meant that the 80% figure is flexibly applied as a guideline only.	No change to draft Brief.
Page 1 – 2.1 Is there a specification for the "...high quality buildings and spaces..."? – Please advise	1	There is nothing specific for this site but development proposals will be assessed against the Building For Life standard that seeks high quality development and public realm etc.	No change to draft Brief.
Queries regarding infrastructure; will road layouts have adequate signage?; along bridle paths/woodland paths, will there be signs, lights, dog waste bins and access for wheelchairs, prams and guide dog and handlers?; Street lighting on all public footpaths should be included; Query whether play areas will have fencing gates and suitable materials?	2	This level of detail will be worked up as part of a planning application.	No change to draft Brief.
Play needs to be provided early or it will not happen.	1	The Brief states the desire to provide play early on.	No change to draft Brief.
Page 3 - 3.2.4 States "...Moorthorpe Way is over designed for its current function..." That is because its current function is not its intended function which was to carry a public bus service – Please explain.	1	Modern highway design standards would suggest that the design of the existing roads is a little excessive but the change in standards is only fairly modest, and there remains the potential to link it through.	No change to draft Brief.
The "possible future extension of Site C" is only shown on 1 plan, which does not allow fair comment. It should be shown on all plans if the intention is to allow building on this site	1	The "possible extension" that is shown includes part of the UDP allocated housing area but is an area of grassland, is a suggestion only. The Council's property team (as landowner) will take a view on whether or not to pursue development on the land.	No change to draft Brief.

	Number of comments	Officer Response	Recommendation
Design should take account of the South Yorkshire Residential Design Guide.	1	Agree	No change to draft Brief.
<b>Type of housing, affordable housing</b>			
<p>Queries regarding the tenure of the houses to be built, i.e. what percentage will be for private sale and what percentage will be affordable housing and where will these be located? Will any houses be rented through Housing Associations?; Query how property developers will be prevented from buying up all the houses?</p> <p>Query whether the social housing aspect of this development will take the form of funds from the developer to buy social housing at a location that is not necessarily within Owlthorpe, rather than provision of actual physical buildings in the new development for the purpose of social housing? Please confirm whether this is the case or explain the actual strategy in more details.</p>	9	Affordable housing will be provided in line with the Council's Interim Planning Guidance on Affordable Housing (updated 2014).	<p>Update the Brief in line with proposed changes to the affordable housing IPG.</p> <p>Include a definition of Affordable Housing.</p>
Query regarding the number of houses (and flats) to be built and the number of bedrooms they will have?; Query regarding dates of possible build and completion?	4	<p>The developer will determine the mix of properties.</p> <p>The timescales for promoting the site and development are outside the scope of the brief – they will be determined by Property team (landowner) and developer (once appointed).</p>	No change to draft Brief.
Private housing would be preferable; Concerns regarding the percentage of affordable housing and the type of residents this may attract (drug dealing already an issue); Concerns about the type of housing being built and the devaluation of current properties.	6	It is anticipated that the vast majority of new housing will be private for sale. There will be an element of affordable housing in line with planning policy.	No change to draft Brief.
Queries regarding the numbers of dwellings for older people and disabled people; Dwellings/accommodation for older people suggested to balance the community, providing they are not several stories high; Query whether	6	The exact mix of house types on site will be determined by the developer. The council requires that 25% of new homes are built to Mobility Homes standards.	No change to draft Brief.

	Number of comments	Officer Response	Recommendation
retirement housing will be included?; Query how many dwellings are bungalows for disabled families?; Ensure that the design and fitting out of new homes is suitable for the disabled.			
<p>Welcome new houses and families into our community. Woodland Heights is a modern leafy suburb for affluent local families. A mix of housing is required. It is important to have aspirational provision as well as social housing for the less fortunate, to keep these people within the Mosborough Townships.</p> <p>New development should enhance and compliment the Woodland Heights area. Plots C, D and E should provide similar housing to attract like-minded families to create a single Owlthorpe community</p>	2	The exact housing mix will be determined by the developer. There will be an element of affordable housing, in line with policy.	No change to draft Brief.
<b>Residential amenity</b>			
The proposals would spoil the view from residential properties.	2	It is acknowledged that the new development will change the view of the sites. Loss of a view is not a planning consideration but careful thought will be given to how the development fits into the location.	No change to draft Brief.
Concerns regarding impact of the building works. i.e. regarding dust emissions. Will residents be compensated?	2	Large developments such as this usually have Planning conditions attached to them which deal with such issues. Financial compensation for inconvenience caused is not a requirement.	No change to draft Brief.
Concerns regarding the impact on residents on the Stoneacre and Leebrook estates where the impact of new housing will be most felt.	1	Impacts of new development on existing are assessed and taken into account when considering and determining planning applications.	No change to draft Brief.
<b>Doctors facilities</b>			
Query whether Doctors and dentists can cope with extra demand? What impact will the increased numbers have on appointments and the standard of care at the medical centre?; The medical centre capacity needs to be increased, currently difficult to get appointment and long waits to see a doctor of choice.	5	A lot will depend upon who registers where, how many are new patients, exactly when the development goes ahead, etc. Discussions with the NHS Clinical Commissioning Group are ongoing.	No change to draft Brief.

	Number of comments	Officer Response	Recommendation
The surgery should form the focal point of the new development. Play should be located with it.	1	This is one option for the location of play facilities.	No change to draft Brief.
<b>Schools</b>			
Suggested that a primary school be included in the proposals - the nearest primary school is Rainbow Forge and this is quite a walk away. If a primary school was included children living on the south side of Donetsk Way could attend thus saving parents driving children to school and causing traffic problems on Beighton Road; Query how many children of school age are expected on this development? Can the local schools accommodate the increase? Concerns that schools are already full and there is no 6th form at Birley School; Query whether there will be any new schools or whether existing schools will be expected to pick up the increase in pupil population alone?	5	Education use an average yield calculation of 3 pupils per year group per 100 houses. The Owlthorpe development is likely to be in the region of 250-300 new homes. Further assessment will be carried out as part of the planning application process but at present there is no suggestion that an increase in pupil numbers cannot be accommodated.	No change to draft Brief.
<b>Sewerage, drainage and utilities</b>			
Concerns regarding the high number of houses to be linked to existing sewage and utility services and whether this will affect existing houses; Query whether the sewerage and water network is sufficiently sized or whether it has to be upgraded? This will again have an impact on traffic congestion due to road works.	2	Yorkshire Water has been consulted over the Brief. Their advice is that the sites are greenfield and Sustainable Urban Drainage Systems (SUDS) should be the preferred option for disposal of surface water, followed by discharge to watercourse. Any proposed discharge to public sewer, even at a heavily attenuated rate, must be the subject of consultation with Yorkshire Water (as well as Sheffield Council). The sewage treatment capacity at Woodhouse Mill has been increased to accommodate development at Owlthorpe and elsewhere.	Include this information in the Brief.
Concerns about communications infrastructure and requests for better broadband /Wi-Fi internet connections, sockets etc. (i.e. to enable home working).	5	This is not a Planning issue.	No change to draft Brief.
Page 5 - Is there a map showing the "...60m easement..." for high voltage power lines? – Please advise	1	This is shown in Fig. 19 of the Brief. Current government advice is that new residential development should not be located within 60m of high voltage power lines.	No change to draft Brief.

	Number of comments	Officer Response	Recommendation
Regarding drainage, the Environment Agency are satisfied with the information provided in section 5.8 and Appendix 5; any surface water scheme should also be designed to store the calculated flows for a 1 in 100 year return period with an allowance of 30% for climate change without causing flooding to property or adjacent land; the site layout for any future development should be designed to shed surface water flows away from properties; surface water run-off should be controlled as near as possible through a sustainable drainage approach to surface management (SUDS) - the first option for surface water disposal should be the use of SUDS provided that options are feasible, can be adopted, properly maintained and would not lead to other environmental problems.	1	Comment noted.	No change to draft Brief.
<b>Ecology</b>			
Concerns about the threat to wildlife; i.e. Badgers seen in site E (exact location unknown). Adders seen in site D.	8	An ecological assessment will be required as part of a Planning application. This should include mitigation measures.	No change to draft Brief.
Support the retention of woodland in the proposals; Support the extensive areas of Green Infrastructure proposed;  Support that the projects delivered in the area over the past 5 years, such as the hedgerows and cattle stockades, have been left intact.	3	Comments noted.	No change to draft Brief.
Concerns about the threat to ancient woodland which would be taken over by developments and the precedent that this would set, and the threat to natural flora and fauna; The land should be set aside as a nature area/woodland.  Owlthorpe Local and Natural History Group have recorded seven ancient woodland indicators in these areas.	11	An Ecological Assessment will be required in order to establish the impact of proposals once they are developed. Mitigation measures will also be identified.  Recent environmental projects in Owlthorpe have focussed on land outside the development boundaries (which have been established for a number of years).	Identify the opportunity to improve or provide further habitats in the Brief.

	Number of comments	Officer Response	Recommendation
<p>Concerns regarding the impact of the development on Owlthorpe Community Forum and Owlthorpe Local &amp; Natural History Group's environmental projects.</p> <p>The Brief could ensure better ecological outcomes, and more sustainable development, by explicitly requiring the creation of multi-functional GI including new priority habitats alongside more formal areas of open space, as required by paras 17 and 114 of the NPPF and its Annex.</p> <p>The site borders deciduous woodland priority habitat to the north (Ochre Dike Ancient Woodland) and south (Westfield Plantation) and a local wildlife site to the west. As required by NPPF para 117, the Brief should explicitly require integration of new and existing priority habitats (grassland or deciduous woodland) to strengthen the biodiversity network, essential for wildlife to adapt to the effects of climate change and human activity.</p> <p>Alongside the creation of multi-functional GI on the edges of Owlthorpe, swales and SUDs provide opportunities to create smaller biodiversity networks within the developable area. This should be recognised within the Brief.</p> <p>Query regarding what protecting arrangements are in place for the wildlife and any wild flowers? Assuming an assessment of this sort has already been made to cover this?</p> <p>The impact on the ecology of the sites is being downplayed.</p> <p>Query regarding whether the woodland buffer zones are big enough?</p>		<p>The woodland buffers are standard distances needed to avoid harm to the trees.</p> <p>A landscape strategy will be developed as part of a planning application. The extent of any off site works has not been agreed and is too detailed for the scope of the Brief.</p>	

	Number of comments	Officer Response	Recommendation
Concerns generally about pollution. i.e. the proposed development site falls into the Sheffield Air Quality Management Area. How can another 300+ houses, each with a car, adding more emissions to this be justified?	2	Owlthorpe does not have significant air quality issues compared with other parts of the city. However, an Air Quality Impact Assessment with an associated Traffic Impact Assessment will be required when a planning application is submitted.	No change to draft Brief.
<p>Additional comments for clarification; Page 9 - 4.3.3 States ...“UDP Proposals Map (Fig.6)...” and “...Site F Moor Valley...” and “...now designated as Countryside Area...” Also 4.3.5 States “...the UPD Proposals Map in this case carries limited weight...” Is this area at risk of development? – Please advise why has it not been re-designated as Phase 2 of the Owlthorpe Grassland Grazing Project?</p> <p>Query why site “F” remains as countryside and not one or more of the other three sites to ease the burden of traffic?</p> <p>Additionally, the ground survey work is underway. I have had sight of a map showing where pits are to be dug. From this map it is obvious that you have no intention of connecting up the road. The footprint has been extended into Phase 1 of the Owlthorpe Grassland Grazing Project with a hole planned to be dug in the field where we have had 15 Highland Cattle grazing this year. This area must not be included in the footprint of the site.</p> <p>We constructed this field taking into account the development plans at that time which included the road connection with the area for housing development terminating at the inside radius of the new section of road.</p> <p>Page 11 - 4.2.2 “...by the planting...” should refer to all of the land covered by the Owlthorpe Forest Setting.</p>	2	<p>The Moor Valley site was allocated for housing development in the UDP. However, it was not required to be brought forward for development and was subsequent designated as Countryside Area: Non Green Belt. This site, together with numerous other non-allocated sites (including in the Green Belt), may however need to be considered again for proposed development as part of the Local Plan Review, given the current shortfall in Sheffield’s housing land supply. The grazing project is not something that would appear on a development plan but clearly if any land is subject to an environmental project then this would need to be taken into account when assessing that land’s suitability for development.</p> <p>The development boundary of site C does not extend as far south as that shown in the UDP. The “possible extension” that is shown includes part of the UDP allocated housing area but is an area of grassland, is a suggestion only and may well be deemed not to be appropriate for development.</p> <p>See comments above regarding link road.</p>	No change to draft Brief.



	Number of comments	Officer Response	Recommendation
Page 7 - The map does not show Green Corridors, the Owlthorpe Heritage and Nature Trail or the Owlthorpe Forest Setting. – Please Explain.		The map on page 7 is from the development plan and cannot currently be altered. Furthermore, it only shows statutory designations.	
<b>Open space</b>			
<p>This is a lovely and unspoilt valley and once it is developed it will never be able to be turned back; Query why the development is necessary here given there are other Sheffield (brownfield) sites that could be developed before this greenfield site; Empty homes should be brought back into use as a priority over the development of greenfield land; The land you want to build on, and indeed the land which has already been built on, was designated green belt</p> <p>Object out of appreciation for this open, accessible bit of countryside in the midst of development, it is managed by the community and is of educational use; Concerns regarding restrictions to walking/dog walking on open fields and woodland</p>	9	The city, along with many other local authority areas around the country, does not have sufficient housing land to meet future household growth forecasts. Even with the allocation of long-standing sites such as at Owlthorpe for housing, the Council still needs to find additional housing sites in order to meet housing needs. The city's housing needs cannot be met just by building on brownfield sites and by reducing the number of empty homes. The Owlthorpe sites were allocated in the UDP in 1998 and went through various stages of consultation as part of the Sheffield Development Framework (SDF) and Local Plan process, attracting very little objection to their development, and are suitable, available and deliverable for new housing development in accordance with national planning policy.	
The land behind Donetsk Way tram stop should be developed as a community green space, e.g. a communal garden. A number of trees have already been planted there.	1	The tree planting has been noted and the site has been suggested as a possible location for play.	Include as an option for use of the site in 5.12 of the Brief.
Page 17 - 5.4.1 "...UDP Policy H16..." Will the local community have a say in how this contribution is spent? – Please advise.	1	Contributions must be related to the development and how they are spent is determined by a process involving the relevant Council Officers (Development Management, Environmental Planning and Parks), the Local Area Partnerships and local ward councillors. The local community can influence the process by lobbying local ward councillors (and by commenting at public consultations such as this).	No change to draft Brief.
<b>Recreation facilities and local infrastructure</b>			
Support a new children's play area, or modernisation of the current park located on the Edenthorpe Estate	1	Support noted.	No change to draft Brief.
Support new children's play facilities generally.	8	Support noted.	Remove the preferred location for children's play – more flexible

	Number of comments	Officer Response	Recommendation
<p>Play area should be modelled on Oxclose Park.</p> <p>Support location of play facility (next to the medical centre).</p> <p>A second play area should be included near the bottom of the hill, more accessible to residents on the other side of Donetsk Way.</p> <p>Query how can you ensure that the playground remains in good repair?</p> <p>The playground should have an extensive range of equipment for a large number of children of varying ages.</p> <p>Parking bays for the play area should be provided.</p>		<p>Proposals will be developed and influenced by what there is a need for in the area. The location is flexible.</p> <p>It is unlikely that more than one play area will be provided. The location could be such that new facilities are easily accessed by residents to the north of Donetsk Way.</p> <p>It is likely that the developer will be required to manage and maintain the play facility.</p> <p>Comment noted. Proposals will be developed and influenced by what there is a need for in the area.</p> <p>The need for parking will depend on the location of the play area.</p>	<p>approach. Add that Proposals will be developed and influenced by what there is a need for in the area.</p>
<p>Oppose new children's play facilities generally.</p>	3	<p>There is a lack of play facilities in the area which has a high amount of family housing.</p>	<p>No change to draft Brief.</p>
<p>Oppose proposed location of play facility (next to the medical centre and near houses).</p> <p>Additionally, Page 17 - 5.4.2 "...children's play..." "...the medical centre..." This would not be a good location if the Moorthorpe Way link was not completed. The dead ends that currently exist because the road has not been completed are a magnet for fly tipping, drinking, drug dealing and sexual activity. This is evidenced by our observations and the detritus collected on our litter picks.</p>	9	<p>Several possible locations for play facilities have come out of the consultation. Land by the medical centre is an option.</p>	<p>Remove the preferred location for children's play – more flexible approach</p>
<p>Support new children's play facilities in a different location on the site.</p>	5	<p>Several locations for play facilities have come out of the consultation.</p>	<p>Remove the preferred location for children's play – more flexible approach</p>

	Number of comments	Officer Response	Recommendation
Children's play area should be sited with clear view of housing with no big trees to provide cover for the drug dealers.			
<p>Other recreational facilities suggested; i.e. low maintenance sports facilities would help local teenagers. i.e. a skate park suggested.</p> <p>The proposals cover part of the football pitch. Local children have had great use of the only pitch at no cost for many years. Developers do not seem to consider what is already there, or how much use it gets. Local residents have maintained the upkeep of the pitch for many years. I cannot see anything on the design that replaces it? This is an area with lots of children left with nothing to do.</p> <p>Suggested that a surfaced football pitch be included in the proposals.</p>	4	<p>Proposals for the play area will be developed along with the housing proposals.</p> <p>It is assumed that this comment refers to the kick pitch. This is located outside the development boundary. It is the intention that it is retained.</p>	Add that Proposals will be developed and influenced by what there is a need for in the area.
Kick pitch is in a bad location, out of sight with woods directly behind, and would be unsafe for children, pitch not used at present.	1	The layout of site C should provide overlooking of the kick pitch which should make it feel safer to use.	No change to draft Brief.
Theme Park requested.	2	The sites are allocated for housing.	No change to draft Brief.
Suggested that a church be included in the proposals.	3	The sites are allocated for housing. Should such a proposal come forward, this would be considered on its merits.	
Suggested that a community centre be included in the proposals.	5	The sites are allocated for housing. Should such a proposal come forward, this would be considered on its merits.	
Suggested that a leisure centre be included in the proposals.	2	The sites are allocated for housing.	
Suggested that a swimming pool be included in the proposals.	2	The sites are allocated for housing.	
Suggested that a cinema be included in the proposals.	1	The sites are allocated for housing.	
Would object to any proposals for a public house and query whether a pub would cause more traffic and be viable given pubs are closing?	2	Should a proposal for a pub come forward as part of a small commercial development, issues such as traffic would be considered as part of a planning application.	No change to draft Brief.

	Number of comments	Officer Response	Recommendation
Suggestions for commercial development including a family pub or restaurant	2	Sites C, D and E covered by the Brief are to be promoted as residential sites. However, there is scope for a pub to be included as part of a future phase of commercial development as discussed in 5.12 of the brief.	No change to draft Brief.
Request a for a cashpoint ATM.	1	This cannot be required through the Brief but could form part of a commercial proposal at a later date.	No change to draft Brief.
Site of allotments with north facing slope not ideal	1	Allotments are one idea and the suggested location is flexible.	No change to draft Brief.
Question whether a commercial development will be viable.	1	Commercial development will not happen if it is not viable. The Brief covers the possibility that at some point there may be a local demand.	No change to draft Brief.
<b>Retail / Commercial Development</b>			
A shop (newsagent/convenience store) would be welcomed generally.	4	Commercial sites are not being promoted currently, but a market may emerge in the medium to long term.	No change to draft Brief.
Shops generally not required given the new Asda and Crystal Peaks 500m away.	4	If commercially unviable, they are unlikely to be delivered.	No change to draft Brief.
Support a convenience store by the tram stop; Concerns about a shop being located on the estate next to the medical centre.	4	The medical centre would not be the most accessible location for people to the north of Donetsk Way. Land closer to the tram stop would be more accessible.	No change to draft Brief.
Concerns regarding commercial premises by the tram stop due to traffic, loitering youngsters and drug dealing.  In addition, the site is on the Green Corridor, this area of green land has been maintained by local community volunteers together with SCC, Parks& Countryside including the planting of eleven mature trees, and it is on top Gas Mains.	4	Issues of people gathering in the area are understood. The site by the tram stop is constrained by the gas pipes and further work is required to understand how much of the site is developable.  The tree planting is acknowledged. An alternative proposal for the site is to use it as a location for play facilities or park and ride.	Add further information into the Brief regarding gas mains.
Must consult on identified commercial developments.	1	If proposals for commercial development develop, consultation will happen as part of the Planning process.	No change to draft Brief.
Suggestion for a supermarket or garden centre for example.	1	Small scale retail would be considered (for the potential commercial sites)	No change to draft Brief.
Strongly opposed to commercial (quoted industrial) usage on any site.	2	There is no mention of industrial use in the Brief. Some commercial use may be acceptable as discussed in section 5.12 of the draft Brief.	No change to draft Brief.

	Number of comments	Officer Response	Recommendation
<b>Other issues</b>			
<p>Concerns regarding youth/anti-social behaviour/drug dealing problem in area; i.e. the dead ends that currently exist because the road has not been completed are a magnet for fly tipping, drinking, drug dealing and sexual activity.</p> <p>Concerns that the proposals will increase the likelihood of crime; Issue in Woodland Heights estate of burglary, car theft and items being stolen from cars. Depending on the houses built on plots C, D and E, this may continue in the new developments too. Suggest that CCTV cameras linked to the Police are installed at the entry to Moorthorpe Way and near to the proposed playground area.</p>	10	<p>Applying the urban design principles discussed in the brief (such as development fronting onto open space) should help to reduce the behaviour described.</p> <p>The Brief is unable to require the installation of CCTV – this is not a Planning issue.</p>	No change to draft Brief.
<p>Concerns regarding the consultation process, very limited. Development is being imposed on local residents; Urge SCC to listen to the people of this area and re-think plans. Can you provide evidence that you are prepared to hear our voice and that this whole project is not only to “ensure that the enhanced capital value can be realised within a short time-scale” i.e. prioritising the maximisation of the profitability of development to make it a more attractive proposition to any potential developer.</p>	3	<p>Consultation about the allocation of the sites for housing took place as part of the local plan process. The consultation about the Planning Brief, which has been publicised by door to door leafleting, is the start of consultation about the development of the sites. The consultation ran for 6 weeks, allowing plenty of time for comment.</p> <p>Realising a capital receipt for the sites is just one of the aims of the process. Achieving quality, sustainable development is a high priority of the Brief.</p>	No change to draft Brief.
<p>Suggested a reduction in Council Tax while construction taking place.</p>	1	The Planning and Design Brief cannot influence Council Tax.	No change to draft Brief.
<p>Query how planning conditions will be enforced?</p>	1	There is an enforcement team within the Planning Service which follows up any complaints about suspected non-compliance with Planning Conditions.	No change to draft Brief.
<p>Requested to see a copy of the surveys, drilling reports and tests etc. that have been undertaken.</p>	1	Background information and supporting submissions will be available for the public to view as part of a planning application.	No change to draft Brief.
<p>Query why it is necessary to “complete the Owlthorpe Township” as this land was originally going to be a school?</p>	1	The land is not required for a new school. The sites are allocated for housing which there is a need for in the city.	No change to draft Brief.

	Number of comments	Officer Response	Recommendation
Query regarding whether the lie of the road/old mine workings/marshiness will affect landslips of properties in future?	1	Full ground investigations and mitigation proposals will be required. Coal Authority has not objected to allocating the sites for housing.	No change to draft Brief.
Query regarding safety measures for the water sump/collection sites?	1	This will be considered in the design of the landscape.	No change to draft Brief.
Concerns regarding extension of the building site through pressure from developers and activity outside of the footprint of the building site including the movement of construction equipment and the dumping of construction waste.	1	Large developments such as this usually have Planning conditions attached to them which deal with such issues. Any extension to the building site would require permission from Sheffield City Council.	No change to draft Brief.
<p>The Coal Authority is keen to ensure that coal resources are not sterilised by new development. Where this may be the case, the Coal Authority would seek prior extraction of the coal, removing any potential land instability problems.</p> <p>The site has been subjected to coal mining. Whilst most past mining is generally benign, potential public safety and stability problems can be triggered by development. Development should recognise these problems and how they can be positively addressed.</p> <p>Coal Mining Referral Area' is however not the up-to-date categorisation. The terminology now used following feedback is called 'Coal Mining Development High Risk Area' which people find clearer to understand.</p> <p>If you wanted to cite more detail in the brief to help the implementation of the site you could add: Parts of site C, D and E are underlain by a coal outcrop which may also have potentially been worked in the past. A Coal Mining Risk Assessment will need to be undertaken to assess the impact of mining legacy and determine what mitigation measures may need to be undertaken. Given the nature of the risks</p>	1	Comments noted.	Brief to be amended to reflect recent information from the coal authority.

	Number of comments	Officer Response	Recommendation
present it may be necessary to undertake intrusive site investigations to determine the significance of risk.			
Concern that the Community Funding element collected for the site might not be spent here and could be used elsewhere in the city.	1	Appendix 7 provides further information on the Community Infrastructure Levy (CIL). CIL is collected and put into a city-wide pot and could be spent elsewhere within the city, depending on overall priorities.	No change to draft Brief.
Query whether the standard of the local schools will attract developers and the target owners of higher value properties?	1	Whilst access to and standards in local schools appear to be locational factors in decision-making by some property purchasers it is not possible to predict or quantify the impact of these. It is also not possible to predict how developers will view local schools and there will be many other issues that developers will focus upon. .	No change to draft Brief.
<p>Additional queries including; Page 1 – 1.1 What are “...Other sites with medium to long term development...”? – Please advise.</p> <p>Page 12 - 5.0.3 What is the Community Infrastructure Levy (CIL)? – Please advise. How is it different to Section 106 (S106)? – Please advise.</p> <p>Page 19 - 5.4.8 “...according to local priorities...” Who defines local priorities? - Please advise.</p> <p>Page 20 - 5.6.3 “...demonstrate that the scheme of sound attenuation installed achieves the required levels...” What is the scheme of sound attenuation? - Please advise.</p>	1	<p>These are the sites adjacent to Donetsk Way put forward as an idea for commercial development and the Moor Valley site.</p> <p>CIL will largely replace S106 from 2015. It is a charge per m<sup>2</sup> of development that is used to provide infrastructure within the city. Appendix 7 of the Brief provides further information.</p> <p>Background levels of noise in this predominantly residential area are likely to be low. The kind of measures for sound attenuation are likely to relate to the fabric of the new homes, their ventilation, glazing, etc. although each planning application is decided on its individual merits and a noise survey carried out as part of the planning application process. Acoustic screens/fences can be considered but are generally only used in extreme cases and in areas where there are significant noise sources.</p>	No change to draft Brief.

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## **Housing Sites (C,D,E), Moorthorpe Way, Owlthorpe** Planning and Design Brief

April 2014



## Housing Sites (C,D,E), Moorthorpe Way, Owlthorpe Planning and Design Brief

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Fig. 19	Opportunities and Constraints
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### Appendices

Appendix 1	Useful Links and Best Practice
Appendix 2	Planning History
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Appendix 5	Open Space Assessments
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Appendix 7	Community Infrastructure Levy
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## 1 INTRODUCTION

- 1.1 Three significant sites at Owlthorpe are to be brought forward for development, creating an exciting opportunity to develop the Owlthorpe neighbourhood. Although the scope of the brief only includes the current housing development opportunities (known as sites C, D and E – see Fig 2), other sites with medium to long term development potential are also referred to.
- 1.2 This Brief responds to the proposal to sell the sites, identified for housing and necessary for completing the Owlthorpe township. The brief particularly aims to:
- Promote high quality and sustainable development that contributes positively to the local neighbourhood;
  - Enable a co-ordinated and comprehensive approach to the future uses of the site;
  - Enable commercially viable development; and to
  - Optimise the value of the setting and site features, such as its distinctive landscape and topography.
- 3.1 This Brief has been through a 6 week public consultation and has been amended following the consultation. The Planning and Highways Area Committee have approved this Brief.
- 1.4 The Brief has been prepared in good faith by Council officers as part of the Local Growth Fund programme and represents officer views and current good practice. A number of site-specific requirements are set out here; however, it should be made clear that any development decisions should be made in full understanding of the relevant policy and the supporting documents.

