

Planning and Highways Committee

Tuesday 15 July 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

Councillors Alan Law (Chair), David Baker, Tony Downing (Deputy Chair), Ibrar Hussain, Bob Johnson, Bryan Lodge, Peter Price, Joyce Wright, Nasima Akther, Denise Reaney, Tim Rippon, Jack Clarkson and Roger Davison

Substitute Members

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

PUBLIC ACCESS TO THE MEETING

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. 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.

FACILITIES

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.

**PLANNING AND HIGHWAYS COMMITTEE AGENDA
15 JULY 2014**

Order of Business

- 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 Meetings** (Pages 5 - 10)
Minutes of the meetings of the Committee held on 24 June 2014
- 6. Conservation Advisory Group** (Pages 11 - 14)
Minutes of the meeting of the Committee held on 20 May 2014
- 7. Site Visit**
To agree a date for any site visits required in connection with planning applications prior to the next meeting of the Committee
- 8. Owlthorpe Planning Brief** (Pages 15 - 106)
Report of the Director of Regeneration and Development Services
- 9. Westfield Planning Brief** (Pages 107 - 178)
Report of the Director of Regeneration and Development Services
- 10. Applications Under Various Acts/Regulations** (Pages 179 - 300)
Report of the Director of Regeneration and Development Services
- 11. Enforcement of Planning Control: 20 Glen Road** (Pages 301 - 306)
Report of the Director of Regeneration and Development Services
- 12. Record of Planning Appeal Submissions and Decisions** (Pages 307 - 310)
Report of the Director of Regeneration and Development Services

13. Date of Next Meeting

The next meeting of the Committee will be held on 5 August 2014

ADVICE TO MEMBERS ON DECLARING INTERESTS AT MEETINGS

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.

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Agenda Item 5

SHEFFIELD CITY COUNCIL

Planning and Highways Committee

Meeting held 24 June 2014 at 10.00 a.m.

PRESENT: Councillors Alan Law (Chair), Tony Downing (Deputy Chair), Ibrar Hussain, Joyce Wright, Denise Reaney, Jack Clarkson, Roger Davison, Andrew Sangar (Substitute Member), Bryan Lodge (Substitute Member) and Jayne Dunn (Substitute Member)

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1. APOLOGIES FOR ABSENCE

1.1 Apologies for absence were received from Councillors Terry Fox, Peter Price and David Baker and Councillors Bryan Lodge, Jayne Dunn and Andrew Sangar attended the meeting as the duly appointed substitutes. Apologies for absence were also received from Councillors Tim Rippon, Bob Johnson and Nasima Akther

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. PLANNING APPLICATION FOR NEW IKEA STORE

4.1 **RESOLVED:** That, following consideration of amendments to the report, additional representations and officer responses to the representations, and subject to revisions to directives 2, 4 and 7, as outlined in a supplementary report circulated at the meeting, and following consideration of representations received from (a) a representative of the East End Quality of Life Initiative, (b) a representative from Outokumpo Stainless Company, (c) the Secretary of the Carterknowle and Millhouses Community Group and (iv) a representative of the Tinsley Residents Action Group speaking against the application and (d) the agent for the applicant and (ii) a representative of IKEA speaking in favour of the application, an application for planning permission for the erection of a non-retail food unit (Class A1) with ancillary customer restaurant and bistro, and provision of associated car parking, landscaping works, servicing and access and highway works (additional information regarding transport and air quality in respect of revised junction improvements at J34 South of the M1) at the site of Betafence Wire Factory, Lock House Road be granted, conditionally, subject to legal agreement and referral to the Secretary of State.

(Note. The vote taken on the decision was 10 to 0 in favour).

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SHEFFIELD CITY COUNCIL

Planning and Highways Committee

Meeting held 24 June 2014 at 2.00 p.m.

PRESENT: Councillors Alan Law (Chair), Tony Downing (Deputy Chair), Ibrar Hussain, Bob Johnson, Joyce Wright, Nasima Akther, Denise Reaney, Jack Clarkson, Roger Davison, Tony Damms (Substitute Member), Bryan Lodge (Substitute Member) and Jayne Dunn (Substitute Member)

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1. APOLOGIES FOR ABSENCE

1.1 Apologies for absence were received from Councillors Terry Fox, Peter Price and Tim Rippon and Councillors Bryan Lodge, Jayne Dunn and Tony Damms attended the meeting as the duly appointed substitutes. Apologies for absence were also received from Councillor David Baker.

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 meetings of the Committee held on 3 June and 4 June 2014 were approved as correct records.

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 Monday 14th July 2014, in connection with any planning applications requiring a visit by Members prior to the next meeting of the Committee.

6. APPLICATIONS UNDER VARIOUS ACTS/REGULATIONS

6.1 **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 Nos. 13/04226/LBC and 13/04225/LBC, 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) subject to amendments to conditions, 2, 4, 5, 14 and 24 as outlined in a supplementary report circulated at the meeting, and following representations from the agent for the applicant speaking in favour of the application, an application for planning permission for the erection of part single storey/part two storey restaurant/public house (Use Class A3/A4) with ancillary residential accommodation at first floor, and associated play areas, car parking, landscaping and ancillary works (as amended 6/6/2014) at land between Broadfield Close and Little London Road, Broadfield Close (Case No. 14/01361/FUL) be granted, conditionally; and

(c) following consideration of an amended open space contribution, as outlined in a supplementary report circulated at the meeting, representations from the applicant and, subject to the removal of the recommendation that if a satisfactory S111 legal agreement covering the Heads of Terms set out in the preceding paragraphs is not concluded before 4 July 2014 (in order to meet the Government's target time for the determination of the application), the application be refused, an application for planning permission for the erection of 42 dwellings in 4 terraces with associated landscaping and parking accommodation at Hazelhurst Residential Home, 1 Dyche Drive (Case No. 14/01254/FUL) be granted conditionally, subject to legal agreement.

(Note. An application for planning permission for change of use of land for siting of event marquee/tents for up to 68 days a year at Townfield Head Farm, Long Lane, Dungworth (Case No. 14/00637/CHU) was withdrawn by the applicant prior to the meeting).

7. ENFORCEMENT OF PLANNING CONTROL: MULTIPLE LOCATIONS IN THE CITY INCLUDING STANIFORTH ROAD, EARL MARSHAL ROAD, PAGE HALL ROAD, WALKLEY LANE

- 7.1 The Director of Regeneration and Development Services submitted a report informing Members of breaches of planning control in relation to the unauthorised installation of external wall insulation (cladding) to houses at Staniforth Road, Earl Marshall Road and Page Hall Road.
- 7.2 The report stated that so far officers were aware of 31 houses that had been fitted with external cladding to insulate external walls, including the front elevations facing the road. There were 19 on Staniforth Road, 10 on Earl Marshall Road and 2 on Page Hall Road.
- 7.3 The report further stated that the 'Green Deal' was a Government programme to retrofit homes with measures designed to cut energy usage and reduce the UK's CO2 emissions. Sheffield City Council was committed to supporting this scheme in a bid to improve energy efficiency, reduce CO2 emissions and reduce fuel poverty. Some of the measures included the addition of external insulation, which involved cladding over the outside of the house walls with an insulation material and then finishing off with a top coat, typically a render material of some type.

- 7.4 Awareness that External Wall Insulation (EWI) cladding had been fitted to the front walls of homes facing the highway came when officers in the Council's Building Standards Service advised some installers that planning consent might be required for such work; planning enforcement was then notified. At that point a number of houses in Darnall and Grimesthorpe had already been completed or substantially completed.
- 7.5 Planning Contravention Notices were served on two companies in connection with the works already carried out to houses on Staniforth Road and Earl Marshall Road to establish the details.
- 7.6 Letters had been sent to all 40 companies listed on the Council's list of potential contractors in this field of work, advising that external cladding to the front elevations of houses would need planning permission if the conditions under 'permitted development' rules were not adhered to.
- 7.7 Letters had also been sent to householders on Staniforth Road and Earl Marshall Road advising that planning permission was needed for the work carried out on their homes. The letter went on to say that, on this occasion, enforcement action would only be considered against the installer and the householders would not be facing enforcement action/legal proceedings due to the particular circumstances identified. It had transpired, due to feedback obtained, that the installation companies had poorly advised householders and in particular had not informed them about planning permission and building regulations.
- 7.8 Any new breaches at other properties may result in action being taken against home owners and/or installers.
- 7.9 Since April, other houses that had come to the attention of officers were 107 and 111 Page Hall Road. In addition to these there had been a number of pre-application enquiries for external cladding to front elevations (not implemented) and there were now at least five planning applications to clad front elevations (decisions pending/not implemented). However, of all the unauthorised works, only 111 Page Hall Road was subject to a planning application (building regulations application was also submitted).
- 7.10 **RESOLVED:** That (a) the Director of Regeneration and Development Services or Head of Planning be authorised to (i) take any appropriate action including, if necessary, enforcement action, the service of stop notices and the institution of legal proceedings to secure:
- (A) the prevention of further harmful unauthorised external wall insulation to house elevations fronting to a highway; and
 - (B) the removal of harmful unauthorised external wall insulation from any house elevation fronting to a highway (except those listed below); and
- (ii) take no further action in relation to external wall insulation at the following addresses:

- 368, 392, 401, 403, 405, 407, 409, 416, 447, 451, 453, 463, 465, 471, 476, 480, 482, 489, 500 Staniforth Road
- 397, 399, 403, 405, 409, 415, 423, 427, 429 Earl Marshall Road
- 107 and 111 Page Hall Road; 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.

8. RECORD OF PLANNING APPEAL SUBMISSIONS AND DECISIONS

- 8.1 The Director of Regeneration and Development Services submitted a report detailing (a) the 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.

9. DATE OF NEXT MEETING

- 9.1 It was noted that the next meeting of the Committee will be held on Tuesday 15th July 2014 at 2.00 pm at the Town Hall.

SHEFFIELD CONSERVATION ADVISORY GROUP

Meeting held 20th May, 2014

PRESENT:	<u>Name</u>	<u>Organisation</u>
	Dr. Philip Booth (Chair)	Co-opted Member
	Mr. Tim Hale (Deputy Chair)	Sheffield Chamber of Commerce
	Mrs Christine Ball	Civic Trust/South Yorkshire Industrial History Society
	Prof Clyde Binfield	Twentieth Century Society
	Mr. Patrick Burns	Co-opted Member
	Mr. Howard Greaves	Hallamshire Historic Buildings Society
	Mr. Bob Hawkins	Council for the Protection of Rural England
	Mr. Stanley Jones	Hunter Archaeological Society
	Dr. Jo Lintonbon	University of Sheffield
	Mr. Bob Marshall	Royal Town Planning Institute
	Mr. Philip Moore	Sheffield Society of Architects

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1. **APOLOGIES FOR ABSENCE**

Apologies for absence were received from Mr. Rod Flint (Georgian Group), Mr. Graham Hague (Victorian Society) and Dr. Roger Harper (Ancient Monuments Society).

2. **MINUTES,**

The minutes of the meeting held on 18th March, 2014 were approved as a correct record subject to the substitution in item 6 (c), of the words "Broomhall Conservation Area Appraisal" for the words "Pevsner City Guide: Sheffield";

and, arising therefrom, the Group noted that:-

- (a) new tenants had taken occupation of Old May House Farm which should secure its future and English Heritage had requested further information regarding the building and photographs of it, to enable an assessment of a further application for it to be listed;
- (b) the banners and the advertising model coffee cup, on the frontage of the Tesco store at Church Street had been removed;
- (c) the Sustainable Design and Development Panel had been revived and assurances had been given that it would meet regularly; and
- (d) the Chair (Dr. Booth) had not written to the Chair of the Planning Committee regarding the City Council's representation on the Group, but it would not now be appropriate to write until after the forthcoming Municipal Elections. At that stage the

question of the City Council appointing a Heritage Champion would be raised.

3. **CHAIR'S REPORT**

The Group noted that there was nothing to report under this item of business.

4. **HEAD OF PLANNING'S REPORT**

National Planning Practice Guidance Notes

The Head of Planning reported on the National Planning Practice Guidance, adding that the Urban Design Compendium was still used by the City Council, but it needed to be updated.

The Group noted the information and agreed that the Chair (Dr. Booth) should write to the Head of Planning and urge that (i) the City Council update the Urban Design Compendium for its use as the policy statement for development within the City Centre and (ii) ensure that copies of the Compendium are sent to the relevant places of record, including the Copyright Library.

Move of Conservation Team to Moorfoot

The Head of Planning reported that the Conservation Team would shortly be moving to the Moorfoot Building.

The Group noted the information and agreed that with effect from September next, its meetings should be held in the Moorfoot Building.

New Retail Quarter

The Head of Planning reported that Leonard Design Architects, of Nottingham, had been appointed as the architects for a fresh, reduced scheme for the New Retail Quarter

The Group noted the information and agreed that a representative of Leonard Design be invited to attend a meeting, preferably in June next.

5. **SHEFFIELD SUSTAINABLE DEVELOPMENT AND DESIGN PANEL**

The Group noted that the meeting of the Sheffield Sustainable Development and Design Panel, scheduled for 22nd May had been cancelled.

6. **HERITAGE ASSETS**

The Group considered the following applications for planning permission for development affecting Heritage Assets and made the observations stated:-

- (a) Demolition of dairy and outbuildings, use of existing farmhouse as a dwelling and erection of 13 dwellings with detached garages, at Cow Mouth Farm, 33 Hemsworth Road (re-submission of application 13/01919/FUL).

(Case Number: 14/01653/FUL)

The Group felt very concerned at the proposed loss of certain buildings and at the quality of the design of the new development. The Group opposed the demolition of the barns, on the grounds that they had intrinsic merit as buildings of architectural interest and could be converted to residential use. The Group felt that the proposed new development was of poor quality and it paid no heed to the historic buildings. The Group also considered that the complex of buildings was of listable quality.

- (b) Erection of a dwellinghouse and construction of a means of vehicular access at Clifford House, Ecclesall Road South
Case Number: 14/01628/FUL)

The Group felt that there was no objection, in principle, to the development provided it was a well designed high tech scheme and it was made clear that it did not set a precedent for Whirlow and comparable areas, but the submitted scheme was brutalist and inadequate. The Group considered that there was insufficient information about the relationship of the proposed house and the existing building on the site for it to make a firm decision.

(NOTE: Mr. Hale declared an interest in the above item)

7. MISCELLANEOUS ITEMS

Members of the Group reported on developments affecting Heritage Assets and Conservation Areas and the Group (a) noted that:-

- (i) there had been a consultation by English Heritage, following its receipt of a request for the listing of First World War Training Trenches, at Lord's Seat, Hallam Moors, Redmires Road;
- (ii) the owner of the Eye Witness Works had agreed terms with the City Council, to transfer the business to new premises in the Lower Don Valley, in return for transferring ownership of the Works to the City Council;
- (iii) Amey had replaced a crozzle wall with a brick wall, at Mary Street, on the grounds that roots of adjacent trees had made the wall unstable;
- (iv) the Head of Planning (A) would investigate and report back, on the erection of scaffolding around the former Ebenezer Chapel, South Parade, which was subject to a Section 215 Notice and (B) was seeking to gain access to the former Courthouse, Castle Street;
- (v) the terrace of buildings opposite the Royal Hallamshire Hospital were listed and had been merged;
- (vi) the current system of prior notification, regarding the development of agricultural buildings, meant that all such buildings which were not listed or located within a National Park, could be developed for a residential use, which would then create permitted development rights;
- (vii) during September next, a group of investors and representatives of investment funds would travel around the North of England, seeking large areas of land and property, which would be suitable for them to acquire; and

- (viii) a one day conference would be held in Sheffield on 21st June next, on the use of refurbished buildings;
- (xix) the Sheffield Photographic Society was celebrating its 150th anniversary this year; and (b):-
 - (i) welcomed the above arrangement enabling the City Council to acquire the Eye Witness Works;
 - (ii) agreed that the Chair should write to the Head of Planning to protest at the loss of a crozzle wall at Mary Street and to request that enforcement action be taken to seek its re-instatement and efforts be made to ensure that it does not happen again, particularly by ensuring that vegetation within walls is poisoned before attempt is made to remove it; and
 - (iii) urged the City Council to acquire the former Court House, which was a key building for the re-development of Castlegate.

(NOTE: The above minutes are subject to approval at a future meeting of the Group).



SHEFFIELD CITY COUNCIL Planning & Highways Committee

Report of: Interim Head of Planning

Date: 15th July 2014

Subject: PLANNING & DESIGN BRIEF – HOUSING SITES
(C,D, E) MOORTHOPRE WAY, OWLTHOPRE

Author of Report: Vicky Penn

Summary: The Planning & Design Brief for the sites has been revised following a period of public consultation from February to March 2014.

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

Background Papers:

Category of Report: OPEN

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REPORT TO PLANNING AND
HIGHWAYS COMMITTEE
15 JULY 2014

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 and in the adopted Unitary Development Plan (1998) (albeit with slightly different boundaries). 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. Beighton 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 respondents to the consultation. Some made just one comment, others made numerous. The respondents 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 31st 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 concerns about short term 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 respondents, 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 a number of 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 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 include further information received from the Passenger Transport Executive and the Coal Authority.
- 5.6 Minor mapping errors have been corrected.
- 5.7 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

July 2014

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Draft Planning and Design Brief for Housing Sites (C, D, E), Moorthorpe Way, Owlthorpe

Appendix 1 - Public Consultation Comments

- 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
Owlthorpe Planning and Design Brief			
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.
Highways, access, air quality and road safety			
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"> • 1 bedroom 1 space • 2 - 3 bedrooms 2 spaces • 4 - 5 bedrooms 2 - 3 spaces • + 1 space per 4 dwellings for visitors 	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
<p>bus." Would this require the two sections of Moorthorpe Way to be linked? – Please advise</p> <p>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?</p>			
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 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>	
Development design, size and density			
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.
Type of housing, affordable housing			
<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.
Residential amenity			
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.
Doctors facilities			
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.
Schools			
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.
Sewerage, drainage and utilities			
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.
Ecology			
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. Owthorpe 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 Owthorpe 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 & 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. 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. 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.	
Open space			
<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.
Recreation facilities and local infrastructure			
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>
Oppose new children's play facilities generally.	3	There is a lack of play facilities in the area which has a high amount of family housing.	No change to draft Brief.
<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	Several possible locations for play facilities have come out of the consultation. Land by the medical centre is an option.	Remove the preferred location for children's play – more flexible approach
Support new children's play facilities in a different location on the site.	5	Several locations for play facilities have come out of the consultation.	Remove the preferred location for children's play – more flexible approach

	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.
Retail / Commercial Development			
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
Other issues			
<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 Moorhorpe 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.
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.	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.
Suggested a reduction in Council Tax while construction taking place.	1	The Planning and Design Brief cannot influence Council Tax.	No change to draft Brief.
Query how planning conditions will be enforced?	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.
Requested to see a copy of the surveys, drilling reports and tests etc. that have been undertaken.	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.
Query why it is necessary to “complete the Owlthorpe Township” as this land was originally going to be a school?	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.	Update draft CIL rates in Appendix 7.
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 m² 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>	Update draft CIL rates in Appendix 7.

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Housing Sites (C,D,E), Moorthorpe Way, Owlthorpe

Planning and Design Brief

July 2014



Housing Sites (C,D,E), Moorthorpe Way, Owlthorpe Planning and Design Brief

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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.

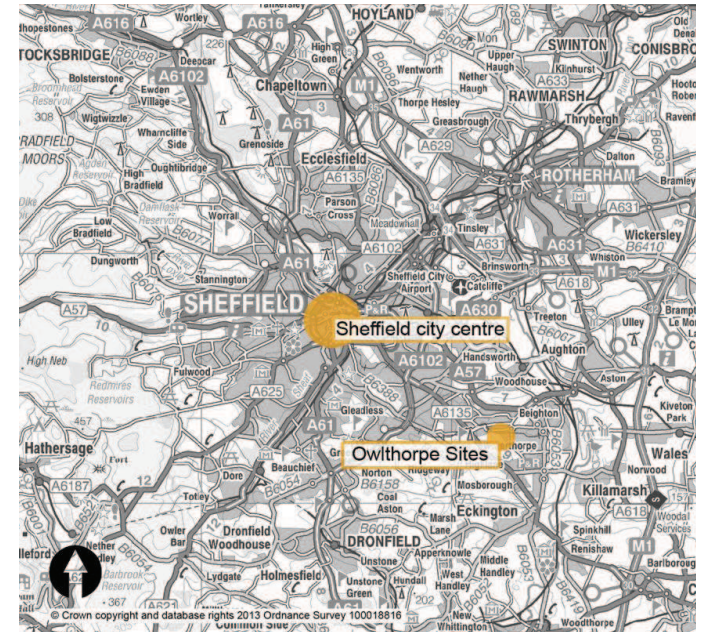
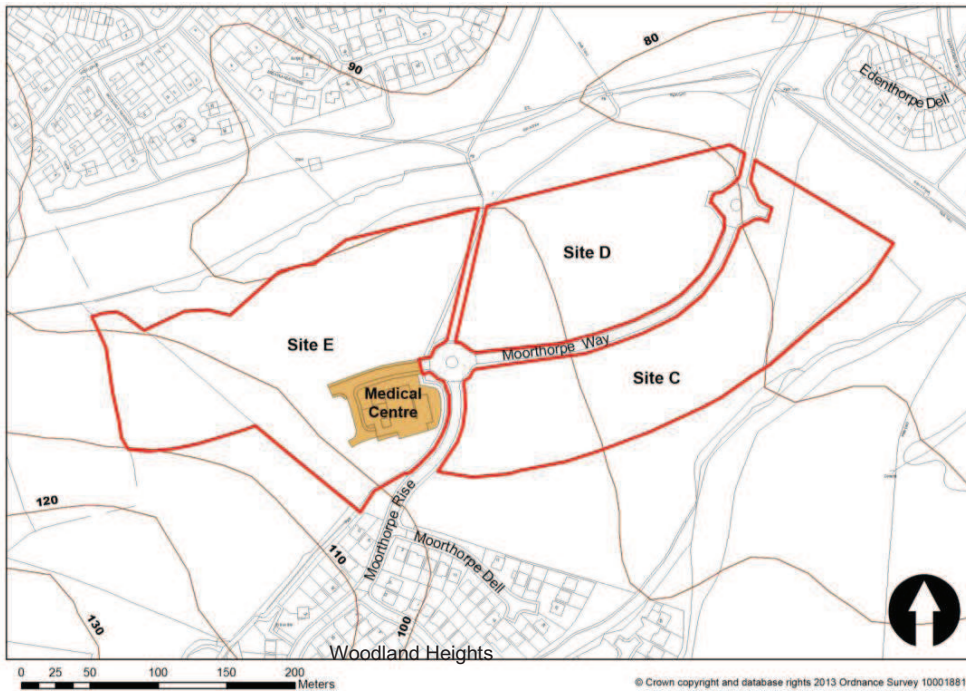


Fig.1 City context plan (above) and Fig. 2 Site plan (left)



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 proposal¹. 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.