## 2. VISION

- 2.1 The Core Strategy vision for Sheffield is as a city that will ‘have attractive sustainable neighbourhoods where people are happy to live, offering everyone a range of facilities and services’ and ‘to respect the global environment, and prize, protect and enhance its natural environment and distinctive heritage’ whilst promoting ‘high quality buildings and spaces.’
- 2.2 The new neighbourhood at Owlthorpe should reflect the distinctive green character of the setting and utilise the site’s natural assets.

### 3. SITE CONTEXT

#### 3.1 Location

- 3.1.1 Owthorpe is located to the south east of Sheffield, approximately 5 miles from the city centre. The sites are currently undeveloped and are located in a semi-rural setting but are relatively easily accessible by the bus and tram network.
- 3.1.2 The sites are also close to facilities including Drakehouse Retail Park and Crystal Peaks shopping centre. A new Asda store opened in March 2014 on Beighton Road East.

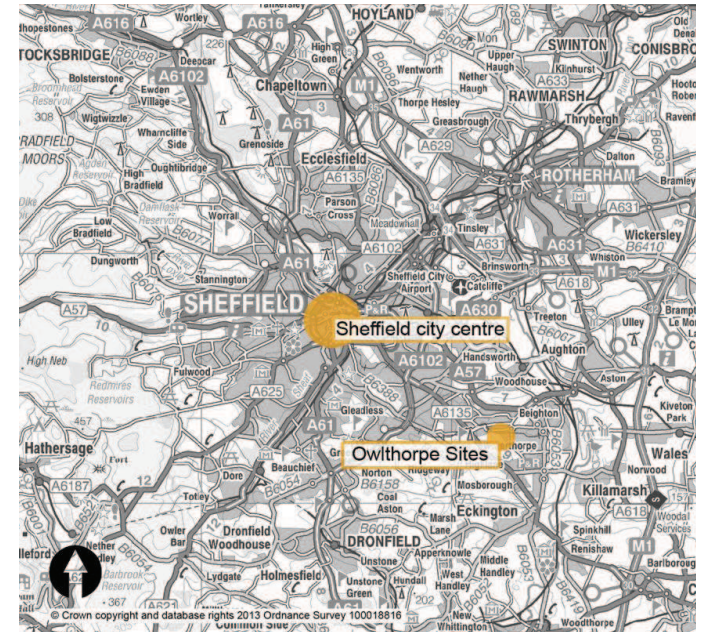
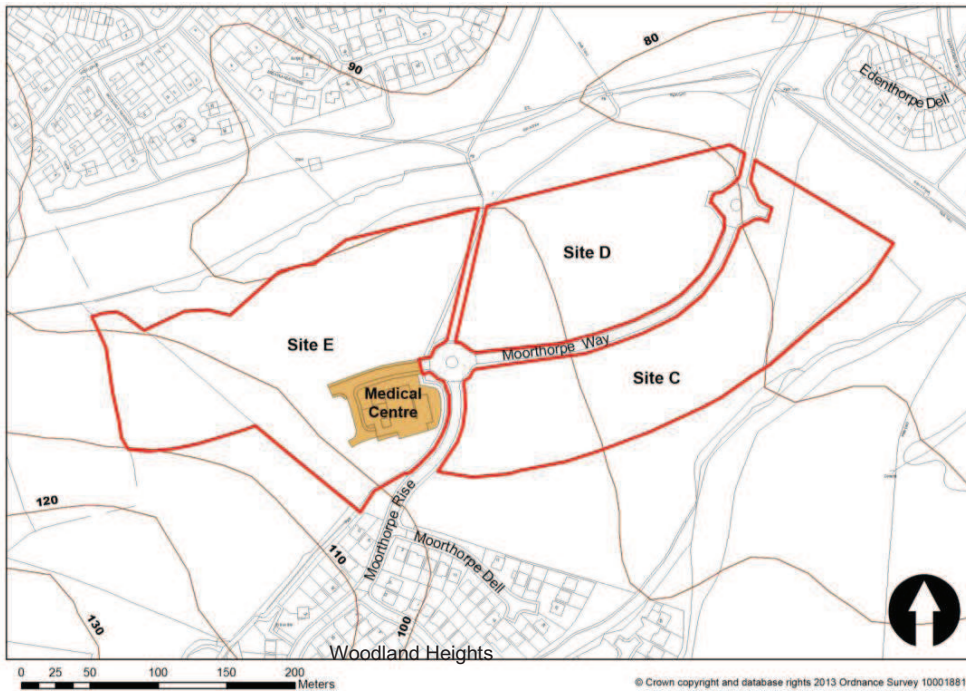


Fig.1 City context plan (above) and Fig. 2 Site plan (left)



## 3.2 Site Description

- 3.2.1 The total developable area of the three sites is approximately 7.13 hectares.
- 3.2.2 The sites slope towards the north east, sloping down towards the Ochre Dyke. Along the north of sites D and E there is ancient woodland. There is also a band of mature woodland running along the south east edge of site C. There are a number of self-set trees scattered across the sites (see Fig. 3, Aerial Photo).
- 3.2.3 Site E includes a medical centre which is to be retained and will not form part of the disposal boundary. The medical centre site is approximately 0.3 hectares and is held on a long lease. The boundaries shown originate from the Draft Sheffield Local Plan (see Fig. 4).
- 3.2.4 Vehicle access is via Moorthorpe Way, a relatively new road which serves the neighbouring Woodland Heights development (shown on Fig. 2). Moorthorpe Way is overdesigned for its current function, particularly around the two roundabouts. There are several paths running through and around the site (see Fig. 9, Existing Movement Plan).
- 3.2.5 The three housing sites are known as site C, site D and site E. These names are historic and come from the original Owlthorpe Township proposal<sup>1</sup>. See Fig 16.
- 3.2.6 The sites need to be considered as a whole to ensure comprehensive development. Due to their total size, it is likely that development will be phased. Careful consideration is required regarding the delivery of infrastructure such as utilities, play facilities, and drainage.

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<sup>1</sup> Sites A and B were developed in the 1980s (to form the Woodland Heights estate), before government guidance in Planning Policy Guidance Note PPG3 (Housing) led the City Council to suspend approvals for new greenfield housing development until the most appropriate means to meet the City's future housing needs had been identified using increased brownfield capacity in a revised development plan for the city.

Fig. 3 Aerial Photograph

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## 4. PLANNING CONTEXT

### 4.1 National Planning Policy

- 4.1.1 The National Planning Policy Framework (NPPF) sets out the Government's planning policies, must be taken into account in the preparation of Local and Neighbourhood Plans and is a material consideration in planning decisions. It maintains that planning applications must be in accordance with the development plan unless material considerations indicate otherwise.
- 4.1.2 The NPPF does not change the legal status of the development plan. It states that decisions will still be made in accordance with the Local Plan unless material considerations (including the NPPF) dictate otherwise. That is, the role of existing adopted planning policy is affirmed by the NPPF (Paragraph 215).

### 4.2 Sheffield Local Plan (SLP)

4.2.1 The Sheffield Local Plan currently comprises:

- Core Strategy (adopted March 2009)
- 'saved' policies in the Unitary Development Plan (adopted March 1998)
- Unitary Development Plan Proposals Map

4.2.2 The latest versions of Local Plan City Policies and Sites and Proposals Map (the Pre-Submission drafts) were the subject of public consultation in summer 2013. Owlthorpe C, D and E are allocated sites for housing. The site boundaries as shown on the Draft SLP Pre-Submission version of the Proposals Map (2013) is intended to be used for any future planning applications as this takes into account the latest information and surveys of the sites.

4.2.3 The boundaries follow features on the ground such as the edge of the woodland or established paths. Sites D and E are constrained along their northern edges by the location of the high voltage power lines which require a 60m easement. This only applies to residential development.

4.2.4 The pre-submission version of the City Policies and Sites, 2013, proposes the following conditions on the development of the Owlthorpe housing site:

- Protection of green framework of open space at Owlthorpe, including areas of nature conservation interest that form part of the Council's environmental improvement programme for the area
- Development of a convenience shop, unless it can be demonstrated that it would be unviable
- Incorporation of proposed walking route through the area
- Protection of any features of nature conservation value identified in ecological surveys

4.2.5 Although the sites are allocated for housing, they are greenfield. The Pre-submission City Policies and Sites document justifies the development for the following reasons:

- Development will help enable the completion of the partly finished Owlthorpe township, in accordance with Core Strategy policy CS24c (which permits development on greenfield land at Owlthorpe as an exception to the policy which otherwise prioritises previously developed sites)
- Development would help to improve the quality and use of adjacent open space and the wider green framework and increase the prospects for developing a neighbourhood focal point, including a local shop, and other facilities
- The site is close to the high-frequency tram service
- Few other suitable opportunities are likely for housing development of this scale in the area
- The environmental strategy for this area continues to be to integrate a biodiverse, eco- friendly landscape into all existing and future communities and conserve and enhance the local landscape for the benefit of people and wildlife

4.2.6 Required uses for the sites are housing (C3) or residential institutions (C2).

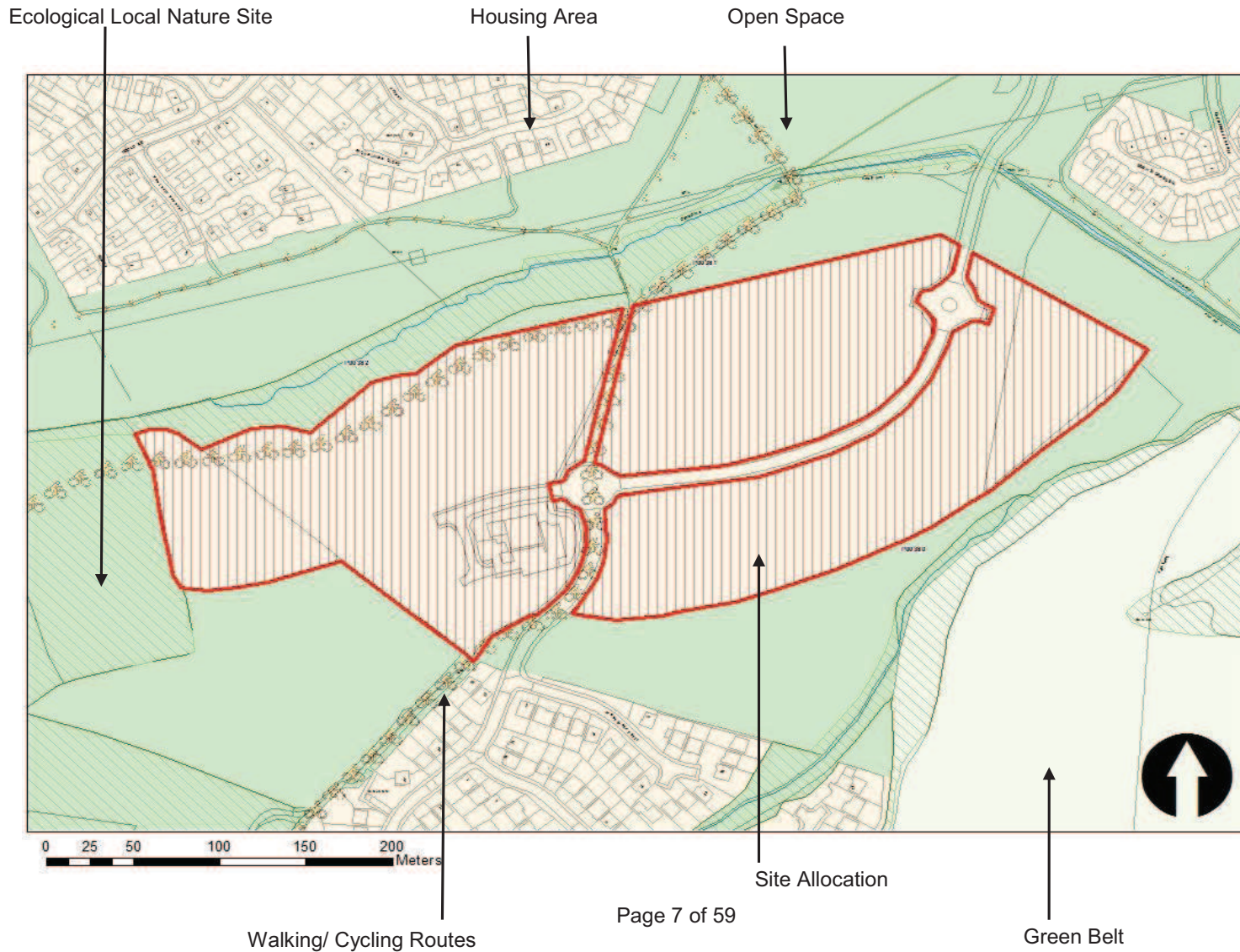
4.2.7 The Draft Local Plan and City Policies and Sites South East Urban Area and Mosborough Background Report includes information on the sites and can be accessed via the following link: <https://www.sheffield.gov.uk/planning-and-city-development/planning-documents/local-plan/core-strategy/background.html>

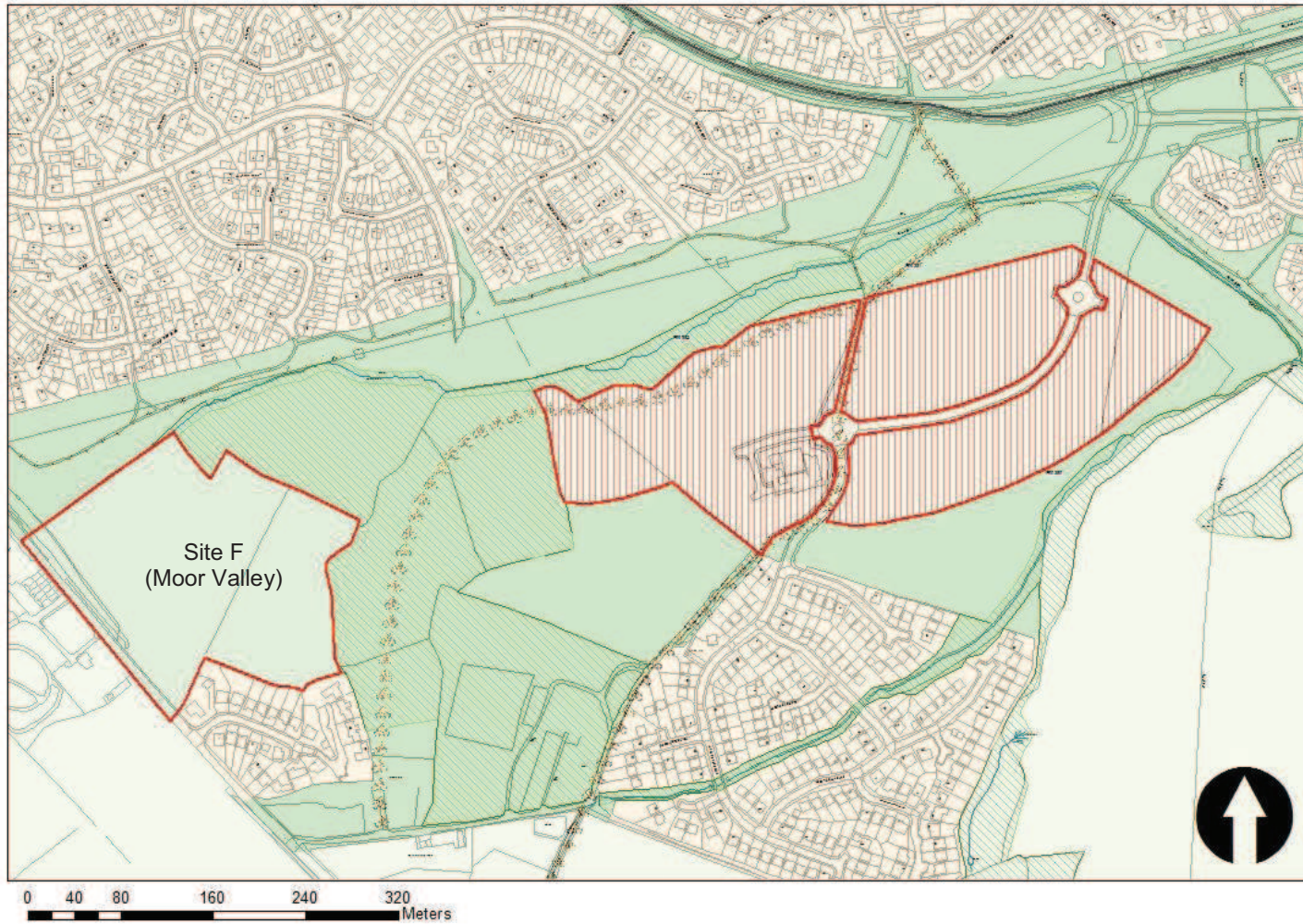
4.2.8 In December 2013, however, the Council took the decision to not formally submit the City Policies and Sites document and Proposals Map to the Government for public examination. This was in response to comments received on the Pre-Submission documents, as well as discussions with the Planning Inspectorate on future housing requirements and land supply. Instead, the Council has decided to start work immediately on a new Local Plan. This will provide an opportunity to review the overall spatial strategy and make changes to more detailed designations and allocations. Rather than formally withdrawing them, the City Policies and Sites document and Pre Submission Proposals Map will now be incorporated into the new Local Plan.



4.2.9 Until the new Local Plan is adopted, Development Management decisions will continue to use the Core Strategy, UDP, Pre Submission Draft City Policies and Sites and the Proposals Map as appropriate.

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### 4.3 Unitary Development Plan (UDP)

4.3.1 Sites C, D and E were predominantly allocated as housing in the UDP.

4.3.2 The UDP also shows a Local Shopping Centre. This was to reflect the vision at the time to locate some retail within the development. The triangle of blue shown on the map is to the west of the site developed for the medical centre. The shape, size and location of the designation do not reflect any actual features or development proposals on the ground.

4.3.3 The UDP Proposals Map (Fig. 6) also shows a site to the west of the development sites covered by this brief (sometimes referred to as Site F or Moor Valley). This site was allocated for housing in the UDP but is now designated as Countryside Area: Non Green Belt on the Draft Local Plan Proposals Map (see Fig. 5).

4.3.4 The policies relevant to this area can be viewed on the Council's website at [www.sheffield.gov.uk/udp](http://www.sheffield.gov.uk/udp).

4.3.5 However, the UDP Proposals Map in this case carries limited weight as it does not wholly comply with the Core Strategy. A list of superseded UDP policies is available here: [www.sheffield.gov.uk/planning-and-city-development/planning-documents/udp/superseded-udp-policies.html](http://www.sheffield.gov.uk/planning-and-city-development/planning-documents/udp/superseded-udp-policies.html)

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Open Space

Local Shopping Centre

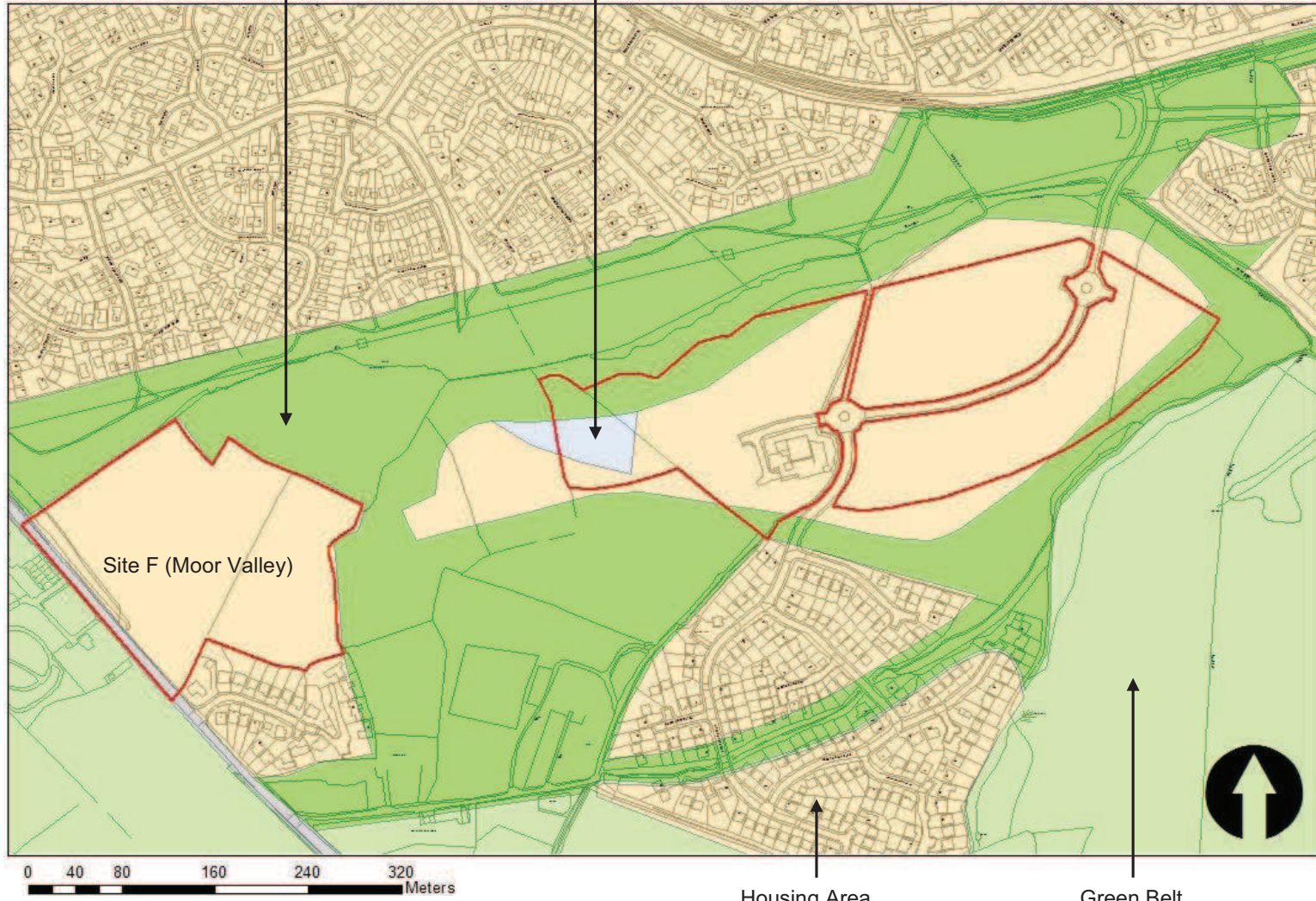


Fig. 6 Extract from the UDP, 1998

(the 4 red line boundaries have been added for the purpose of comparing the UDP map with the draft Local Plan map)

#### 4.4 Developable Area

- 4.4.1 In total, around 9.36 hectares were shown within the Housing Area in the UDP. This figure excludes the local shopping centre area shown in blue but includes the medical centre. It also includes Moorthorpe Way whereas the 7.13 of developable land shown as housing allocations in the Draft Sheffield Local Plan excludes the road. If the Draft SLP calculation included the road as the UDP calculation does, the comparable figure would be approximately 8.5 hectares (again including the medical centre).
- 4.4.2 The UDP shows approximately 0.86 more developable land for housing than the Draft Sheffield Local Plan. This adds weight to an argument in favour of increasing the amount of land available for development (compared with that shown in the Draft Local Plan). The most obvious site to extend slightly would be site C (illustrated in Fig. 19) especially as this was shown in the UDP Proposals Map (see Fig. 6). Extension would be constrained by the planting that has taken place along the boundary of the Woodland Heights development.

Site	Size (hectares)	
Draft Sheffield Local Plan sites C, D and E (which excludes Moorthorpe Way)	7.13	Excluding medical centre
Draft Sheffield Local Plan sites C, D and E plus Moorthorpe Way	8.2	Excluding medical centre
UDP Housing area (including Moorthorpe Way)	9.06	Excluding medical centre and local shopping centre
Assumed area of medical centre and access/parking	0.3	

Fig. 7 Summary of Site Areas

## 5 PLANNING REQUIREMENTS

- 5.0.1 All of the standard planning requirements apply to this site. This section of the Brief draws out the site specific requirements and issues that need to be addressed. The documents required for the submission of a planning application are listed in Appendix 3.
- 5.0.2 The policy table in Appendix 4 identifies the most relevant policies.
- 5.0.3 Planning contributions and obligations (S106) will be mostly replaced by the Community Infrastructure Levy (CIL), which is expected to be adopted in early 2015 subject to the approval of the City Council's Cabinet (Refer to Appendix 7).

### 5.1 Housing

#### ***Density and Mix***

- 5.1.1 CS41 encourages a mix of housing types, prices, sizes and tenures. In accessible locations such as Owlthorpe, no more than 50% of the homes may be of a single house type (defined as one with the same design or same number of bedrooms and of the same design or generally similar characteristics).
- 5.1.2 CS26 recommends a density range for the Owlthorpe sites is 40 to 60 dwellings per hectare (dph) because they are within 800 metres of a tram stop. This would result in a range from 257 to 385 dwellings. Densities outside this range (in this case, lower density) are permitted where the development achieves good design or protects a sensitive area or where development is restricted due to site constraints such as the existing landscape or topography for example. Family housing (which is likely to be the dominant house type due to local need and demand) also reduces rather than increases density. So, given the need for family housing and the existing landscape and topographical constraints on the site, the final figure is likely to be at the lower end of this range or possibly below the 257 figure. The illustrative masterplan (Fig. 21) shows densities of 30 – 40 dwellings per hectare.

Fig. 7 gives a breakdown of the individual site areas and approximate site capacities.

Site Name	Proposals Map Reference	Size (hectares)	Estimated Capacity (taken from the SHLAA <sup>2</sup> )	Estimated capacity using a density range of 40 – 60 dwellings per hectare (calculated using 90% of the site in order to accommodate infrastructure)
Site C	P00380	2.60	94	94 - 140
Site D	P00381	1.98	71	71 - 107
Site E	P00382	3.35 (around 2.55 hectares is developable for housing <sup>3</sup> )	92	92 - 138

Fig. 8 Site Areas and Capacity

**Affordable Housing**

5.1.3 Core Strategy policy CS40 seeks to deliver affordable housing across the city where practicable and financially viable. The Affordable Housing Interim Planning Guidance (IPG) has recently been updated to reflect differences in viability between the Affordable Housing Market Areas. The previous version of the IPG had a city-wide target of 30 – 40% affordable housing on all sites of 15 or more dwellings. Owlthorpe is in the South East Affordable Housing Area, in which the expected developer contribution is now 10%.

5.1.4 See Appendix 4 for further guidance.

5.1.5 Information on producing Affordable Housing Statements is available at: <https://www.sheffield.gov.uk/planning-and-city-development/applications/apply/lpar/affordable-housing.html>

5.1.6 The current suggested affordable housing mix on the site is for 40% 4 bed homes and 60% 2 bed homes, based on current available evidence. This relates to the affordable housing element of the development only. Large properties are in short supply across the city and 2 bed homes are becoming more popular as a result of welfare reform. However, this suggested mix of affordable homes is flexible and demand is changing all the time especially with the impact of welfare reform. Evidence at

<sup>2</sup> SHLAA – Strategic Housing Land Availability Assessment

<sup>3</sup> This allows for the medical centre and children’s play facility. Area is approximate.

the time of a planning application may point to a different mix and the appropriate mix will be discussed and agreed with registered providers at that time.

- 5.1.7 Affordable Housing is defined as ‘*Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision*’.

### **Mobility Housing**

- 5.1.8 UDP Policy H7 encourages 25% of all new homes in a scheme (spread across all types and tenure) to be built to the Council’s Mobility Housing standard, except where physical characteristics of the site make this impractical. Refer to Appendix 1 for the link to the relevant Supplementary Planning Guidance (SPG).
- 5.1.9 Mobility Housing needs to be located where the topography is most favourable and access to local facilities and public transport is easiest to achieve. These two factors are likely to need to be held in balance. The location(s) are best agreed at an early stage in negotiations and refined as the scheme design progresses.

### **5.2 Movement, Transport and Highways**

#### **Wider Strategic Networks**

- 5.2.1 One of the location’s assets is the proximity of the tram network. There is a tram stop on Donestk Way providing frequent access to Sheffield City Centre and Crystal Peaks. There is, however, scope to improve access to the site and surrounding area by bus.
- 5.2.2 Fig. 9 shows the existing vehicular and pedestrian movement and access around and through the site.

#### **Vehicular Access**

- 5.2.3 Access to the sites is via Moorthorpe Gate and then Moorthorpe Way. This road was created to access the whole of the new Owlthorpe development but currently only serves Woodland Heights and illustrates the unrealised intention to complete the development. The roundabouts in particular are over-designed.



**Pedestrian Access**

5.2.4 There is a well-used network of paths on and around the site, including the Owlthorpe Heritage and Nature Trail. See Fig 19 Opportunities and Constraints, and Fig. 9 Existing Movement Plan. The site's topography results in a substantial uphill walk (from the tram) to the top part of the site and the medical centre; especially difficult for people with mobility problems.

**Link Road**

5.2.5 The original plans for the area proposed the completion of the Moorthorpe Way loop road in order to enhance local accessibility for residents by road and foot while increasing the likelihood of new local facilities being provided. It is no longer proposed to provide further facilities within site E, although it is anticipated that the medical centre will remain. The Highways Authority consider that the link road connection is not essential in enabling the development of the allocated sites. Although the link road cannot be enforced through Planning, it would still be desirable in accessibility terms to complete this link although the development of this road would result in the loss of part of an area of ancient woodland to the north of site E.

5.2.6 The Local Authority is working with the Passenger Transport Executive (PTE) to establish the likelihood of a bus service being created or diverted along Moorthorpe Way should the link road be completed. Diversion of an existing route is a possibility.

Should the link road be completed, options will be developed to assess the most appropriate form of crossing Ochre Dyke (such as a bridge or ford).

**Highway Design**

5.2.7 The South Yorkshire Residential Design Guide (SYRDG) provides technical requirements in the highway. The SYRDG can be viewed on the following link: [www.sheffield.gov.uk/planning-and-city-development/planning-documents/buildingforlife.html](http://www.sheffield.gov.uk/planning-and-city-development/planning-documents/buildingforlife.html)

5.2.8 The whole site is in an accessible location within easy reach of high frequency bus and tram facilities and proposals should reflect this. Parking standards are contained in Appendix 4.

5.2.9 Development should provide an inclusively designed environment that is accessible to all, with clearly defined pedestrian and cycle routes which integrate with the surrounding facilities and public transport.

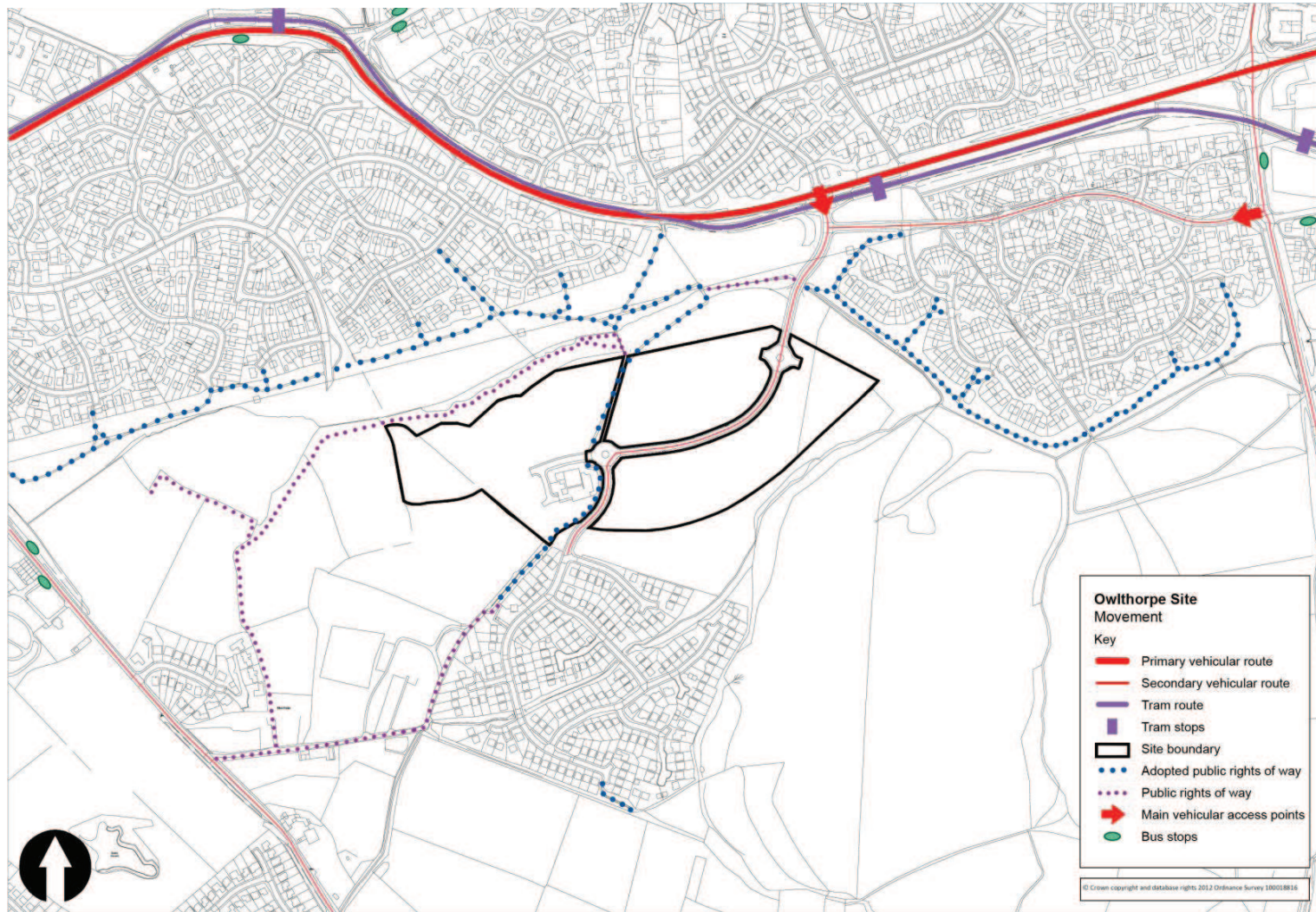
5.2.10 Applications for residential developments exceeding 80 dwellings require a Transport Assessment. Proposals below this figure are required to submit a Transport Statement. The NPPF states that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

5.2.11 There are known areas of traffic congestion at peak times on and around the sites. These will be dealt with in more detail

through the planning application process, using tools such as the Transport Assessments. Solutions and mitigation against further problems will be explored in detail and could include altering the signals at the junction of Donetsk Way/Moorthorpe Gate.

5.2.12 The development should be designed and promoted as a 20 mph zone. This would be extended to include surrounding roads linking into the development. It is unlikely that traditional traffic calming would be implemented along Moorthorpe Way. Alternative means of speed reduction will be promoted (such as the use of street trees and pinch points).

Fig. 9 Existing Movement Plan



### 5.3 Education

- 5.3.1 The proposed development sits within the Rainbow Forge catchment area at the primary stage and has joint catchment status for Birley Community College and Westfield Sports College at secondary stage.
- 5.3.2 The School Organisation Team has advised that they would not currently require a financial contribution towards primary provision. However, forecasts at primary stage can only be made 3 years in advance, so this position will be reconsidered as planning applications are made.
- 5.3.3 The position at secondary level is much tighter. A claim for a contribution towards secondary places would therefore be made. The current figure is £2743 per property. Further comment can be provided when required.
- 5.3.4 Refer to Appendix 4 for further information.

### 5.4 Open Space

- 5.4.1 UDP Policy H16 required developers to make a financial contribution towards the provision/ improvement of local open spaces. The Open Space in New Housing Development Supplementary Planning Guidance gives further detail about the required level of contribution (Refer to Appendix 4).
- 5.4.2 Due to poor local facilities, the provision of children's play is required. There are numerous possible locations including: by the medical centre, by the tram stop, adjacent to the kick pitch, by one of the roundabouts. It is preferable for the children's play to be delivered at an early stage in the development. Proposals should be developed and influenced by what there is a need for in the area.
- 5.4.3 It would be possible to locate the children's play off site as long as it was within 400m the development site, it would not interfere with existing specific open space function or environmental work, it relates to and integrates with existing and proposed housing and ideally adjoins the development sites.
- 5.4.4 The Open Space Assessment Table (Fig. 10, below) shows the current and post-development open space provision for each site. The post development scenarios take account of the increased population for each phase, so the post-development scenario for site D includes the additional population arising from that site, for site C it includes the additional population from

sites D and C, and for site E it includes the additional population from sites D, C and E<sup>4</sup>. The next column shows which tables from Appendix 4 of the Open Space Provision in New Housing Development SPG should be used to calculate the contribution. The final column shows how much the contributions would be assuming a density of 40 dph and a mix of 25% 2 beds, 50% 3 beds and 25% 4 beds. This is just for illustrative purposes to give an idea of cost.

5.4.5 The open space assessments are contained in Appendix 5.

Site	Current (Ha./1000)		Post-development (Ha./1000)		Table from Appendix 4 of SPG	Approx. Amount
D	Informal	5.05	Informal	4.7	2	£112,491.45
	Children's Play	0.01	Children's Play	0.08	2	
	Outdoor Sport	0.92	Outdoor Sport	0.91	1	
	TOTAL	5.98	TOTAL	5.69		
C	Informal	6.83	Informal	5.66	2	£149,252.15
	Children's Play	0.01	Children's Play	0.08	2	
	Outdoor Sport	1.07	Outdoor Sport	1.07	1	
	TOTAL	7.91	TOTAL	6.81		
E	Informal	5.69	Informal	4.5	2	£84,691.75
	Children's Play	0.0	Children's Play	0	On site	
	Outdoor Sport	0.76	Outdoor Sport	0.74	1	
	TOTAL	6.45	TOTAL	5.24		

Fig 10. Open Space Assessment Table

5.4.6 Using a cumulative approach to the calculations does not alter the outcome in terms of which of the SPG tables should be used for calculating the contributions.

5.4.7 Developer contributions are spent in the local area according to local priorities.

5.4.8 An administration charge is levied on open space financial contributions since the 15th June 2006. This is 3% of the total open space contribution required, with a ceiling of £4000. Please note this is not in itself a planning obligation. Further information can be found on the website.

<sup>4</sup> D, C, E is the order in which the sites are currently planned to be disposed of. This could change, as could the disposal boundaries.

5.4.9 Appendix 7 explains in more detail that S106 requirements are to be largely replaced by Community Infrastructure Levy. For illustrative purposes only, for a development of 257 dwellings with an average floorspace of 100sqm, the total CIL contribution would be £771k.

## 5.5 Landscape and Ecology

5.5.1 UDP policy GE15 requires developers to retain mature trees, copses and hedgerows, wherever possible, and replace any which are lost. A significant feature of the site is its landscape and ecological setting, and volunteers, working with wildlife groups, have contributed significantly to enhancing the wildlife and amenity value of the area. There is potential to improve or create further wildlife habitats around the site.

5.5.2 Environmental work has been undertaken in the Owlthorpe area but not within the development site boundaries as these have been established for some time.

5.5.3 There are 3 Local Wildlife Sites near to the sites, but none within the development site boundaries. These are shown on the Draft Local Plan Proposals Map, Fig. 4 (identified in the key as Ecological Local Natures Sites).

5.5.4 Site survey work will be required. Early planning for this will ensure that surveys are completed at the appropriate time of year and that they can be submitted as part of a planning application.

### **Site C**

5.5.5 Just outside the north eastern boundary, a series of wetland scrapes has been established and trees planted. These should be protected during construction.

5.5.6 A band of mature woodland runs along the outside of the site's south eastern boundary. A minimum 6 metre buffer between the woodland (measured from trunk) and new development is required. The buffer can accommodate footpaths.

### **Site D**

5.5.7 This site has limited landscape or ecological features. It is dominated by grassland and has a number of self-set trees.

**Site E**

- 5.5.8 Just outside the site's northern boundary, there is an ancient woodland containing Ochre Dyke. A 15 metre buffer between the trees (measured from trunk) to new development is required.
- 5.5.9 There are wild orchids located on site E. They are not protected by planning legislation but the Ecological Service would ask that the orchids are trans-located if possible.
- 5.5.10 A tree survey to BS 5837 is required including establishing the tree root protection areas. This will establish the trees to be protected and those that may be subject to Tree Preservation Orders (TPO).
- 5.5.11 A preliminary ecological appraisal and survey should be carried out following the principles and process outlined in Guidelines for Preliminary Ecological Appraisal CIEEM 2013.

**5.6 Environmental Protection Issues**

**Noise**

- 5.6.1 UDP Policy H14 states that proposal should not cause future occupants or people living nearby to suffer from unacceptable noise, air pollution or nuisance or risk to health or safety.
- 5.6.2 The housing sites are located off Donetsk Way which is moderately to highly trafficked, including tram movement. There is therefore the potential for noise disamenity to future residents. If the LPA is minded to grant consent Environmental Protection Service would recommend that it was conditional on the City Council's internal noise standards being achieved:
  - Bedrooms: LAeq 15 minutes – 30 dB (2300 to 0700hrs)
  - Living Rooms: LAeq 15 minutes – 40 dB (0700 to 2300hrs)
- 5.6.3 A validation test should be carried out post development but prior to commencement of use to demonstrate that the scheme of sound attenuation installed achieves the required levels.

### **Contaminated Land**

5.6.4 UDP policy GE25 requires the remediation of contaminated land. A Phase 1 (desk top) Ground Investigation report will be required with the likely condition for an intrusive survey followed by the implementation of a remediation strategy. There are a number of potential sources that could give rise to contaminated land and/or ground gas contamination at the site:

- Activities such as tipping and burning may have resulted in contamination across the site.
- Historic records have identified a disused colliery, known as the Moorhole Colliery, in close proximity to the development site boundary.
- Due to the site's close proximity to a colliery, it is likely that the site may have been worked or that coal seams are present.
- The concerns identified above would be identified and investigated as part of the Phase 1 and Phase 2 reports.

### **Air Quality**

5.6.5 Sheffield has been designated an Air Quality Management Area (AQMA) under the Environment Act (1995) and the City's Area Quality Action Plan (2003) has the principal objective of improving air quality in Sheffield and is supported by Core Strategy policy CS66.

5.6.6 An Air Quality Impact Assessment with an associated Traffic Impact Assessment will be required when a planning application is submitted.

### **Coal Mining Development High Risk Area**

5.6.7 Parts of site C, D and E are underlain by a coal outcrop which may also have potentially been worked in the past. A Coal Mining Risk Assessment will need to be undertaken to assess the impact of mining legacy and determine what mitigation measures may be required.

### **5.7 Sustainability**

5.7.1 The Council encourages sustainable design and construction, green roofs, sustainable urban drainage systems (SUDs), renewable energy, biodiversity and sustainability in general under policies CS64/65. The following archived CABE website illustrates possible building methods and principles

[webarchive.nationalarchives.gov.uk/20110118095356/http://www.cabe.org.uk/](http://webarchive.nationalarchives.gov.uk/20110118095356/http://www.cabe.org.uk/)

- CS64 - all homes must achieve a minimum of Code for Sustainable Homes level 3. Where possible, an innovative approach should be taken to achieving these standards, to enable further learning.



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- CS65 - 10% of the development's predicted energy needs should come from renewable/low carbon sources. Part (b) of policy CS65 is not currently being enforced.
- CS67 - the scheme should incorporate SUDs as part of the drainage strategy.
- Guideline CC1 in the Climate Change and Design Supplementary Planning Document (SPD) requires green roofs on developments of 10 or more dwellings, provided they are compatible with other design and conservation considerations. The green roof should cover at least 80% of the roof area. Refer to Appendix 1 for the link to the relevant SPD. At Owlthorpe, roof lines are important due to the site's topography. The green nature of the landscape lends itself aesthetically to green roofs.

## 5.8 Drainage

5.8.1 Policy CS67 and Supplementary Planning Document Climate Change and Design require developments to significantly reduce surface water run-off from the site and to implement Sustainable Urban Drainage systems (SUDs). The City Council highly recommends early pre-application discussions on feasibility and design with the Land Drainage and Flood Risk Management Group.

5.8.2 Appendix 6 contains more information.

### **Existing site characteristics**

5.8.3 Ochre Dyke and tributary open watercourses are located near the north, north east and south east site boundaries.

### **Flood Risk Assessment**

5.8.4 The Strategic Flood Risk Assessment classifies the site in Flood Zone 1 - low probability. The local authority has confirmed that there are no previous reports of fluvial flooding affecting the site from any watercourse.

5.8.5 A Flood Risk Assessment is required to accompany any planning application for sites greater than 1 hectare.

### **Surface Water Run-off**

5.8.6 The permitted surface water discharge will be considered a 'greenfield allowance' and limited to 5 l/s/ha unless a number of conditions can be satisfied. Appendix 6 provides information on definitions, guidelines and the conditions to be met. The surface water drain through site C requires a 3 metre easement (either side).

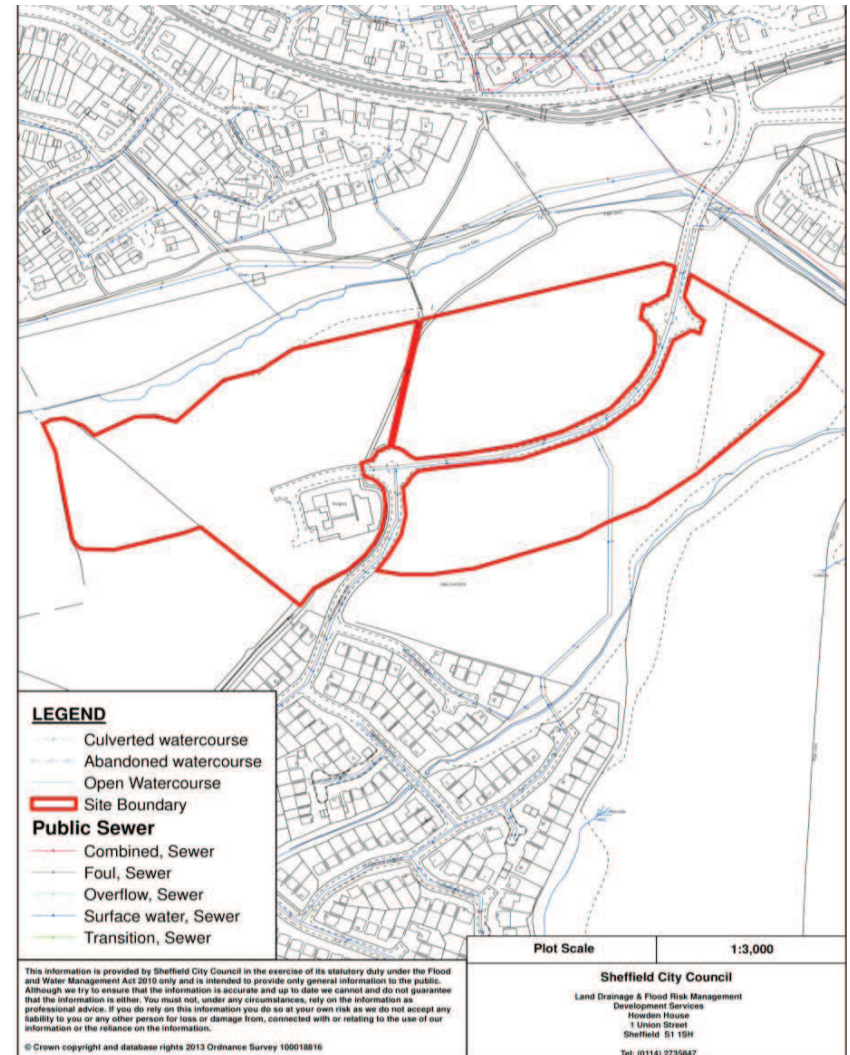


Fig. 11 Existing Drainage Plan

**Foul Drainage**

- 5.8.7 The foul drainage will be to the existing public sewerage system within the site. New foul drains would be 'prospective public sewers' adoptable under S104 Water Industry Act 1991. New sewers should be within adoptable highway wherever possible.
- 5.8.9 The foul drainage will be to the existing combined public sewers in Moorthorpe Rise and Moorthorpe Way. Consent will be required from the water authority, Yorkshire Water, to use this. The sewage treatment capacity at Woodhouse Mill has been increased to accommodate development at Owlthorpe and elsewhere.
- 5.8.10 A strategic approach to water management is required in order to achieve the best possible drainage solution.

**5.9 Infrastructure**

- 5.9.1 The Sheffield Energy and Water Infrastructure Study (2010) was commissioned to understand the existing energy, water and telecommunications infrastructure along with future capacity. The study is available to view/download at: [www.sheffield.gov.uk/planning-and-city-development/planning-documents/local-plan/infrastructure-planning.html](http://www.sheffield.gov.uk/planning-and-city-development/planning-documents/local-plan/infrastructure-planning.html)
- 5.9.2 There are a number of issues highlighted below, which have been identified in the report in relation to the three Owlthorpe sites:

**Site C**

- The site is located within 300m of two 600mm ST High Pressure Gas Mains (HPGM), which can restrict the type of development that can take place. Development in proximity to HPGM must be considered in relation to the Health and Safety Executive's PADHI Guidelines.
- An existing surface water sewer is located within Site C, which requires an easement of 3 metres either side of the sewer.
- The developer will need to budget for the cost of offsite main laying and connection to the existing gas and water networks.

**Site D**

- The site is located within 300m of two 600mm ST High Pressure Gas Mains (HPGM), which can restrict the type of development that can take place. Development in proximity to HPGM must be considered in relation to the Health and Safety Executive's PADHI Guidelines.
- The developer will need to budget for the cost of offsite main laying and connection to the existing gas and water networks.

- YW have identified that connection to the public sewer network will incur additional costs because the existing sewers in the vicinity of the site has flooding problems. Developers are encouraged to carry out a site inspection prior to the submission of a planning application.

**Site E**

- The site is located within 300m of two 600mm ST High Pressure Gas Mains (HPGM), which can restrict the type of development that can take place. Development in proximity to HPGM must be considered in relation to the Health and Safety Executive's PADHI Guidelines.
- The developer will need to budget for the cost of offsite main laying and connection to the existing gas and water networks.

**5.10 Waste And Recycling**

5.10.1 See Appendix 8 for more detailed guidance to enable on-site waste and recycling collection services.

**5.11 Archaeology**

5.11.1 The sites have unknown archaeological potential; prehistoric flint scatter is recorded nearby, indicating some prehistoric activity locally, and there appears to have been little previous disturbance of the sites. The South Yorkshire Archaeology Service recommends that they need to be involved at an early stage in any discussions about redevelopment in order that they can advise on an appropriate strategy of assessment and evaluation of the sites. This will ensure that design allows for the preservation of any significant archaeology identified. Adequate supporting information (an initial desk-based assessment plus the results of field evaluation) will be required with the application(s) for development of the sites, to inform the planning decision process.

## 5.12 Location of Commercial Uses

- 5.12.1 As new housing is built, a market could develop for further commercial offer in the area to serve new and existing residents. Although commercial development is outside the scope of this Brief, it is worth considering potential locations for such development.
- 5.12.2 Land close to the tram stop would make facilities more accessible to the population on the other side of Donetsk Way. The site immediately adjacent to the tram stop is constrained by twin high pressure gas mains running through the land. Alternative options for this site include play facilities (which would complement the tree planting that has taken place on the site) or a park and ride to serve the tram stop, easing parking along Moorthorpe Way. All options would require further investigation.
- 5.12.3 Other locations (which could include land within the 60m power line easement as shown on the Opportunities and Constraints Plan in Fig. 19) could be considered for commercial uses, but not all would necessarily be acceptable in Planning Policy terms and further site investigation work would be required.
- 5.12.4 There is a general lack of small scale food retail in the area and the nearest neighbourhood centre is not conveniently located for the residents of the site or Woodland Heights. (See Fig. 12 which is a view of the wider area and shows the Neighbourhood Centres identified in the Draft Proposals Map). A store of up to 400sqm gross would be considered appropriate and would serve a different market from the Asda which is proposed on Beighton Road East.