¹ 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:

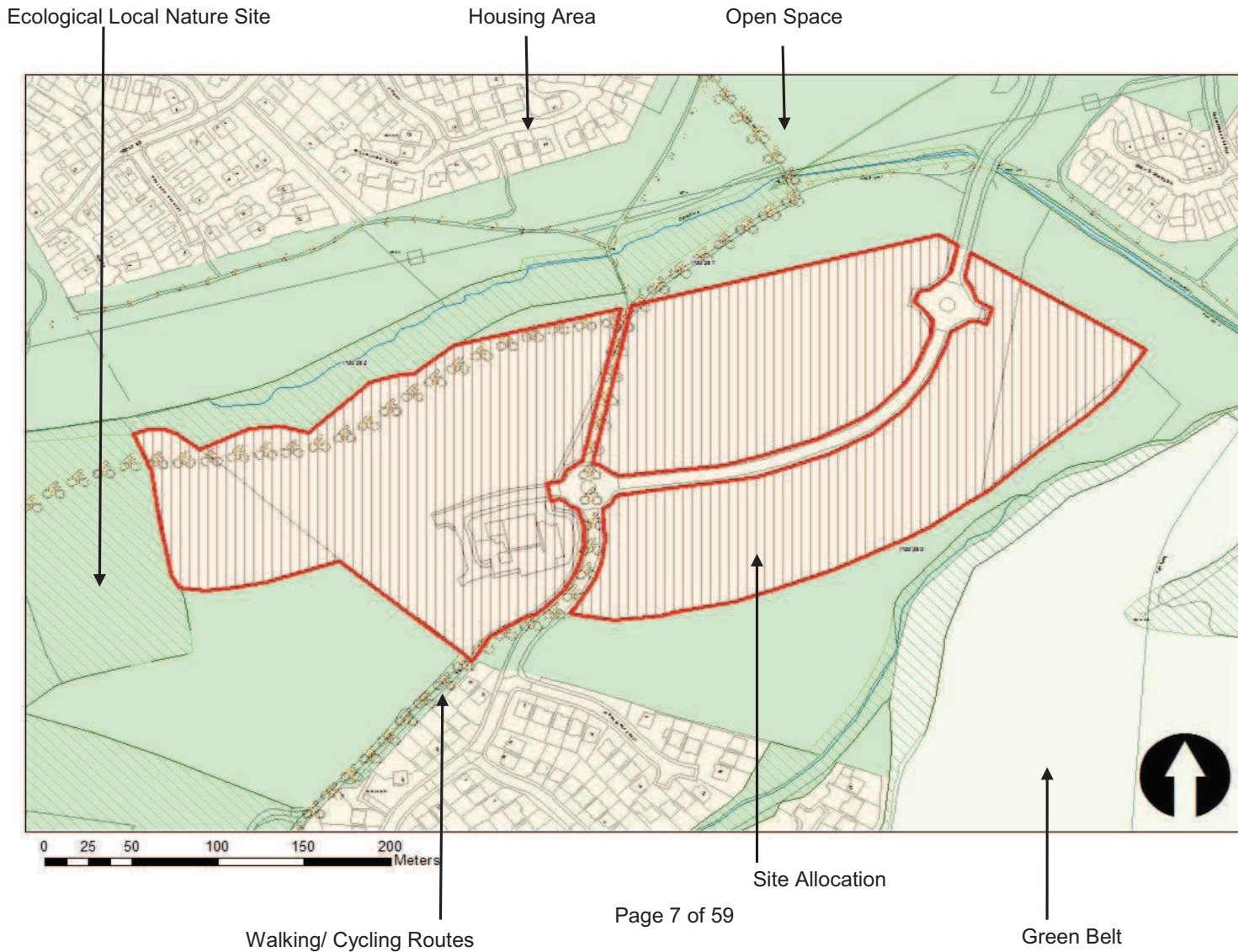
- Development will help enable the completion of the partly finished Owlthorpe township, in accordance with Core Strategy policy CS24c (which permits development on greenfield land at Owlthorpe as an exception to the policy which otherwise prioritises previously developed sites)
- Development would help 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 sites are 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

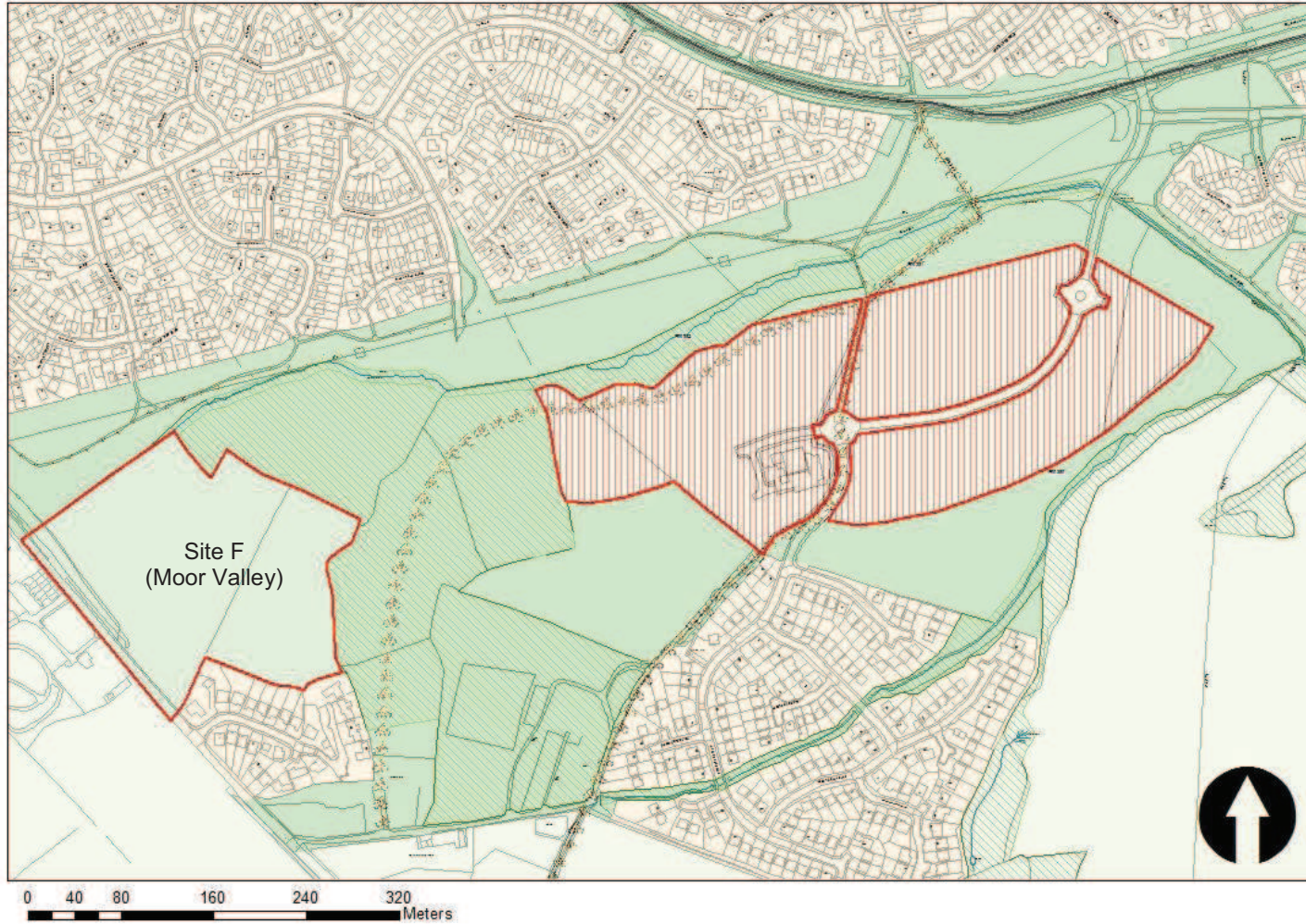
4.2.6 Required uses for the sites are housing (C3) or residential institutions (C2).

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.





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 new 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.

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

Open Space

Local Shopping Centre

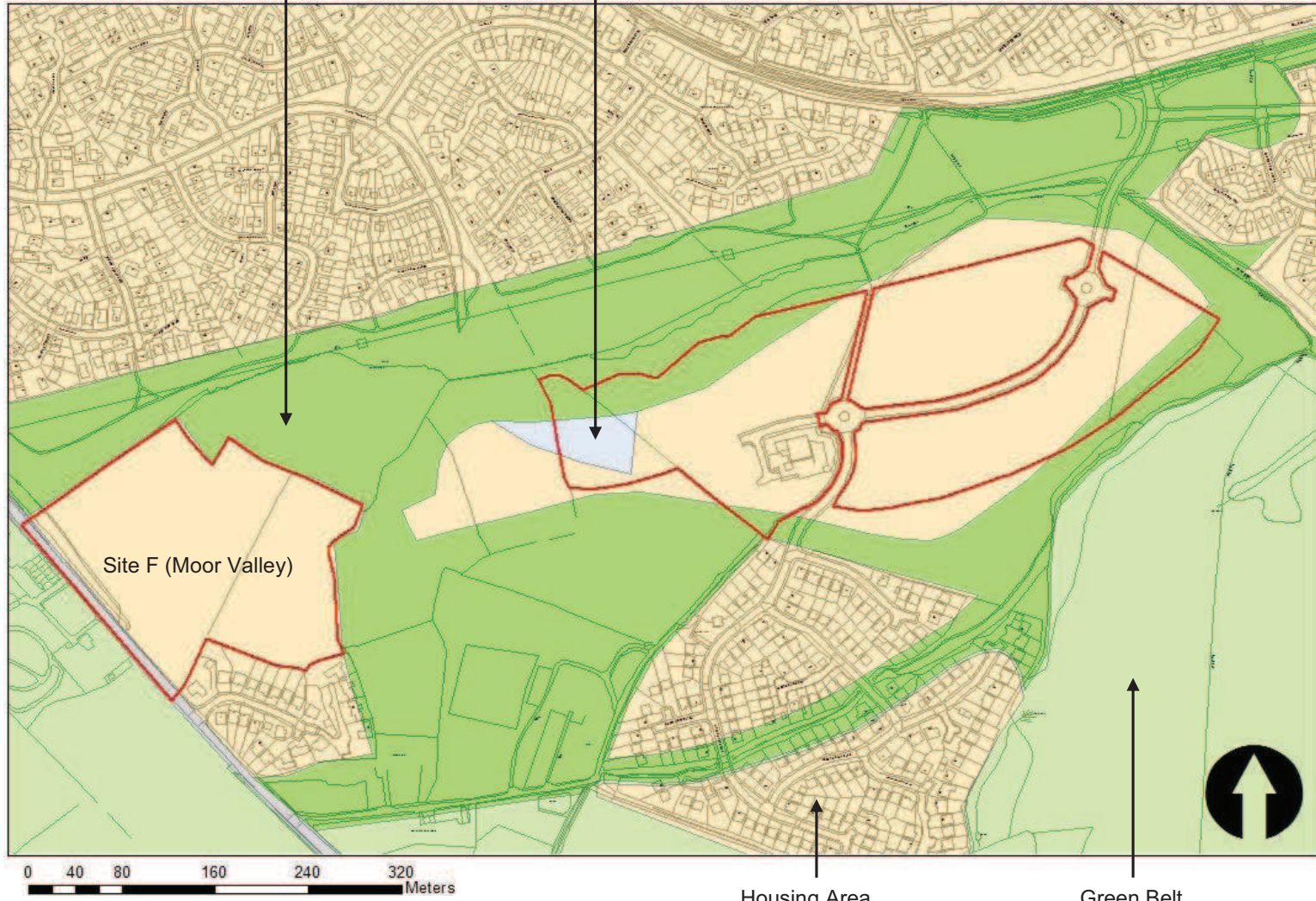


Fig. 6 Extract from the UDP, 1998
(the 4 red line boundaries have been added for the purpose of comparing the UDP map with the draft Local Plan map)

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 hectares 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.

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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 ²)	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 ³)	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. 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

² SHLAA – Strategic Housing Land Availability Assessment

³ 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 Owthorpe 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

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.

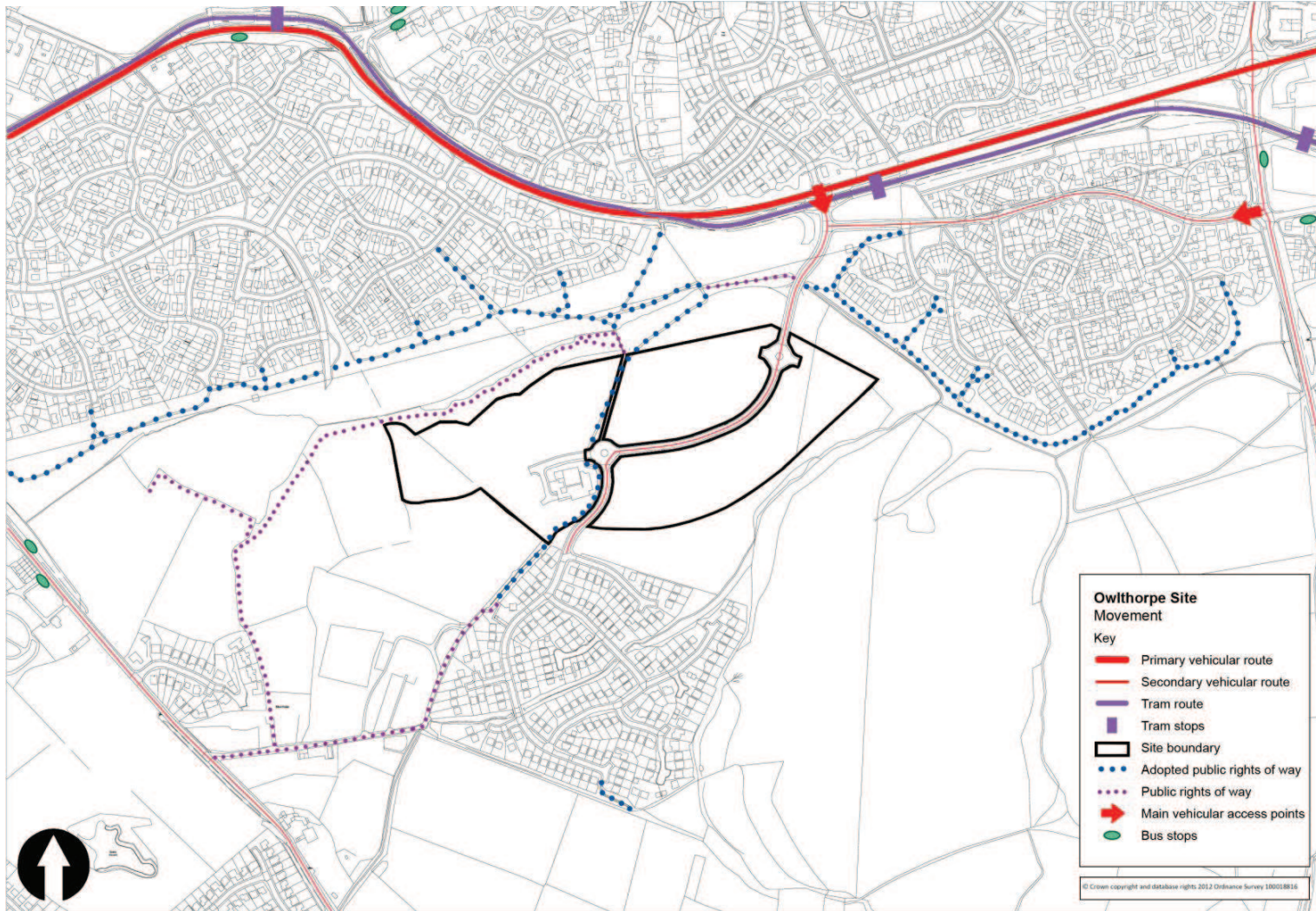
5.2.10 Applications for residential developments exceeding 80 dwellings require a Transport Assessment. Proposals below this figure are required to submit a Transport Statement. The NPPF states that development should only be prevented or refused on transport grounds where the residual cumulative impacts 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 E⁴. 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.

⁴ 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/

- 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.

FINAL DRAFT FOR PLANNING COMMITTEE

- 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).

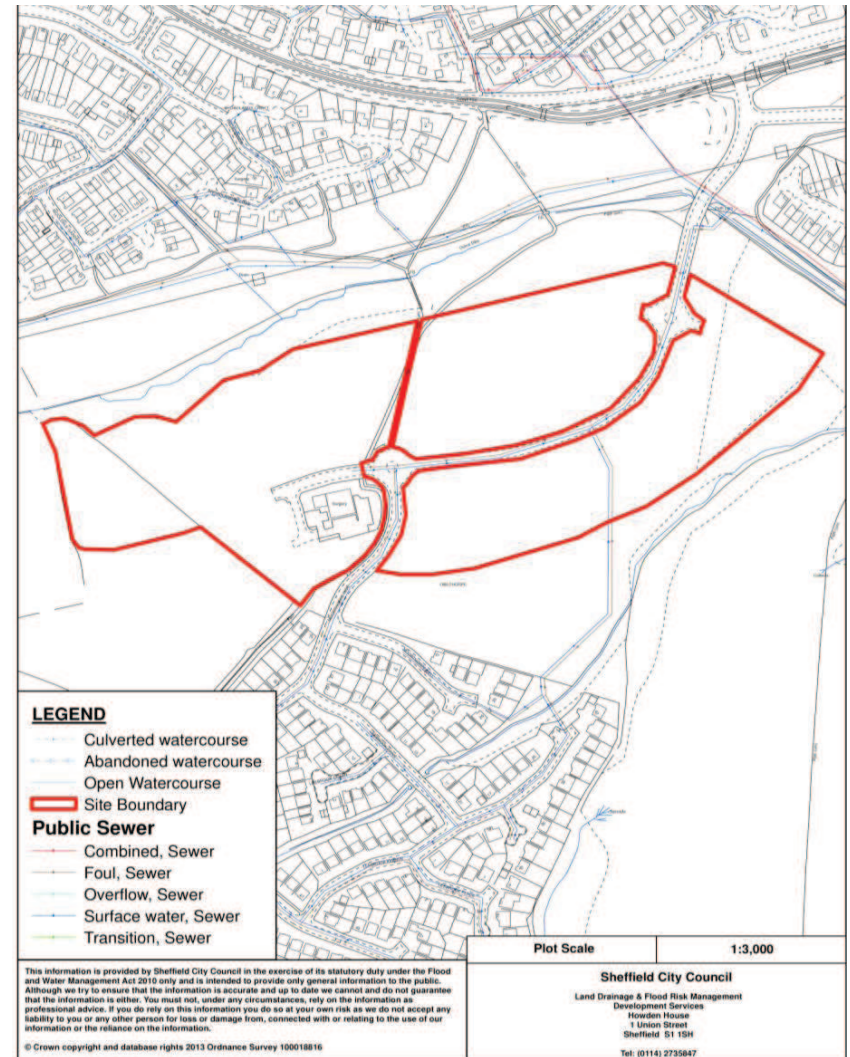


Fig. 11 Existing Drainage Plan

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
- 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 new Asda on Beighton Road East.