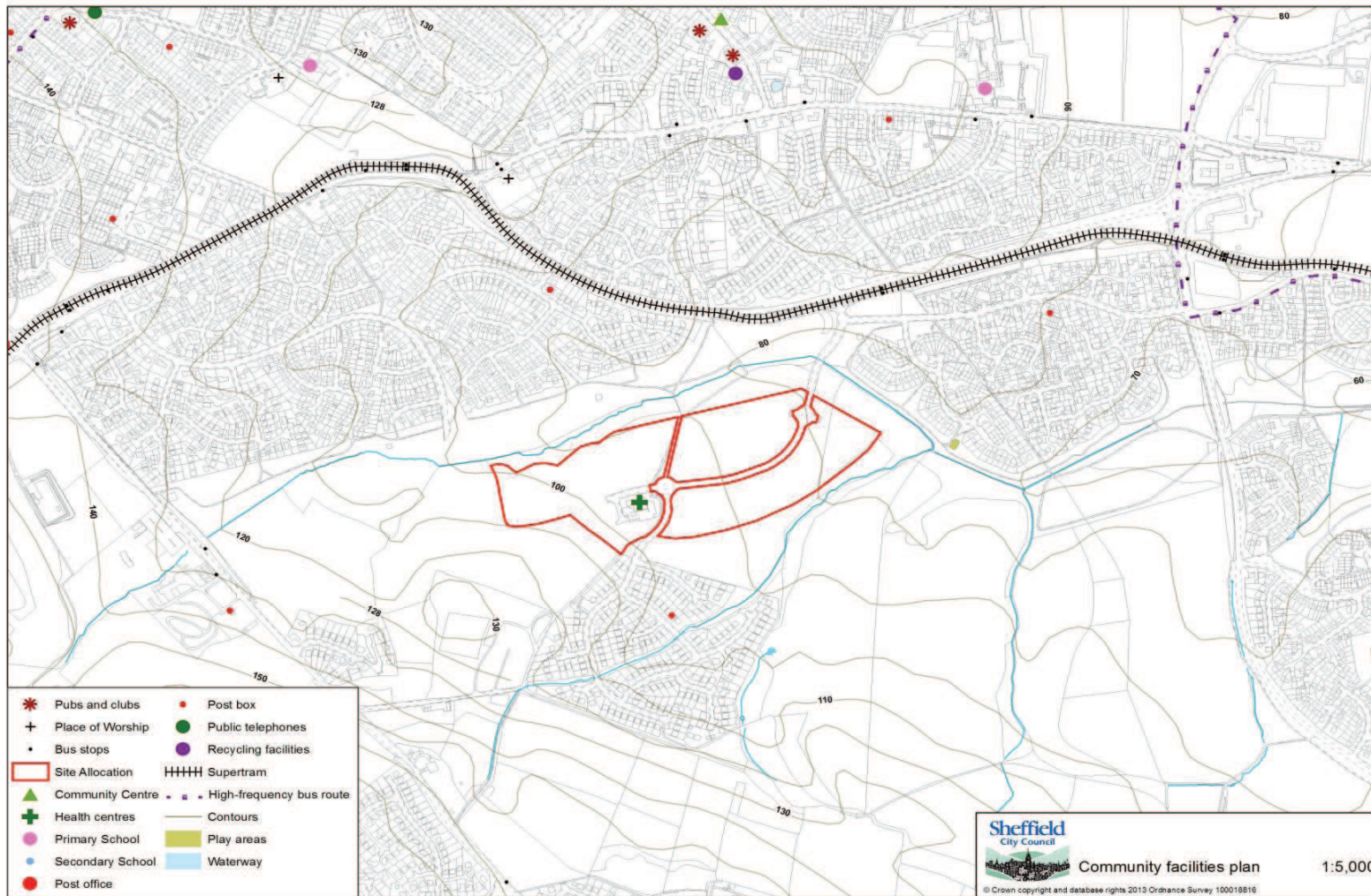


Fig. 12 Community Facilities Plan

## 6 SITE APPRAISAL

### 6.0 Historical Background

- 6.0.1 The sites are all Greenfield. The development of the sites would complete the partially finished Owlthorpe Township which is part of several new settlements collectively known as the 'Mosborough Townships' (see Fig. 16).
- 6.0.2 The proposals for the area were developed in the late 1960s and early 1970s and established areas including Waterthorpe, Owlthorpe, Southall, Westfield, Oxclose and Halfway. In terms of urban planning, they borrow much from the ideas of other new towns of the same period, such as Peterborough, Milton Keynes and Warrington.
- 6.0.3 Early plans for these developments show that the new realities of rising car ownership were at the centre of the way the developments were envisioned. The townships had a cellular plan (each approx. 1km sq.), each with its own local centre with shops, a school and community facilities, with the township edges marked by 'parkway' roads running through open spaces and forming the overall large grid into which the developments fitted (Hey 1998, 233).
- 6.0.4 Information sourced from: <http://sytimescapes.org.uk/zones/sheffield/S24>

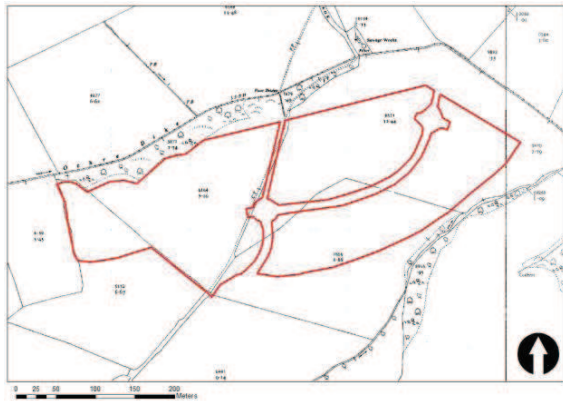


Fig. 13 - 1890 Historical Map

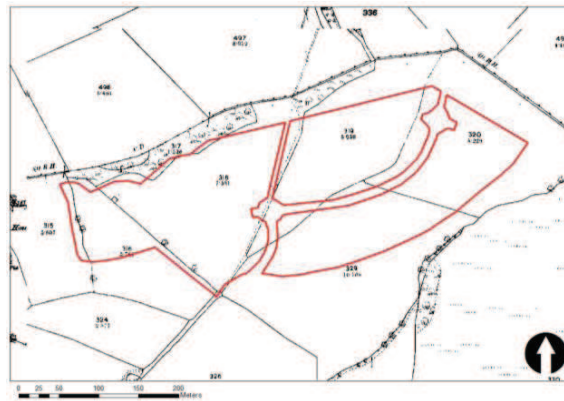


Fig. 14 - 1950 Historical Map



Fig. 15 - 1970 Historical map

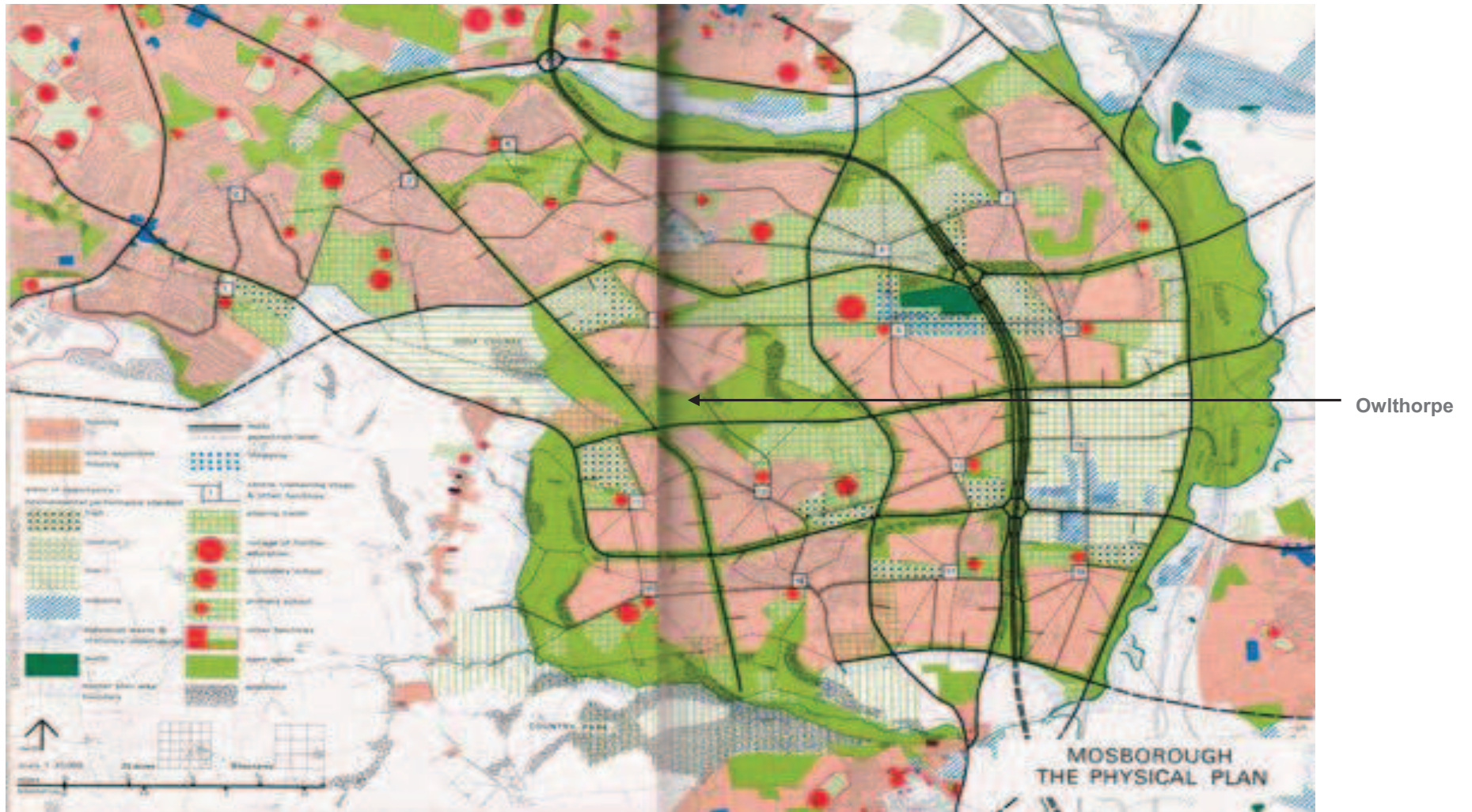


Fig. 16 - Mosborough Plan c1960s



6.1 Site photographs



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Fig. 17 Site photographs



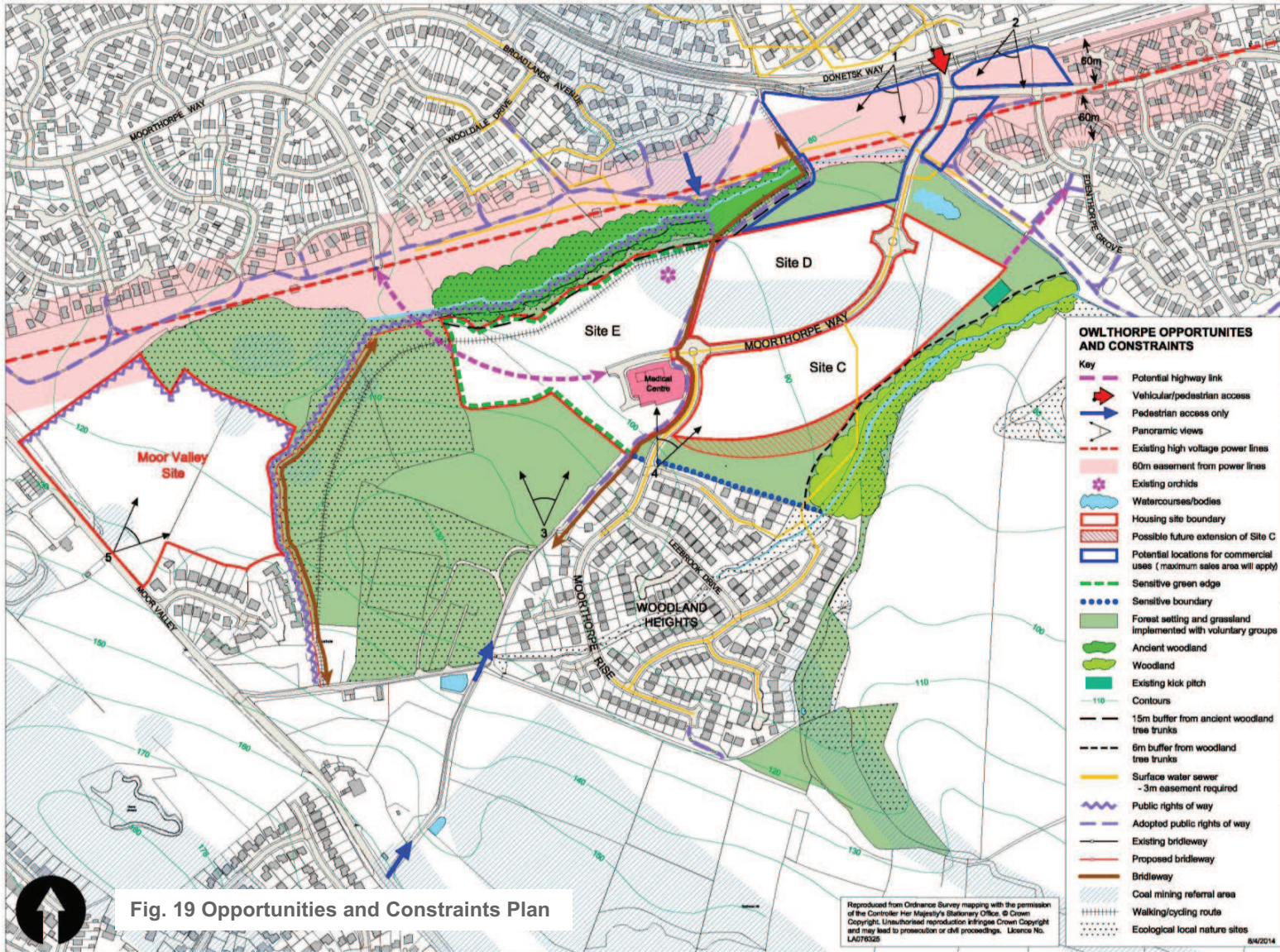
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Fig. 18 Site Photographs

**6.2 Opportunities and Constraints**

The primary site issues are identified in the table below and in Fig. 18, Opportunities and Constraints Plan.

Key Challenges	Key Opportunities
Protecting and enhancing the historic, ecological and landscape features whilst optimising commercial return from development	Optimising the greenfield character, topography and landscape value of the sites and context
Enabling better neighbourhood infrastructure, particularly convenience retail, public transport, and play facilities	Optimising the value of existing neighbourhood facilities and infrastructure such as the nearby tram stop, road network, medical centre, kick pitch, open spaces and pedestrian network
Unknown ground conditions that may include mining and contamination	Moorthorpe Heritage and Nature Trails
Moorthorpe Way is an over-engineered road and the medical centre and the Moorthorpe Rise settlement are isolated	Existing water courses to enable sustainable urban drainage
High voltage power lines and an associated 60m easement	Large site in an established and popular housing area



### 6.3 Urban Design Framework

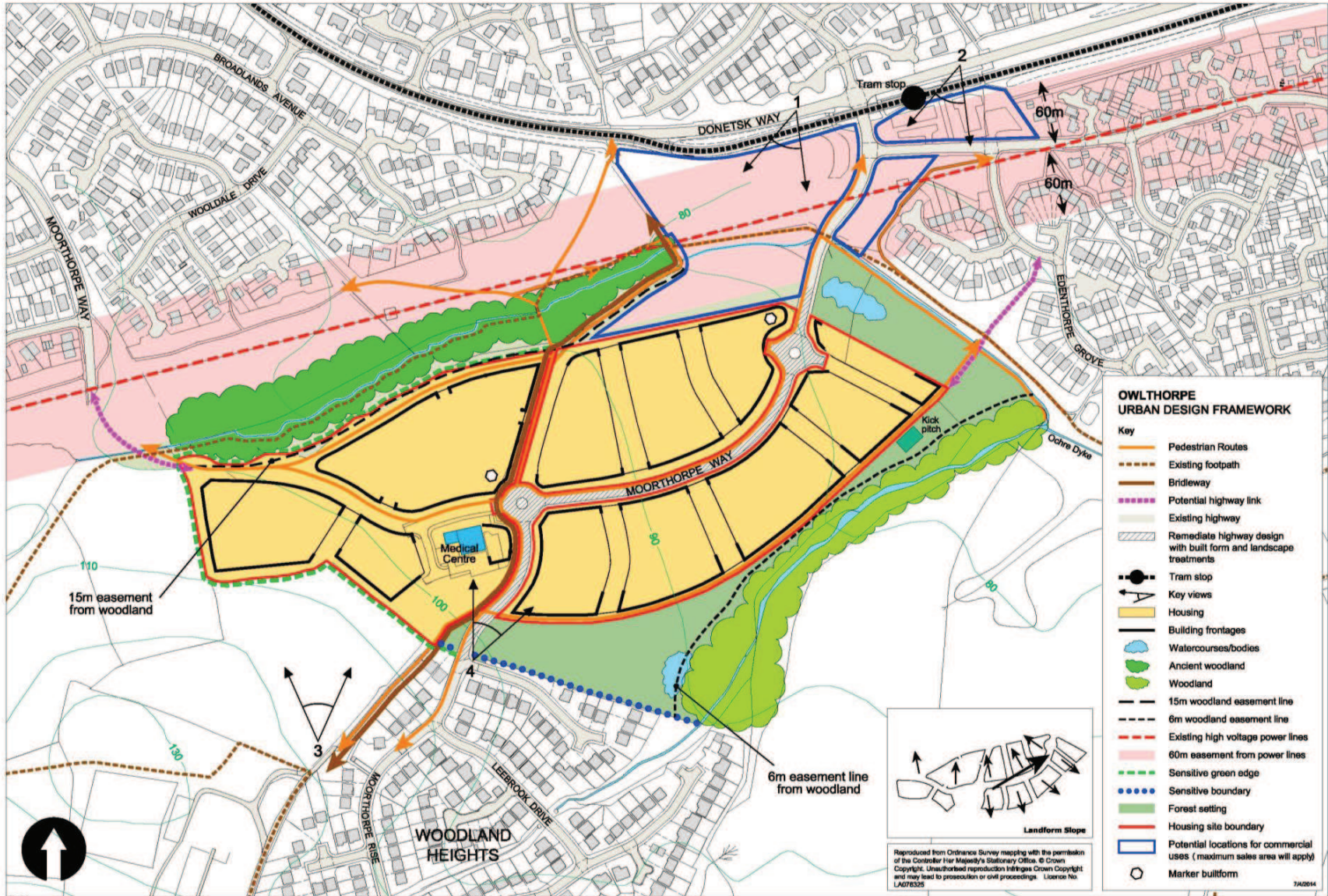


Fig. 20 Urban Design Framework

- 6.3.1 Figure 20 shows the Urban Design Framework with the key design features that the proposals should address in conjunction with the South Yorkshire Residential Design Guide and the following site-specific design development principles.
- 6.3.2 Figure 21 (illustrative masterplan) shows a conceptual layout, using the design principles set out below and the Urban Design Framework. This is for illustrative purposes only.

The key design principles that development should address are:

### **Density**

- D1 As well as using density to create character and value, the intensity of development across the site should be designed to promote public transport with higher density fronting Moorthorpe Way and near to the tram stop for example.

### **Legibility**

- L1 The development should be distinctive and easy for anybody to find their way to and through. There is an opportunity to create a new character on this site as it is sufficiently remote from the influence of its neighbours.
- L2 The development should set a marker for high quality and sustainable design e.g. use of natural materials for the houses, robust detailing, considered response to solar orientation etc.

### **Movement**

- M1 The strategic movement framework should consider the surrounding neighbourhood context and optimise the value of the existing infrastructure. It should promote more sustainable transport modes, and show how to enable a continuous and safe footpath and cycle network from people's homes to popular local destinations.

### **Green Environment**

- G1 It is essential that the interfaces between the development and open space or the woodland edges are carefully designed to provide value to new residents and to enhance landscape quality.
- G2 The landscape setting must feature significantly in the development of character.
- G3 The development must contribute to the success of the green infrastructure in this area to enable more sustainable development and lifestyles

**Topography and Drainage**

- T1 Development must be designed as a considered response to the complex and sloping topography across the site.
- T2 The layout of homes must consider the weak solar benefit of the site generally sloping down towards the north east.
- T3 The design development should consider the inclusion of SUD's and the efficient use of the existing water courses at an early stage.



Fig. 21 Illustrative Masterplan



## 7. CONTACTS

The Sheffield City Council contacts for this brief are:

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The land owner is represented by:

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## Appendix 1 - Useful Links and Best Practice

### ■ Useful Links

- The Unitary Development Plan:  
[www.sheffield.gov.uk/udp](http://www.sheffield.gov.uk/udp)
- The Sheffield Local Plan (formerly Sheffield Development Framework):  
[www.sheffield.gov.uk/localplan](http://www.sheffield.gov.uk/localplan)
- The Core Strategy:  
[www.sheffield.gov.uk/corestrategy](http://www.sheffield.gov.uk/corestrategy)
- Draft City Policies and Sites (2010):  
<https://www.sheffield.gov.uk/planning-and-city-development/planning-documents/local-plan/city-policies-and-sites.html>
- The timetable for the City Policies and Sites document and the Proposals Map can be viewed at the following link:  
[www.sheffield.gov.uk/lds](http://www.sheffield.gov.uk/lds)

### ***Supplementary Planning Documents***

The main SPD to note is the Climate Change and Design Supplementary Planning Document (SPD) which was adopted by Cabinet on 23<sup>rd</sup> March 2011. The SPD has been drafted to assist with the implementation of the adopted Core Strategy, and supports the following Core Strategy policies: CS63, CS64, CS65 and CS67

[www.sheffield.gov.uk/planning-and-city-development/planning-documents/local-plan/supplementary-planning-documents.html](http://www.sheffield.gov.uk/planning-and-city-development/planning-documents/local-plan/supplementary-planning-documents.html)

### ***Supplementary Planning Guidance***

The relevant Sheffield City Council Supplementary Planning Guidance documents can be viewed on the following link below:

[www.sheffield.gov.uk/spg](http://www.sheffield.gov.uk/spg)

The most relevant documents are:

- Affordable Housing Interim Planning Guidance
- Planning Obligations and Education Provision
- Mobility Housing
- Open Space

- Transport Assessments and Travel Plans

#### ■ Best Practice

Although **not** a specific planning requirement, the preparation, use and submission of the following information and standards would show good practice in enabling the requirements of planning policy to be met. The Council has a Developer Manual that may help provide useful background information. <https://www.sheffield.gov.uk/planning-and-city-development/regeneration/sheffield-site-redevelopment-programme>

#### ***Housing***

The **Housing Market Assessment** will help to form an understanding of the local housing need <https://www.sheffield.gov.uk/in-your-area/housing-services/housing-strategies/housing-market-assessment.html> (further information is available from the Council).

Use innovative approaches to fulfil any affordable housing requirement.

#### ***Environmental sustainability***

- A **Low and Zero Carbon Technologies Report** will help to guide the most cost effective approach to reducing carbon emissions on the site.
- **Code for Sustainable Homes** reports to guide design development.
- **Site Investigation Reports** including a topographic survey, ecological survey and ground investigation reports help to inform the design proposals.
- A **Water Management and Demand Study** informs the proposed approach to implementing SUD's. The approach should include the incorporation of green roofs on as many homes as possible.
- An **Environmental Sustainability Brief** for the Design Team can help balance the findings of the above surveys while proposing the approach to optimising the positive benefits on the environment.
- A **Green Travel Plan** can help to explain how residents will be enabled to lead more environmentally sensitive lifestyles.

***Housing/Streetscape/public realm design***

- **National Housing Federation ‘Standards and Quality in Development - a good practice guide’** internal space design standards.
- **Wheelchair Accessible Housing** - <http://legacy.london.gov.uk/mayor/strategies/sds/bpg-wheelchair-acc-housing.jsp>
- **Lifetime Homes** standards - <http://www.lifetimehomes.org.uk/pages/revised-design-criteria.html>
- A **Legibility Plan**; informs how design has been considered for people with sensory impairment
- **‘Safer Places: the Planning System and Crime Prevention.’**  
<http://www.communities.gov.uk/publications/planningandbuilding/saferplaces>
- **South Yorkshire Residential Design Guide.** <https://www.sheffield.gov.uk/roads/about/highways-maintenance/development-and-adoptions/design-guide.html>
- **‘Car Parking -What works where’.**  
<http://collections.europarchive.org/tna/20100911035042/http://englishpartnerships.co.uk/qualityandinnovationpublications.htm>

***Construction Efficiency***

- A **Construction Efficiency Report** will help to show how construction best practice is being implemented including a Sustainable Construction Waste Plan and a report on re-using as much of the site infrastructure as possible.
- **BRE Green Guide to Specification** <http://www.bre.co.uk/greenguide/podpage.jsp?id=2126>

## Appendix 2 - Planning History

Site E (all relate to the medical centre)

- 07/00288/FUL - Installation of 14 no. externally fitted roller shutters - Granted conditionally 19.04.2007
- 04/05061/FUL - Erection of 1.8 metres high security fence and gates (Amended scheme) (Owlthorpe Medical Centre, 1-3 Moorthorpe Bank) - Granted conditionally 15.02.2005
- 04/03359/FUL - Erection of 2m high security fence and gates – Refused 14.10.2004

15 Moorthorpe Dell (adjacent to the land next to site C)

- 13/00320/FUL - Extension to front of detached garage - Granted conditionally 25.03.2013
- 05/03441/FUL - Two-storey front extension to dwellinghouse (As per amended plans received 11th October 2005) - Granted conditionally 14.10.2005

**Appendix 3 - Detailed Planning Submission Information**

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<b>DETAILED PLANNING SUBMISSION INFORMATION</b>	
a.	<b>General site appraisal</b> including site photographs showing the Developer’s view of key features.
b.	<b>Concept plans</b> showing the proposals in the context of the Site and in relation to the surrounding area, explaining how the proposals respond positively to the brief. Explain the conceptual approach to the Key Topic Areas. Consider including the following conceptual elements; Site analysis, Urban design, character and legibility, Activity and uses, Movement, General layout.
c.	<b>Site location plan</b> preferably 1:1250, and no smaller than 1:2500 showing the site and the immediate surroundings and including: <ul style="list-style-type: none"> <li>- Metric scales only.</li> <li>- North point, date and number.</li> <li>- Outline the application property, and indicate any adjoining property owned or controlled by the applicant.</li> <li>- Show the application property in relation to all adjoining properties and the immediate surrounding area, including roads.</li> <li>- Show vehicular access to a highway if the site does not adjoin a highway.</li> </ul>
d.	<b>General layout and massing</b> preferably 1:200 and no larger than 1:500 showing as a minimum; building arrangement, building types/heights with gardens, levels and retaining structures, materials (buildings and landscape), key views and vistas, existing features maintained, location of bins and cycle stores, etc.
e.	<b>Public realm, landscape, open space and streetscene</b> showing as a minimum; public and private space and hard landscape proposals, boundary treatments, open space proposals and soft landscape, street furniture, play equipment, public art, uses and activities, existing features maintained, etc
f.	<b>Movement and highway design</b> showing as a minimum; any pedestrian and vehicular pathways, shared surfaces, inclusive design features, building and garage entry points, highway design and traffic management proposals, public transport infrastructure and cycle routes, lighting, servicing particularly access for recycling and waste collection, car parking proposals, drainage, key linkages, etc
g.	<b>Three-dimensional visualisations, photomontage or models</b> preferably in context with some existing buildings (Note: Three-dimensional drawings do not have to show the whole site, but can consist of specific areas of development to give an indication of how they would appear).
h.	<b>A study board</b> describing <b>typical</b> and <b>marker</b> building types in context and with elevations, design features, materials, and hard/soft landscaping and public realm finishes.
i.	<b>Accommodation schedule and detailed drawings of all house types</b> including plans and elevations at a scale typically no less than 1:50 and showing all Accessibility features with written confirmation of criteria which cannot be shown on the plans.
j.	<b>Cross-sections and all key street elevations</b> – (Typically at a scale of 1:500) showing how the proposed development would sit within the site’s topography and how streetscape is created.
k.	<b>Detailed annotated drawings of a typical three bedroom four person dwelling types</b> including plans and elevations at a scale typically no less than 1:50. Show a typical furniture layout. This should include an outline specification for the construction of the dwellings, along with external treatments, and explaining how the dwelling meets the quality standards.
l.	<b>Detailed drawings of all typical sections of the streetscene and public realm</b> at a scale of not less than 1:50 showing surfacing materials and details, boundary treatments, street trees, street furniture, and any other typical or special details.