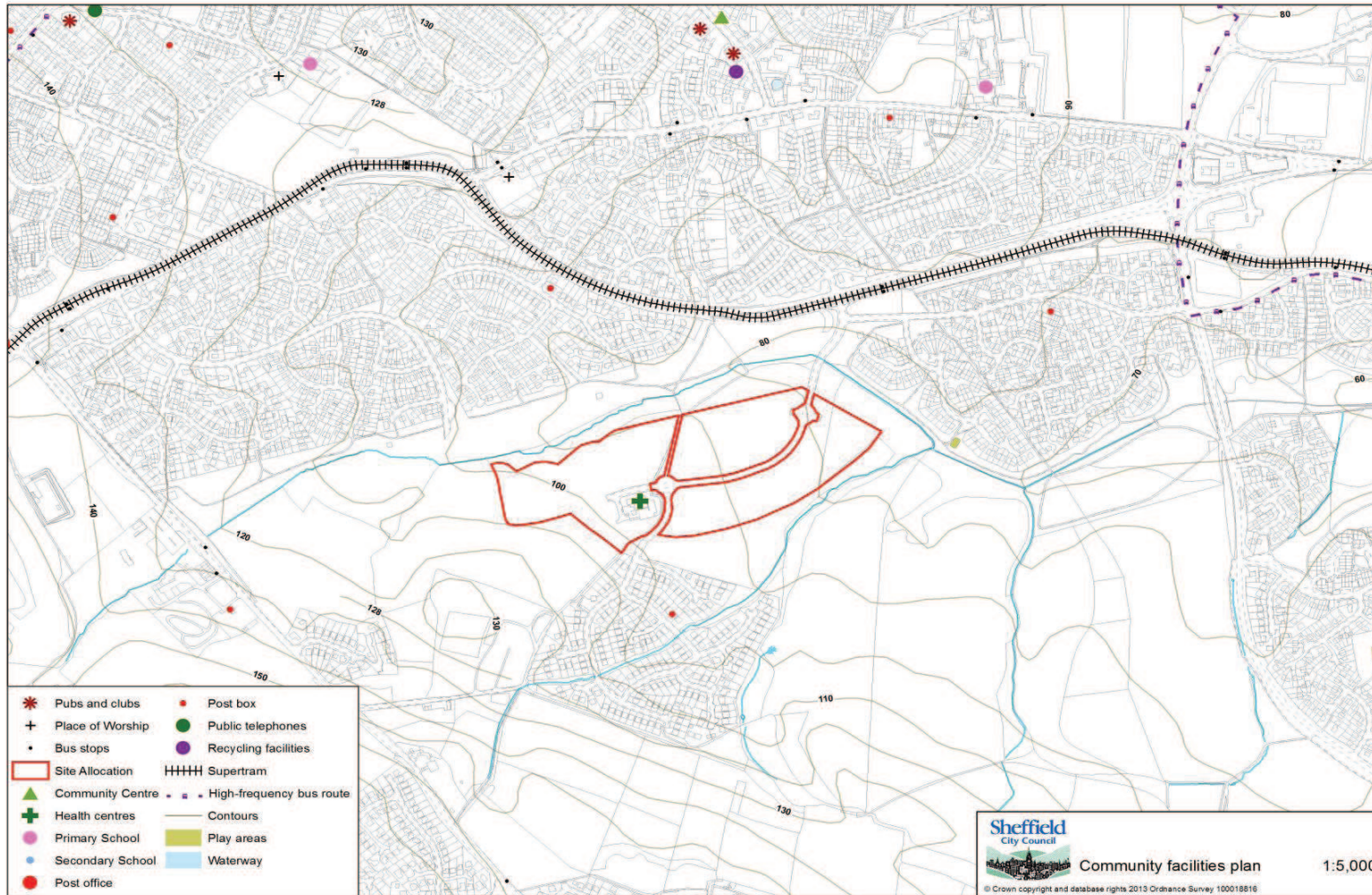


Fig. 12 Community Facilities Plan

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>

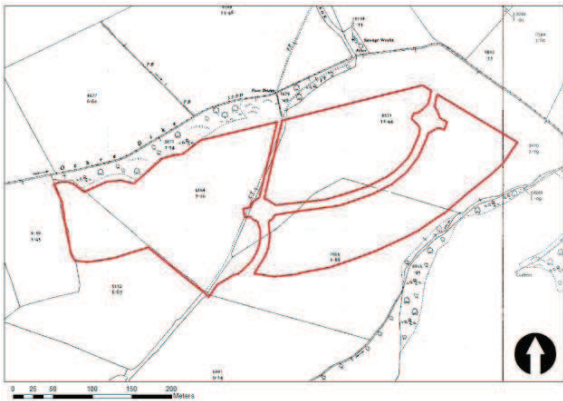


Fig. 13 - 1890 Historical Map

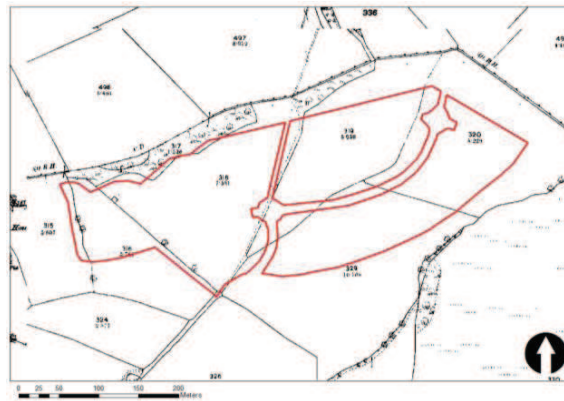


Fig. 14 - 1950 Historical Map



Fig. 15 - 1970 Historical map

6.1 Site photographs



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Fig. 17 Site photographs

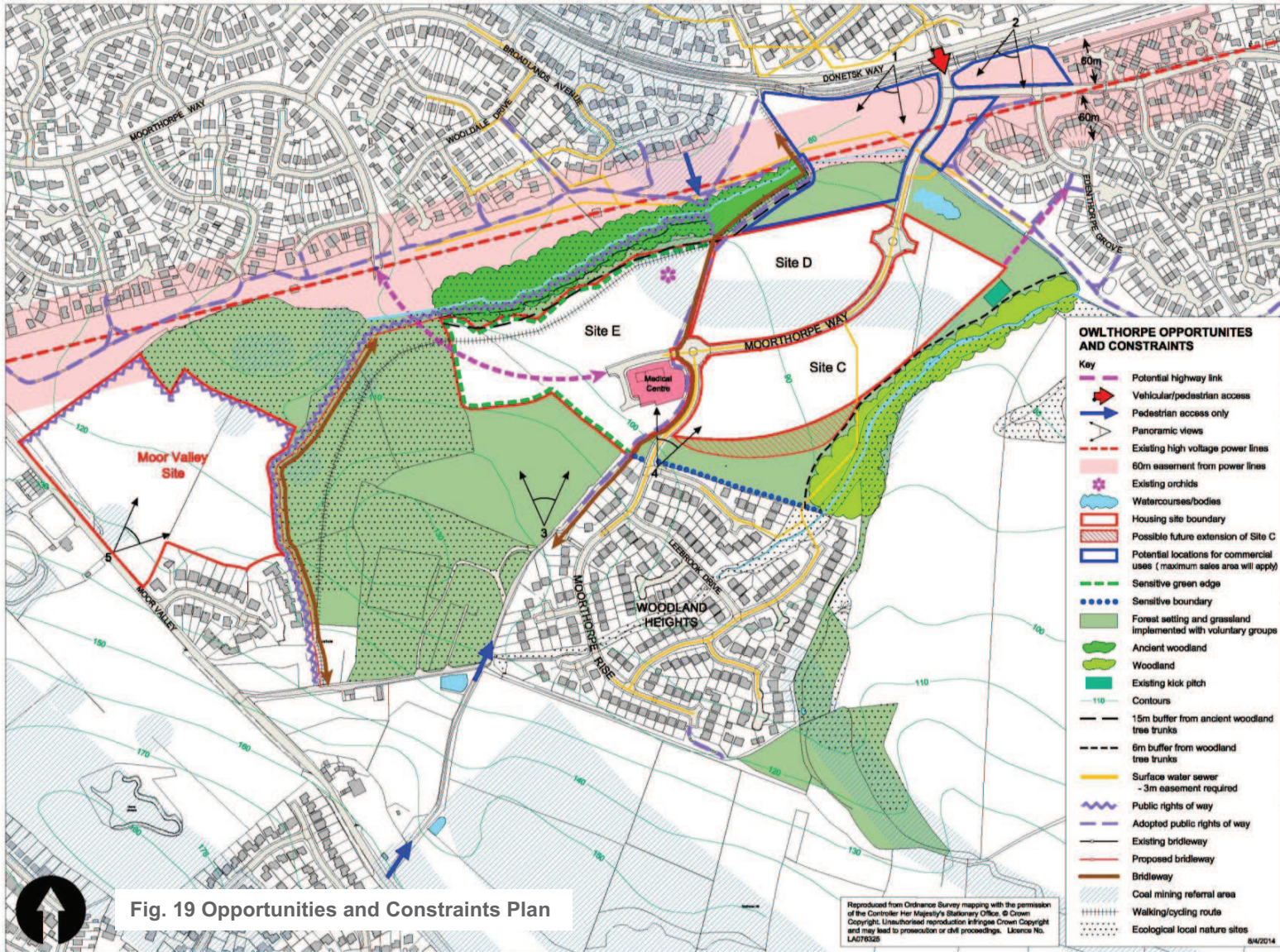


Fig. 18 Site Photographs

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

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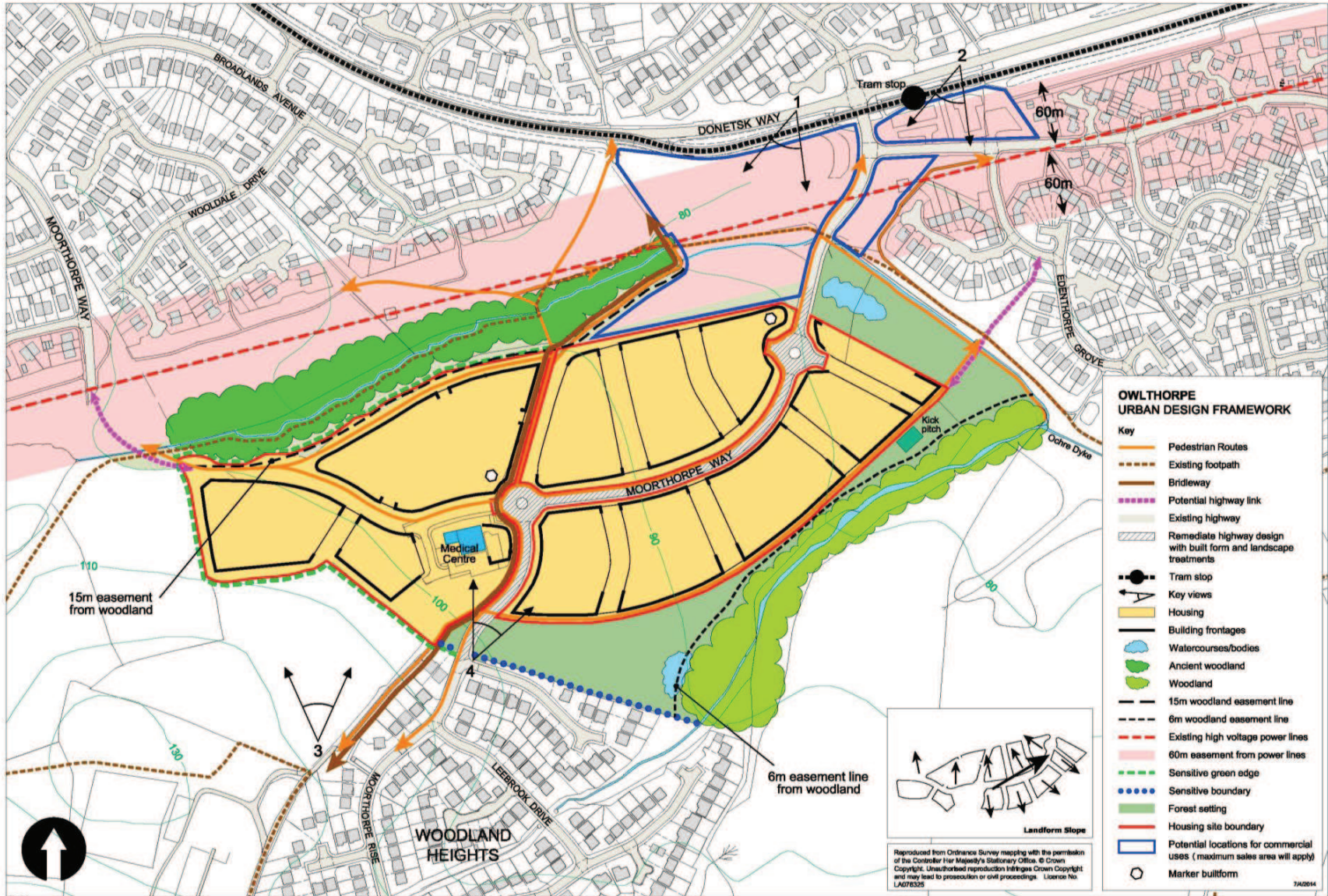


Fig. 20 Urban Design Framework

- 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.

7. CONTACTS

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Appendix 1 - Useful Links and Best Practice

■ Useful Links

- The Unitary Development Plan:
www.sheffield.gov.uk/udp
- The Sheffield Local Plan (formerly Sheffield Development Framework):
www.sheffield.gov.uk/localplan
- The Core Strategy:
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

Supplementary Planning Documents

The main SPD to note is the Climate Change and Design Supplementary Planning Document (SPD) which was adopted by Cabinet on 23rd 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

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

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-adoption/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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DETAILED PLANNING SUBMISSION INFORMATION	
a.	General site appraisal including site photographs showing the Developer’s view of key features.
b.	Concept plans 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.	Site location plan preferably 1:1250, and no smaller than 1:2500 showing the site and the immediate surroundings and including: <ul style="list-style-type: none"> - Metric scales only. - North point, date and number. - Outline the application property, and indicate any adjoining property owned or controlled by the applicant. - Show the application property in relation to all adjoining properties and the immediate surrounding area, including roads. - Show vehicular access to a highway if the site does not adjoin a highway.
d.	General layout and massing 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.	Public realm, landscape, open space and streetscene 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.	Movement and highway design 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.	Three-dimensional visualisations, photomontage or models 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.	A study board describing typical and marker building types in context and with elevations, design features, materials, and hard/soft landscaping and public realm finishes.
i.	Accommodation schedule and detailed drawings of all house types 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.	Cross-sections and all key street elevations – (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.	Detailed annotated drawings of a typical three bedroom four person dwelling types 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.	Detailed drawings of all typical sections of the streetscene and public realm 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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Policy Area policies – the principle of development	Relevant part of the policy
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 <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.
Housing policies	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 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>www.sheffield.gov.uk/planning-and-city-development/planning-documents/supplementary-planning-guidance.html</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>
Sustainability and Climate Change	Relevant part of the policy
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>https://www.sheffield.gov.uk/planning-and-city-development/planning-documents/local-plan/supplementary-planning-documents.html</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>
Traffic, Transport and Highways	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	The site is in an accessible location within easy reach of a tram and bus route. An adequate

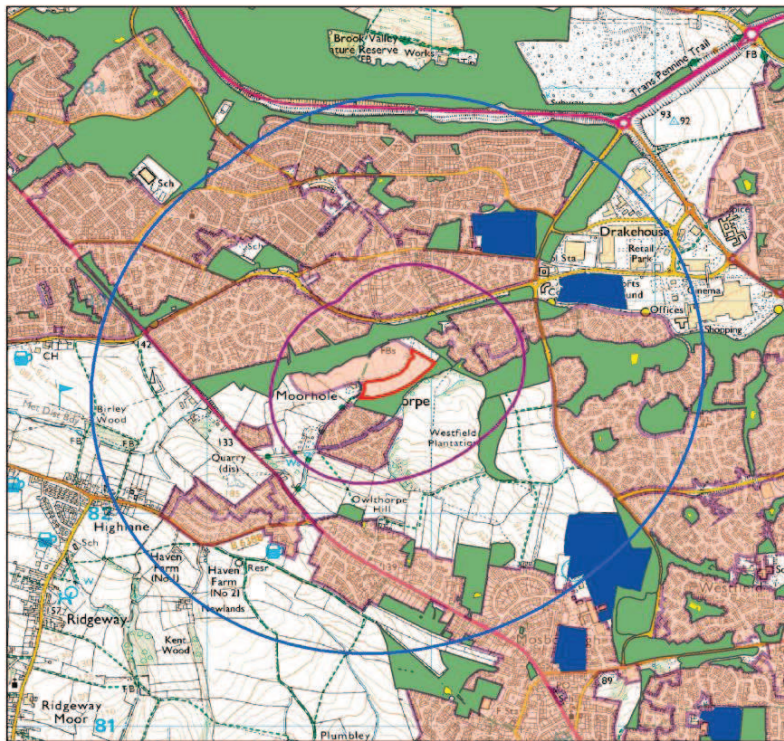
	<p>amount of on-site parking must be provided for however, although the following maximum number of spaces not exceeded:</p> <ul style="list-style-type: none"> • 1 bedroom 1 space • 2 - 3 bedrooms 2 spaces • 4 - 5 bedrooms 2 - 3 spaces • + 1 space per 4 dwellings for visitors <p>Reference should be made to the Council’s Parking Guidelines https://www.sheffield.gov.uk/roads/about/highways-maintenance/development-and-adoptions/information-sheets.html (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>
<p>Developer Contributions</p>	<p>Relevant part of the policy or SPG/SPD</p>
<p>H16 Open Space in New Housing Developments & 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>www.sheffield.gov.uk/spg</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 www.sheffield.gov.uk/spg</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^[1] (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: https://www.sheffield.gov.uk/planning-and-city-development/applications/apply/lpar/affordable-housing.html</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>www.sheffield.gov.uk/spg</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>

^[1] 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



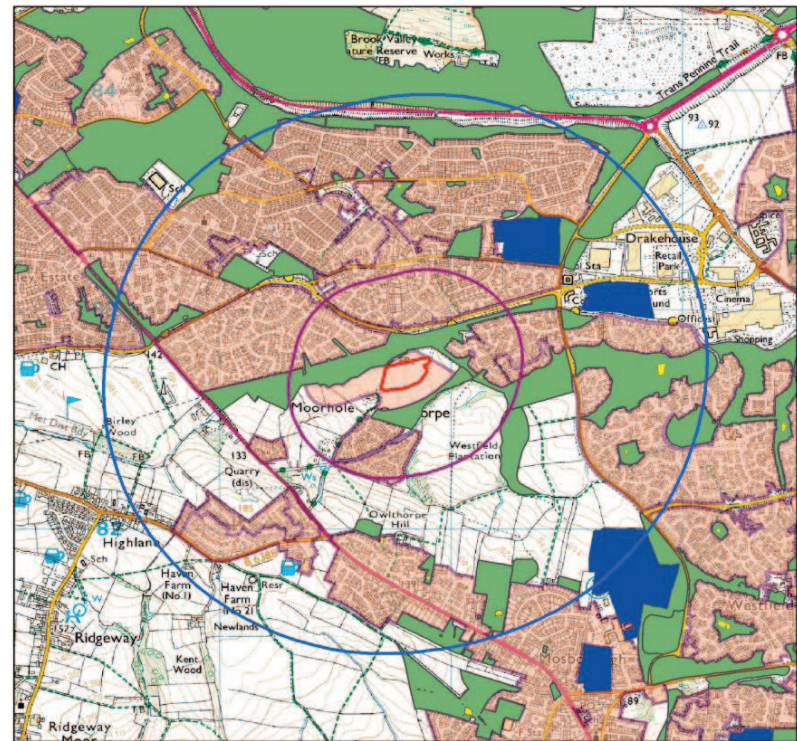
0 100 200 400 Meters

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
Informal	15.09	2210	6.83
Formal			1.08
Children's Play	0.02	2210	0.01
Outdoor Sport	15.92	14848	1.07
OVERALL			7.91



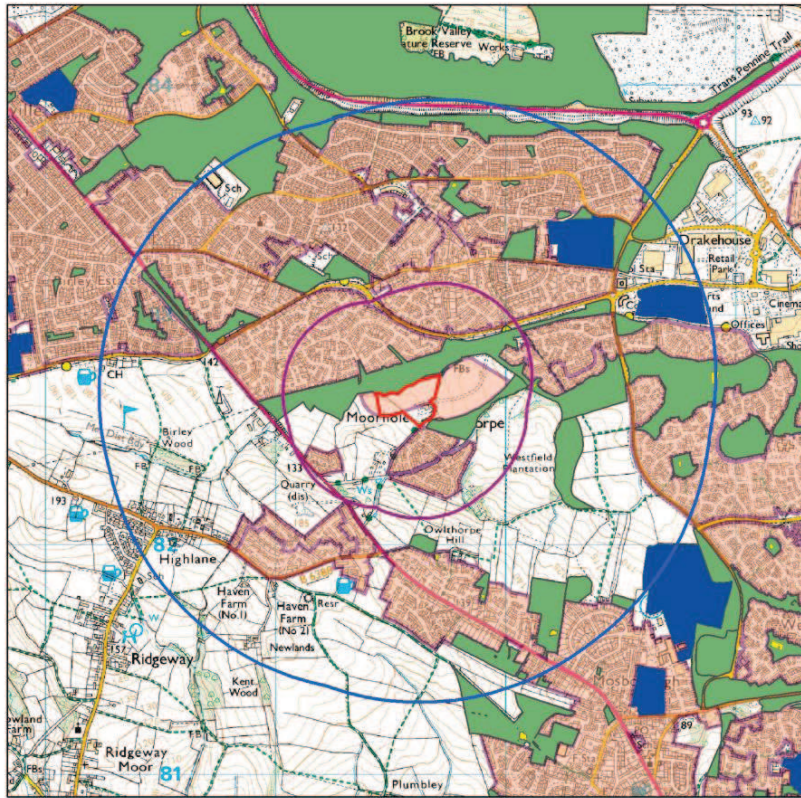
0 100 200 400 Meters

Owlthorpe D 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
Informal	11.48	2273	5.05
Formal			0.93
Children's Play	0.02	2273	0.01
Outdoor Sport	13.2	14387	0.92
OVERALL			5.98



Owthorpe E H16

© Crown copyright and database rights 2011 Ordnance Survey 100016816

Produced on: 22/11/2013

Open Space Type	Quantity (Hectares)	Population within catchment	Ha. / 1000 Population
Informal	12.94	2276	5.69
Formal			0.76
Children's Play	0.0	2276	0.0
Outdoor Sport	11.05	14470	0.76
OVERALL			6.45

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

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 Council has twice consulted on proposed CIL rates, the latest being on the Draft Charging Schedule from March to May 2014. A final round of consultation will take place in the summer of 2014 before the Draft Charging Schedule is submitted for independent examination. The current timetable for adopting CIL is early 2015.

The proposed rates (£/m²) are:

Zone 1 - North East	£0
Zone 2 - East	£10
Zone 3 – Stocksbridge & Deepcar; North West; South East; City Centre West; Manor/Arbourthorne; Gleadless; Chapelton/Ecclesfield; Rural Upper Don Valley	£30
Zone 4 – City Centre; South	£50
Zone 5 – South West	£80

The sites are 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

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 0.25m³ (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 0.25m³ 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 of: Interim Head of Planning

Date: 15th July 2014

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

Author of Report: Gary Dickson

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.

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.

Background Papers:

Category of Report: OPEN

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REPORT TO PLANNING AND
HIGHWAYS COMMITTEE
15 JULY 2014

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

July 2014

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

Appendix 1 - Public Consultation Comments

- 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
Overall comment			
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.
Highways, access, road safety, noise pollution			
<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; Mosssdale 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 Mosssdale 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; Mossdale 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.
Type of housing/affordable housing			

	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^[1] (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			
Ecology and open space			
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.
Retail			
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.	
Impact on Residential amenity			
Privacy of houses at Mosssdale 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, Mosssdale 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).
Design of the proposed development			
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).
Recreation			
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.	
Drainage			
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>
Capacity of doctors/dental surgeries	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.
School capacity			
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.
Ground conditions			
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>			
Other			
<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.	<p>Replace existing paragraph 5.0.3 with the following:</p> <p>"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."</p> <p>Update draft CIL rates in Appendix 7.</p>



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

July 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

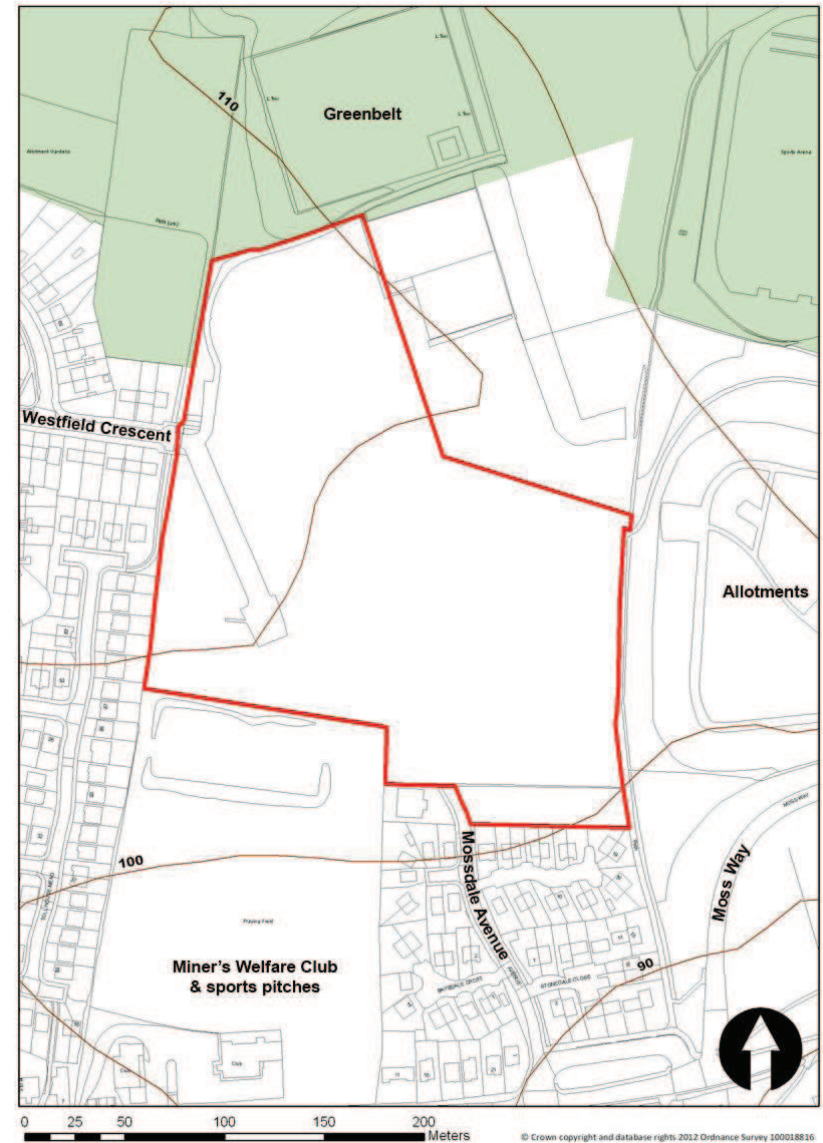
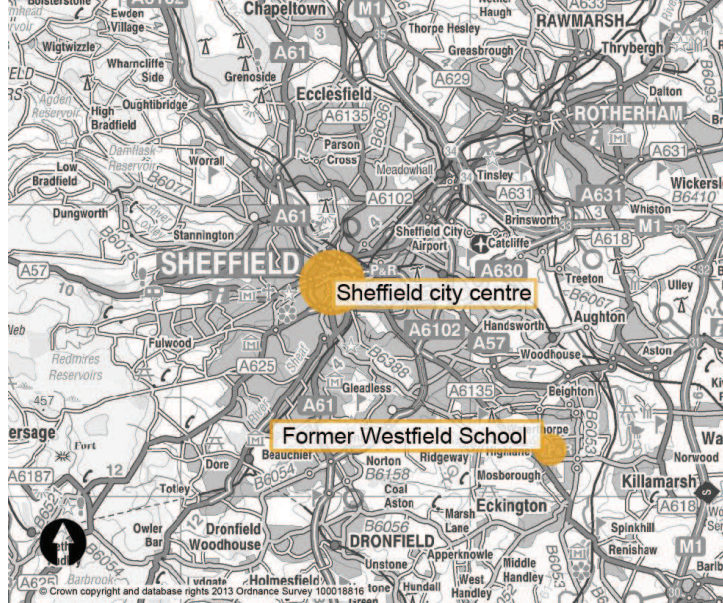
- 2.1 The Council's vision (as the landowner) for this site is to deliver high quality and commercially sustainable residential development that integrates well and takes advantage of its context.
- 2.2 The Core Strategy includes a vision of Sheffield as a city that will 'have attractive sustainable 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

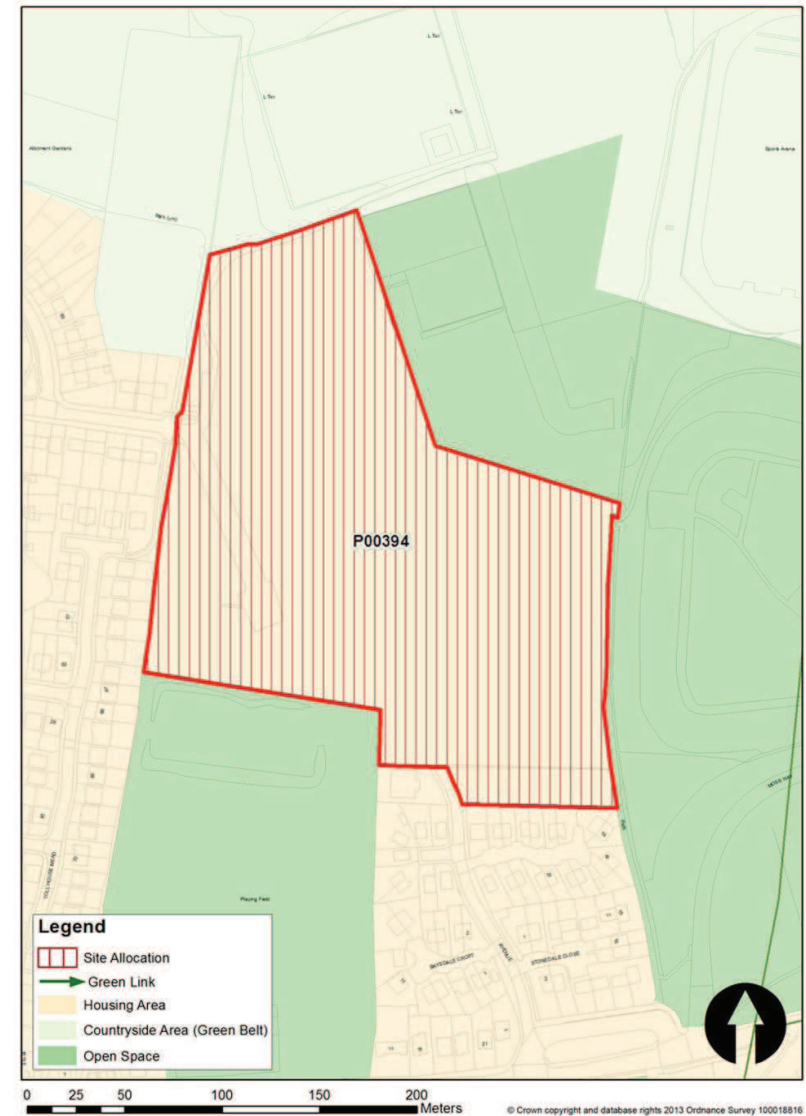


Fig. 4 Sheffield Local Plan Draft Proposals Map (Above)

- 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

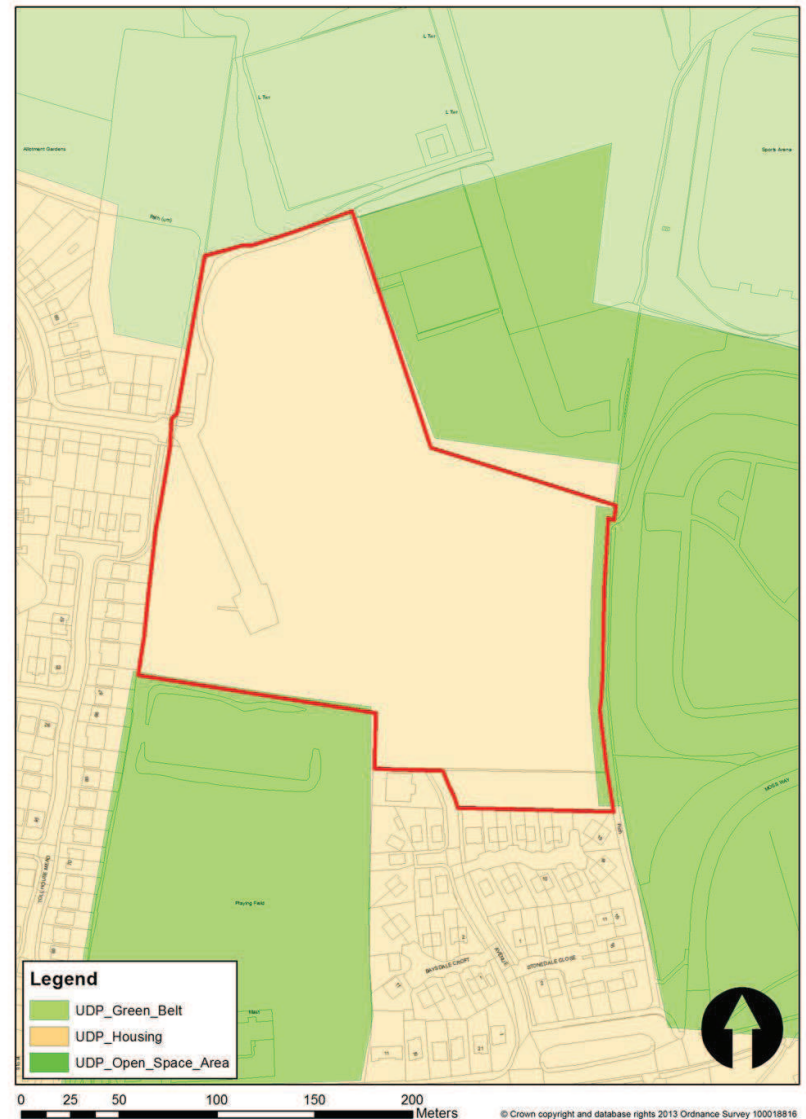


Fig. 5 UDP (Above)

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. 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
- 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. 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

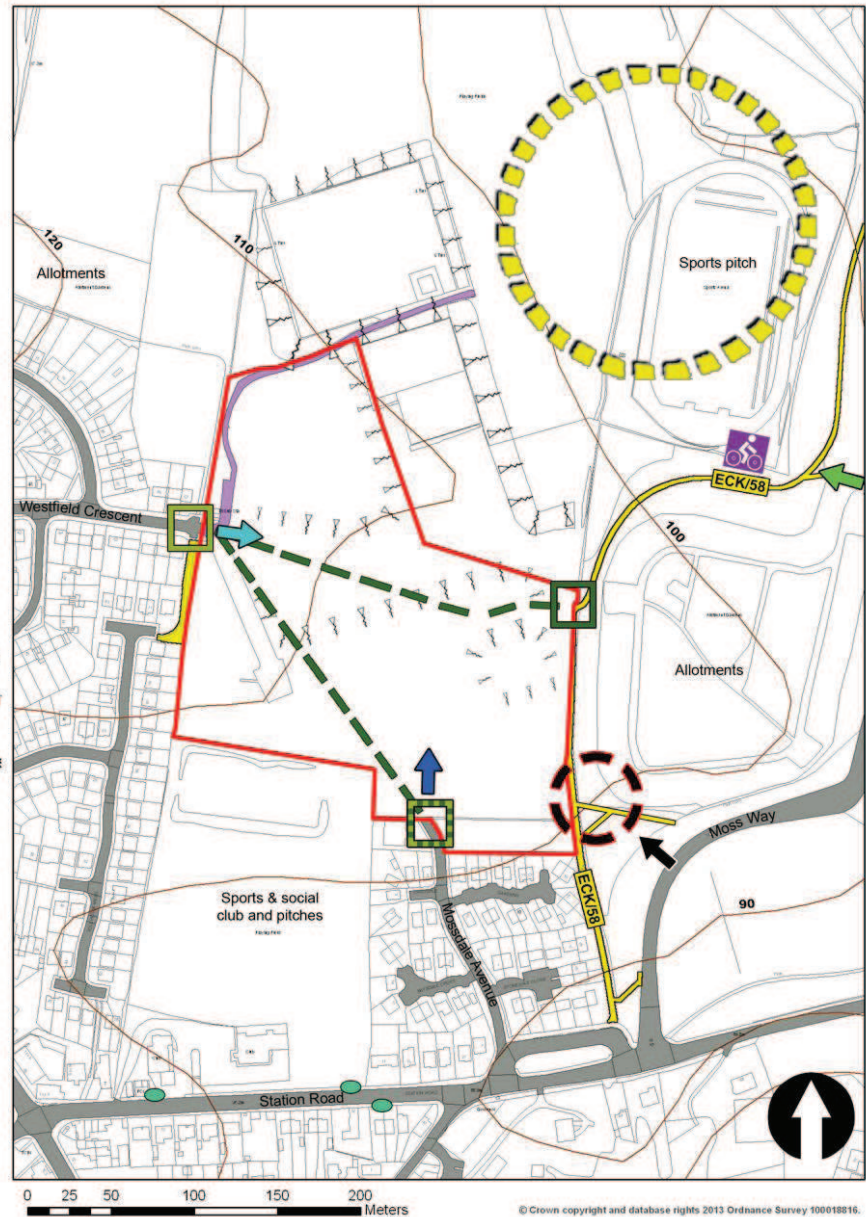
- 5.2.7 A new main access into the site off Moss Way will require a footpath closure/diversion as its implementation would impact on the public footpath ECK/58.
- 5.2.8 The South Yorkshire Residential Design Guide (SYRDG) provides technical requirements in the highway. The SYRDG can be viewed on the following link: www.sheffield.gov.uk/planning-and-city-development/planning-documents/buildingforlife.html.
- 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.

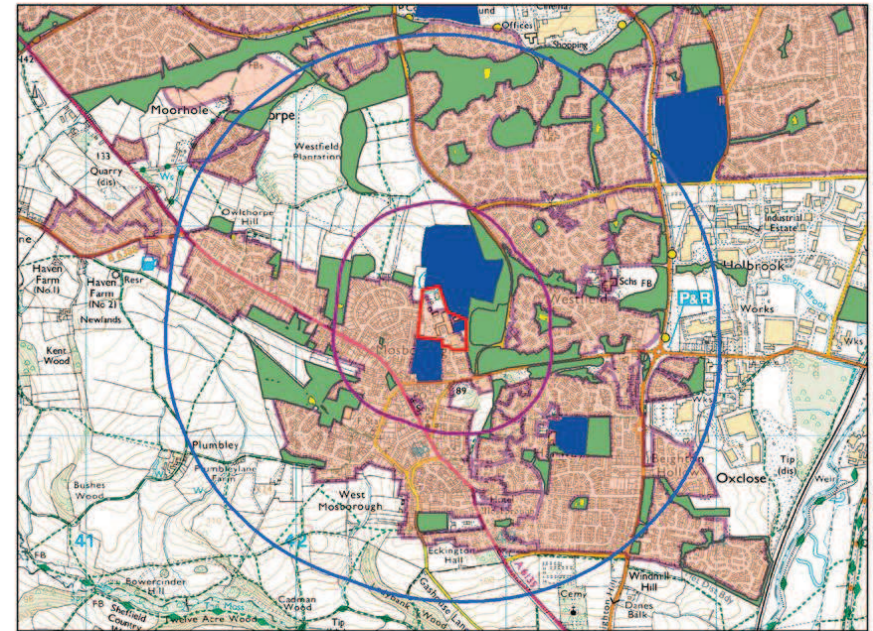
5.3.3 Refer to Appendix 4 for Education requirements.

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)
Informal			6.77	0.0	6.77	
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
Formal			1.16	0.38	1.13	
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
Overall			7.92	0.38	7.9	7.02

(1) As defined in CS47
 (2) As determined through "PPG17 Audit of Open Space, Sport and Recreation" (2009)
 Produced on: 21/08/2012
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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

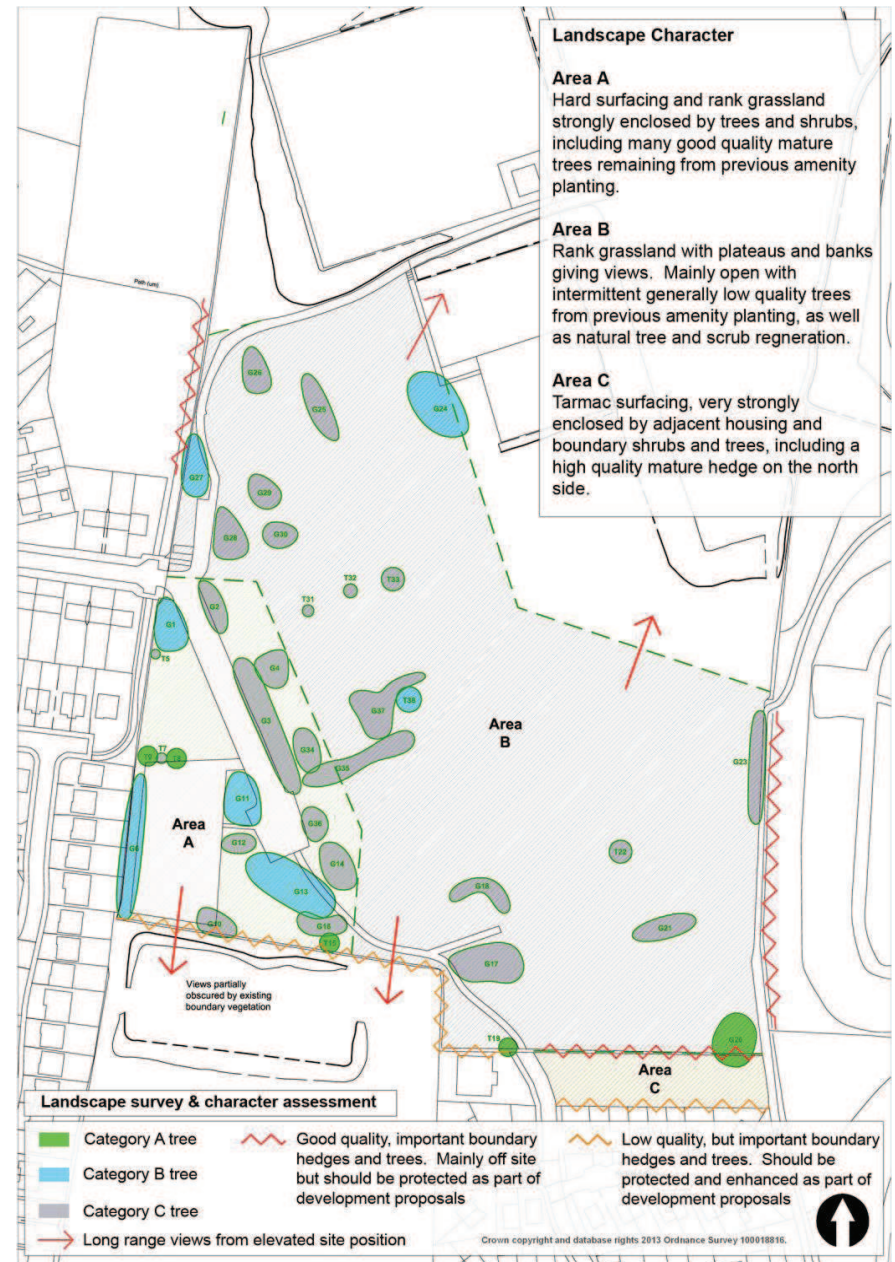
5.5.1 UDP policy GE15 requires developers to retain mature trees, copses and hedgerows, wherever possible, and replace any which are lost.