Other documents required with Planning Application	Required
Affordable Housing Statement	Yes
Biodiversity Survey and Report	Yes
Consultation Statement	Yes
Design and Access Statement	Yes
Flood Risk Assessment	Yes
Heritage Statement	No
Archaeological Assessment	Yes
Noise impact assessment	Yes
Air quality Assessment	Yes
Open Space Statement	Yes
Planning obligations (draft)	Yes
Sustainability Statement	Yes
Transport Assessment or Statement (including public rights of way)	Yes on sites over 80 dwellings
Travel Plan	Yes
Phase 1 ground investigation (to include Contaminated Land Risk Assessment)	Yes (but not for validation of application) Phase 2 Investigation and Remediation Statement required depending on the outcome Phase 1 investigation.
Tree Survey	Yes
Preliminary Ecological Assessment	Yes
More detailed ecological surveys such as Breeding Bird Survey, Protected species survey	Yes depending on outcome of Ecological Assessment
Environmental Statement	Yes
Drainage Statement/ Strategy	Yes
Landscaping details	Yes
Regeneration assessment	No
Coal Mining Risk Assessment	Yes

**Appendix 4 - Planning Policy Table**

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<b>Policy Area policies – the principle of development</b>	<b>Relevant part of the policy</b>
UDP Policy H10 Development in Housing Areas	<p><i>Preferred use:</i> Housing (C3)</p> <p><i>Acceptable uses:</i> small shops with not more than 280m2 (A1), offices used by the public (A2), food and drink outlets (A3), business (B1) (small scale offices &lt;250m2 gross internal floor space), hotels (C1), residential institutions (C2) and leisure and recreation facilities (D2) – subject to the sequential and impact tests in National Planning Policy Framework, and community uses (D1)</p>
UDP Policy H14 Conditions on Development in Housing Areas	Gives conditions on development in Housing Areas in relation to design, amenity and highways access.
<b>Housing policies</b>	<b>Relevant part of the policy</b>
Core Strategy policy CS26 Efficient Use of Housing Land and Accessibility	The density recommendation here is in the range of 40-60 dwellings per hectare. Densities outside this range may be justified where the development achieves good design and reflects the character of the area.
Core Strategy policy CS41 Creating Mixed Communities	Part (b) of the policy requires a greater mix of housing, including homes for larger households, especially families.
UDP Policy H7 Mobility Housing	<p>Encourages 25% of new homes in developments of general purpose or affordable homes to be designed as wheelchair accessible housing or housing that is easily adaptable for residents who are wheelchair users, except where the physical characteristics of the site make this impracticable.</p> <p><i>SPG – Mobility Housing can be viewed on the following link:</i></p> <p><u><a href="http://www.sheffield.gov.uk/planning-and-city-development/planning-documents/supplementary-planning-guidance.html">www.sheffield.gov.uk/planning-and-city-development/planning-documents/supplementary-planning-guidance.html</a></u></p>



Design Principles	Relevant part of the policy
UDP Policy H15 Design of New Housing Developments	Residential design should provide easy access for people with disabilities and provide an adequate private garden to ensure that basic standards of daylight privacy, security and outlook are met.
CS 74 Design Principles	High quality development is expected that respects and takes advantage of the distinctive features of the city, its districts and neighbourhoods; and  Enabling all people to gain access safely and conveniently, providing for the needs of disabled and older people.
UDP Policy BE5 Building Design and Siting	Good design and good quality materials expected in all new developments. Policy sets out criteria for physical design and user requirements.
UDP Policy BE6 Landscape Design	Good quality landscape design is expected in new developments. A Landscaping Scheme should have an emphasis on using native species.
UDP BE10 Design of Streets, Pedestrian Routes, Cycleways and Public Spaces	The policy offers guidance about the design and environmental improvement of streets, pedestrian routes and areas, cycleways and public spaces.
UDP Policy BE9 Design for Vehicles	New development to provide a safe, efficient and environmentally acceptable site layout for all vehicles (including cycles) and pedestrians.
UDP Policy BE10 Design of Streets, Pedestrian Routes, Cycleways and Public Spaces	Aims to create well designed streets with minimal conflict between users.
UDP Policy GE11 Nature Conservation and Development	The design, siting and landscaping of development should respect and promote nature conservation and include measures to reduce any potentially harmful effects of development on natural features of value.
UDP Policy GE13 Areas of Natural History Interest and Local Nature Sites	Development that would damage a local nature site would not normally be permitted. Development should be designed and sited to protect and enhance the most important features of a local nature site.
UDP GE15 Trees and Woodland	Trees and woodland will be encouraged and protected by:  (a) planting, managing and establishing trees and woodland, particularly in the South

	<p>Yorkshire Forest; and                  (b) requiring developers to retain mature trees, copses and hedgerows, wherever possible, and replace any trees which are lost; and                  (c) not permitting development which would damage existing mature and ancient woodlands.</p>
<b>Sustainability and Climate Change</b>	<b>Relevant part of the policy</b>
Guideline CC1 in the Climate Change and Design SPD	<p>Requires green roofs - provided they are compatible with other design and conservation considerations, and where viable, green roofs will be required on all larger developments, and encouraged on all other developments. The green roof should cover at least 80% of the total roof area.</p> <p><i>The 'Climate Change and Design Supplementary Planning Document and Practice Guide' can viewed on the following link:</i></p> <p><u><a href="https://www.sheffield.gov.uk/planning-and-city-development/planning-documents/local-plan/supplementary-planning-documents.html">https://www.sheffield.gov.uk/planning-and-city-development/planning-documents/local-plan/supplementary-planning-documents.html</a></u></p>
CS 64 Climate Change, Resources and Sustainable Design of Developments	<p>All new buildings must be designed to reduce greenhouse gas emissions and must function in a changing climate. Includes policy on energy efficiency, renewable energy generation, water consumption, flexible design, use of sustainable materials and waste recycling. All developments of 5 or more houses should achieve Code for Sustainable Homes Level 3 (or equivalent) as a minimum.</p>
CS 65 Renewable Energy and Carbon Reduction	<p>Any new developments must take into account the energy efficiency requirements and design standards. Developments of 5 or more dwellings should provide 10% of predicted energy needs from renewable/low carbon sources, unless it is not feasible or viable to do so.</p>
CS67 Flood risk management	<p>Discharge should be considered first to the ground via infiltration, then by a watercourse, and as last resort to the sewer. Water should be managed through a SUDs system irrespective of discharge location.</p> <p>To be considered for a 'brownfield allowance', a reduction of 30% of the previous run-off rate, there should be evidence of an existing surface water discharge, at the time of application.</p>

	<p>There should be a positive drainage system of pipework in place which discharges to the same outlet proposed in the application. Full system details will be required including CCTV footage showing the system's condition.</p> <p>Sheffield City Council anticipates that the statutory requirement to form an approval body for sustainable drainage systems (SUDs) serving new development will take effect in April 2014. The City Council will establish the SUDs Approval Body (SAB) alongside the Local Planning Authority.</p> <p>The SAB will apply the design principles detailed in the National Standards for sustainable drainage systems published by the Department for Environment Food and Rural Affairs (defra). Further guidance on requirements associated with this separate application will be provided at a date appropriate to applications likely to fall beyond the April start. Information will be required at a level suitable for maintenance costs assessments by confirmed maintenance delivery bodies.</p>
<b>Traffic, Transport and Highways</b>	<b>Relevant part of the policy</b>
UDP T8 Pedestrian Routes	The safety, convenience and attractiveness of footpaths and pedestrian areas will be improved, and new routes and areas created, to form a pedestrian-friendly network throughout the city and provide access to the countryside around Sheffield. Major new developments will be required to include links to nearby existing or proposed pedestrian routes.
UDP T10 Cycle Routes	The safety, convenience and attractiveness of cycle facilities and routes will be improved and new ones created to make the city cycle-friendly and provide access to the countryside around Sheffield. New developments will be required to include cycle links with existing or proposed routes where such an opportunity exists. Cycle parking facilities will be expected in new developments.
Transport & Highways	<p>A Transport Assessment would be needed</p> <p>A Travel Plan could either be submitted with the application or the operation of one as a condition of Planning Consent.</p>
Parking Standards	The site is in an accessible location within easy reach of a tram and bus route. An adequate

	<p>amount of on-site parking must be provided for however, although the following maximum number of spaces not exceeded:</p> <ul style="list-style-type: none"> <li>• 1 bedroom 1 space</li> <li>• 2 - 3 bedrooms 2 spaces</li> <li>• 4 - 5 bedrooms 2 - 3 spaces</li> <li>• + 1 space per 4 dwellings for visitors</li> </ul> <p>Reference should be made to the Council’s Parking Guidelines  <a href="https://www.sheffield.gov.uk/roads/about/highways-maintenance/development-and-adoptions/information-sheets.html">https://www.sheffield.gov.uk/roads/about/highways-maintenance/development-and-adoptions/information-sheets.html</a>          (Information Sheet 3)</p> <p>For garages are to be counted as parking spaces they must have minimum internal dimensions of 3m x 6m.</p>
<b>Developer Contributions</b>	<b>Relevant part of the policy or SPG/SPD</b>
<p>H16 Open Space in New Housing Developments          &amp;          Open Space Provision in New Housing Development SPD</p>	<p><i>SPG – Open Space Provision in New Housing Development can be viewed on the following link:</i></p> <p><a href="http://www.sheffield.gov.uk/spg">www.sheffield.gov.uk/spg</a></p> <p>Any open space provided needs to be supported by a funded maintenance plan.</p>
<p>CS40 Affordable Housing</p>	<p>The Affordable Housing Interim Planning Guidance (IPG) (2014 update) supports the implementation of Core Strategy policy CS40, and sets out that a contribution to affordable housing will be negotiated on sites of 15 or more dwellings. The IPG also sets out how to calculate the amount and gives guidance on the specifications. The guidance can be viewed at <a href="http://www.sheffield.gov.uk/spg">www.sheffield.gov.uk/spg</a></p> <p>Appendix 2 of the IPG has a formula for calculating the amount that may be due:          Developer contribution = (A - B) x (C x D)</p> <p>Where:</p>

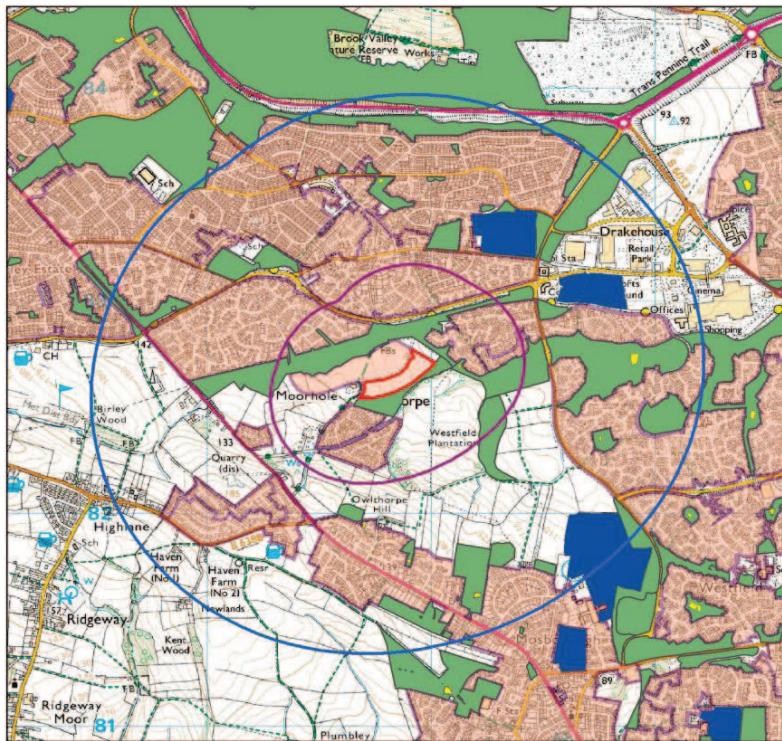
	<p>A = Market value of the development per square metre<sup>[1]</sup> (Estimated Gross Development Value / Gross Internal Area)</p> <p>B = Transfer Price (£850 per square metre)</p> <p>C = Percentage expected level of affordable housing (10%)</p> <p>D = Gross Internal Area of units</p> <p>This contribution should then be inserted, as a cost, into the development appraisal for the scheme. The amount of Affordable Housing contribution (i.e. the % at C) would then be negotiated on if a reasonable level of developer profit was not shown to be achieved.</p> <p>The Affordable Housing mix required will be specified by the Council and will normally be required to be on-site. Guideline G3 of the IPG gives guidance on when a commuted sum will be acceptable to the Council instead. The Council will identify the Registered Provider to be used on this site at an early date.</p> <p>Information on producing Affordable Housing Statements is available at:  <a href="https://www.sheffield.gov.uk/planning-and-city-development/applications/apply/lpar/affordable-housing.html">https://www.sheffield.gov.uk/planning-and-city-development/applications/apply/lpar/affordable-housing.html</a></p>
Education	<p>On sites of more than 10 homes in areas where housing development would cause or contribute to a shortage of school places, financial contributions towards additional school places would usually be required. Further information can be found on the Supplementary Planning Guidance document 'Planning Obligations and Education Provision', which can be viewed on the following link:</p> <p><a href="http://www.sheffield.gov.uk/spg">www.sheffield.gov.uk/spg</a></p> <p>Contributions are calculated on a per-property basis, although single-bedroom properties are excluded. Contributions will be subject to a maximum claim per property of £2548 for primary provision and £2743 for secondary provision.</p>
UDP BE12 Public Art	<p>The provision of works of public art in places which can be readily seen by the public will be encouraged as an integral part of the design of major developments.</p>

<sup>[1]</sup> To be established by an independent valuation where agreement cannot be reached between the local planning authority and the developer.

	The Public Art contribution is to be negotiated in line with Policy.
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Appendix 5 – Open Space Assessments

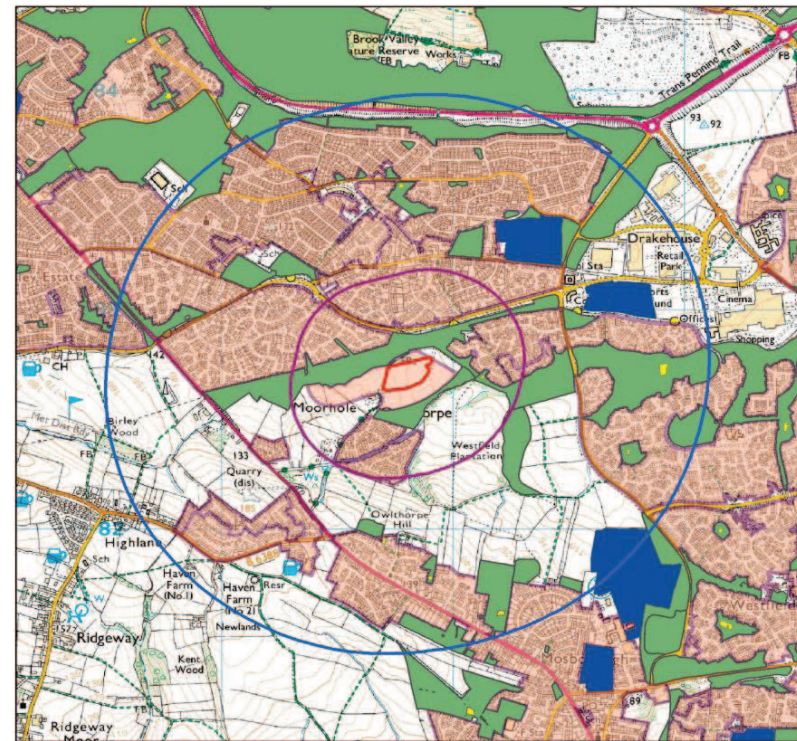
Page 251



- Site Boundary
- 1200m Buffer
- Children's Play
- Neighbourhoods
- 400m Buffer
- Informal Open Space
- Outdoor Sports exc. Golf

0 100 200 400 Meters  
**Owlthorpe C H16**  
 © Crown copyright and database rights 2011 Ordnance Survey 100018816 Produced on: 22/11/2013

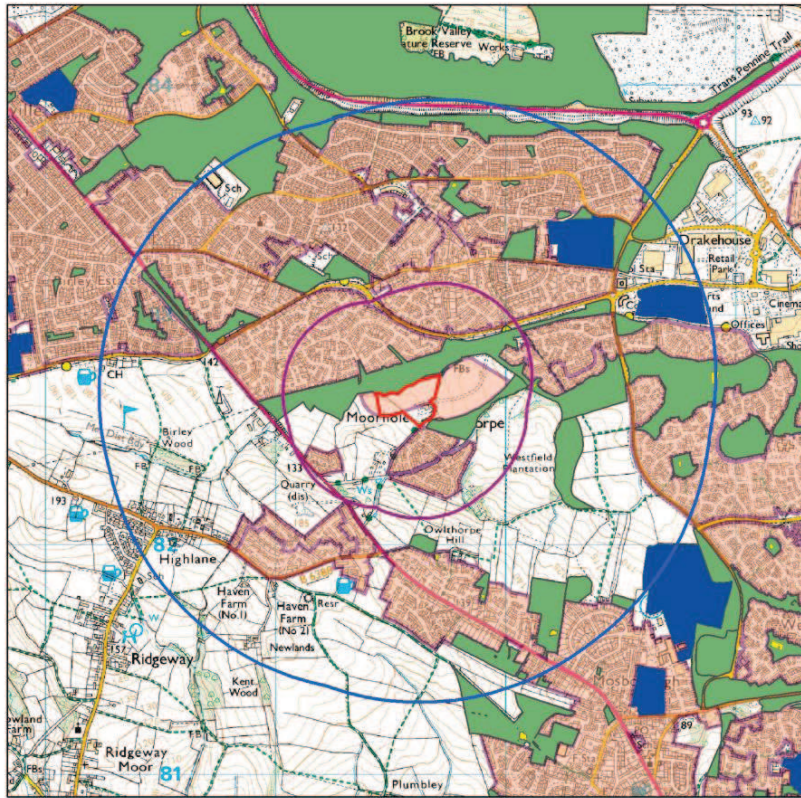
Open Space Type	Quantity (Hectares)	Population within catchment	Ha. / 1000 Population
<b>Informal</b>	15.09	2210	<b>6.83</b>
<b>Formal</b>			<b>1.08</b>
Children's Play	0.02	2210	0.01
Outdoor Sport	15.92	14848	1.07
<b>OVERALL</b>			<b>7.91</b>



- Site Boundary
- 1200m Buffer
- Children's Play
- Neighbourhoods
- 400m Buffer
- Informal Open Space
- Outdoor Sports exc. Golf

0 100 200 400 Meters  
**Owlthorpe D H16**  
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Open Space Type	Quantity (Hectares)	Population within catchment	Ha. / 1000 Population
<b>Informal</b>	11.48	2273	<b>5.05</b>
<b>Formal</b>			<b>0.93</b>
Children's Play	0.02	2273	0.01
Outdoor Sport	13.2	14387	0.92
<b>OVERALL</b>			<b>5.98</b>



**Owthorpe E H16**

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Produced on: 22/11/2013

Open Space Type	Quantity (Hectares)	Population within catchment	Ha. / 1000 Population
<b>Informal</b>	12.94	2276	<b>5.69</b>
<b>Formal</b>			<b>0.76</b>
Children's Play	0.0	2276	0.0
Outdoor Sport	11.05	14470	0.76
<b>OVERALL</b>			<b>6.45</b>



## Appendix 6 - Drainage Information

### ***Submission Material***

The following information should normally be submitted with the planning application:

- Natural drainage patterns,
- Existing drainage details,
- Relevant ground conditions including infiltration tests to BRE 365/ CIRIA 156 methodologies if infiltration is the proposed method, and impact assessments of long-term infiltration
- Discharge points,
- Design criteria for the scheme (including climate change, urban creep),
- Calculations showing peak run-off rates before and after development
- Detailed SUDs design (including permeable areas, surface water treatment methods, conveyance, peak flow and volumes, storage and drainage system exceedance flow details, on-site and offsite)
- Proposed split private to public of surface water infrastructure and status of discussions and maintenance considerations
- Method statement on control of run-off during construction
- All assumptions and methodologies

### ***Surface Water Run-off***

In accordance with current planning policy, the City Council promotes the use of SUDs for new development and requires early pre-application discussions on feasibility and design between developers and the Council's Land Drainage and Flood Risk Management Group.

Discharge should be considered first to the ground via infiltration, then by a watercourse, and at a last resort to the sewer. Water should be managed through a SUDs system irrespective of discharge location. It is highly recommended that developers contact the LD&FRM Group regarding any proposals for discharging to ground at early pre-application stage.

The permitted surface water discharge will be considered a 'greenfield allowance' and limited to 5 l/s/ha unless a number of conditions can be satisfied.

To be considered for a 'brownfield allowance', of reduction of 30% of the previous run-off rate, there should be evidence of an existing surface water discharge, at the time of application. There should be a positive drainage system of pipework in place which discharges

to the same outlet proposed in the application. Full system details will be required including a suitable survey showing the system's condition.

Prior agreement with Yorkshire Water is also advised where the surface water discharges to a public sewer as the water authority may require a lower discharge rate than required through the planning consent.

Brownfield allowance will not be allowed where the proposed outlet differs from the existing or where the existing run off is less than 10 l/s/ha.

### **Culverts**

**CS67** encourages opening culverts as part of mitigation measures to fulfil the Water Framework Directive and other conservation regulations. More information about opening culverts is available through the Healthy Catchments for Managing Flood Risk website: [www.restorerivers.eu/RiverRestoration/Floodriskmanagement/HealthyCatchmentsmanagingforfloodriskWFD/Environmentalimprovementscasestudies/Removeculverts/tabid/3125/Default.aspx](http://www.restorerivers.eu/RiverRestoration/Floodriskmanagement/HealthyCatchmentsmanagingforfloodriskWFD/Environmentalimprovementscasestudies/Removeculverts/tabid/3125/Default.aspx)

Consideration needs to be given to:

- Ease of discharge of development surface water to open channels
- Flood risk benefits through removing throttles and increasing overall cross sectional capacity. This may be identified within flood risk registers
- Water quality improvement opportunities for both upstream flow as well as introduced flows
- Day-lighted culverts forming the focus to linear green networks as part of required open space or integrated with transport networks.

### **Approvals**

Sheffield City Council anticipates that the statutory requirement to form an approval body for sustainable drainage systems (SUDs) serving new development will take effect in April 2014. The City Council will establish the SUDs Approval Body (SAB) alongside the Local Planning Authority.

The SAB will apply the design principles detailed in the National Standards for sustainable drainage systems published by the Department for Environment Food and Rural Affairs (defra). Further guidance on requirements associated with this separate application will be provided at a date appropriate to applications likely to fall beyond the April start.

**Appendix 7 - Community Infrastructure Levy**

The Community Infrastructure Levy (CIL) is a new way of securing contributions from developers towards infrastructure provision through the planning system. To a large degree it will replace previous payments negotiated individually as planning obligations (known as Section 106 Agreements). In September 2011, the Cabinet agreed to work towards implementing a CIL to ensure that major new development contributes to the provision of infrastructure improvements where viable. The money raised will be put towards providing essential infrastructure needed across the City as a result of new development. This infrastructure could include transport improvements, school places, open space and others.

The first stage is to produce and agree a Preliminary Draft Charging Schedule setting out the proposed rates that will be charged on new development. This was subject to a period of public consultation which ended on 11 March 2013. The next stage is to consider comments made by respondents before issuing a further draft. Finally, the Draft Charging Schedule will be submitted for independent examination. The current timetable for adopting CIL is January 2015.

The proposed rates (£/m<sup>2</sup>) are:

Zone 1 - North East	£0
Zone 2 - East	£20
Zone 3 - Stocksbridge & Deepcar, North West and South East	£30
Zone 4 - City Centre West, Manor / Arbourthorne / Gleadless	£30
Zone 5 - Chapeltown / Ecclesfield, Rural Upper Don Valley, City Centre, South	£50
Zone 6 - South West	£70

The site is within Zone 3.

These rates are in addition to the provision of affordable housing which will continue to be agreed under S106 using the Affordable Housing Interim Planning Guidance. Site specific infrastructure (such as new traffic signals) which is considered essential for the development to go ahead will also be negotiated separately and in addition to CIL.

[www.sheffield.gov.uk/cil](http://www.sheffield.gov.uk/cil)

## Appendix 8 – Refuse Collection Service for Houses

### **Containers**

- Per dwelling, space should be recognised for 3 wheeled bin containers having a footprint size of 0.75m x 1.5m, around which there should be a reasonable allowance for a walkway.
- Storage should be on the premises, and a minimum of 1.0m from the building. The use of communal bin stores should be avoided.

### **Access**

- Any undercover/ internal storage facility for bins must have a level access with the ground level or any slope constructed should be equal to that for wheel chair access.
- The movement of domestic household bins to the kerbside collection point is the responsibility of the occupier.
- The surface over which the bins are to be transported (pulled or pushed) should be a smooth surface (tarmac, block paving or paving flagstones) where the container will not sink or be uneven which may cause the container to tip over.

### **Servicing (Applicable to Houses and Flats)**

- New roadways should be suitable for a 32 tonne vehicle, and due consideration given to the potential for vehicles to be parked at the sides of the road.
- The dimensions of the largest collection vehicles are:
  - Length: 12.5 metres
  - Width: 3.2 metres
  - Height: 4.2 metres
- A turning area is required if there is not an access and egress from the site.
- Collection Vehicles should not be expected to reverse over 12 metres.

### **Collection Service for Flats**

- Where it is not possible to allocate an individual receptacle to a dwelling the City Council standard is to provide 1100 Litre Euro Bins for residual waste, collected once weekly, 660 Litre Euro Bins for paper and card and 500 litre Euro Bins for glass and cans, both collected every two weeks. 120 litres per dwelling per week is made available, plus a minimum 30% additional capacity for the segregated collection of materials for recycling.

**Storage**

- A minimum allocation for waste storage of 0.25m<sup>3</sup> (as per building standard H6) per dwelling must be adhered.
- Any mixed-use development must provide totally separate storage of domestic waste from any other waste arising from the premises.
- A recycling area should be clearly designated and marked within the waste storage area.
- Space allocated for bin storage should not have bins stored more than two deep and should provide ample room for rotating the bins (a minimum equivalent in space to a 50cm wide band around each bin for this purpose).
- Adequate height, with a minimum of 2.3 metres from floor to ceiling in the storage area must be provided to ensure the lids on all containers must be able to open fully.
- The Developer must give consideration for the accessibility of waste and recycling facilities by disabled residents.
- A designated area must be provided for the occasional storage of bulky items of waste by residents (this should be in addition to the minimum 0.25m<sup>3</sup> of designated waste storage space per dwelling).
- The waste authority is pleased to consider alternative arrangements to chutes for waste.
- Suitable consideration should be made to minimise risk associated with the storage of waste including adequate ventilation and fire precautions.
- Any agreed method of waste management outside the standard service provided via the waste collection authority will be liable for capital and revenue costs.

***Access & Servicing (Specific to flats)***

- Bins will be pulled a maximum of 12 metres from the storage area to refuse collection vehicle.
- Arrangements can be made with the waste collection authority where access is within the prescribed measure to collect direct from storage area, alternatively agreement must be sought with the waste collection authority to designate a suitable collection & return point.

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## SHEFFIELD CITY COUNCIL Planning & Highways Committee Report

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**Report of:** Director of Regeneration & Development Services

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**Date:** 22 April 2014

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**Subject:** Enforcement Report

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**Author of Report:** Lee Brook

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**Summary:** 11 Advertisement Hoardings in Wincobank / Blackburn

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### Recommendations:

That the Director of Regeneration and Development Services or Head of Planning be authorised to take any appropriate action including if necessary, enforcement action, the service of Discontinuance Notices and the institution of legal proceedings to secure:

- (i) The discontinuance (removal) of the display of the two freestanding 48 sheet hoardings, ref H1 and H2, including the removal of the associated supporting structure and platform, from the land at the junction of Fife Street and Barrow Road,
- (ii) the discontinuance (removal) of the display of the two 48 sheet hoardings, ref H3 and H4 including the removal of the associated supporting structure, from land adjacent 2 Fife Street,
- (iii) the discontinuance (removal) of the display of the two 48 sheet hoardings, ref.H5 and H6, including the associated supporting structure from land adjacent Blackburn Brook, Fife Street,
- (iv) the discontinuance (removal) of the display of the 48 sheet hoarding and associated supporting structure and screen fencing, ref. H7, land adjacent to 14 Blackburn Road,

- (v) the discontinuance of the use of the site at the flank wall of 4 Fife Street for the display of advertisements, including the removal of the existing 48 sheet hoarding, ref. H8,
- (vi) the discontinuance of the display of the 48 sheet advertisement hoarding, ref. H9, including the removal of the supporting structure at land 35 metres north west of 20 Ecclesfield Road,
- (vii) the discontinuance of the use of the site at the flank wall of 54/54A Barrow Road for the display of advertisements, including the removal of the existing 48 sheet hoarding, ref. H10,
- (viii) the discontinuance of the use of the site at the back wall of the outbuilding at 74 Barrow Road for the display of advertisements, including the removal of the existing 48 sheet hoarding, ref. H11,

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**Background Papers:**

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**Category of Report:** OPEN

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## REGENERATION AND DEVELOPMENT SERVICES

REPORT TO PLANNING AND  
HIGHWAYS COMMITTEE  
22 APRIL 2014

### ENFORCEMENT REPORT

11 ADVERTISEMENT HOARDINGS IN WINCOBANK / BLACKBURN,  
COMPRISING:

LAND AT JUNCTION OF FIFE STREET AND BARROW ROAD,  
2 NON-ILLUMINATED 6m x 3m HOARDINGS, (ref H1 & H2)

LAND ADJACENT 2 FIFE STREET, 1 NON-ILLUMINATED 6m x 3m  
HOARDING AND 1 ILLUMINATED 6m x 3m HOARDING, (ref H3 & H4)

LAND ADJACENT BLACKBURN BROOK, FIFE STREET, 2 NON-  
ILLUMINATED 6m x 3m HOARDINGS, (ref.H5 & H6),

LAND ADJACENT 14 BLACKBURN ROAD, 1 NON-ILLUMINATED 6m x 3m  
HOARDING, (ref.H7)

FLANK WALL OF 4 FIFE STREET, 1 NON-ILLUMINATED 6m x 3m  
HOARDING, (ref.H8),

LAND 35m NORTH WEST OF 20 ECCLESFIELD ROAD, 1 NON-  
ILLUMINATED 6m x 3m HOARDING, (ref.H9),

FLANK WALL OF 54/54A BARROW ROAD, 1 ILLUMINATED 6m x 3m  
HOARDING, (ref.H10),

74 BARROW ROAD, 1 NON-ILLUMINATED 6m x 3m HOARDING, (ref.H11).

#### 1. PURPOSE OF THE REPORT

The purpose of this report is to inform committee Members of breaches of advertisement control and to make representations on any further action required.

#### 2. LOCATION

2.1 All these hoarding sites are located in Lower Wincobank / Blackburn in an area 0.4km by 0.3km wide.

#### 3. BACKGROUND

3.1 The committee will be aware from previous enforcement reports that environmental improvements have taken place city wide using discontinuance powers against inappropriate (established) adverts including large format hoarding sites, which were considered to cause

substantial injury to the visual amenity of the area where they were displayed. The most recent enforcement actions were four sites at Ecclesall Road and Glossop Road. In addition Chesterfield Road, Derbyshire Lane, Middlewood Road and Leppings Lane / Langsett Road were cleared of inappropriate hoardings in recent years. Some remain in place where they serve to screen unsightly land. Action is ongoing at Staniforth Road.

3.2 Previous informal guidance approved by the committee was take a reasonable approach to hoardings and be more sympathetic to them in commercial and industrial areas whilst protecting residential areas, attractive buildings and features and open space from out of scale and visually obtrusive hoardings. This approach recognises that sometimes hoardings are acceptable. This is evident in the Lower Don Valley where many hoardings have been allowed.

3.3 Letters are being sent to land owners and to the advertising companies, to outline the proposed enforcement action, subject to Member approval. Section 330 information notices will be included to establish precise ownership and any other persons with an interest. This process can also establish if any advertisements pre-date 1<sup>st</sup> August 1948 for payment of removal expenses under s223(1), referred to in paragraph 8.1.

#### 4. ASSESSMENT OF SITES

4.1 The relevant policy document is the Sheffield Unitary Development Plan, ('UDP'), adopted March 1998. Policy 'BE13 Advertisements' permits the display of adverts under certain conditions, which consider the impact of the advert on the character and appearance of the site and the area. Highway safety is also taken into consideration.

4.2 The National Planning Policy Framework, (NPPF), recognises that poorly placed advertisements can have a negative impact on the appearance of the built and natural environment. Advertisements should be subject to control only in the interests of amenity and public safety, taking account of cumulative impacts.

4.3 The advertisement control system in England falls under the planning control system. The present rules are the Town and Country Planning (Control of Advertisements) Regulations 2007, ('the Advert Regulations'). This system deals with all aspects of adverts, including which ones are permitted, dealing with applications and enforcement.

4.4 There is no record of when any of the current 48 sheet formats were first displayed but all of the sites in this report are known to have been used to display adverts for the preceding ten years at least, without any change in the extent of the display, in each case. This means that they all benefit from 'deemed consent' under the Advert Regulations, (see para. 6.1).

- 4.5 Two sites could possibly benefit from deemed consent under Class 14, (see para.6.1 / express consent expired); these are H1 and H8. This is not clear from the old records. Applications are recorded for 4 Fife Street (in 1976) and two in the 1950's for 'land near to the railway bridge', (possibly H1). An application was refused in 1982 for the land where H2 stands. No detailed record remains for these applications or if they relate to the current display / format. None of the other sites had applications. Each Site is assessed in turn in the following text.
- 4.6 H1, H2, Land at Junction of Fife Street and Barrow Road, two Free-Standing 48 sheet Hoardings, (6m x 3m each). These hoardings stand side by side next to a railway bridge and embankment at, (south east corner of), the crossroads with Ecclesfield Road. The UDP designates the site and adjoining land as Open Space. The immediate area is mixed in character with Wincobank Steel Works on the south west corner of the crossroads, terraced houses on the north west corner and a car sales lot on the north east corner. Other hoardings at this crossroads are H3 / H4 adjacent the car lot at 2 Fife Street and H8 at 4 Fife Street.
- 4.7 Although this area is mixed in character, including historic industrial uses, these hoardings are considered to cause substantial harm to the visual amenity of the area for the following reasons:
- The hoardings, both collectively and individually are prominent and overly dominant in the street scene due to their large scale at 6m wide by 3m high, each. They are sited part way up the embankment giving them greater prominence. The timber structure that supports the displays rises off the ground by up to 2,5m so the overall height of H1 and H2 is approximately 5.5m above street level,
  - the supporting timber structure has a raised platform with a perimeter metal guard rail that further emphasises the bulk of the structure adding extra clutter that is visually harmful,
  - both hoardings are clearly visible from houses at nos.2-8 Ecclesfield Road and nos.4-16 Fife Street,
  - both hoardings are visible from long range on Fife Street to the south west,
  - the railway embankment land behind the hoardings is not unsightly; it greens over in spring / summer and does not need to be screened,
  - the close proximity of the hoardings to the crossroads and traffic signalling is not desirable. Large format advertisements are designed to be eye-catching and if sited appropriately cause no concern for highway safety, however in this case they could be a distraction for motorists.

- 4.8 For the above reason the hoardings are considered to be contrary to policy BE13 of the UDP.
- 4.9 H3, H4, Land adjacent 2 Fife Street, two Free-Standing Hoardings, 1 non-illuminated and one illuminated, (6m x 3m each or '48 sheets'). These hoardings stand side by side on the opposite side of Fife Street to H1 / H2 on land between the railway bridge and the car lot, 2 Fife Street, (north east corner of crossroads). They are sited at the back edge of, and parallel to the pavement footway facing Fife Street on land designated as 'Housing' in the UDP.
- 4.10 These hoardings are considered to cause substantial harm to the amenity of the area for the following reasons:
- the hoardings, both collectively and individually are prominent and overly dominant in the street scene due to their large scale standing at 6m wide by 3m high, each. The overall height above street level is approximately 4m, as the supporting structure elevates the hoarding by about 1m,
  - both hoardings are visible from long range on Barrow Road to the south,
  - they are not required to screen unsightly land,
  - the reverse side of the hoarding structure is unattractive and visible to highway users on Ecclesfield Road and visible from houses on that street,
  - H4 is illuminated and the display is visible during hours of darkness continuing the harm into the night time hours,
  - the road under the railway arch acts as a kind of gateway into Wincobank from Blackburn and Rotherham and these hoardings spoil the look and feel of the entrance, particularly as they follow closely after H5 / H6 and with H8 in the backdrop view,
  - the close proximity of the hoardings to the crossroads and traffic signalling is not desirable. Large format advertisements are designed to be eye-catching but cause no safety concern in many cases, however, here they could be a distraction for motorists.
- 4.11 For all the above reasons each hoarding is considered to be contrary to policy BE13 of the UDP.
- 4.12 H5, H6, Land Adjacent Blackburn Brook, Fife Street, two Free-Standing Non-Illuminated 48 sheet Hoardings, (6m x 3m each). These hoardings stand side by side, on the east side of the road, next to the Blackburn Brook, on land between the two railway bridges at the

eastern end of Fife Street. The land is designated as 'Business' in the UDP. The land here, which is at the western perimeter of the national grid gas holder site has remained undeveloped. Opposite this site on the west side of Fife Street is long standing industrial land, (former Arthur Lees site), which currently stands empty, cleared of all buildings, awaiting re-development, probably for new business / industry, (no current consents). H5 sits parallel to and abutting the back edge of the footpath and H6 stands at 45 degrees to the highway.

- 4.13 These hoardings are considered to cause substantial harm to the amenity of the area for the following reasons:
- the hoardings, collectively and individually are prominent and overly dominant of the footpath and the street scene due to their large scale and position close to the edge of the footpath. They stand side by side and measure 6m wide by 3m high each. H6 is raised off the ground by the supporting timber structure making the overall height above street level about 4.5m-5m. H5 is set approximately 0.5m off the ground making its overall height about 3.5m above street level,
  - neither hoarding is required to screen unsightly land. The hoardings are set amongst dense thicket beside the brook, which is a pleasant green break in an otherwise urban industrial area, This land has a distinct 'cut off' feel from the surrounding area, lying between the two bridges, and the raised railway embankments, which are 95m apart,
  - the hoarding H5 is of concern for highway safety, being difficult to read by motorists because of its orientation, parallel to the carriageway and it's position very close to the road carriageway. Passing motorists need to turn their head away from the road ahead to read the advert,
  - the physical layout of the area on this road passing under the two bridges acts as a gateway to Wincobank from Blackburn, the M1 and Rotherham. The hoardings present a negative the first impression.
- 4.14 For the above reasons the hoardings are considered to be contrary to policy BE13 of the UDP.
- 4.15 H7, Land Adjacent 14 Blackburn Road, 1 Free-Standing Non-Illuminated 48 sheet Hoarding, (6m x 3m). This site is situated on the eastern side of the road on an open grass bank, which is situated between a group of 4 houses, (14-16A Blackburn Road) and The Railway public house. There are trees behind the hoarding. The area is mixed in character and includes business uses, offices, pub, houses and open areas of land and the M1Motorway in the background. The land is within an area designated General Industry with Special Industries in the adopted UDP.

- 4.16 Although this area is mixed in character, this hoarding is considered to cause substantial harm to the visual amenity of the area for the following reasons:
- the hoarding is prominent in the street scene due to its scale at 6m wide by 3m high, sited in an elevated position above the road on the bank. It also has associated timber fencing to the side, possibly designed to screen the land behind it, which is unnecessary. Some of this fence is broken down and is flat to the ground,
  - it is too large and it spoils the setting of the two storey houses in the backdrop particularly 14 Blackburn Road, which is dominated by the hoarding. It is set above the ground level by about 0.5m making the overall height above ground level approximately 3.5m,
  - the hoarding and associated fencing is not required to screen unsightly land because the backdrop is green with tree cover,
  - although the area is designated as industrial, the character of the immediate area is not so. There are houses adjacent to the site, living accommodation over the Railway pub. Opposite the site is green space with trees,

For all of the above reasons the use of the site for displaying large format hoardings is considered to be contrary to policy BE13 of the UDP.

- 4.17 H8, Flank Wall Site at 4 Fife Street, non-illuminated 48 sheet Hoarding, (6m x 3m). This is an end of terrace, two storey house at the corner of Ecclesfield Road, at the same road junction as sites H1, H2, H3 and H4. This property lies within an area designated as Housing in the UDP. The description of the immediate area is as described in paragraph 4.6.
- 4.18 The site is that part of the flank wall occupied by the hoarding, overlooking Ecclesfield Road. The use of this site is considered to substantially harm the visual amenity and character of the area and the character of the host building for the following reasons:
- the site, occupied by the existing 48 sheet hoarding, is out of scale with the host building at 6m wide by 3m high. It is set about 1.8m high up the wall making the overall height of the display above street level about 4.8m. It dominates the house and spoils the character of it,
  - the use of the site spoils the character of the area being a very prominent feature in the street scene high on the host wall. It is out of character with the houses in the backdrop view,
  - the harm caused by the use of the site is emphasised by the hoarding displayed on it. In addition to the size and position, the

physical bulk of the hoarding structure is at odds with the host building,

- the site is clearly visible from houses on Ecclesfield Road,
- the road under the nearby railway arch acts as a kind of gateway into Wincobank from Blackburn and Rotherham and this hoarding spoils the look and feel of the entrance, particularly as it lays in the backdrop to two other hoardings at H3/H4,
- The site is of some, limited, concern for highway safety. Large format advertisements are designed to be eye-catching and if sited appropriately, present no concern for highway safety, however in this case the site is too close to a four way crossroads where motorists should have maximum concentration on road conditions.
- The hoarding is not required to screen unsightly land.

4.19 For the above reasons this advertisement site and the hoarding on it are considered to be contrary to policy BE13 of the UDP.

4.20 H9, Land 35m north west of 20 Ecclesfield Road, Free-Standing Non-Illuminated 48 sheet Hoarding, (6m x 3m). This is land situated just beyond the edge of the built up area of Wincobank, opposite the children's playground within an area designated as a Housing Policy Area in the UDP. The land is wide highway verge with trees, shrubs and some open patches. The railway line, (Meadowhall to Chapelton), is 25m to the east. Houses at 2-20 Ecclesfield Road are 35m to the south east and the crossroads where the above sites H1-H4 and H8 are located about 110m to the south east.

4.21 The site is on an open patch of land with a free standing 48 sheet hoarding and timber supporting structure. The hoarding on the site is considered to cause substantial harm to the visual amenity of the area and to be contrary to policy BE13 of the UDP for the following reasons:

- the hoarding is too large and it spoils the character of the area, which is open and green with houses in the backdrop. The display area is 6m wide by 3m high and fixed to a timber supporting structure that elevates it by up to 1.5m above the ground making the overall height approximately 4.5m high.
- It faces a playground and the adjacent land, (off Dara Street / Woodbury Road), which is allocated for housing development. The latest planning consent has lapsed, however the long term character of the area opposite is changing to more residential,
- the size and position of the hoarding interferes with the safe reading of a highway traffic sign by motorists, heading south east towards Wincobank and the crossroads described above, which is 110m metres ahead. The highway sign is positioned 5m in front of the

hoarding, which can cause distraction to motorists detrimental to highway safety,

- it is not required to screen unsightly land and is, in itself an unattractive feature when viewed from its reverse side, which can be seen by motorists travelling north west away from Wincobank and can also be seen from some of the houses on Ecclesfield Road; more so through autumn / winter when the nearby trees have shed their leaves. The land on which the hoarding stands is a green and relatively attractive space spoiled by the hoarding.

4.22 H10, Flank Wall Site at 54/54A Barrow Road, 1 Illuminated 48 sheet Hoarding, (6m x 3m). The property is an end of terrace two storey building containing two flats, (formerly a café with flat over). The immediate surroundings are residential in character with the opposite side of Barrow Road consisting of green land / a grass bank with trees.

4.23 This site is that part of the flank wall of the upper floor flat. The use of the site is considered to cause substantial harm to the visual amenity of the area and to be contrary to policy BE13 of the UDP for the following reasons:

- the site is prominent in the street scene, high up the wall at first floor level, dominating and spoiling the view of the terrace of houses in the backdrop and spoiling the character of the area,
- the scale of the site is too large at 6m wide by 3m high, dominating the host building and spoiling its character. The hoarding displayed here emphasises this point. The physical size of the hoarding structure and the projecting lighting apparatus are at odds with the property,
- the site is in a housing area and it overlooks and dominates the setting of the bungalow next door at 50 Barrow Road in the foreground. It can be clearly seen from grounds of that property and also from windows of flats on Ash Tree Court, which is in an elevated position above Barrow Road,
- the illumination of the site extends the harm into night time hours

4.24 H11, Site at 74 Barrow Road, non-illuminated 48 sheet Hoarding, (6m by 3m). This is a two storey semi-detached corner property, attached to 1A Newman Road. It comprises a ground floor post office with first floor flat, within an area designated as Housing Policy in the UDP. It has a detached garage at the rear accessed from Barrow Road. Behind no.74 is a green space planted with trees at the corner of Vauxhall Road. The immediate surroundings are residential in character. The east side, of Barrow Road has a stone wall with trees behind it and beyond that is the railway line and then Meadowhall Gas Holder Station.



4.25 The advertising site is that part of the rear wall of the single storey garage that is occupied by the 48 sheet hoarding. The use of the site is considered to cause substantial harm to the visual amenity of the area and to be contrary to policy BE13 of the UDP for these reasons:

- the site is too large, at 6m wide by 3m high, and too prominent in the street scene, commanding long range views from a southerly direction of up to 150m on Barrow Road,
- the large format overlooks and spoils the setting of a green space and also dominates and spoils setting of the host property in the backdrop.
- it is poorly sited, cutting across an architectural feature of the host building in that it overshoots the ridge line of the garage and is visible from the reverse side of the garage / hoarding, protruding above that roof line,
- it is within a housing policy area and visible from the windows of houses on Vauxhall Road

4.26 Appendix A shows photos of the sites compared to edited photos showing the sites removed. It is considered that the proposed enforcement action would significantly enhance the character of the area, its buildings, structures and green spaces.

4.27 The possibility of a modified display at each site has been considered, as required by the NPPF Planning Practice Guidance. None of these sites are thought appropriate for commercial advertising display of a wide and general nature. Officers can discuss this with the advertiser in each case.

## 5. REPRESENTATIONS

5.1 The issue has been raised by two active, well supported local community groups. The thrust of the complaint is that they have done much work in recent years to improve the environment of the Wincobank and Blackburn area. These hoardings are highlighted as causing particular visual blight in a neighbourhood with historical issues of a poor quality environment.

5.2 It is claimed, that the Council's efforts have tended to be targeted at the more affluent parts of the city. However the complainant has been advised about the previous actions to enforce the removal of hoardings in all areas where problems have been identified, (see para.3.1).

## 6. ASSESSMENT OF ENFORCEMENT OPTIONS

6.1 The Town and Country Planning (Control of Advertisements) Regulations 2007 - ('the Advert Regulations'), categorises adverts into three groups:

- Adverts that are specifically excluded from Local Planning Authority, (LPA), control.
- Adverts for which the rules give a 'deemed consent' so that the LPA's consent is not needed provided they are within set limits.
- Adverts for which express consent is always required.

Class 13 of the Advert Regulations allows advertisements to be displayed on a site that has been used continually for the preceding 10 years for the display of advertisements, (it does not permit the substantial increase in the extent of the display).

Class 14 permits the continued display of adverts for which the permitted period of express consent (usually 5 years) has expired and for which the LPA has not forbidden any further display of that advert, or refused an application for its renewed display.

6.2 Regulation 8 of the Advert Regulations provides for the service of a Discontinuance Notice, (DN). Such a notice can be used to 'discontinue' the use of a site for displaying adverts altogether or can discontinue a particular advert, where deemed consent exists under the Regulations. It is considered that DN's should be served for all the cases in this report. Some DN's would seek the use of the site for the display any advert to stop; some actions would seek merely the removal of the particular advert currently displayed on the site. For example at site H1 the railway operators may need to erect a small sign, as yet unforeseen, for the purpose of managing the railway property. Site H10 however isn't suitable for type of advert being on a residential property.

6.3 It is an offence to display without consent, an advert that requires express consent under the Advert Regulations. A prosecution can be brought under Section 224(3) of the Town and Country Planning Act 1990, (the Act) in such circumstances. A prosecution cannot be brought for these displays because they have deemed consent. However proceedings could be brought for any new illegal displays following discontinuance action.

## 7 EQUAL OPPORTUNITIES

7.1 There are no equal opportunity implications arising from the recommendations in this report.

## 8. FINANCIAL IMPLICATIONS

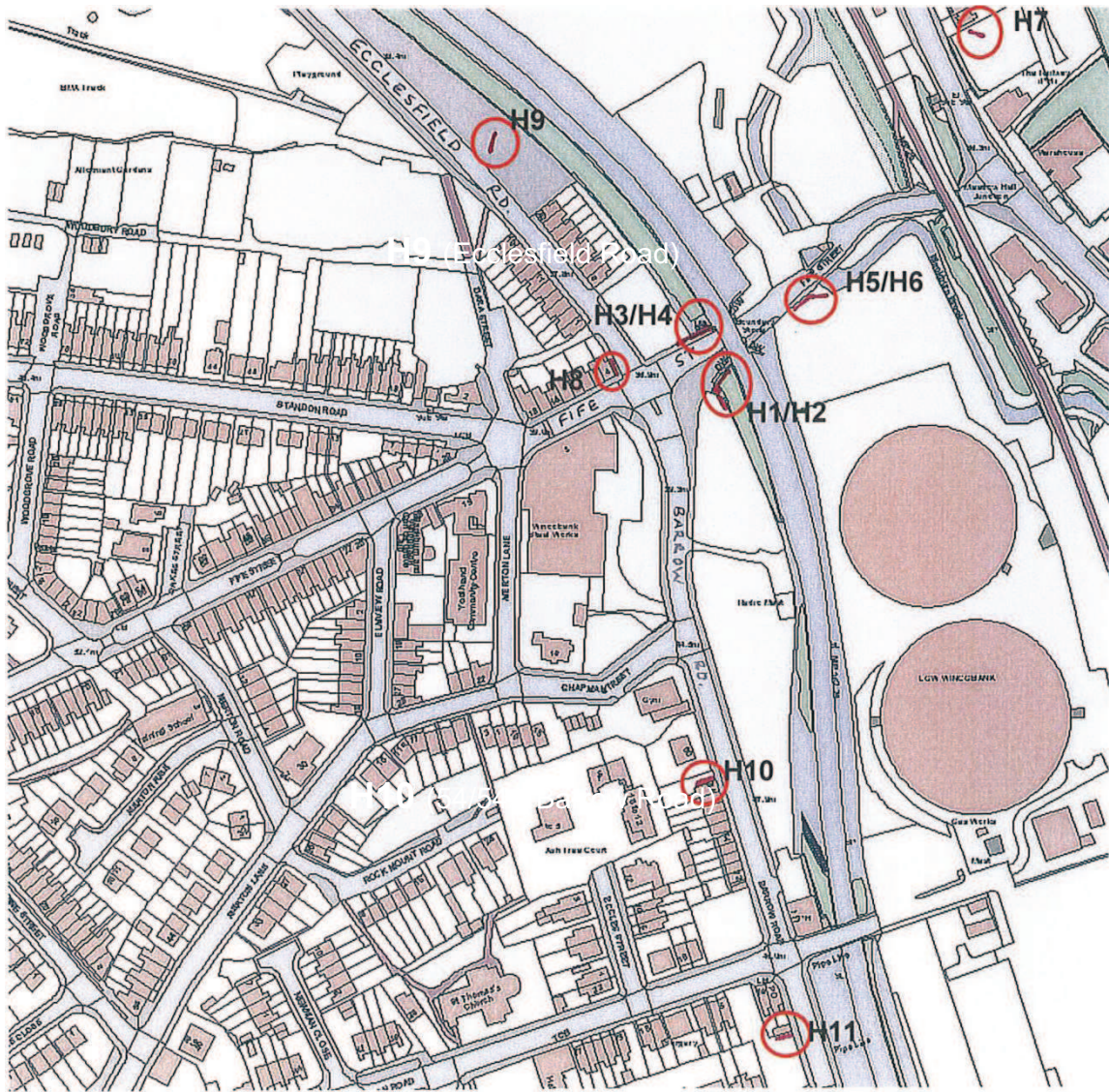
8.1 Section 223(1) of the Town & Country Planning Act , makes provision for the payment of reasonable expenses when claimed, for the cost of removing an advertisement, following enforcement action, which existed on 1<sup>st</sup> August 1948. Any costs arising will be met from the existing planning revenue budget. This is unlikely to apply in this case.

## 9. RECOMMENDATION

9.1 That the Director of Regeneration and Development Services or Head of Planning be authorised to take any appropriate action including if necessary, enforcement action, the service of Discontinuance Notices and the institution of legal proceedings to secure:

- (ix) The discontinuance (removal) of the display of the two freestanding 48 sheet hoardings, ref H1 and H2, including the removal of the associated supporting structure and platform, from the land at the junction of Fife Street and Barrow Road,
- (x) the discontinuance (removal) of the display of the two 48 sheet hoardings, ref H3 and H4 including the removal of the associated supporting structure, from land adjacent 2 Fife Street,
- (xi) the discontinuance (removal) of the display of the two 48 sheet hoardings, ref.H5 and H6, including the associated supporting structure from land adjacent Blackburn Brook, Fife Street,
- (xii) the discontinuance (removal) of the display of the 48 sheet hoarding and associated supporting structure and screen fencing, ref. H7, land adjacent to 14 Blackburn Road,
- (xiii) the discontinuance of the use of the site at the flank wall of 4 Fife Street for the display of advertisements, including the removal of the existing 48 sheet hoarding, ref. H8,
- (xiv) the discontinuance of the display of the 48 sheet advertisement hoarding, ref. H9, including the removal of the supporting structure at land 35 metres north west of 20 Ecclesfield Road,
- (xv) the discontinuance of the use of the site at the flank wall of 54/54A Barrow Road for the display of advertisements, including the removal of the existing 48 sheet hoarding, ref. H10,
- (xvi) the discontinuance of the use of the site at the back wall of the outbuilding at 74 Barrow Road for the display of advertisements, including the removal of the existing 48 sheet hoarding, ref. H11,

SITE PLAN



Maria Duffy  
Acting Head of Planning

21 March 2014



## SHEFFIELD CITY COUNCIL Planning & Highways Committee

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**Report of:** Director of Regeneration & Development Services

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**Date:** 22 April 2014

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**Subject:** Quarterly overview of enforcement activity

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**Author of Report:** Khalid Mahmood

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**Summary:** To inform members of the planning enforcement work being carried out in addition to the formal cases on the quarterly update report and to give an overview of the overall quality of the service provided by planning enforcement.

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### **Reasons for Recommendations:**

The purpose of this report is to give Committee Members an overview of planning enforcement work being carried out and the quality of service provided across the City.

### **Recommendations:**

That members note the report.

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### **Background Papers:**

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**Category of Report:** OPEN

## REGENERATION & DEVELOPMENT SERVICES

### REPORT TO PLANNING AND HIGHWAYS COMMITTEE

22 APRIL 2014

#### QUARTERLEY OVERVIEW OF ENFORCEMENT ACTIVITY

##### 1. PURPOSE OF THE REPORT

- 1.1 This is the quarterly report to inform members of the work being undertaken by the Planning Enforcement Team. The period covered runs from 1<sup>st</sup> January 2014 to 31<sup>st</sup> March 2014.