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)

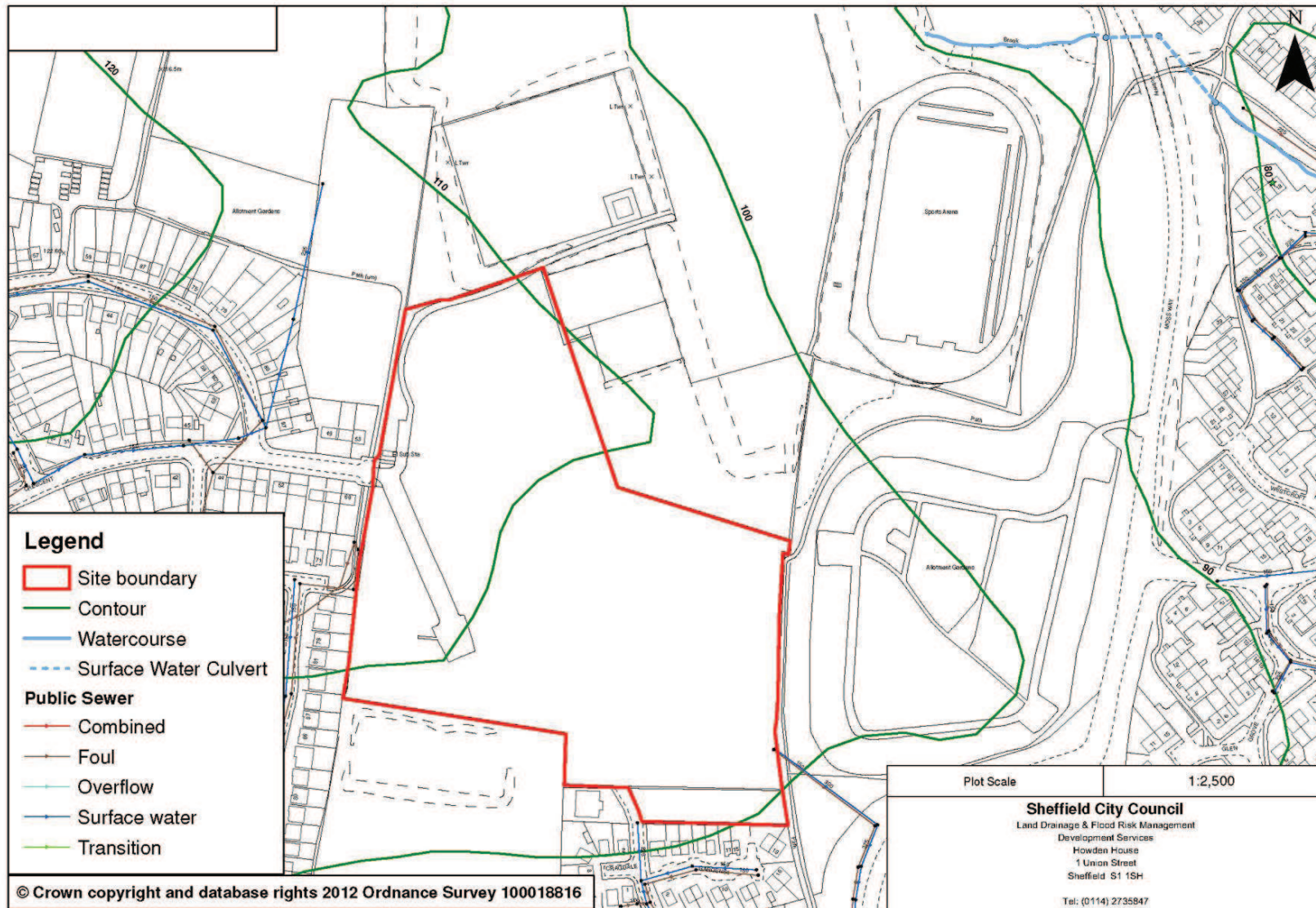
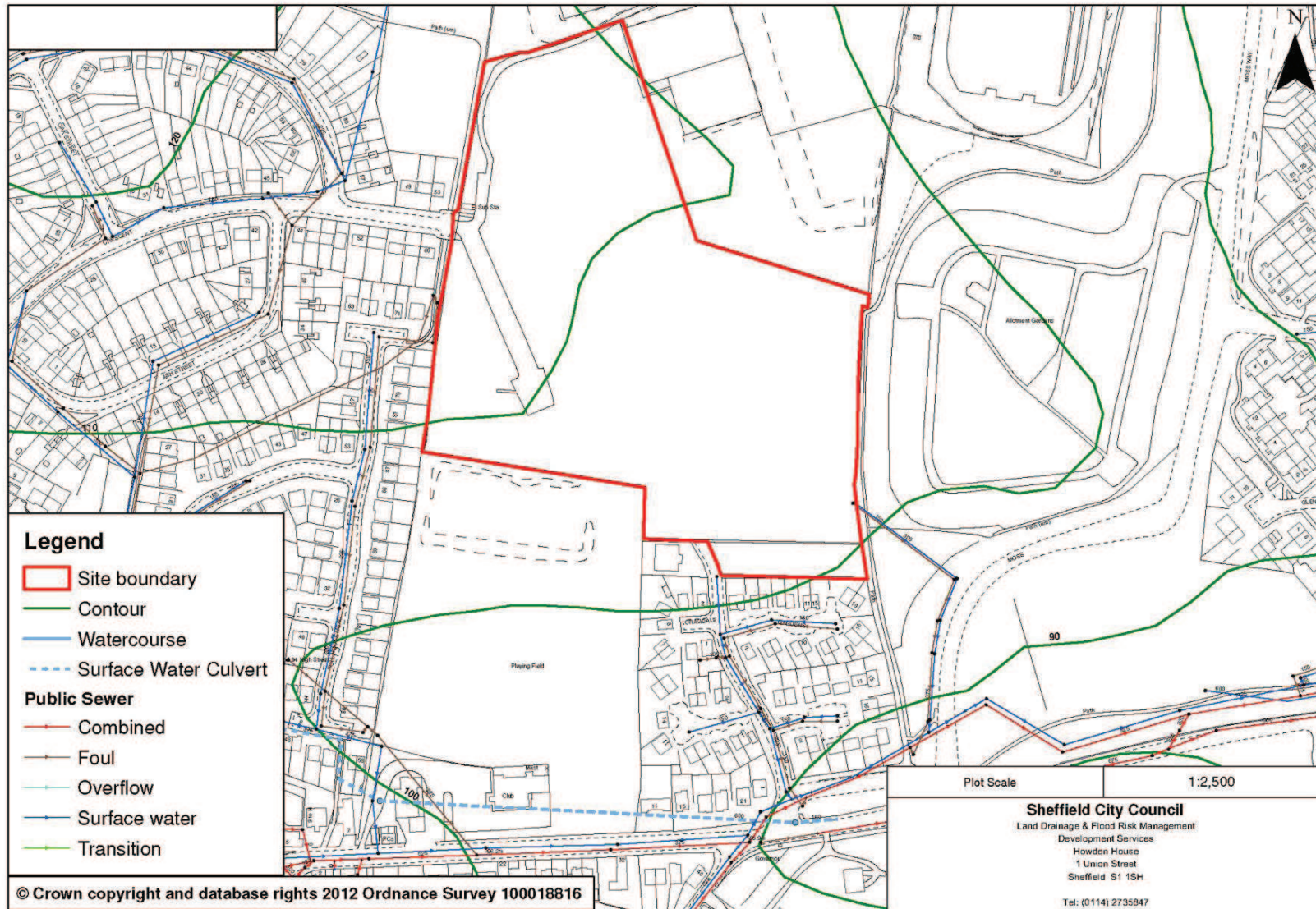


Fig 10 Existing drainage (south)



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.

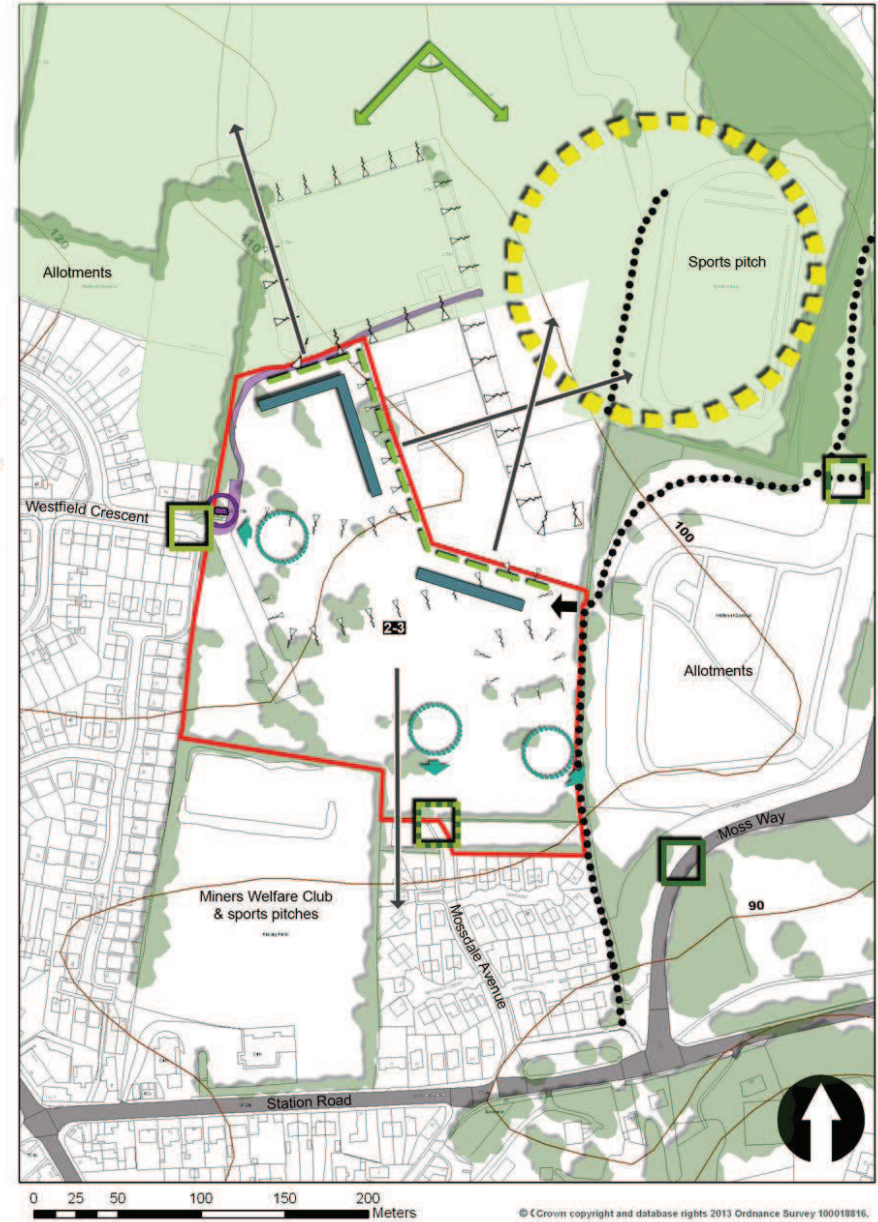
Fig 15 Urban Design Framework

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 23rd 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

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

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 28th 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. General site appraisal including site photographs showing the Developer's view of key features.
b. Concept plans 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. Site location plan preferably 1:1250, and no smaller than 1:2500 showing the site and the immediate surroundings and including: <ul style="list-style-type: none"> - Metric scales only. - North point, date and number. - Outline the application property, and indicate any adjoining property owned or controlled by the applicant. - Show the application property in relation to all adjoining properties and the immediate surrounding area, including roads. - Show vehicular access to a highway if the site does not adjoin a highway.
d. General layout and massing 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. Public realm, landscape, open space and streetscene 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. Movement and highway design 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. Three-dimensional visualisations, photomontage or models 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. A study board describing typical and marker building types in context and with elevations, design features, materials, and hard/soft landscaping and public realm finishes.
i. Accommodation schedule and detailed drawings of all house types 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. Cross-sections and all key street elevations – (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. Detailed annotated drawings of a typical three bedroom four person dwelling types 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. Detailed drawings of all typical sections of the streetscene and public realm 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> www.sheffield.gov.uk/spg
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.
Sustainability and Climate Change	The relevant part of the policy
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>https://www.sheffield.gov.uk/planning-and-city-development/planning-documents/local-plan/supplementary-planning-documents.html</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"> • 1 bedroom 1 space • 2 - 3 bedrooms 2 spaces • 4 - 5 bedrooms 2 - 3 spaces • + 1 space per 4 dwellings for visitors <p>Reference should be made to the Council's Parking Guidelines https://www.sheffield.gov.uk/roads/about/development-and-adoptions/information-sheets.html (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 & 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: www.sheffield.gov.uk/spg</p> <p>The following tables of Appendix 4 of the SPG should be used:</p> <table data-bbox="613 505 1079 607"> <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 https://www.sheffield.gov.uk/spg</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^[1] (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: https://www.sheffield.gov.uk/planning-and-city-development/applications/apply/lpar/affordable-housing.html</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>www.sheffield.gov.uk/planning-and-city-development/planning-documents/supplementary-planning-guidance.html</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>

^[1] 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

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 Council has twice consulted on proposed CIL rates, the latest being on the Draft Charging Schedule from March to May 2014. A final round of consultation will take place in the summer of 2014 before the Draft Charging Schedule is submitted for independent examination. The current timetable for adopting CIL is early 2015.

Zone 1 - North East	£0
Zone 2 - East	£10
Zone 3 – Stocksbridge & Deepcar; North West; South East; City Centre West; Manor/Arbourthorne; Gleadless; Chapeltown/Ecclesfield; Rural Upper Don Valley	£30
Zone 4 – City Centre; South	£50
Zone 5 – South West	£80

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

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 0.25m³ (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 0.25m³ 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 and Highways Committee

Report of: Director of Regeneration and Development Services

Date: 15/07/2014

Subject: Applications under various acts/regulations

Author of Report: Lucy Bond 2734556 and Chris Heeley 2736329

Summary:

Reasons for Recommendations

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

Recommendations:

Background Papers:

Category of Report: OPEN

Application No.	Location	Page No.
14/01548/RG3 (Formerly PP-03353588)	Site Of Don Valley Stadium Worksop Road And Leeds Road Sheffield S9 3TL	183
14/01363/FUL (Formerly PP-03319276)	Robin Hood Hotel Millhouses Lane Sheffield S7 2HB	211
14/00624/FUL (Formerly PP-03203869)	Site Of 102 Arundel Street And Site Of Gatecrasher, 112 Arundel Street Sheffield S1 3BA	225
14/00543/OUT (Formerly PP-03197838)	3 Ryecroft Glen Road Sheffield S17 3NG	251
13/03889/FUL (Formerly PP-03009923)	Partco Autoparts Markham Works 20 Broadfield Road Sheffield S8 0XJ	272

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SHEFFIELD CITY COUNCIL

Report Of The Head Of Planning
To the Planning and Highways Committee
Date Of Meeting: 15/07/2014

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.

Case Number	14/01548/RG3 (Formerly PP-03353588)
Application Type	Application Submitted by the Council
Proposal	Erection of a 2/3/4 storey school for ages 2 to 16 with community usage
Location	Site Of Don Valley Stadium Worksop Road And Leeds Road Sheffield S9 3TL
Date Received	29/04/2014
Team	City Centre and East
Applicant/Agent	Bond Bryan Architects (Church Studio)
Recommendation	Grant Conditionally

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:

Site Plan Ref: DVH/BBA/Z0/ZZ/DR/A/01006/S0/P7 (received on 18 June 2014)

Elevation Plans Ref: DVH/BBA/Z0/ZZ/DR/A/03003/S2/P4 (received on 25 June 2014) & DVH/BBA/Z0/ZZ/DR/A/03004/S0/P2 (received on 18 June 2014)

Floor Plans Ref: DVH/BBA/Z0/LG/DR/A/02001/S0/P7 - DVH/BBA/Z0/GF/DR/A/02001/S0/P7 - DVH/BBA/Z0/01/DR/A/02001/S0/P7 - DVH/BBA/Z0/RF/DR/A/02001/S0/P7 (received on 28 April 2014) & DVH/BBA/Z0/02/DR/A/02001/S0/P8 (received on 03 July 2014).

Section Plans Ref: DVH/BBA/Z0/ZZ/DR/A/04001/S0/P2 - DVH/BBA/Z0/ZZ/DR/A/04002/S0/P2 & DVH/BBA/Z0/ZZ/DR/A/04003/S0/P2 (received on 28 April 2014).

Reason: In order to define the permission.

- 3 Before the building is brought into use a completed Community Use Agreement shall have been submitted to and approved in writing by the Local Planning Authority. The building/use shall be operated in accordance with this agreement thereafter and any changes thereafter shall be agreed in writing with the Local Planning Authority.

Reason: To ensure suitable access and provision to facilities is secured for wider community benefit.

- 4 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.

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

- Canopies.
- Boundary Treatments.
- Balconies.
- Eaves and verges.
- Structure covering walkway at roof level.
- Central projecting features, including metal fins.
- Soffits, including lighting.
- Cladding patterns, including fixings.
- Windows and window reveals.
- Doors.

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

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

- 6 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 before that part of the development commences and shall be retained for verification purposes until the completion of such works.

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

- 7 Before that part of the development commences full details, including finishes, of the following shall have been agreed in writing with the Local Planning Authority:

- Bin store
- Substation
- Cycle parking, including covering

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

- 8 The sole means of vehicular ingress to and egress from the site shall be gained from and to Leeds Road.

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

- 9 The building 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.

- 10 Within 3 months of development commencing, a scheme including improvements (which expression shall include traffic control, pedestrian safety and cycle measures) to the highways listed below shall have been submitted to and approved in writing by the Local Planning Authority and either:

a) Been carried out; or

b) Details have been submitted to and approved in writing by the Local Planning Authority of arrangements which have been entered into which will secure that such improvement works will be carried out before the building is brought into use.

To Attercliffe Road, Attercliffe Common, Worksop Road, Leeds Road, Beverly Street and Bootle Street as appropriate.

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.

- 11 Unless alternative timeframes are agreed, before first occupation full details of way finding signs to guide site users to the Don Valley Tram Stop shall have been agreed in writing by the Local Planning Authority and put in place.

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

- 12 Before first occupation full details of real time information facilities to be provided within the building shall have been submitted to and agreed in writing by the Local Planning Authority. The agreed details shall be in place before the use commences and they shall be retained in full working order thereafter.

Reason: To promote the use of public transport.

- 13 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.

- 14 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.

- 15 The building shall not be occupied unless the cycle parking accommodation as shown on the approved plans has been provided in accordance with those plans and, thereafter, such cycle parking accommodation shall be retained.

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

- 16 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, 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 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 the Core Strategy) Policies.

- 17 Before first occupation, two mobility compliant on-street drop-off spaces shall have been provided as close as practical to the primary school entrance. These details shall have been agreed in writing with the Local Planning Authority beforehand.

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

- 18 Unless alternative provision is in place, resulting in secondary school students not requiring regular access to the English Institute of Sport, before the secondary school students occupy the building, the path linking the principle secondary school entrance with Old Hall Road shall be in place. Full details of this path, including surfacing and lighting, shall have been agreed with the Local Planning Authority beforehand.

Reason: To ensure a safe and efficient route to the English Institute of Sport is provided.

- 19 The development shall not be used for the purposes hereby permitted, unless a scheme for the installation of equipment to control the emission of fumes and odours from the premises is submitted for written approval by the Local Planning Authority. These details shall include plans showing the

location of the fume extract terminating one metre above eaves or ridge and shall include a low resistance cowl. The use shall not be commenced until the approved equipment has been installed and is fully operational.

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

- 20 Noise from new 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.

- 21 No externally mounted plant or equipment, including rooftop plant, shall be fitted to the building unless full details thereof have first been submitted to and approved in writing by the Local Planning Authority, and once installed such plant or equipment should not be altered.

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

- 22 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.

- 23 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.

- 24 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.

- 25 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.

- 26 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.

- 27 A comprehensive and detailed soft landscape scheme for the site shall be submitted to and approved in writing by the Local Planning Authority within three months of development commencing, 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.

- 28 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.

- 29 The proposed green/brown roof (vegetated roof system) shall be provided on the roof(s) in accordance with locations shown on the approved plans. Details of the specification and maintenance regime shall be submitted to and approved in writing by the Local Planning Authority prior to foundation

works commencing on site. The green/brown roof(s) shall be provided prior to the use of the building commencing. The plants shall be maintained for a period of 5 years from the date of implementation and any failures within that period shall be replaced.

Reason: In the interests of biodiversity.

- 30 The Local Planning Authority shall be notified in writing upon completion of the green roof.

Reason: To ensure that the Local Planning Authority can confirm when the maintenance periods specified in associated conditions/condition have commenced.

- 31 Before first occupation the boundary treatments, as approved, shall have been provided. These boundaries shall remain in place as approved thereafter.

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

- 32 Before the relevant works commence full details of the levels, steps, ramps and furniture relating to the landscaped areas shall have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with these details thereafter.

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

- 33 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.

- 34 Within three months of development commencing, a report shall have been submitted to and approved in writing by the Local Planning Authority identifying how a minimum of 10% of the predicted energy needs of the completed development are 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.

- 35 The construction phase of the development shall be carried out in accordance with the dust mitigation proposals detailed within email dated 02 July 2014.

Reason: In order to mitigate the effects of dust during the construction phase.

- 36 The development shall be carried out in accordance with the following mitigation measures detailed within the Flood Risk Assessment and supporting documentation:

a) No development within 8 horizontal metres of the Kirkbridge Dike culvert. This excludes car parking and minor drainage works.

b) Ground levels to be contoured to shed surface water flows away from the school building.

c) The surface water management scheme for the development should limit drainage rates to a maximum of 5 litres/second/hectare and also provide surface water storage for the 1:100yr climate change event on site.

The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing / phasing arrangements embodied within the scheme.

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

- 37 The Multi Use Game Areas shall be designed to comply with the size requirements set out by Sport England.

Reason: To ensure suitable provision for sport is made within the development.

- 38 Before development commences, a report detailing further intrusive site investigation works in relation to the site's coal mining legacy 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: To ensure the safe redevelopment of the site.

- 39 Before first occupation, or within an alternative timeframe to be agreed in writing by the Local Planning Authority, final 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 in accordance with agreed timeframes. The project shall be retained and managed in accordance with the agreed details thereafter.

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.

- 40 Within three months of development commencing details of bird and bat boxes, including locations on the building, shall have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with these details thereafter.