##### 2. ACTIVITY DURING THE QUARTER

- 2.1 A total of 147 enforcement complaints were received, out of these 47% were concerned with unauthorised development and use and 22% were failure to comply with planning conditions or approved plans. The percentage of cases involving Section 215 untidy land/buildings was 6%, unauthorised advertisements including hoardings were 17% and all other complaints were 8%.
- 2.2 The number of cases resolved within the target of 6 months was almost 55% of all the cases closed in the period. Almost 43% of these cases have been remedied or made acceptable. The team is slightly short of its target, to close 57% of cases within 6 months, but actions are being taken to find more efficient ways of screening enquiries to compensate for a reduction in the capacity of the team.
- 2.3 The table below shows the number of formal Notices served and prosecutions carried out within this period and the previous three quarters as well as the service years 2012/13 and 2013/14 to show trends: -

Notice type	Financial Year 2012 to 2013	Financial Year 2013 to 2014	Quarter 1 Apr – Jun 2013	Quarter 2 Jul – Sept 2013	Quarter 3 Oct – Dec 2013	Quarter 4 Jan – Apr 2014
Breach of Conditions	5	14	2	3	5	4
Discontinuance (adverts)	2	0	0	0	0	0
Enforcement	29	15	2	3	4	6
Stop	3	0	0	0	0	0
Temporary Stop	2	2	0	1	0	1
Section 215 (untidy land)	6	5	1	1	1	2
Section 225 (signs)	6	10	5	1	4	0
Total Notices Served	53	46	10	9	14	13
Prosecutions	4	8	0	2	0	6

- 2.4 The numbers of formal Notices that have been served in this year have decreased slightly, however, the number of prosecutions have increased. Over the last year there has been shift in emphasis, to serving more Breach of Condition Notices, responding to community and Member concerns that the Council needs to be more effective in ensuring that conditions are complied with.
- 2.5 There has been little change overall from the last quarter compared with this quarter except for the significant increase in the number of prosecutions for non-compliance with notices. We have had a number of successful prosecutions during this quarter where works were carried out by the contravener as a result of the prosecution. 3 out of 6 cases have been successfully concluded.
- 2.6 The table below shows the number of complaints received in the last service year 2013/14 and the previous service year 2012/13:-

Service year 2012 - 2013	Service year 2013 - 2014
693	702

- 2.7 The table below shows the number of complaints received in each area of the city over the last service year 2013/14:-

South	North	City Centre & East
222	231	229

- 2.8 The number of complaints overall, received this financial year has been consistent with the previous year. However, the numbers of complaints received in each area of the city has been fairly equal, which is a change from previous years where there have consistently been a higher number of complaints received in the South of the city.
- 2.9 Officers have recently dealt with a case relating to a wall within the Kelham Island Conservation Area that had been partially demolished. Whilst Officers were on site it was noticed that the reason why the wall was demolished was to create an ingress/egress point for an unauthorised car park. A Conservation Area Enforcement Notice was served in relation to the partial demolition of the wall. The owners submitted an application for the unauthorised car park. The application did not meet policy guidelines and was therefore refused. An Enforcement Notice was served to stop the unauthorised use. The owners appealed against the refusal of planning permission and the Enforcement Notices. The Planning Inspectorate considered all three appeals simultaneously and dismissed all three. The Enforcement Notices have recently been complied with, the wall has now been reinstated and the use of the land as a car park has stopped. The photographs below show the wall before and after the notice was complied with.

## Before and after



### 3. CONCLUSION

3.1 Officers have recently had prosecution training, which has enabled them to gain a better understanding of the type of, and amount of evidence required and the information required to prepare statements that would be successful in prosecutions. This will both give confidence to officers and also support them to be successful in further prosecutions.

3.2 One of the big changes to the service this year has been the creation of an Enforcement Team Leader's post, from within the team, to help compensate for the deletion of the Enforcement Manager post. This change has enabled new ways of working such as filtering enquiries and complaints before they are registered as a complaint and implementing some efficiency measures.

### 4. RECOMMENDATION

4.1 It is recommended that Members note the report.





## SHEFFIELD CITY COUNCIL Planning & Highways Committee

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**Report of:** Director of Regeneration & Development Services

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**Date:** 22 April 2014

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**Subject:** Enforcement Report

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**Author of Report:** Khalid Mahmood

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**Summary:** Progress report on enforcement actions authorised by committee, or under delegated powers in the City Centre and East Area.

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### **Reasons for Recommendations:**

The purpose of this report is to inform Committee members of progress on current enforcement cases in City Centre and East Area.

### **Recommendations:**

That members note the current progress on actions

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### **Background Papers:**

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**Category of Report:** OPEN



## QUARTERLY UPDATE ON LIVE ENFORCEMENT CASES IN CITY CENTRE & EAST AREA

### Report abbreviations

PP	Planning Permission	EN	Enforcement Notice
PD	Permitted Development	PCN	Planning Contravention Notice
BCN	Breach of Condition Notice	S330	Notice under Section 330 of the Act requiring details of interest in land
S215	Notice under Section 215 of the Act – Land adversely affecting amenity of neighbourhood.	S225	Notice under section 225 of the Act requiring removal of illegally displayed placards or posters
TSN	Temporary Stop Notice		

### ITEMS IN BOLD TYPE INDICATE CHANGES SINCE LAST REPORT

NO	SITE	BREACH	DATE OF BOARD RESOLUTION/ DELEGATED AUTHORITY	CURRENT SITUATION
1.	85 Robin lane, Sheffield, S20 1BB	Unauthorised first floor balcony	01/04/14	<b>07/04/14 – Enforcement Notice has been served, takes effect 06/05/14 and needs to be complied with by 06/07/14.</b>
2.	20 Paddock Crescent, Sheffield, S2 2AR	Unauthorised erection of fence at front and decking at rear of property	11/03/14	<b>01/04/14 - A letter asking for the fence to be removed and S330 Notice has been sent.</b>
3.	Parkway Drive,	Non-payment of planning obligation monies - £22,739 (02/03081/FUL)	20/12/10	<b>01/01/14 - The monies were paid on 6/12/14 - NFA</b>

4.	87 Bowden Wood Crescent, S9 4EA	Unauthorised rear conservatory	17/12/13	<b>01/04/14 – EN has been served compliance period expires 04/06/14.</b> 09/01/14 – The owner has assured that the conservatory will be removed by the end of March. An EN will also be served in the next few days.
5.	41 Park Grange Mount, S2 3SP	Unauthorised raised platform	17/12/13	<b>07/04/14 - EN has been served, took effect on 04/03/14 and requires compliance by 24/06/14.</b>
6.	Adjacent to Bailey Bridge, Effingham Street, S4 7YP	Unauthorised telecommunications mast	15/10/13	<b>01/04/14 – The mast and associated equipment has been removed – NFA.</b> 09/01/14 – BCN has been served 17/12/13 compliance period 6 weeks. 11/11/13 – Appeal against planning application has been dismissed. In discussions with owners to remove the mast.
7.	42 Dundas Road, S9	Unauthorised flue	15/10/13	<b>07/04/14 – EN has been served 3/01/14 comes into effect 07/02/14 and required compliance by 02/05/14.</b> 05/11/13 – Application (13/02291/FUL) has been refused with enforcement action. A letter has been sent to the owner requesting the removal within 14 days. If flue not removed within the next few days then EN will be served.
8.	37 Westfield Avenue, S12 4LG	Unauthorised high fence	15/10/13	<b>07/04/14 – The appeal has been dismissed on 24/03/14, 8 week compliance period ends 09/05/14.</b> 09/01/14 – EN has been served 26/11/13 an appeal has been made. 05/11/13 – Application (13/01874/FUL) has been refused with enforcement action. EN being prepared

9.	5 & 7 Pleasant Close, S12 2BB	Breach of condition 15- Surface water drainage, 20 – Intrusive investigation report, 21, 22 and 25 – relate to remediation works	22/10/13	<b>01/04/14 – A conditions application (13/03529/COND) has been received, pending consideration.</b> 09/01/14 – A condition discharge application has been submitted. Currently working with Officer to resolve issues. 05/11/13 – BCN has been served on 4/11/13 and comes into effect 28 days after it was served.
10.	Tesco, 1 Savile Street, S4 7UD	Breach of condition 30 – Landscaping, 31 – Public realm works, 33 – Maintenance of the sward, 46 - Revised remediation strategy	11/10/13	<b>07/04/14 – Most of the work has been carried out except for the work relating to green wall reminder to be sent.</b> 09/01/14 – Working with Officer to resolve issues, some work has been done. 05/11/13 – BCN has been served 21/10/13 and comes into effect 28 days after it was served.
11.	Units 6A and 6B Junction 34 Industrial Estate, Gresboro Road, S9	Breach of Condition 6 – use of building between 0900 to 1700 Monday to Friday and 0900 to 1300 on Saturday	09/09/13	<b>01/04/14 – It appears that conditions are being complied with no further complaints received – NFA.</b> 09/01/14 – Variation of condition application has been granted – Monitor site. 05/11/13 – BCN has been served and has come into effect. The notice is being complied with. Application (13/03662/CHU) has been submitted to vary condition – Continue to monitor.
12.	60 Clifton crescent, S9 4BE	Unauthorised use of garden for the storage of building materials and machinery	13/08/13	<b>01/04/14 – Some materials still remain in garden a EN will be served.</b> 14/01/14 - Most of the rear garden remains clear – Monitor site and if use starts again then serve EN.

13.	104 Stafford Road, S2 2SF	Unauthorised conservatory	25/02/13	<p><b>01/04/14 – Appeal has been upheld. However, a condition has been attached stating that the rear side of conservatory needs to be rendered matching existing render on the property before July 2014; if this work is not carried out within this time period then the conservatory needs to be demolished.</b> 14/01/14 – Inspector visited premises on 11/01/14 awaiting decision from Planning Inspector. 04/04/13 – EN has been served on 19/03/13, takes affect 22/04/13 – 8 weeks compliance period.</p>
14.	Steel House, 53-59 West Street, S1 4EQ	Unauthorised Use of premises as a night club	25/02/13	<p><b>01/04/14 – It appears that premises are no longer being used. If premises come back into use licensing will let planning know- NFA</b> 09/01/14 – The Architect has stated that the premises are no longer being used. Monitor. 05/11/13 – New application (13/01495/CHU) has been submitted (Invalid).15/04/13 – Letter asking to stop the unauthorised use and a S330 Notice has been served.</p>

15.	35-39 Southend Road, S2 5FS (Former Windsor Hotel Public House)	Unauthorised formation of self contained flats at first floor level	04/02/13	<p><b>07/04/14 – A BCN to be prepared and served.</b> 09/01/14 – Work is progressing positively to comply with conditions. 03/07/13 – Planning permission has been granted and work is being carried out to comply with conditions. 12/04/13 – PCN has been served asking for further information regarding the first floor flats. 12/02/13 – New planning application (13/00207/FUL) has been submitted with alternative proposal and is currently Invalid. Letter has been sent asking for further information to validate application.</p>
16.	Alma Street, Sheffield, S3 8SA	Unauthorised Car Park	17/12/12	<p><b>07/04/14 – The unauthorised use has stopped and the unauthorised signs have been removed. NFA</b> 09/01/14 – The unauthorised use has stopped however the signs have not been removed yet. A reminder will be sent. 05/11/13 – Appeal has been dismissed, however there is an error on the appeal decision which has been raised with Planning Inspector. The appeal decision will probably be reissued with a new compliance date. 03/07/13 – Awaiting decision from Planning Inspectorate. 04/04/13 – An appeal has been made against the EN. 25/01/13- EN served 24/1/13 - Compliance period is 28 days from when the notice is served</p>

17.	Land Adjacent The Old Dairy 8, White Lane, Gleadless, S12 3GB	Unauthorised erection of summer house decking area and climbing frame and the unauthorised use of land for domestic curtilage	05/11/12	<p><b>01/04/14– Appeal has been dismissed 6 month compliance period from 24 October 2013 expires on 24/04/14.</b></p> <p>03/07/13 - Case with the Planning Inspectorate. 04/04/13 – An appeal has been made against the EN. 23/01/13 – EN has been served (14/12/12) and an appeal has been made.</p>
18.	64-68 Wicker, S3 8JD	Unauthorised erection of flues at rear of 64 and 66 Wicker, unauthorised erection of first floor rear extension and railings at 66 Wicker and the unauthorised erection of rear extension, steps, railings and the creation of an entrance door at the side of 68 wicker, and untidy appearance of the side elevation of 68 Wicker.	05/11/12	<p><b>07/04/14 – the required work has been carried out – NFA.</b> 09/01/14 – Planning permission (13/01597/FUL) for the alterations has been granted with conditions. The unauthorised flue at No 64 has been removed – Condition application has also been submitted. Monitor site.</p> <p>03/07/13 – Some of the required works have been carried out, a planning application has also been submitted to regularise the other works. A prosecution file has also been prepared and sent to litigation with a view that if all works are not carried out or if the applications are refused then the matter will be presented to court without delay. 04/04/13 – EN's and S215 have not been complied with, a site meeting has been arranged to discuss what needs to be done to comply with these Notices. Prosecution file is also being prepared and will be passed to litigation. 23/01/13 – EN's have been served on 4/12/12 and a S215 Notice has also been served on 68 Wicker. Compliance period 3 months from when the notice was served.</p>



19.	28 Ebenezer Street, Sheffield S3 8SR	Untidy Land – derelict building in a state of disrepair	29/10/12	<b>07/04/14 – The Notice has been complied with – NFA.</b> 09/01/14 – Planning permission has been granted – Monitor site. 03/07/13 – Planning application (13/01940/FUL) has been submitted - invalid. 04/04/13 – S215 Notice has been served on 29/10/12 – Owner currently negotiating pre-app for residential on site.
20.	44 Fellbrigg Road, Sheffield, S2 2GX	Unauthorised erection of a timber storage building at the front elevation of the property	13/08/12	<b>01/04/14 – The case was in Court on 20/03/14 and is now scheduled for a full trial in July 2014.</b> 09/01/14 – New evidence has been gathered and file passed to litigation for prosecution. 04/04/13 – Prosecution file being prepared. 25/01/13 – EN has been served needs to be complied with before 16 Feb 13.

21.	255 Glossop Road, S10 2GW	Unauthorised fume extraction system	23/07/12	<b>07/04/14 – Discussing with owner an alternative to the air conditioning unit.</b> 09/01/14 – Flue has been removed and a new approved flue has been erected. Minor details such as air con unit and external metal grill need to be resolved. 03/07/13 – Planning application has been granted with conditions – Condition 1 - asking for the flue to be replaced within 6 weeks from decision. To date the condition has not been complied with and the matter is being reported to prosecution. 04/04/13 – Planning and Listed Building application (12/03919/FUL and 12/03920/LBC) have been submitted and under consideration for alternative scheme. 29/10/12 – EN has been served and took effect on 26/10/12 and needs to be complied with before 26/01/13.
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22.	361 Staniforth Road, S9 3FP	Breach of Condition (02/02562/CHU) Condition 2 – use of building within 7am and 7pm Condition 3 – cooking facilities and Condition 6 provide a receptacle for the disposal of litter.	30/01/12	<b>01/04/14 – Application has been validated and pending consideration.</b> 09/01/14 – Most of the information has been submitted and rest will be submitted in the next few days. 05/11/13 – The occupier has contacted the architect and has assured that the required information will be submitted before end of Nov. 03/07/13 – The application still remains invalid the architect has had bereavement in family therefore not been able to submit required details; however assurances have been given that they will be submitted asap. 04/04/13 - A retrospective planning application (12/03059/FUL) has been received to retain the current use.
23.	Site Of Richardsons Cutlery Works, Alma Street and Cotton Street, S3 8SA	Unauthorised demolition of boundary wall	10/04/12	<b>07/04/14 – The wall has been rebuilt as required – NFA.</b> 09/01/14 – In discussions with officer to resolve this issue. Compliance period expires 11/03/14. 05/11/13 – Appeal has been dismissed, however there is an error on the appeal decision which has been raised with Planning Inspector. The appeal decision will probably be reissued with a new compliance date. 03/07/13 - EN served (16/06/12) and has been appealed against, awaiting Planning Inspector's decision.

24.	272 Glossop Road, S10 2HS	Unauthorised cooling fan at rear of property	20/12/11	<b>01/04/14 – The fan has been removed – NFA.</b> 09/01/14 – Prosecution file has been passed to litigation. 05/11/13 – A 2 <sup>nd</sup> prosecution file is being prepared. 03/07/13 – A letter has been sent asking to remove the unit before August 2013. 11/02/13 – Appeared in Court on 31/01/13 pleaded guilty and was given a conditional discharge. Reminder letter to be sent asking to remove unit within 6 months. 19/12/12 and he asked for adjournment, was adjourned until 31/01/13 .29/10/12 – Prosecution file has been prepared and is currently with litigation. 02/07/12 – EN notice served on 10/02/12 and took effect on 16/03/12 – 2 month compliance period. EN not complied with.
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25.	Former Foundry Worker's Club and Institute, Beaumont Road North, Sheffield, S2 1RS	Untidy Land – Derelict building in a state of disrepair	11/12/2011	<p><b>07/04/14 – Before the premises were auctioned all monies owed to SCC for demolition and associated costs have been paid in full - NFA.</b> 09/01/14 – legal have instructed Kier Asset Partnership Services to put the land in an auction as soon as possible. 07/11/13 – Deadline for due payment is beginning of December if no payment is received then the property will be put in auction early next year. 03/07/13 – Currently in the process of pursuing 'enforced sale' of the site. 29/01/13 - The derelict building on the edge of the Harborough Lower Manor Estate was demolished by appointed contractors early in April 2012 following non-compliance with a section 215 notice. The demolition was funded by the Local Growth Fund to un-lock the site and make it viable for re-generation and development.</p>
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26.	1 Lumley Street, S4 7ZJ	10/02698/FUL non compliance with conditions 2 – development in accordance with approved plan 3 - Approved fence to be in place by 30 November 2010. 4 - New access. 6 - Stopping up redundant access	07/02/2011	<p><b>07/04/14 – Planning permission has been granted – NFA.</b> 09/01/14 - New application (13/03658/FUL) has been submitted for the continuation of the use of the premises as a car wash. The application has been validated. Monitor. 05/11/13 – Planning permission expired on 01/11/13, advice from litigation was to withdraw the current prosecution and the owner should re-apply for planning permission. 03/07/13 – Litigation file has been prepared and sent to solicitors for prosecution. 15/04/13 – A letter is being prepared by litigation and will be sent shortly. 25/01/13 – New BCN has been served and to date it has not been complied with. A prosecution file is being prepared and will be passed to litigation. 29/10/12 – After several discussions with owner have failed a new BCN is being prepared and will be served shortly.</p>
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27.	484 Staniforth Road	Unauthorised roof extension	25/01/2010	<p><b>07/04/14 – Quotations being requested for possible direct action by SCC.</b>  04/04/13 – No solution offered by the owner, contact to be made in the next few weeks with the lending bank to see if it can assist in resolution. 11/02/13 – In discussions with owners (including mortgage provider) to find a resolution. 29/10/12 – The owner has said that he cannot afford to carry out the works required in the notice a meeting has been arranged with owner to discuss a plan of action. 02/07/12 – Letter sent on 11/05/12 reminding the owners that work needs to be carried out before 10/12. 02/04/12 – Monitor site until 10/12 for compliance. 13/01/12 – The owner cannot afford to carry out the works, extra 12 months given to comply with EN – check 10/12. 11/10/11 – Letter sent to owner giving two months to comply with EN or 2<sup>nd</sup> prosecution will begin. Work has not started yet. Trying to arrange site meeting with owner to clarify what is required. 08/07/11 – Fined £200 + 100 costs, reminder to be sent to comply with EN. 20/01/2011</p>
28.	Jacosa, 141 West Street, S1 4EW	Unauthorised Roller Shutters	13/10/2008	<p><b>01/04/14 – One shutter has been removed and the other should be removed shortly.</b> 09/01/14 - The new occupier has assured that main entrance door will be replaced and then the shutters will be removed. – Monitor site. 05/11/13 – The new occupier was prosecuted and fined £370 in total.</p>







## SHEFFIELD CITY COUNCIL Planning & Highways Committee

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**Report of:** Director of Regeneration & Development Services

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**Date:** 22 April 2014

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**Subject:** Enforcement Report

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**Author of Report:** Deborah Parkinson

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**Summary:** Progress report on enforcement actions authorised by committee, or under delegated powers in the South Area.

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**Reasons for Recommendations:**

The purpose of this report is to inform Committee members of progress on current enforcement cases in the South Area.

**Recommendations:**

That members note the current progress on actions

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**Background Papers:**

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**Category of Report:** OPEN



**UPDATE ON LIVE ENFORCEMENT CASES IN SOUTH AREA FOR QUARTER ENDED 31<sup>st</sup> December 2013.**

**Report abbreviations**

BCN	Breach of Condition Notice	PD	Permitted Development
DN	Discontinuance Notice	PP	Planning Permission
EN	Enforcement Notice	S215N	Section 215 Notice, to remedy untidy land
ESP	Enforced Sale Procedure	S330	Notice under Section 330 of the Act requiring details of interest in land
NFA	No Further Action	TPO	Tree Preservation Order
PCN	Planning Contravention Notice	TSN	Temporary Stop Notice

**ITEMS IN BOLD TYPE INDICATE CHANGES SINCE LAST REPORT**

<b>NO</b>	<b>SITE</b>	<b>BREACH</b>	<b>DATE OF COMMITTEE RESOLUTION</b>	<b>CURRENT SITUATION</b>
1.	Land Between 1 To 3 And Nos 5 And 7 Dover Road Sheffield S11 8RH	Erection of an Unauthorised wall	11/03/2014	<b>03.04.2014 – Paperwork with legal services to serve an Enforcement Notice</b>
2.	Meersbrook Garage, 1-7 Meersbrook Road	Unauthorised Alterations to Car showroom.	18/02/2014	<b>01/04/2014 – Works is already underway to comply with the requirements of the Enforcement Notice. Site being monitored. 19/02/2014 – The most</b>

NO	SITE	BREACH	DATE OF COMMITTEE RESOLUTION	CURRENT SITUATION
				recent planning application was refused at Planning Committee. The owner has decided that he is not submitting any further applications and will comply with the enforcement notice.
3.	24 Ashgate Road, S10 3BZ	Unauthorised UPVC windows	04/02/2013	<b>9/1/2014 – EN served with 16 week compliance period.</b> 11/09/2013 – Appeal dismissed, EN will now be served. 06/03/2013 Appeal lodged & on-going, Inspectorate has written to the appellant requesting further information. 04/02/2013 Application refused with enforcement action authorised.
4.	227-229 Abbeydale Road, S7	Unauthorised Signs	04/02/2013	<b>20.03.2014 – Both signs removed..</b> 14.01/14 Paperwork still with litigation. 1/10/2013 – Paperwork with litigation. 04/02/2013 – Authority given to serve notices.
5.	22 Barber Place, S10 1EG	Breach of Conditions and approved plan	12/03/2013	<b>11/2/14 Site visit confirmed that all work to front facing Dormer window, relating to Enforcement Notice has now been complied with. NFA 15/01/2014</b> Still within compliance period (until 31/1/2014) 29/10/2013 – Appeal Allowed,

NO	SITE	BREACH	DATE OF COMMITTEE RESOLUTION	CURRENT SITUATION
				but with 3 months condition. Site to be monitored for compliance.20/05/2013 – Appeal received.29/04/2013 – Enforcement Notice Served
6.	153 Twentywell Lane, S17 4QA	Unauthorised Fencing erected	29/04/2013	<b>07/04/2014 – Still within the compliance period (30/4/14).</b> 4/12/2013 – EN served, 16 week compliance period.1/10/2013 - Authority obtained to serve Enforcement Notice (29/04/2013) however, negotiations are taking place with the owner to agree an alternative scheme.
7.	23 Briar Road, Sheffield S7 1SA	Unauthorised UPVC windows in Article 4 area	19/07/2013	<b>7/04/14 – Windows replaced on site, Need to be inspected.</b> 14/01/2014- Still within compliance period (until 26th February 2014) 10/01/2014 – Still within compliance period. 22/07/2013 – Enforcement Notice served, time for compliance 21/01/2014.
8.	79 Dore Road, S17 3ND	Unauthorised Hoarding	24/09/2013	<b>7/04/14 – Appeal in progress.</b> 14/01/2014- awaiting outcome of appeal before prosecution 1/10/2013 – Notice being prepared.
9.	759 – 761 Abbeydale Road S7 2BG	Unauthorised smoking shelter	11/09/13	<b>07/04/14 – Some details have been submitted but the application is still invalid.</b> 06/11/13 - Planning application

NO	SITE	BREACH	DATE OF COMMITTEE RESOLUTION	CURRENT SITUATION
				(13/03424/FUL) has been submitted for the Council's consideration.
10.	263 Cemetery Road, S11 8FS	Unauthorised replacement of windows to the front and side of 263 Cemetery Road, S11, facing Grange Crescent Road and Cemetery Road, the erection of a new soil pipe facing Cemetery Road, a new down pipe adjacent to the bay window facing Grange Crescent Road, the replacement of guttering and the erection of roof felt on the ground floor bay windows.	05/11/13	<b>07/04/14 – EN has been served 02/04/14 compliance period 6 months.</b> 14/01/14 – EN being drafted and will be served shortly.
11.	73 Sandford Grove Road, S7 1RR	Unauthorised excavation works to the front garden and the unauthorised erection of fences at the front of 73 Sandford Grove Road, Sheffield, S7	23/07/13	<b>07/04/14 – A planning application has been submitted to for alterations to the property – Monitor, enforced sale by PSH still to take place.</b> 14/01/14 – Private Sector Housing (PSH) are pursuing Enforced Sale Procedure (ESP) and advice given from legal is to wait until the ESP has been effective in which case the same outcome would have been achieved. If ESP fails or until the next transgression

NO	SITE	BREACH	DATE OF COMMITTEE RESOLUTION	CURRENT SITUATION
				then to proceed with Injunction. 14/11/13 – EN in relation to the unauthorised fence has been served came into effect 15/10/13 with a compliance period of 2 months. TSN has been served and has been complied with. The injunction relating to the excavation works is with Counsel for drafting of proceedings for issue. Further evidence is required before Counsel is ready to take injunction to Court. Evidence is being provided.
12.	Whirlow Elms Chase, S11 9RQ	Unauthorised retention of buildings and use of building and land as a builder's compound /gardeners store.	21/05/2013	<b>07/04/2014 – Awaiting court date.</b> 08/01/2014 – BCN not complied with, witness statement being prepared. 08/10/2013 – BCN served on Pullan Developments Ltd requesting the removal of the former care takers dwelling and the compliance with condition 3 relating to Sustainable development. 21/05/2013 – Authority given to serve an Enforcement Notice to secure the cessation of use of the former caretakers house as a builders compound/ gardener store.
13.	201 Chippinghouse	Breach of condition 2 –	03/05/13	<b>07/04/14 – prosecution on the 20/03/14</b>

NO	SITE	BREACH	DATE OF COMMITTEE RESOLUTION	CURRENT SITUATION
	Road,S7 1DQ	development not carried out as to the approved plans		<b>£200 fine, £100 Costs and £ 20 Victim Surcharge</b> 14/01/14 – Notice has not been complied with. The matter is being reported to Committee with a request for authority to pursue a prosecution. 09/07/13 – BCN has been served on 5/06/13 – 56 days compliance period
14.	6 Rosamond Place	Breach of Condition 2 – Landscaping.  Breach of Condition 1 – Completion of Development	20/02/13	<b>07/04/2014 – Awaiting a court date for the 2<sup>nd</sup> prosecution.</b> 06/01/2014 – Work re-commenced on site, so being monitored to ensure that this continues. 31/10/2013 – A new conditions application received but not valid, to ensure compliance with breach of condition 2. Site visited and development not completed therefore prosecution papers being prepared for 2 <sup>nd</sup> breach of control. 16/10/2013 – Case in Court, found guilty and fined £75 fine, £75 costs and £25 surcharge. 10/07/2013 – A further breach of Condition Notice is being prepared to ensure compliance with the condition that requires the development to be completed within its entirety, 6 months from the date of approval. No landscaping



NO	SITE	BREACH	DATE OF COMMITTEE RESOLUTION	CURRENT SITUATION
				<p>details received therefore meeting with legal to discuss possible prosecution            15/04/2013 – No details received as yet however still within period for compliance. BCN served requiring details of a landscape scheme to be submitted and approved before being implemented on site.</p>
15.	Swanky Franks 722A Chesterfield Road	Non-compliance with a planning condition to clad an extraction flue	13/02/2012	<p><b>07/04/2014 – No progress on this as other cases have taken priority.</b> 07/04/2014 15/01/2014 – Reminder letters being sent. 31/10/13 No recent progress as waiting for legal advice with regard to ownership of property. 10/07/2013 – Case meeting with legal to discuss further action. Site to be monitored. 16/04/2013 Letter sent to all parties with an interest in the property requesting for works to be carried out, failure to comply with this final letter will lead to the matter being passed on to litigation for a prosecution. 15/03/2012 – Dealing with agent and agreed to an extension of time for compliance, works</p>

NO	SITE	BREACH	DATE OF COMMITTEE RESOLUTION	CURRENT SITUATION
				should be carried out by 31/05/2012. 17/02/2012 BCN served requiring flue to be clad as per condition.
16.	4 Parkers Road	Unauthorised roller shutter	06/02/2012	<b>20/03/2014 – Case was due to be heard in court but appellant wanted legal counsel so the case was adjourned until 1<sup>st</sup> May 2014.</b> 31.12.2013 – Awaiting court date. 31/10/2013 – Paperwork with Litigation for prosecution. 10/7/2013 – Notice being prepared.16/04/2013 – Roller shutter still in place therefore notice not being complied with. File to be prepared for prosecution. 10/09/2012 Appeal dismissed roller shutter to be removed by 18/03/2013. 31/05/2012 Appeal Received. 16/04/2012 EN served,
17.	8 Chandos Street, Broomhill, S10 2PP	Unauthorised removal of chimney stack	25/02/13	<b>07/04/14 – The chimney stack has been replaced – NFA</b> 14/01/14 – Prosecution file being prepared. 05/11/13 – EN has not been complied with a reminder letter has been sent. 09/07/13 – EN has been served 12 weeks compliance period. 15/04/13 – EN has been drafted and is with Legal and Admin.