Reason: In the interests of ecology.

Attention is drawn to the following directives:

1. The applicant is advised that the highway improvement works to Attercliffe Road, Attercliffe Common, Worksop Road, Leeds Road, Beverly Street and Bootle Street could include:
 - a) New crossing points.
 - b) Amendments to existing infrastructure.
 - c) Build outs for protected parking.
 - d) Enhanced safety features in the highway adjacent to school access.
 - e) Turning provision.
 - f) Narrowing of sections of highway.
 - g) Removal of existing, and introduction of new Traffic Regulation Orders for restricted parking and restrictions to vehicular movement.
 - h) Improvements to cycle infrastructure.
 - i) Direction signing and markings to highway.
 - j) Provision of adequate on street parking.

- k) Reconstruction of highway.
2. 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

3. 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

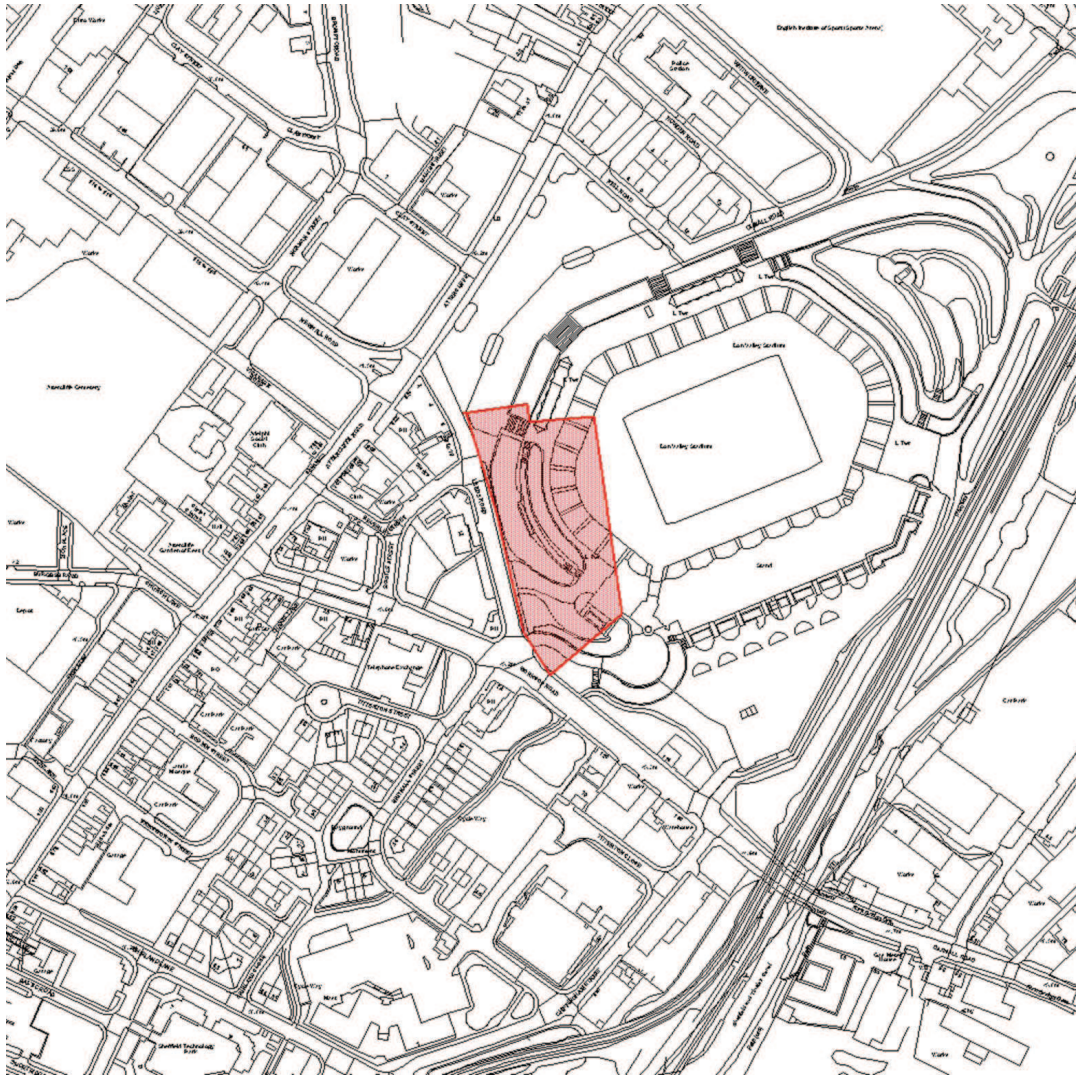
Please note failure to give the appropriate notice may lead to a fixed penalty notice being issued and any works on the highway being suspended.

4. 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 or apply online at 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.

5. 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.
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 & BACKGROUND

This application relates to a section of the former Don Valley Stadium site, which is currently in the process of being cleared.

The application site has a principle frontage onto both Leeds Road and Worksop Road, which are set to the west and south respectively, resulting in a frontage of approximately 200 metres. Attercliffe Road is set around 45 metres to the north of the site.

The entire site is located within a designated Open Space Area as defined by the adopted Sheffield Unitary Development Plan (UDP). In addition, the site is also within a Coal Mining Referral Area.

An Area of Special Character sits adjacent to the site's Leeds Road frontage and several different land uses zones, as defined by the UDP, are in close proximity. These include a Local Shopping Centre to the immediate west and a Mixed Use Area set directly across Worksop Road. As a result there are a variety of uses in the immediate vicinity, including some residential, shops, local businesses and several high profile venues. These larger venues include The English Institute of Sport, ICE Sheffield and The Sheffield Arena, all set to the north of the application site.

The site is also surrounded by excellent public transport links, which includes the Sheffield Supertram to the east and frequent bus services along Worksop Road and Attercliffe Road.

PROPOSAL

The applicant is seeking planning permission to create a new through-school and community HUB. The need for this facility comes because the Darnall/Attercliffe area of the city has seen population growth and increasing in-year demand coming together to create an immediate shortage of primary school places. In addition, this is also an area of the city which does not have a secondary school in the immediate locality and this proposal will therefore sit at the heart of the city's plan to tackle the secondary school places shortage from 2015 onwards.

The timeframes for delivery would see the entire building completed by September 2015 with the nursery, primary and community uses being available for use immediately. The secondary school element would open to students in 2017.

The school would cater for children between the ages of 2 & 16. The layout of the building is based on the nursery and primary elements being separated from the secondary school users by a central HUB area, which provides both shared and community functions, such as dining spaces and the main halls.

The building varies in scale, partially in response to the topography of the site. This results in the primary element being principally three storeys, before the central HUB and secondary elements reach four storeys. The building is articulated in various ways, which includes generous windows openings, a roof garden and canopies. This modelling also includes the creation of 2/3 storey projecting

features that sit centrally on the front and rear, these features help define the HUB area. The principle building materials are red brick and a modular panelling system.

Externally the scheme continues the theme of creating separation between the three more distinct elements by creating a separate secondary entrance via Leeds Road to the north, and a nursery/primary entrance via Worksop Road to the south. The HUB entrance is via Leeds Road and provides the grander approach to the building with the aid of a wide plaza, tree planting and street furniture.

The remainder of the external spaces are principally made up of:

- A car park (80 parking spaces) and cycle spaces to the north of the site. Vehicle access is taken from Leeds Road.
- Various outside play spaces, including Multi Use Game Areas (MUGA's), a mini active woodland to the rear and hard and soft play areas.
- A replacement sub-station fronting Leeds Road to the north and a bin store are also proposed.

Two distinct approaches have been taken in relation to the site boundaries depending on prominence. The boundary that runs parallel to Leeds Road and Worksop Road, which is the main frontage, will employ painted railings interspersed by brick pillars. The rear boundary will be weldmesh fencing.

RELEVANT PLANNING HISTORY

Prior Notification to demolish the stadium, which included grandstands, terraces, concourses, hardstandings, ancillary buildings and structures, was granted in 2013 under planning reference 13/02597/DPNRG3.

SUMMARY OF REPRESENTATIONS

Sport England

Sport England did initially object to the scheme as a small area to the east of the site encroached onto the area where the former Don Valley playing pitch was located. Following further discussions and given that a replacement pitch is anticipated to be delivered as part of the wider masterplan, Sport England have removed their objection.

Local Representations

Two representations have been received from local businesses. These raise the following objections:

- When Don Valley Stadium was demolished it was promised that replacement sports facilities would be provided. This should remain the case.
- The building is too large and will have a negative impact on the neighbouring listed building.

- The proposal will cause traffic management issues, including overloading the road network and creating parking/loading problems. This will have a negative impact on local businesses.
- The area is industrial and is therefore not safe for school children.
- The additional noise created by students would cause undue distress to surrounding businesses.
- Several trees have been removed from the site, which is not welcomed.
- The existing litter problems will increase.
- There are more appropriate sites.
- Money would be better spent regenerating Attercliffe.
- The development will result in the decline of existing wildlife such as birds and foxes.

A representation has been received from South Yorkshire Police in their capacity as occupiers of an adjacent site to the north. The principle concern of the Police relates to a proposed new footpath link identified on the site plan. This would link the school site to Old Hall Road, which is approximately 77 metres to the north.

The concern is that the path will encourage parents to drop off students in this location and also encourage students to congregate in the vicinity of the station. This would lead to increased congestion and potentially hamper the speed in which emergency vehicles can respond to events. In addition, if students do congregate around the station, this could lead to both safety and security issues. It is suggested that the path is not provided, or it is fenced in and locked.

PUBLIC CONSULTATION

The applicant undertook two public consultation events, one at the English Institute for Sport and one at the Sheffield and Pakistan Muslim Centre. The applicant has stated that the overall tone of responses were positive, with the vast majority of both parents and local community members recognising the need for a new school. Comments such as “100% support for this project” were received. The applicant has stated that the comments from these events have been considered and integrated in the proposed scheme wherever practical.

PLANNING ASSESSMENT

National Planning Policy Framework

The National Planning Policy Framework (NPPF) sets out the Government’s planning policies for England and how these are expected to be applied. The key principle of the NPPF is the pursuit of sustainable development, which involves seeking positive improvements in the quality of the built, natural and historic environment, as well as in people’s quality of life. The following assessment will have due regard to these overarching principles.

Land Use

The NPPF states that the Government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and

new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education.

The NPPF also encourages the reuse of land that has been previously developed (brownfield land).

As the proposal will develop a brownfield site and will meet an identified capacity need, it is considered to accord with the spirit of the NPPF.

Policy CS43: Schools, within the Sheffield Development Framework Core Strategy (CS), identifies a requirement to provide sufficient modern education facilities to meet identified needs.

In this respect the applicant has identified that the need for this proposed school comes because the Darnall/Attercliffe area of the city has seen both a population growth and increasing in-year demand coming together, creating an immediate shortage of primary school places. In addition, this is also an area of the city that does not have a secondary school in the immediate locality and would therefore sit at the heart of the city's plan to tackle the secondary places shortage from 2015 onwards. In light of this the proposal accords with Policy CS43.

The entire site is set within an Open Space Area as defined by the Unitary Development Plan (UDP). In this respect, it is considered that the facilities available within the stadium did/or could have provided formal open space functions for the catchment and wider city going forward.

Policy LR5: Development in Open Space Areas within the UDP lists a number of criteria that must be met for the development of open space to be considered as acceptable. This includes not causing damage to nature conservation sites, or detracting from the green and open character of the green network. As the site has been previously developed, the proposals are not deemed to contravene any of the restrictions highlighted within Policy LR5.

Policy CS47: Safeguarding Open Space within the CS sets out the parameters for which losing open space would be considered. In this regard, section a) states that the loss of existing open space would not be permitted if it would result in a quantitative shortage of the relevant type of open space. In addition, section b) states that the loss of open space would not be supported if that open space is of a high quality.

As formal open space in the area is already underprovided, and Don Valley Stadium was deemed to be a high quality facility, the proposal contravenes sections a) & b) of Policy CS47. However, the following points need to be considered:

- The proposed scheme includes a Community Use Agreement that will allow wider community access to several of the building's facilities, which include all weather MUGA's.

- As part of the masterplan for the wider site it is proposed to create an additional full size sports pitch for community use.
- Woodburn Road Stadium provides similar functions to those found at the former Don Valley Stadium and is situated in the same catchment. These facilities were recently upgraded.

In light of the above, the proposal is considered to be acceptable in the context of Policy CS47.

Policy CS21: The Boulevard of Sport within the CS is also relevant. CS21 promotes the development of sports related leisure uses around the Don Valley Site. At the time of the policy designation the Don Valley Stadium was still in use but it is a sensible assumption that this principle also applies to this now vacant site.

In relation to CS21, it is noted that a new school is not a sports and leisure use. However, there is an opportunity for the new school to establish strong links with existing sports facilities close by, and it is well placed to take advantage of any new facilities which may come forward as the wider site is redeveloped. Therefore the school does not threaten the wider objectives of Policy CS21.

Given the above, the proposal is considered to be broadly in accordance with the relevant land use policies.

Design & Landscape

The NPPF states that development should always seek to secure high quality design but decisions should not attempt to impose architectural styles or particular taste, albeit they should promote and reinforce local distinctiveness.

Policy BE1: Townscape Design within the UDP states that a high quality townscape will be promoted with a positive approach to conservation and a high standard of new design.

Policy BE5: Building Design and Siting within the UDP states that good design and the use of good quality materials will be expected in all new buildings.

Policy CS74: Design Principles within the CS states that high quality development will be expected, which would respect, take advantage of and enhance the distinctive features of the city.

- Layout

The principle elevation of the building will front Leeds Road and Worksop Road, which is an appropriate response to the context. There would have been some benefit in siting the school closer to the back edge of pavement, as this is an approach used elsewhere in the area. However, owing to the presence of a culvert running across the front of the site, this is not possible.

The internal layout has been given careful consideration to ensure the multiple functions of the building can be carried out efficiently. This results in the

nursery/primary and secondary elements largely segregated from one another by the shared/community facilities that are provided through the central spaces. Several of these communal spaces, such as the main hall and dining hall, will be double height. This, and details such as the roof gardens, ensure a better environment and greater enjoyment for users of the building.

The layout of the external spaces follows the principle of largely segregating the primary and secondary students. This is achieved in subtle ways, rather than through the employment of features such as large fences. For example, a natural break is created at the front of the site by the wide plaza that leads to the principle entrance.

The location of the car parking away from the prominent junction of Leeds Road and Worksop Road is also supported and benefits the overall design of the scheme.

- Massing and Appearance

The two principle materials to be used are red brick and a modular cladding system. The use of red brick is supported as this is the dominant material across the area. The use of the cladding system ensures a contrast is created with the brick, which aids in creating interest and also allows certain key features to be emphasised.

The height of the building will range between three and four storeys. This height is considered appropriate and is reflective of several landmark buildings seen within the Attercliffe area.

The architect has used the natural topography to create a fairly consistent roofline, even though the secondary and primary elements are three and four storeys respectively. Given the footprint of the building there was a danger that it could appear somewhat monolithic. However, the architect has utilised a number of features to ensure a significant degree of modelling and visual interest is created. The more notable features include:

- Large central projecting elements that also help denote the location of the central HUB.
- Projecting canopies, which double up as outside teaching spaces.
- Stepping within the roofline.
- Generous window proportions and window reveals.

It is considered that through the use of such features, the overall composition of the building is successful.

- Landscaping and external spaces

The scheme has taken advantage of the opportunities available to offer a variety of high quality external areas. These include the central entrance plaza, MUGA's and a number of hard and soft play spaces for the varying user groups. These spaces also include generous tree planting.

Two distinct approaches have been taken in relation to the site boundaries depending on prominence. The boundary that runs parallel to Leeds Road and Worksop Road, which is the main frontage, will employ painted railings interspersed by brick pillars. The rear boundary will be the more traditional weldmesh fencing. This split approach is deemed as appropriate and provides for an appropriate hierarchy of treatment.

It is noted that a new substation will be required as part of the development and, for operational reasons, it must be located on a road frontage outside of the school boundary. Although not ideal, it will be constructed in materials to match the main building and has been located as far from the Leeds Road/Worksop Road junction as possible. This ensures that its prominence is reduced to acceptable levels.

- Design and Landscape Conclusion

Overall it is considered that the scheme will represent an excellent addition to the area from a design and landscape perspective. It therefore accords with the above design policies.

Drainage

Policy CS67: Flood Risk Management within the CS states that the extent and impact of flooding should be reduced by incorporating a number of measures in developments. These measures include:

- Requiring the new development to limit surface water run-off.
- Ensuring buildings are resilient to flood damage.
- Promoting the use of sustainable drainage techniques.

Although the site is within Flood Zone 1, as it is over one hectare, the application is accompanied by a Flood Risk Assessment and a Drainage Strategy. These list a range of proposals, including reducing the existing discharge rate from the site. Subject to conditions, the Environment Agency has confirmed that these proposals are acceptable. A formal response from Yorkshire Water is still awaited and this will be reported to Members at Planning Committee.

The scheme will include other sustainable drainage techniques to reduce surface water run-off, which includes extensive landscaping and the inclusion of sections of green roof.

Highways

The NPPF promotes the location of developments that generate significant movement to be where the need to travel will be minimised and the use of sustainable transport modes can be maximised.

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

Policy CS59: New Roads, within the CS, states that new road schemes will only be built in a limited number of circumstances, which include: 1) The need to enable regeneration; and 2) The need to reduce serious traffic impacts on the local environment where there is no sustainable alternative option. The Junction 34 Relief Road is one of the seven proposed schemes listed within Policy CS59.

The application site benefits from excellent public transport links, which includes being in close proximity to two Supertram stops and Attercliffe centre. This localised infrastructure is also set to improve further with the introduction of the new Bus Rapid Transport System along Attercliffe Road in the near future.

Whilst these links are of real benefit to members of staff and some sections of the catchment area, such as Tinsley, a large section of the catchment area do not benefit, and public transport links from these areas are far from ideal. This, coupled with the distance to travel from the catchment areas, has resulted in a higher than average amount of vehicle movements to the school in the AM & PM peak.

As a result of the anticipated movements, the Transport Statement has assessed the capacity of the immediate junctions to cope, most notably Worksop Road/Attercliffe Road. The results have been assessed and clearly demonstrate that these junctions do have existing capacity to deal with this increased demand.

In relation to dropping off and picking up students, at its busiest it is anticipated there could be up to 89 vehicles in the 08:50 to 09:00 AM 10 minute period. The applicant has assessed existing parking capacity in the area during peak hours, and has also explored the possibility of creating new capacity by removing existing double yellow lines. Highways officers have assessed the initial proposals and are satisfied that a suitable scheme can be designed to accommodate the increased pedestrian and vehicular movement in a safe and efficient manner. This may include new crossing points, amendments to existing infrastructure, build outs for protected parking and the narrowing of sections of highway. The final details of this scheme will be secured through planning conditions.

The proposed scheme provides 80 in curtilage parking spaces, close to the maximum permitted under current parking standards. 5% of these spaces are mobility compliant and 5% are extra-large and therefore easily adaptable. This provision allows a space for each of the 80 members of staff who the Transport Statement identifies as travelling to work by car. Highways have confirmed that this provision is justified from an operational perspective. Although some visitor parking would have been preferable, on street parking is available if needed.

The location of the vehicle ingress and egress point on Leeds Road has been assessed by Highways officers and is considered to be suitable. In addition, the limited servicing from Leeds Road is also viewed as necessary given the lack of available space within the site.

The Transport Statement has also further considered the local infrastructure, such as footpaths, street lighting and bus stops, in order to determine if these features have capacity to deal with the additional demand created in a safe manner. The

conclusions, which Highways officers concur with, are that this existing infrastructure would remain 'fit for purpose' in this regard.

Owing to committed development, it has been determined that Junction 34 has reached capacity and any further significant development will add undue pressure to the highway network at this location. As a result, from mid-2008, any significant developments between Rotherham Town Centre and Sheffield's Inner Ring Road, that adds increased demand on the Junction, are required by the Council to contribute towards the construction of the M1 Junction 34 Relief Road. The relief road will ease the growing pressure on Junction 34 south and permit the junction to work within capacity. The strategic importance of this road is emphasised within Core Strategy Policy CS59, which identifies the delivery of the relief road as a key strategic aim for the city.

In order to determine if a contribution is required various factors have been considered. Firstly, the only student trips will be from the limited section of the catchment based in Tinsley. Any impact on the junction as a result of this is expected to be very limited for the following reasons:

- Other school options are available in closer proximity on the Tinsley side of the junction.
- Students that would attend the new school are likely to be already travelling through the junction to attend alternative schools elsewhere in Sheffield.
- As Tinsley students would be in close proximity to good public transport links, such as the Supertram, and given the car ownership demographics of the area older pupils would be more likely to use these facilities to travel to school.

In relation to staff, the original assessment stated 26 additional movements would come through the junction in the AM peak. However, upon discussing the matter further, it became apparent that various factors had not been accounted for. The applicant has now taken account of such matters including the baseline figures for movements from former members of staff who until recently travelled to Don Valley Stadium on a daily basis, the excellent transport links available for staff members and the employment figures in the catchment areas.

As a result of these adjustments it is concluded that there will be no increase in vehicle movements through Junction 34 in the AM or PM peak. These conclusions have been assessed by Highways officers and are accepted.

Given the above, the proposals are considered to comply with the relevant highway policies.

Sustainability

Policy CS64: Climate Change, Resources and Sustainable Design of Development within the CS sets out a suite of requirements in order for all new development to be designed to reduce emissions.

In practice, to satisfy the main body of the policy non-residential developments should achieve a BREEAM rating of Very Good. CS64 has further requirements that may fall outside BREEAM, such as designing buildings flexibly from the outset to allow a variety of possible future uses.

Policy CS65: Renewable Energy and Carbon Reduction within the CS sets out objectives to support and require renewable and low carbon energy generation and also to further reduce carbon emissions. Policy CS65 requires new developments to provide a minimum of 10% of their predicted energy needs from decentralised and renewable or low carbon energy unless it can be demonstrated that it is not feasible and viable.

CS65 did until recently also require the generation of further renewable or low carbon energy, or the incorporation of design measures, sufficient to reduce the development's overall predicted carbon dioxide emissions by 20%. As this is now a requirement of Building Regulations it is no longer being sought as part of planning applications.

The developer has confirmed that the scheme will meet the BREEAM Very Good standard.

In relation to the 10% requirement set out in section a) of Policy CS65, the intention is for the development to connect to Sheffield's Combined Heat and Power System, which is being extended along Attercliffe Road. A condition will be attached to secure the final details of this, or agree an alternative proposal if required.

In addition to the above, the development is a brownfield site in a sustainable central location and includes a number of additional features to promote sustainable design, such as extensive landscaping, a green roof, cycle parking and recycling facilities.

Given the above, it is considered that the development will comfortably meet the sustainability requirements introduced by the CS.

Ground Conditions

The applicant has provided the required ground contamination reports, which are currently being assessed by the Environmental Protection Service. Relevant conditions will be imposed to ensure the development is carried out in a safe manner.

The site is located within a Coal Mining Referral Area and, as a result, a Coal Mining Risk Assessment accompanies the application. The Coal Authority have assessed this and are satisfied with its finding, with a recommendation that additional intrusive investigation is undertaken before development commences. A condition will be attached to any decision securing this.

Archaeology

Although the site would have had important historic industrial uses in the past, construction of the stadium will have removed any structures of archaeological interest. It is therefore not necessary to undertake any archaeological work prior to or during redevelopment.

Air Quality

The application is accompanied by an Air Quality Impact Assessment (AQIA) which has been revised during the course of the application. It is firstly noted that the proposed development would result in dust during the construction phases, and an overall increase in traffic movement in the local area, which is likely to have some impact on the local air quality.

The specific pollutants assessed within the AQIA are nitrogen dioxide (NO₂) and particle matter (PM₁₀) of sizes less than 10 micron, which are largely produced from internal combustion systems, such as motor vehicle engines and construction dust.

The assessment has identified that the significance of the development on local air quality will be imperceptible/negligible for both NO₂ and PM₁₀. The assessment also concludes that the health-based annual average air pollution standards of 40µg.m⁻³ for these pollutants, and the 24 hour mean standard for PM₁₀, are not breached with or without the proposed development. These conclusions have been considered by the Council's Air Quality Officer and are accepted, such that the development does not give rise to any significant air quality concerns.

It is always beneficial to provide some measures to mitigate against the impact of developments in a bid to improve air quality. Features such as the landscaped areas and a green roof will help and additional measures, such as a dust mitigation plan for the construction phase, are detailed within the AQIA (Section 8).

Public Art

Policy BE12: Public Art within the UDP encourages public art as an integral part of the design of major developments.

All stakeholders consider that it would be a lost opportunity if the public art to be delivered as part of the scheme did not involve the input of students. It has therefore been agreed that the public art scheme will be delivered after the school has opened following consultation between students, teachers and a public artist. This will be secured through a planning condition.

Amenity

Policy GE24: Noise Pollution within the UDP requires that development should not create noise levels causing a nuisance, and sensitive uses and noisy uses should not be located close together.

Planning conditions will be attached to ensure that noise emitted from the rooftop plant will not be a nuisance. Conditions will also be imposed to ensure any odours emitted from the kitchens are suitably managed.

In relation to general noise, such as children playing, as this is not taking place during unsocial hours it creates no concern.

In general amenity terms, it is considered that the distance between the new school building and the surrounding uses/buildings will ensure the proposal does not lead to undue dominance or shadowing issues to nearby businesses.

In light of the above the scheme is viewed as being acceptable from an amenity perspective.

Access

Policy BE7: Design of Buildings Used by the Public within the UDP requires safe, equal and easy access for people with disabilities to buildings used by the public.

Level access will be provided to all three entrances and suitable mobility parking is provided. In addition, the applicant has been in liaison with Access Officers to ensure the internal arrangements and facilities meet the requisite guidelines.

In respect to the external areas, this always provides a challenge on a sloping site and the applicant will work with officers to achieve the most usable external spaces possible as the external work progresses. It is noted that the majority of the external spaces will be useable for all.

The proposal is therefore considered to comply with the above access policies.

Ecology

The scheme has been accompanied by a Desk Top Ecology Report. The city ecologists have assessed this and have confirmed that nothing of notable ecological interest is on the site. In addition, the introduction of features such as the active woodland and green roofs is very welcome.

Environmental Impact Assessment (EIA)

The requirement for the provision of an Environmental Statement under the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 was assessed during the pre-application process. This is because the proposed development is considered to be an Urban Development Project under Part 10, Schedule 2 of the Regulations

After full consideration of the selection criteria, a screening opinion was issued by letter on 01 April 2014, which concluded that an EIA was not required to accompany the application.

RESPONSE TO REPRESENTATIONS

The majority of the matters raised within the representations have been addressed in the above planning assessment. The remaining issues are addressed as follows:

- (i) *When Don Valley Stadium was demolished it was promised that replacement sports facilities would be provided. This should remain the case.*

As part of delivering the wider masterplan it is still anticipated that a sports and leisure offer will be included.

- (ii) *The building will have a negative impact on the neighbouring listed building*

The closest listed building is over one hundred metres from the application site and will not be seen in the same context.

- (iii) *Several trees have been removed from the site, which is not welcomed.*

The proposed scheme is introducing extensive landscaping, which includes tree planting and a green roof. These will provide adequate compensation for any trees lost during demolition.

- (iv) *The existing litter problems will increase.*

There is no reason to assume this will become an increased problem, but if this is the case, then this will be a management issue for the school to deal with.

- (v) *There are more appropriate sites.*

In relation to why this site was chosen the Education Service has provided the following response.

“The Darnall/Attercliffe area of the city is one where population growth and increasing in-year demand has come together to create an immediate shortage of primary places. This is also an area of the city that does not have a secondary school in the immediate locality and would therefore sit at the heart of the city’s plan to tackle the secondary places shortage from 2015 onwards.

The closure of the Don Valley Stadium provided an opportunity to create a vision for the future of this site. Within this vision is the co-location of the 2-16 school and University Technical College (UTC) and other health/sport science related facilities. There are no other sites within the Darnall/Attercliffe area that currently have the capacity to develop this vision. The development of the school on this site was considered to be an integral part of the regeneration of this area and potential catalyst for further developments.”

- (vi) *Money would be better spent regenerating Attercliffe.*

The funding provided is unique to delivering a school in order to satisfy unmet capacity needs.

(vii) Issues in relation to the police and the proposed new path.

It is firstly noted that the path being discussed would only be provided in 2017 when the secondary education element of the school is occupied. The need for the path is to ensure a safe and efficient route to the English Institute of Sport is provided should secondary students need to use these facilities (which may not be the case). If alternative provision is in place at this time the path may not need to be provided.

Issues with people using the roads around the police station for drop off are highly unlikely, as capacity has been demonstrated to the front of the school.

If issues do arise in relation to students causing nuisance around the police station then this will be for the school and the police to resolve.

Ultimately, providing safe routes to link facilities and increase permeability is encouraged. The principle of this path is therefore supported and any suggestion that it should be fenced in should be resisted from an aesthetic and permeability standpoint.

SUMMARY AND RECOMMENDATION

Owing to existing and anticipated future formal sports provision in the locality, the development of a section of allocated open space for educational purposes is considered to be acceptable.

The new building will address the principle road frontage and the proposed scale reflects the more notable buildings in the Attercliffe area. The applicant has ensured suitable modelling and detailing is provided in order to deliver a high quality building. The principle material is red brick, which respects the context, and the use of a modular cladding system aids in emphasising key features.

The scheme has taken advantage of the opportunities available to offer a variety of high quality external areas, including a roof garden and extensive hard and soft landscaped areas.

The staff car parking identified will meet identified capacity. Sufficient details have been provided at this stage to demonstrate that the existing highways/junctions can cope with the higher than average school car journeys and drop-off/pick up demands. The vehicle ingress and egress point on Shoreham Street is viewed as acceptable.

The Air Quality Impact Assessment has identified that the significance of the development on local air quality will be imperceptible/negligible and that the health-based annual average air pollution standards are not breached with or without the proposed development.

The site is considered to have excellent sustainability credentials, which includes meeting BREEAM Very Good, connecting to the Combined Heat and Power System and providing a green roof.

The scheme has been designed to provide access for all users, taking account of the constraints of the site.

Overall the development will present an excellent and welcome addition to the Don Valley area, providing much needed school capacity in a deprived part of the city. The development is therefore recommended for conditional approval.

Case Number	14/01363/FUL (Formerly PP-03319276)
Application Type	Full Planning Application
Proposal	Landscaping works to front of building including erection of a jumbrella
Location	Robin Hood Hotel Millhouses Lane SheffieldS7 2HB
Date Received	11/04/2014
Team	South
Applicant/Agent	ABA Architecture
Recommendation	Grant Conditionally

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 (ABA Architecture)
13-1458.P02 (proposed site layout)
13-1458.P03 (boundary treatment/planters),

Reason: In order to define the permission.

- 3 The patio seating area shall not be used unless 2 disabled car parking spaces have been provided as shown on the approved plans and thereafter such car parking spaces 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.

- 4 The patio area shall not be used unless all redundant accesses have been permanently stopped up and reinstated to kerb and footway and means of vehicular access shall be restricted solely to those access points indicated in the approved plans.

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

- 5 The building shall not be used for the above-mentioned purpose unless a suitable receptacle for the disposal of litter has been provided in accordance with details to be submitted to and approved in writing by the Local Planning Authority.

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

- 6 No amplified sound or live music shall be played within the patio area nor shall loudspeakers be fixed at any time outside the building.

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

- 7 The jumbrella shall be removed when it is no longer required for the purpose for which it was installed

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

Attention is drawn to the following directives:

1. 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.
2. 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.

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.

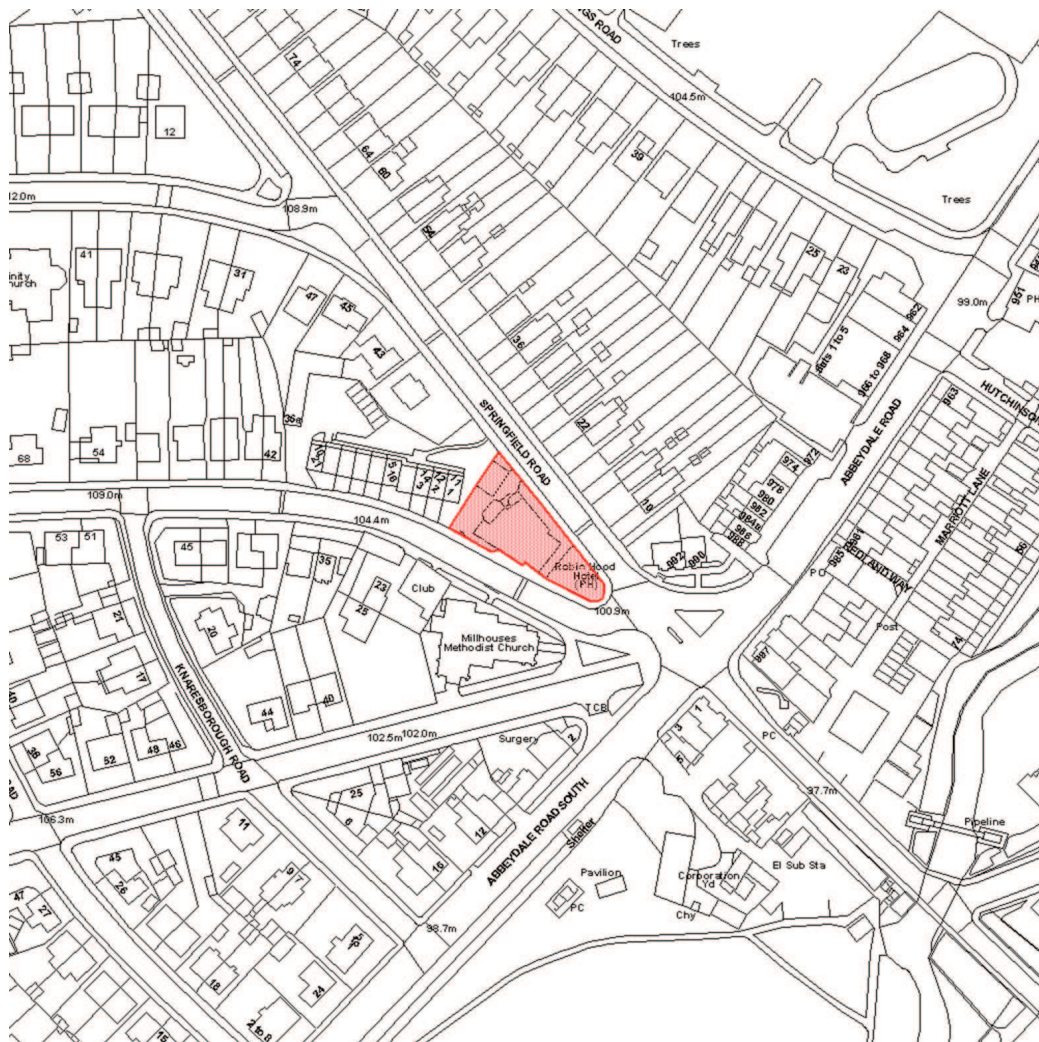
The notice should be sent to:-

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.

Site Location



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LOCATION AND PROPOSAL

The application relates to a historic public house at the junction of Millhouses Lane with Springfield Road. The building is on a triangular site and directly faces the road junction which is close to the signalled junction of Springfield Road with Abbeydale Road South. The site has frontages of approximately 50 metres to both Millhouses Lane and Springfield Road. Directly to the front of the building is a car park and 3 flights of steps up to the raised main entrance into the building.

The car park is marked out to provide 12 parking spaces which line the boundaries with the road frontages. A small shrub bed and a tall freestanding signage column are at the head of the car park at the road junction. There is a terrace to one side of the building abutting Springfield Road which accommodates 3 tables/benches. To the rear is a further external seating area with several more tables/benches and a smoking shelter. There is a small service yard area accessed from Springfield Road towards the rear boundary of the site.

On the opposite side of Springfield Road is a row of dwellinghouses which follow a strong building line some 11m behind the road frontage. On the opposite side of Millhouses Lane is Millhouses Methodist Church which also has a frontage to Whirlowdale Road. There is no access from Whirlowdale Road to Millhouses Lane.

The application is for works to facilitate the provision of an outdoor customer area on the site of the existing car park area. The works include resurfacing, the provision of post and rope perimeter treatment, fixed planters, recessed floor lights, the provision of a 4m diameter 'jumbrella' with fixed heating elements and the provision of 11 tables and 48 chairs. The jumbrella will be a semi-permanent fixed feature and the tables and chairs will be freestanding. In addition, 2 disabled parking bays will be provided accessed from Millhouses Lane and Springfield Road, respectively.

RELEVANT PLANNING HISTORY

Planning permission to construct means of vehicular access to the existing car parking spaces from both road frontages was granted in 2009 (ref 09/01599/FUL). The permission was not implemented and expired in 2012.

Permission to retain an unauthorised smoking shelter at the rear of the building was granted in 2008 (ref 08/01811/FUL).

Permission for a front canopy, alterations to the rear elevation and alterations to the rear external area was granted in 2001 (ref 01/00240/FUL). A condition attached to the planning permission requires the retention of the car parking area and no obstructions to parking during opening hours. The validity of this condition is discussed in the Assessment below.

SUMMARY OF REPRESENTATIONS

2 representations have been received from residents at 10 Springfield Road (nearest to the car park) supporting the proposals:

- Well aware of public house opposite house when moved in and enjoy character of fairly busy area
- Plenty of comings and goings to pub at weekends, including taxis turning in driveway (10 Springfield Road), but overall impact is minimal - have had more disturbance from other activities nearby
- Appreciates success of local business and reasonable tolerance is essential for all to muddle along
- Can't see any pollution issue as heaters are electric
- Unfortunate inaccurate reference to commuter parking at the pub in the application but no doubt that car park is used by others in addition to pub customers
- Plenty of parking in Springfield Road, Millhouses Lane and Whirlowdale Road if people are prepared to walk short distances
- Pedestrian and road users safety probably better without the car park as pavements are currently randomly driven over to access spaces
- Not entirely comfortable with potential privacy issue but acknowledges that passers-by and people in pub already have views over property and would prefer to see patio area and activity rather than car park - could perhaps increase planting to filter views
- Rather live opposite a successful pub than one that is boarded up due to lack of viability
- Can't imagine any real increase in noise - hasn't caused problems in the past

27 representations have been received from nearby properties objecting to the proposals. The objections are summarised below:

Car parking

- Robin Hood is not a small local pub - Ember Inn business is based around larger establishments and Robin Hood (with seating for almost 200) fits this template. Analysis of Ember Inns website suggests that around 240 people visit their establishments daily with over 90% coming from a 3km radius - given hilly nature around Millhouses this implies approx. average of 100 car journeys daily - should not be allowed to remove parking
- Monitoring over 6 day period (by a resident) shows car park normally full in evening with substantial parking in Springfield Road and Millhouses Lane - no evidence of commuter parking
- already problems with parking associated with Robin Hood in Grove Road (200m from site) and Millhouses Lane including obstruction of driveways and parking on grass verges - residents already have difficulty parking near their homes at busy times
- could also affect parking in Knaresborough Road
- unwelcome potential for additional parking on Marriott Road which is unadopted and ill equipped to cope

- existing problems compounded by Millhouses Park car parking charges, greater restrictions in Abbeydale Road and one-way restriction at Hastings Road
- access for emergency services in Millhouses Lane will be more difficult due to extra parking
- lack of parking already affects local traders (only 9 spaces in bays serving the shops) - displaced parking from pub will mean less parking available for shops, church, restaurant/takeaway customers and snooker club members - may put some traders out of business which will also affect linked pub trade - sequential testing of impact should be carried out
- photos provided showing use of the car park by pub customers, not commuters
- recent planning permissions for Tesco and Sainsbury's and increase in takeaway businesses have resulted in increase in traffic issues that persist well into evening and beyond management hours of Council parking services
- affects parking for residents and Church and deliveries to pub frequently contravene parking regulations
- impact on public safety, especially during school term time
- bus drivers frequently have trouble negotiating around delivery vehicles to public house
- pub visitors frequently park on double yellow lines outside and prevent reversing to driveways - also park on pavement and obscure sight lines - dentist's premises also contributes to this problem
- 2009 permission for vehicle crossings demonstrates that applicant recognises importance of car parking
- Potential solution of providing car parking and servicing areas to rear of building
- Suggest introducing limited parking in cul-de-sac section of Whirlowdale Road, subject to consultation

Design and Appearance

- Robin Hood is historic and attractive community building - jumbrella will look hideous and visually intrusive and will be out of character with building and surrounding buildings
- Jumbrella is a marquee and, together with heating and loss of parking is out of scale and will dominate views of Victorian style building from surrounding roads and houses in Springfield Road and dominate views up Millhouses Lane and Springfield Road

Pollution

- Heaters will add to pollution in area where EU pollution levels are already exceeded and not in accordance with Supplementary Planning Guidance 'Climate Change and Design'
- Use of Greenhouse gases to artificially warm people in colder months is not ethical
- should not be encouraging smoking outside which will increase level of toxins polluting the area and sets bad example to young people

- gas heaters are wasteful, cause fumes and contribute to climate change - unnecessary and harmful near to a junction with vehicle emissions problems and well used footpaths (Note - electric heaters, not gas)
- scope for renewable technologies should be considered e.g. solar pv or alternative off-setting method
- light and noise pollution

Disturbance

- late night noise disturbance to residents opposite in Springfield Rd - already has extended opening hours
- noise and disturbance associated with additional parked cars as customers return late at night
- young family directly opposite have been close to reporting increased noise since trading hours increased to midnight - interrupts sleep of children - wouldn't have moved here if these plans go ahead and will only worsen situation
- general noise associated with outdoor use, particularly during World Cup
- anti-social behaviour - potential for large numbers of intoxicated customers very close to residential property which will affect the character of the area - quotes Human Rights Act in respect of right to a private life
- potential for unregulated music
- possible overall capacity for 100 consumers - already has outside capacity for 60 customers although noted that use is limited even in midsummer
- currently an acceptable balance between needs of pub and needs of residents, although not necessarily view of all residents
- absence of secure gated boundary and absence of resident staff results in no means of preventing unauthorised use after closing time - potential unsupervised drinking and broken glass
- transient nature of pub users means potential for residents having to make additional complaints to landlord/Police
- requests acoustic screening
- application for smoking area at Millhouses PH was refused due to potential problems for neighbours

Other matters

- pub already has beer garden and tables - this proposal is unnecessary and will result in ill will from surrounding residents who will withdraw their custom
- will disrupt open aspect and view of church from 18 Springfield Rd
- loss of privacy to 10 Springfield Road
- applicant has made no attempt to consult with local community - motivated by financial considerations only
- elderly residents could find walking past site unpleasant and threatening (bad behaviour) and jumbrella could be vandalised
- increased pressure on Local Authority budget associated with responses that will be needed to parking and noise regulation, nuisance and litter
- several requests for Committee determination

- questions viability and business plan - view and environment for customers probably not that pleasant or safe (high risk of vehicle collisions and emissions)
- questions drainage arrangements
- more neighbours should have been notified - insufficient consultation

Councillor Diana Stimely objects:

- Parking is a problem all over the city and Millhouses is no exception – traders rely on parking so that people can come and trade with them – Robin Hood cannot be an exception to this so why are they asking to use their parking area for clients to sit, eat and drink?
- Will be using the other traders parking spaces/nearby residents parking spaces – surely in these difficult times traders should stand together A business is worth fighting for so hopefully The Robin Hood will stand with the other traders and work not only for themselves but for the community

Nick Clegg MP has relayed one of his constituents objections (included in the representations above).