NO	SITE	BREACH	DATE OF COMMITTEE RESOLUTION	CURRENT SITUATION
18.	75 Machon Bank Road, S7 1PE	Unauthorised replacement of windows at the front of the property	25/02/13	<b>07/04/14 – Planning application has been granted for an alternative proposal time period to be agreed before work is carried out.</b> 14/01/14 – EN has not been complied with but application for timber windows just received. 05/11/13 – EN has been served 6 Month compliance period. Expires on 03/12/13. 15/04/13 – EN has been drafted and is with Legal and Admin. Planning application (12/03797/FUL has been refused with enforcement action.
19.	204 Chippinghouse Road, Nether Edge, S7 1DR	Unauthorised replacement of windows and door within an Article 4 area	13/08/12	<b>07/04/14 – 1<sup>st</sup> floor windows have been replaced as agreed. A further 6 month agreed before the ground floor windows and door is replaced.</b> 14/01/14 – The upstairs windows have been manufactured and ready to be installed. 06/11/13 – In discussions with owner and joiner for suitable replacement windows. 12/07/13 – EN was served (21/09/12) and took effect on 26/10/12 – 9 month compliance period (26/07/13). No work commenced on site as yet.
18	7 Greenfield Drive	Unauthorised signage on display	26/09/11	<b>07/04/2014 – No action on this other cases have taken priority.</b> 15/01/2014 –

NO	SITE	BREACH	DATE OF COMMITTEE RESOLUTION	CURRENT SITUATION
				<p>Ongoing Notice due to be served. 06/11/2013 – Paperwork for Notice nearly complete, final legal checks and service expected within next 2 weeks 11/7/2013 – Notices expected to be served by mid-August. 16/04/2013 Other work taken priority, so not progressed. 12/02/13 – Notices being prepared, aiming to be served by end of February. 14/11/12 – No action on this case as other work has had to take priority. 03/07/2012 Sign still erected on site. Paperwork with Legal to serve Notice. 02/04/2012 – Paperwork being prepared for prosecution. 19/01/2012 – Letter to the owners of the property giving 14 days to remove sign post decision, otherwise prosecution to follow. 27/09/11 – Authority granted to instigate legal proceedings to secure the removal of the unauthorised sign.</p>
19	Land at 141 Denmark Road	Non payment of planning obligation monies £8,255.45 secured in relation to 08/02716/FUL. Development	20/12/2010	<p><b>07/04/14 – Monies received therefore NFA.</b> 10/01/2014 – Awaiting court date. 06/11/2013 – Ownership details updated, still awaiting court date. 10/07/2013 – Still</p>

NO	SITE	BREACH	DATE OF COMMITTEE RESOLUTION	CURRENT SITUATION
		is complete with most of the units occupied		waiting for a court date.16/04/2013 – Awaiting a court date.12/02/13 – File with litigation, awaiting a court date. 14/11/12 – A new updated case file has been passed to litigation.03/07/2012 – Awaiting Court date.19/01/12 – Prosecution file now with litigation. 24/10/11 – Following a number of failed agreements with owners, final warning now given with a view to prosecution. 11/07/11 – Central Debt Recovery Team securing payment agreement 22/03/11 - Developers in process of agreeing payment plan. 26/01/11 Developer Midcity Estates Ltd. Central debt recovery team doing final chasing of money. Prosecution file otherwise ready.
20	Ball Inn, Mansfield Road	Unauthorised Hoarding	21/06/2010	<b>07/04/2014 – No action on this other cases have taken priority.</b> 15/01/2014 – Ongoing Notice due to be served. 06/11/2013 – Paperwork for Notice nearly complete, final legal checks & service expected within next 2 weeks.11/07/2013 – No recent progress, expect to serve

NO	SITE	BREACH	DATE OF COMMITTEE RESOLUTION	CURRENT SITUATION
				<p>Notices by 01/09/2013. 15/04/2013 – No work on this case due to other cases taking priority. 12/02/13 – Notices being prepared, aiming to be served by end of February 25/07/2012 DN to be served within next 14 days. 18/04/2012 Some delay in preparation of Notice. Now anticipate service June 2012. 10/01/2012 – Background checks taking place anticipate notice to be served by Mid Feb 2012. 21/06/11 - Hoarding still in place. Discontinuance Notice to be served. 18/03/11 Company instructed in writing to remove Hoarding by 31/03/11 20/01/11 Planning Appeal dismissed. Instructions to be sent for Hoarding to be removed. 20/09/10 Planning Appeal submitted by applicant. Statement sent by Planning Officer to Inspectorate on 27/8/10. Outcome of this will determine further enforcement position. 1/06/2010 – retrospective advertisement application refused at Area Board. Instructions being prepared for Notices to be served.</p>

NO	SITE	BREACH	DATE OF COMMITTEE RESOLUTION	CURRENT SITUATION
21	776 Ecclesall Road	Breach of Condition (Opening hours of hot food take away)	03/06/2010	<p><b>07/04/2014 – About to undertake a new round of Evidence gathering with a view to preparing a new prosecution file.</b></p> <p>14/01/14 – Awaiting litigation advice.</p> <p>06/11/2013 – Case meetings arranged with litigation with regard to extending the joint strategy with licensing. 12/07/2013 – New evidence gathering needed towards service of new BCN. 16/04/13 – Site being monitored to gain new evidence of further breaches of planning control. 14/11/12 – Revised strategy being developed for the approach to Hot food takeaways in this area. Litigation to advise on whether we need to withdraw BCN.</p>
22	Pizza Padrino, 267 Fulwood Road, Broomhill Conservation Area	Non compliance with approved hours (94/01539/FUL)	02/06/2010	<p><b>7/4/2014 – Awaiting outcome of latest prosecution.</b> 14.01.2014 – Ongoing prosecution with licensing. Court date expected before April. 6/11/2013 Joint strategy with licensing, awaiting a further prosecution. 26/06/06 – Case in court, owner pleaded guilty &amp; was fined £260. 16/04/2013 – Awaiting court dates for licensing prosecution. 23/1/13 – Site being monitored, to gain evidence for further</p>

NO	SITE	BREACH	DATE OF COMMITTEE RESOLUTION	CURRENT SITUATION
				<p>breaches. Licensing are currently prosecuting for failure to comply with license conditions, court date expected soon. 18/07/2012 – Case in Court. Owner pleaded guilty £50 fine, Costs £50 and £15 surcharge. 20/03/2012 – Files with prosecution waiting court date 17/2/12 – Evidence for prosecution obtained &amp; being prepared for Litigation. Letter sent 14/12/11 warning non-compliance with EN will lead to prosecution. 13/06/11 - Work still to be completed for new EN's. Expect to be served by end of August 22/3/11 – Decided that new enforcement notices to be served due to info from Licensing that person named as licensee has changed. Cannot prosecute former licensee, work towards this to begin asap. 04/01/11 - Case meeting towards prosecution to be arranged before the end of February. 20/09/10 Premises in breach of TSN &amp; BCN. Prosecution file being prepared in conjunction with Licensing. 03/06/2010 – BCN &amp; TSN served. Regular monitoring taking place with a view to prosecution for any further breaches.</p>



NO	SITE	BREACH	DATE OF COMMITTEE RESOLUTION	CURRENT SITUATION
23	Oasis Pizza, 204 Whitham Road, Broomhill Conservation Area	Non-compliance with approved hours (98/00186/FUL)	02/06/2010	<p><b>13/03/14 – Owner prosecuted (3<sup>rd</sup> such prosecution since July 2011) &amp; found guilty &amp; fined £125 for each of two offences prosecuted (total inc costs = £425 to be paid in instalments of £20 per week).</b> 01.2014 – Owners are currently applying for an Eviction Notice against the occupying tenant, citing the continued breach of planning and licensing controls as their reason. 6/11/2013 Joint strategy with licensing, awaiting a further prosecution. 26/06/2013 – Case in Court, owner pleaded guilty &amp; fined £260. 16/04/2013–Awaiting a court date for licensing prosecution. 13/01/13 – Site being monitored, to gain evidence for further breaches. Licensing are currently prosecuting for failure to comply with license conditions, court date expected soon. 19/07/2012 Case in court, pleaded guilty, £50 fine surcharge £15 costs £75. 20/03/2012 – Files with prosecution awaiting court date. 17/2/12 –Evidence for prosecution obtained &amp; being prepared for Litigation. Letter sent 14/12/11 warning non-compliance with EN will lead to</p>

NO	SITE	BREACH	DATE OF COMMITTEE RESOLUTION	CURRENT SITUATION
				<p>prosecution.10/10/11 – Enforcement Notice issued. Takes effect 14/11/11&amp; requires compliance with planning permission by 14<sup>th</sup> December or prosecution will follow. 13/06/11 - Work still to be completed for new EN's. Expect to be served by end of August.</p> <p>22/3/11.Decided that new EN's to be served due to info from Licensing that person named as licensee has changed. Cannot prosecute former licensee, work towards this to begin asap. Appeal against refusal of PP to allow hours extension dismissed. 04/01/2011 Case meeting towards prosecution to be arranged before the end of February. 20/09/10 Premises in breach of TSN &amp; BCN. Prosecution file being prepared in conjunction with Licensing</p>
24	Old Whitelow Farm, Old Whitelow Lane.	Re-construction of a demolished redundant farm building	30/07/08	<p><b>28/03/2014 – Correspondence received from solicitors trying to address the ownership issues of the site.</b> 10/01/2014 – Ongoing discussions with litigation &amp; owners agents.05/11/2013 – Discussions</p>

NO	SITE	BREACH	DATE OF COMMITTEE RESOLUTION	CURRENT SITUATION
				<p>taking place with litigation, legal position being evaluated. 11/07/2013 – No recent progress, however meeting arranged for mid-August with litigation. 16/04/2013 – In the process of setting up a case meeting with legal department. 12/02/13 – No new applications have been received, advice being taken from legal services with regard to the number of possible uses at property &amp; the possible re-instigation of an historic EN. 4/07/2012 – Meeting held in office to go through all evidence collected with the owners' architects. 20/03/2012 – Application 08/04373/FUL refused with Enforcement Action authorised. Site meeting arranged with owner for 24/4/2012 to discuss other outstanding issues. - 13/01/2012 – Land Ownership issues delaying application process. Meeting to take place with litigation &amp; other legal teams by mid- Feb 2012.</p> <p>05/08/08 – Planning application submitted going through process. 31/07/08 – TSN served. Owner informed that no further works are to take place.</p>

NO	SITE	BREACH	DATE OF COMMITTEE RESOLUTION	CURRENT SITUATION
25	Norfolk Arms Public House, Ringinglow Village	Unauthorised fume extraction and Lighting Columns.	19/05/08 & 21/09/09	<p><b>07/04/2014 – New Witness statements being prepared, aim to get all paperwork to Legal 1/5/2014.</b> 16/12/2013 – Ongoing awaiting court date. 5/11/2013 – Witness statement with litigation for non-compliance with EN for the lighting columns. Another statement being prepared for the non-compliance with the Listed Building Enforcement Notice. 11/07/2013 – Discussed with legal services, prosecution to proceed, paperwork being prepared. 16/04/2013 – Awaiting new applications, lighting columns still in place. 12/02/13 – Discussions taking place with owners regarding replacement lighting to car park &amp; installation of a new extraction system. Site being monitored for compliance with notice Columns should be removed by 28/3/2013. 5/11/12 – Inspectors decision, appeal dismissed &amp; the owner now has 16 weeks to remove unauthorised lighting columns. 1/11/12 Appeal site visit arranged. 15/06/2012 – Appeal ongoing statement submitted. 8/6/2012 Appeal received in connection with the lighting columns. 18/04/2012 –</p>

NO	SITE	BREACH	DATE OF COMMITTEE RESOLUTION	CURRENT SITUATION
				Listed Building Notice & EN served on all parties with an interest.

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## SHEFFIELD CITY COUNCIL Planning & Highways Committee

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**Report of:** Director of Regeneration & Development Services

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**Date:** 22 April 2014

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**Subject:** Enforcement Report

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**Author of Report:** Lee Brook

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**Summary:** Progress report on enforcement actions authorised by committee, or under delegated powers in the North Area.

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**Reasons for Recommendations:**

The purpose of this report is to inform Committee members of progress on current enforcement cases in North Area.

**Recommendations:**

That members note the current progress on actions

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**Background Papers:**

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**Category of Report:** OPEN





**UPDATE ON LIVE ENFORCEMENT CASES IN WEST AND NORTH AREA FOR QUARTER ENDED 31 December 2013**

**Report abbreviations**

BCN	Breach of Condition Notice	PD	Permitted Development
DN	Discontinuance Notice	PP	Planning Permission
EN	Enforcement Notice	S215N	Section 215 Notice, (to remedy untidy land / buildings)
ESP	Enforced Sale Procedure	S330	Notice under Section 330 of the Act requiring details of interest in land
NFA	No Further Action	TPO	Tree Preservation Order
PCN	Planning Contravention Notice		

**ITEMS IN BOLD TYPE INDICATE CHANGES SINCE LAST REPORT**

NO	SITE	BREACH	DATE OF COMMITTEE RESOLUTION (or delegated authority)	CURRENT SITUATION
1.	<b>24-30 Walkley Bank Road</b>	<b>Unauthorised use of car park to flats for parking / storage of commercial removals vehicles.</b>	<b>11/03/14</b>	<b>14/03/14 – Confirmed that unauthorised use ceased under threat of enforcement action. NFA required for now. Site will be monitored for a while.</b>
2.	<b>492 Barnsley Road</b>	<b>Unauthorised Change of Use from A1 to A5 and erection</b>	<b>11/03/14</b>	<b>Preparations being made for service of EN to remove flue and negotiations</b>

NO	SITE	BREACH	DATE OF COMMITTEE RESOLUTION (or delegated authority)	CURRENT SITUATION
		of external flue without planning permission		needed to find alternative method of venting fumes away without causing visual harm.
3.	Telecommunications Mast, Oak Lodge Farm, Thompson Hill	Retention of mast beyond 6 month time limit that is permitted for emergency installations by The T&CP (General Permitted Development) Order.	05/12/13 (delegated)	<b>Notice complied with; mast removed &amp; re-erected 20m away under new emergency, temporary PD. Assurance has been given on behalf of the company that it will be removed once the construction of the approved mast, PP12/00963/TEL for permanent mast nearby on the same property is finished.</b> BCN served 07/01/14, which requires BOCN served 7/1/14 requiring the removal of the mast & associated equipment by 18/3/14, (10wks).
4.	Lion Works, Handley Street	Derelict listed building causing visual harm to both the area and the building itself.	4/10/13 (delegated)	<b>24/03/14-Works underway &amp; good progress made.</b> S215N served 4/10/13. Took effect 1/11/13, requiring renovation works including making building wind & water tight. Compliance required by 21/2/14.

NO	SITE	BREACH	DATE OF COMMITTEE RESOLUTION (or delegated authority)	CURRENT SITUATION
5.	36 Stanwood Crescent	Erection of a conservatory projecting 5.7m from the rear elevation.	03/09/13	Appeal lodged against EN, outcome awaited <b>01/04/14</b> . EN issued 19/10/13, which takes effect 23/10/13 and requires removal of conservatory by 12/2/14.
6.	Vetsry Hall, Crookesmoor Road	Listed building in poor state of repair.	20/5/13 (delegated)	<b>24/03/14 – Roof tile replacement is last outstanding issue to complete, works continue.</b> Works ongoing at January 2014. S215N served 24/5/13. Came into effect 21/6/13 & requires roof repairs, boarding of windows / painting black & general making good, wind & water tight etc. Compliance was required by 2/8/13. Owner appealed to Magistrates against S215N. Magistrates refused to deal with appeal as it was out of time. Notice was not complied with so Council contractor appointed to carry out works following tender process. Owner began work at 11 <sup>th</sup> hour but costs have been incurred by Council due to tender process so that money will be recovered in any event.

NO	SITE	BREACH	DATE OF COMMITTEE RESOLUTION (or delegated authority)	CURRENT SITUATION
7.	Land adjacent to 4 Mowson Hollow	Timber Building used for store / studio	13/11/12	<p><b>Application received to relocate the building to within garden area, ref. 14/00621/FUL. Written assurance given that building will be moved on the outcome (either way) of this application. Costs and materials can be saved by moving and re-constructing in one job.</b></p> <p>EN served 15/2/13 &amp; appeal dismissed 5/9/13, removal of building required by 5/3/14. Jan 2013, details sent to Legal Services for service of EN requiring removal of building, EN expected to be served by 1/2/12.</p>
8.	Land adjacent to 2A Stanley Road, Burncross	Change of use to Residential Curtilage & storage & associated works, including fence & gates.	13/9/11	<p><b>10/02/14 – land levels fully restored. EN complied with NFA required 16/1/14,</b></p> <p>work stalled again, but enforcement continues to liaise with the owner to progress but leaving prosecution option open. 31/7/12 – earth bank part restored, work ongoing. Fence erected to separate Land from house, container removed so that work can start of re-contouring.</p>

NO	SITE	BREACH	DATE OF COMMITTEE RESOLUTION (or delegated authority)	CURRENT SITUATION
	Stanley Rd continued from 4			Officers have met with owner 6/3/12 & agreed a course of action for satisfying the EN with owner. EN served, took effect 14/11/11- requires use as house curtilage & storage to stop, removal of container & any stored plant & removal of metal fencing & gates by <u>5/3/12</u> .
9.	183 Fox Street	Broken & boarded front ground floor window to terraced house.	10/5/11	<b>Works completed, S215 complied with.</b> 07/01/14 – Work by the owner to renovate the house are nearly complete. Window will be last job before house rented out 10/07/13, Quotes for works being sought from 3 sources to cost up work. Direct action still not complied with by 31/12/12. Not complied with at 31/1/12, considering prosecution & / or direct action. S215N served 11/5/11 requiring new window by 1/8/11 following failed negotiations since 1/12/10. The street is well kept & tidy & we wouldn't usually use s215 for this type of low level problem, in this case it is justifiable.

NO	SITE	BREACH	DATE OF COMMITTEE RESOLUTION (or delegated authority)	CURRENT SITUATION
10.	290-308 Pitsmoor Road	(1) Use of Ground floor for retail shop, 1 <sup>st</sup> & 2 <sup>nd</sup> floors as HMO, (11/00050/FUL refused) (2) Canopy to front of Shop refused PP	19/4/11	<p><b>31/3/14 – Action will begin before next quarterly update, for any outstanding conditions, such as boundary treatment, surfacing works etc.</b> (1) EN proposed regarding discharge of conditions of 11/00050/FUL as agent pulled out and no sign of progress. 31/10/12. Officers talking with agent regarding discharge of conditions before application submitted for same. 31/7/12. Discharge of conditions application being prepared for this PP.</p> <p>(1) New application 11/01912/FUL to improve the scheme taking account of reasons for refusal of HMO/Shop, (amendment to refusal of broadly similar scheme ref.11/00050/FUL), was granted conditionally 11/8/11. Shop and HMO now has PP.</p> <hr/> <p>(2) 11/03370/FUL now granted 3/1/12, implementation will superseded the EN. EN not complied with at 30/12/12. Holding back from prosecution for time being due to new application 11/03370/FUL for</p>

NO	SITE	BREACH	DATE OF COMMITTEE RESOLUTION (or delegated authority)	CURRENT SITUATION
	290-308 Pitsmoor Road			alternative canopy to the one built. EN served 8/6/11, took effect 13/7/11 & enquires removal of canopy by 31/8/11.
11.	Youth Club Building, Burgoyne Road,	Non payment of planning obligation monies £10,897.40 in relation to 05/00551/FUL. Change of use taken place and flats now occupied	25/1/11	<b>31/3/14</b> - Litigation still pursuing original owner who signed the s106. Legally the new owner cannot be sued. Solicitors are examining ownership to decide who to pursue for the money. 06/04/11 Developer Mr Dempsey still owns the site. Case with litigation and prosecution next step to be considered.
12.	Parker's Yard, Stannington Road	Unauthorised use as self storage & metals recycling facility. 09/02757/CHU refused PP.	10/6/10	<b>Officers propose to set a new deadline, of the same period given in the EN to cease the use at Parker's Yard due to the lack of an alternative plan from Carwood Commodities. Proposed that 16 weeks be given from date of cttee if approved by members.</b> At January 2014, the lease is still being actively negotiated for the Pearson Forge Site, but it remains unsigned due to difficulties on the sellers part. The business is overcoming

NO	SITE	BREACH	DATE OF COMMITTEE RESOLUTION (or delegated authority)	CURRENT SITUATION
	Parker's Yard continued from p7			<p>problems with their bank &amp; with the vendor for the site due to the economic climate but progress is being pushed by the company, albeit slowly due to increasing demands being asked of them. The company is determined to resolve this. 18/7/12, still delayed by solicitors, expecting contract sign for Pearson Forge soon. 1/3/12, Land contamination survey completed awaiting results of analysis, (takes 4-6wks =approx 10/4/12). Owner reports on 28/3/12 there shouldn't be further obstacles if analysis shows the land is ok. Business owner continues to update officers with progress reports. Work on site now likely to be later, March, due to owners Bank requiring more info on structural stability of site buildings &amp; land contamination. Relocation to new site - the legal process begun &amp; discharge planning conditions also taking place now. Initial estimate is mid Dec'11 for work on site to begin at Pearson Forge. Alternative site that would be suitable for relocation of business identified &amp; 11/01953/CHU</p>



NO	SITE	BREACH	DATE OF COMMITTEE RESOLUTION (or delegated authority)	CURRENT SITUATION
	Parker's Yard continued from p8			granted 13/9/11 for former Pearson Forge at Livesey St. Appeal against EN was dismissed 14/3/11; new compliance period ends 2/7/11. EN served requiring uses to stop by 20/4/11. Appeal against refusal (09/02757/CHU) dismissed.
13.	Dial House Club, Far Lane / Ben Lane	Non-compliance with conditions attached to PP04/04797/FUL, Cond 2-materials for external surfaces, C3-design details for new apartment building, C4-landscaping for grounds, C6-highway access & finishes to frontage, C8-pedestrian access to new bowling green, C9-new pavilion details, C10-bowling green maintenance.	15/12/09 (delegated authority)	<b>31/03/14, Applications under consideration.</b> Discharge of Conditions applications, refs.13/00599/COND & 13/00606/COND under consideration 15/1/14, likely to come to committee in Feb/March. Development nearly completed. PP being implemented at 26/9/11,so BCN now complied with. Meeting inc developer, officers & Members was held in Dec10 & a promise to start work along agreed lines was made to start Jan'11. Discharge of conditions agreed in principle with applicant at meeting 6/8/10 subject to approval of application. BCN served 21/12/09. Details for each condition required by 29/3/10.





## SHEFFIELD CITY COUNCIL Planning & Highways Committee

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**Report of:** Director of Regeneration & Development Services

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**Date:** 22 April 2014

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**Subject:** RECORD OF PLANNING APPEALS  
SUBMISSIONS & DECISIONS

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**Author of Report:** Claire Woods 0114 2734219

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**Summary:**

List of all newly submitted planning appeals and decisions received, together with a brief summary of the Inspector's reason for the decision

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**Reasons for Recommendations**

**Recommendations:**

To Note

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**Background Papers:**

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**Category of Report:** OPEN

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## DEVELOPMENT SERVICES

REPORT TO PLANNING &  
HIGHWAYS COMMITTEE  
22 April 2014

### 1.0 RECORD OF PLANNING APPEALS SUBMISSIONS AND DECISIONS

This report provides a schedule of all newly submitted planning appeals and decisions received, together with a brief summary of the Secretary of State's reasons for the decisions.

### 2.0 NEW APPEALS RECEIVED

(i) An appeal has been submitted to the Secretary of State against the delegated decision of the City Council to refuse planning permission for erection of subterranean extension with ground floor extension above to rear of dwellinghouse at 32 Milden Road Sheffield S6 4AU (Case No. 13/02871/FUL)

(ii) An appeal has been submitted to the Secretary of State against the delegated decision of the City Council to refuse planning permission for a single-storey front & side extensions to dwellinghouse at 185 Long Line Sheffield S11 7TX (Case No. 14/00091/FUL)

### 4.0 APPEALS DECISIONS - ALLOWED

(i) To report that an appeal against the delegated decision of the Council to refuse planning consent for a single-storey side extension to dwellinghouse at Site Of 125 Long Line Sheffield S11 7TX (Case No. 13/01881/FUL) has been allowed conditionally.

#### Officer Comment:-

The Inspector considered the main issues to be i) whether the extension was 'inappropriate development' in the Green Belt; and ii) the effect of the proposal on the openness of the Green Belt.

He concluded that the extension represented a minor addition to the original dwelling, and would be subordinate to it. He therefore felt that it would not be disproportionate (in the terms of the NPPF) and would not be inappropriate development in the Green Belt.

He acknowledged the extension would increase the width and prominence of the house and reduce separation to the neighbouring property. He also noted openness is an essential characteristic of the Green Belt, but felt that in isolation the loss of openness would be minimal. He therefore concluded

there would not be significant harm.

He therefore dismissed the appeal concluding the extension was not 'inappropriate development' and did not cause significant harm to the openness of the Green Belt.

#### 5.0 APPEAL – ENFORCEMENT NOTICE

(i) To report that an appeal against an Enforcement Notice served in respect of without planning permission, the erection of a boundary fence, including the section that doubles as a pedestrian gate and associated posts at the front of the property at 37 Westfield Avenue Sheffield S12 4LJ has been dismissed

##### Officer Comment:-

The Inspector considered the main issue to be the effect of the development on the character and appearance of the area and noted that low walls and hedges were the predominant form of front boundary treatment, which ensured an open feel and a positive contribution to the area. Whilst noting that there were some high fences in the area, the Inspector felt that these were generally on corner plots and screening rear garden areas so were not directly comparable to the appeal property.

The Inspector noted that the installation of the dark stained timber fence, gate and posts (1.83 – 2.08m in height) at the front of the appeal property, abutting the footpath appears visually oppressive, forbidding and at odds with the generally open character. He therefore concluded that the structure causes unacceptable harm and conflicts with Policy H14 of the UDP. Whilst the Inspector noted that the appellant has stated that they have suffered from anti-social behaviour, this was not sufficient reason to justify the harm caused by the fence in his view.

#### 6.0 RECOMMENDATIONS

That the report be noted

Maria Duffy  
Acting Head of Planning

*22 April 2014*

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