Carter Knowle and Millhouses Community Group also object:

- proposals impinge considerably beyond immediate surrounding residents - widespread objections evident and application should be determined by Committee
- serious implications for car parking in surrounding streets - potentially detrimental to residents and businesses
- visual intrusion is of wide concern as are increase in noise and heat-derived pollution
- misrepresentation by applicants in respect of alleged commuter parking - customers form majority of car park users and substantial overspill to surrounding streets

Millhouses Methodist Church have made representation. They do not object to the proposals in principle but confirm that a number of their members, including elderly and/or disabled, have difficulty parking for weekday meetings as well as on Sundays and the church is used by many community groups in the evenings. They request that the Council take the opportunity to consider the wider issue of parking in the Millhouses area which they feel has been exacerbated by the introduction of parking charges in Millhouses Park.

PLANNING ASSESSMENT

Policy

The site lies within a Housing Area as defined in the Unitary Development Plan (UDP). In the Local Plan Draft Proposals Map the site lies within a Neighbourhood Centre. The UDP is afforded greater weight at this stage of the adoption process.

No special designations affect the site.

The most relevant UDP and Local Plan Core Strategy policies are referred to in the Planning Assessment below.

The Local Plan draft City Policies and Sites document (pre-submission version) has not been submitted for final approval and is not an adopted document. Its policies therefore carry limited weight and are not considered in detail as part of this assessment. Nevertheless, the most relevant policies do not raise any additional requirements for this proposal over and above the adopted local policies and national policies in the National Planning Policy Framework (NPPF).

The NPPF provides the context for formulation and consideration of the Council's policies. Reference to the NPPF is made throughout the assessment where deemed necessary.

Restrictive Condition and Need for Planning Permission

The condition attached to the 2001 planning permission for external alterations (ref 01/00240/FUL) requires the retention of the car park and prevents any obstruction of the car park during opening hours.

In the absence of the condition, the applicant would be able to resurface the car park area, provide a means of enclosure up to 1 metre high and provide unsecured tables and chairs for use in connection with the public house without the need for planning permission. Portable heaters, planting containers and recessed floor lights could also be provided without planning permission and the hours of use would be unrestricted.

The only element of the scheme requiring planning permission would be the installation of the 'jumbrella'. A less substantial parasol type product could be provided without planning permission if it was capable of being easily erected and removed on a regular basis. The tests for assessing whether a building operation has taken place concern the size, physical attachment and degree of permanence of the structures. In this case, a permanent base is required to be installed and must be sufficient to prevent movement of the 4m wide jumbrella which is of substantial construction and requires an electricity supply for the fixed heater units. The base appears to be needed to be installed professionally and will be permanently fixed and it is clear that the intention is to leave the jumbrella in place rather than remove it when the premises are closed. In these circumstances, the jumbrella constitutes a structure for which planning permission is required.

If planning permission for the works is refused, the applicant has the option of appealing against the Council's decision and/or submitting an application to remove the condition attached to the 2001 planning permission. If such an application were successful then it would be possible for the applicant to carry out the majority of the works described above without any planning control. The impact on the appearance of the street scene, amenity and car parking would not

be materially different to the proposals that are the subject of this application. This is a potential fallback position.

In considering any application to remove the 2001 condition, consideration would need to be given to the validity of the condition. The NPPF Planning Practice Guidance (PPG) states that conditions should not be imposed in a planning permission unless they meet all of the following test criteria and are:

1. necessary;
2. relevant to planning and;
3. to the development to be permitted;
4. enforceable;
5. precise and;
6. reasonable in all other respects.

The 6 conditions tests in the PPG reflect those in the cancelled Circular 11/95 (Use of conditions in planning permissions) that was in force when the 2001 permission was granted.

In this instance, the condition cannot reasonably be described as necessary to the granting of the 2001 planning permission or relevant to the alterations that were subject of the 2001 proposals. The alterations were considered acceptable in their own right at that time and the Officer's report noted that it would be difficult to demonstrate that they would lead to any intensification of the use of the site which might have justified the car parking requirement. The condition appears to have been imposed as a result of a significant shortfall in car parking provision on site relative to the Car Parking Guidelines rather than being related to the development that was permitted. In those circumstances, the 2001 condition can be expected to be judged to fail the necessity and relevance tests and significant weight should therefore be given to the fallback position in considering the impact of the proposals.

Design and Appearance

The proposals will improve the appearance of the frontage in this prominent corner location. The Robin Hood is an attractive well maintained local landmark which sits above a car park that dominates two road frontages over a distance of some 15m. The view from the road junction is largely obscured by the existing shrub planting at the corner of the site. The removal of 10 of the 12 car parking spaces and replacement of the tarmac with good quality paving, planters and tables/chairs will provide a more attractive setting for the public house and will add to the street scene.

The cream coloured jumbrella is a good quality robust product which it will be in the interests of the applicant to maintain properly. It will be centrally located and has a square canopy which is 4m wide. The installed height is 3.11m. Whilst relatively large, the jumbrella will not obscure views of the building due to the difference in ground levels.

Overall, the proposals are considered to enhance the front of the site and the street scene which is consistent with general design principles as set out in UDP Policy BE5 (Building Design and Siting), Core Strategy Policy CS74 (Design Principles) and the NPPF.

Sustainability

Core Strategy Policy CS63 (Responses to Climate Change) requires new development to, amongst other things, be designed to increase energy efficiency, reduce energy consumption and carbon emissions and reduce flood risk. The adopted Supplementary Planning Document "Climate Change and Design" provides guidance on implementing Policy CS63 but does not specifically preclude certain forms of development.

The use of the electric heaters cannot be said to be a sustainable form of development although electricity is a clean form of energy. The specification literature indicates that each heater will use approximately 4kWh per hour which is not insignificant. However, the installation cannot reasonably be resisted when considering the fallback position of installing portable freestanding heating units.

Porous paving has been suggested but the applicant prefers a non-porous specification. The new planters will marginally reduce surface water run-off compared to the existing arrangement and this minor concession is consistent with the aims of Policy CS63 and Policy CS67 (Flood Risk Management)

Residential Amenity

UDP Policy H14 (Conditions on Development in Housing Areas) seeks to ensure that, amongst other things, development does not lead to air pollution, noise, smell, excessive traffic levels or other nuisance, or risk to health and safety for people living nearby.

The proposals can reasonably be expected to increase activity outside the public house. The applicant has indicated that 11 tables and 48 chairs are anticipated. This should be considered indicative but the layout indicates that this level of provision is ambitious given the space available.

The extent of use is difficult to judge as it will be largely dependent on the weather. It seems likely that customers will prefer this south west facing area to the existing north west and north east facing areas that are currently provided with seating. The heating units will only be effective under the jumbrella and so are therefore unlikely to result in significant additional activity on colder days. However, it is acknowledged that additional outdoor provision for customers has the potential to create additional noise and disturbance for residents in Springfield Road. The bottom 4 properties on the eastern side of Springfield Road are within 20m of the edge of the proposed seating area. It must also be noted that outside activity already arises from the use of the terrace to the side of the building directly opposite the Springfield Road dwellings. It is also possible that the car park already experiences customers drinking despite the condition preventing obstruction although this is expected to be minimal.

Restricting the hours of use has been considered but this is very difficult to effectively control, particularly as the other outside areas would not benefit from the same restrictions, and the car park area could be used for external drinking currently without planning control over hours. The current pub opening hours are 1130 - 2300 (Sun - Thur) and 1130 - 0000 (Fri/Sat). When considering the fallback position described earlier the proposals are, on balance, considered to be acceptable although not necessarily strictly in accordance with Policy H14(k).

Highway Matters

There are traffic calming measures in Millhouses Lane and Springfield Road. Springfield Road is a bus route. There are full time parking restrictions outside the existing car park and directly opposite in both highways. There is unrestricted parking directly outside the remainder of the site frontages. The dwellings on the opposite side of Springfield Road generally have off street parking for at least 2 cars.

The applicant has provided, on request, survey data taken over 14 days to establish the extent of use of the car park. The survey indicates that there are generally 3-6 cars in the car park during the day and 8-10 cars at the busiest times (1900-2000 hours). At no time has the car park been full during the survey. The applicant contends that not all of the daytime cars are associated with the public house and suggests that they may be associated with the Church and/or local shops rather than by commuters. It is noted that the use of the car park appears broadly consistent with the photographs provided with one of the representations received.

The applicant has also undertaken a survey of on-street parking availability in both highways over distances of approximately 100m, between the pub and Grove Road and Knaresboro Road, respectively. The lay-bys outside the shops in Abbeydale Road South were also surveyed. The survey was done over 4 days (Tue - Fri) and shows that on only 2 occasions were no spaces available.

The proposals will potentially increase demand for on street parking by displacing up to 10 vehicles as a result of the loss of the car park. The survey data provided indicates that there is adequate capacity for this to be taken up on-street.

Disabled parking provision will be improved as a result of the two marked out spaces with access zones to either side as proposed. In addition, the overrunning of the kerb close to the road junction will cease which is a benefit in highway safety terms.

Overall, the loss of the parking is considered acceptable in this location which is easily accessible by public transport and within walking distance of a large residential catchment area and there is no conflict with Policy H14(d). Again, the fallback position must be given significant weight.

SUMMARY AND RECOMMENDATION

A condition attached to a planning permission granted in 2001 prevents loss of the car park area but is unlikely to stand up to the relevant validity criteria as set out in the NPPF practice guidance. In the absence of the condition, the proposed works, with the exception of the 'jumbrella' could be carried out without planning permission. This fallback position has been given significant weight in considering the merits of the proposals, particularly in terms of the impact on the amenity of residents in Springfield Road.

The proposals will improve the appearance of the public house and street scene and survey data has been submitted to demonstrate that there is sufficient on street availability for cars displaced from the site.

In view of the above, it is recommended that planning permission is granted subject to conditions.

Case Number	14/00624/FUL (Formerly PP-03203869)
Application Type	Full Planning Application
Proposal	Demolition of industrial building and erection of mixed use development comprising of 38 cluster flats and 90 studio flats, with ancillary facilities, retail/ commercial units (A1, A2, A3, A4 and B1 uses) at lower ground and ground floor level and landscaped courtyard
Location	Site Of 102 Arundel Street And Site Of Gatecrasher,112 Arundel StreetSheffieldS1 3BA
Date Received	24/02/2014
Team	City Centre and East
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:

Dwg No: 704-AP-0128 rev C: proposed south east elevation to Arundel Street

Dwg No: 704-AP-0126 rev C: Northwest elevation to Eyre Lane

Dwg No: 704-AP-0127 rev B:Proposed North east elevation to adjoining buildings

Dwg No: 704-AP-0129 rev B: proposed south west elevation to Matilda street

Dwg No: 407-AP-0125 rev C: Proposed contextual street elevations

Dwg No: 704-AP-0120 rev B: section A-A through Courtyard looking towards Matilda Street

Dwg No: 704-AP-0121 rev B: section B-B through Courtyard looking towards Eyre Lane

Dwg No: 704-AP-0122 rev B: section C-C through courtyard looking north

Dwg No: 704-AP-0123: section D-D through courtyard looking towards Arundel Street

Dwg No: 704-AP-0001 rev B: Site location plan

Dwg No: 704_AP_0132 rev A: Typical Student Entrance
Dwg No: 704-AP-0133 rev B: Typical Room Plans
Dwg No: 011_101_01 rev B: landscape layout
Dwg No: 011_1-1_02 rev A: Landscape planting plan
Dwg No: 704-AP-0110 rev C: Proposed Lower Ground Floor Plan
Dwg No: 704-AP-0111 rev C: Proposed Upper Ground Floor plan
Dwg No:704-AP-0112 rev B: Proposed 1st floor plan
Dwg No: 704-AP-0113 rev B: Proposed 2nd and 3rd floor plans.
Dwg No:704-AP-0114 rev B: Proposed 4th Floor Plan
Dwg No: 704-AP-0115 rev B: Proposed 5th Floor plan
Dwg No: 704-AP-0116 rev B Proposed 6th Floor plan
Dwg No: 704-AP-0117 rev B: Proposed roof plan

Reason: In order to define the permission.

- 3 No development, including any demolition and groundworks, shall take place until the applicant, or their agent or successor in title, has submitted a Written Scheme of Investigation (WSI) that sets out a strategy for archaeological investigation and this has been approved in writing by the Local Planning Authority. The WSI shall include:

- The programme and method of site investigation and recording.
- The requirement to seek preservation in situ of identified features of importance.
- The programme for post-investigation assessment.
- The provision to be made for analysis and reporting.
- The provision to be made for publication and dissemination of the results.
- The provision to be made for deposition of the archive created.
- Nomination of a competent person/persons or organisation to undertake the works.
- The timetable for completion of all site investigation and post-investigation works.

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.

- 4 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.

- 5 A sample panel of the proposed masonry shall be erected on the site and shall illustrate the colour, texture, bedding and bonding of all 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.

- 6 Large scale details, including materials and finishes, at a minimum scale of 1:20 of the items listed below shall be approved in writing by the Local Planning Authority before the commencement of development

- (a) Eaves
- (b) All Fenestration details (including window recesses).
- (d) Doors (including recesses)
- (e) louvers
- (f) Entrance gates
- (g) Shop/office fronts
- (h) metal door/screens
- (i) Parapets
- (j) Typical elevation sections
- (k) Horizontal precast concrete trim

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

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

- 7 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.

- 8 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.

- 9 The proposed green roof(s) (vegetated roof system) shall be provided on the roof(s) in the locations shown on the approved plans prior to the use of the buildings commencing. Full details of the green roof construction and specification, together with a maintenance schedule shall be submitted to and approved in writing by the Local Planning Authority prior to foundation works commencing on site and unless otherwise agreed in writing shall include a substrate based growing medium of 80mm minimum depth incorporating 15-25% compost or other organic material. Herbaceous plants shall be employed and the plants shall be maintained for a period of 5 years from the date of implementation and any failures within that period shall be replaced.

Reason: In the interests of biodiversity.

- 10 The Local Planning Authority shall be notified in writing upon completion of the green roof.

Reason: To ensure that the Local Planning Authority can confirm when the maintenance periods specified in associated conditions/condition have commenced.

- 11 The surface water discharge from the site is subject to a reduction of at least 30% compared to the existing peak flow. This should be achieved by sustainable drainage methods where feasible. Should the design not include sustainable methods evidence is to be provided to show why sustainable drainage methods are not feasible for this site. 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 per second per hectare is required, or 5l/s in total if the site is smaller than 1 hectare. The detailed proposals for s.w. disposal, including calculations to demonstrate the reduction, must be submitted and approved by the Local Planning Authority prior to commencement of building

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

- 12 No development shall take place until details of the proposed means of disposal of foul and surface water drainage, including details of any balancing works and off-site works, have been submitted to and approved by the Local Planning Authority.

Reason: To ensure that the development can be properly drained.

- 13 There shall be no piped discharge of surface water from the development prior to the completion of the approved surface water drainage works and no buildings shall be occupied or brought into use prior to completion of the approved foul drainage works.

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

- 14 Prior to the commencement of development details of the provision (including specification, design and location) of 10 bird and 5 bat boxes on site shall have been submitted to and approved in writing by the Local Planning Authority. Thereafter the bird and bat boxes shall be installed in accordance with the approved details prior to the occupation of the development.

Reason: In the interests of biodiversity.

- 15 No development shall commence until further intrusive site investigations have been undertaken to establish the exact coal mining legacy issues on site and a report submitted to and approved in writing by the Local Planning Authority. In the event that site investigations confirm the need for remedial works to treat areas of shallow mine workings details of the remedial works shall also be submitted to and approved in writing by the Local Planning Authority and the works shall thereafter be carried out in accordance with the approved details.

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

- 16 The residential accommodation hereby permitted shall not be occupied unless a scheme of sound attenuation works has been installed and thereafter retained. Such scheme of works shall:
A) Be based on the findings of the noise survey by S & D Garritt dated 17th December 2013, and be capable of achieving the following noise levels:

Bedrooms: Noise Rating Curve NR25 (2300 to 0700 hours),

Living Rooms: Noise Rating Curve NR35 (0700 to 2300 hours),

(Noise Rating Curves should be measured as a 15 minute linear Leq at the octave band centre frequencies 31.5 kHz to 8 kHz),

B) include a system of alternative acoustically treated mechanical ventilation to all habitable rooms details of which shall be submitted for approval by the Local Planning Authority prior to installation.

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

- 17 Before the use of the development is commenced, a Validation Test of the sound attenuation works shall have been carried out and the results submitted to and approved by the Local Planning Authority. Such Validation Test shall:

- a) Be carried out in accordance with an approved method statement,
b) Demonstrate that the specified noise levels have been achieved. In the event that the specified noise levels have not been achieved, then

notwithstanding the sound attenuation works thus far approved, a further scheme of sound attenuation works capable of achieving the specified noise levels and recommended by an acoustic consultant shall be submitted to and approved by the Local Planning Authority before the use of the development is commenced. Such further scheme of works shall be installed as approved in writing by the Local Planning Authority before the use is commenced and shall thereafter be retained.

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

- 18 The development shall not be occupied unless the following glazing specification: 10.8mm-16mm gap-8mm glass (or equivalent) has been installed to all bedroom and living accommodation facing Matilda Street, Eyre Lane and Arundel Street.

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

- 19 Any buildings to be used for A3/A4 purposes hereby permitted shall not be brought into use, until a scheme for the installation of equipment to control the emission of fumes and odours from the premises has been submitted to and approved in writing by the Local Planning Authority. Thereafter the system shall be installed and retained in accordance with the approved details. After installation, such equipment shall be retained, operated and maintained for the purpose for which it was installed.

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

- 20 No externally mounted plant or equipment for heating, cooling or ventilation purposes, nor grilles, ducts, vents for similar internal equipment, shall be fitted to the building unless full details thereof have first been submitted to and approved by the Local Planning Authority, and once installed such plant or equipment should not be altered without prior written approval of the Local Planning Authority.

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

- 21 Any buildings to be used for Use Class A3/A4, shall only be used between 0800 hours and 2330 hours, Mondays to Saturdays, and 0800 hours and 2300 hours on Sundays and Public Holidays.

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

- 22 Deliveries to the A3/A4 uses shall be restricted to between 0800 hours and 2100 hours Monday to Saturday, and no deliveries on Sundays and Public Holidays.

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

- 23 No movement, sorting or removal of waste bottles, materials or other articles, nor movement of skips or bins associated with the B1/A1/A2/A3/A4 uses shall be carried on outside the building within the site of the development between 2300 hours and 0800 hours Monday to Saturday and between 2300 hours and 0900 hours on Sundays and Public Holidays.

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

- 24 No live music or amplified sound shall be played within any part of the buildings to be used for A3/A4 uses unless a scheme of sound attenuation works has been installed and thereafter retained. Such scheme of works shall:

- (a) Be based on the findings of an approved noise survey of the application site, including an approved method statement for the noise survey
- (b) Be capable of restricting noise breakout from the building to the street to levels not exceeding:
 - (i) the background noise levels by more than 3 dB(A) when measured as a 15 minute Laeq,
 - (ii) any octave band centre frequency by more than 3 db when measured as a 15 minute linear Leq.

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

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

- 25 Plant and equipment shall be designed to ensure noise levels do not exceed 10dBA (LA90) below background noise levels when measured at the site boundary.

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

- 26 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.

- 27 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.

- 28 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.

- 29 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.

- 30 Before the development is commenced full details of the proposed refuse and recycling storage facilities to be provided to serve the development shall have been submitted to and approved in writing by the Local Planning Authority. The details shall include a method statement indicating how the facilities will be managed and serviced and how occupiers of the proposed development will be encouraged to maximise the use of the proposed recycling facilities to reduce general waste arising. Prior to the occupation of the proposed development the approved facilities shall have been implemented in conjunction with the approved method statement and shall thereafter be retained.

Reason: In order to ensure that proper provision for refuse is made and to encourage the maximum use of recycling in the interests of protecting the environment.

- 31 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.

- 32 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 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, unless otherwise agreed in writing by the Local Planning Authority.

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.

- 33 Before any of the ground floor use class A1/A2/A3/A4/B1 become operational, full details of the proposed servicing arrangements (particularly the hours of servicing) shall have been submitted to and approved in writing by the Local Planning Authority, and thereafter adhered to.

Reason: To ensure access is available at all times.

- 34 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.

- 35 Prior to any works commencing on site, full details of the following shall have been submitted to and approved in writing by the Local Planning Authority, and the construction works shall only be progressed in accordance with the approved details:
- Construction method statement.
 - Any temporary site access for construction traffic.
 - Location of site compound and temporary car parking arrangements for contractors.
 - Haulage routes.
 - Any times when construction works and movement of construction traffic will be restricted.

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

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

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

- 37 The development shall not be used unless all redundant accesses have been permanently stopped up and reinstated to kerb and footway and means of vehicular access shall be restricted solely to those access points indicated in the approved plans.

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

- 38 The development shall not be used unless the cycle parking accommodation for the development as shown on the approved plans has

been provided in accordance with those plans and, thereafter, such cycle parking accommodation shall be retained.

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

- 39 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.

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

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

- 41 The development shall not be begun until improvements to the highways listed below have either:
a) been carried out (details of which shall have been given prior approval by the Local Planning Authority), or
b) arrangements have been entered into to ensure the works are implemented before any of the apartments are occupied.

Highway Improvements:

- New street lighting scheme round the perimeter of the development site, specification/design to be agreed (to give best fit with windows/doors).
- Re-construction of the footways abutting the development site frontage along Eyre Lane, Matilda Street and Arundel Street (rationalisation of the highway boundary round the perimeter of the development site, offering the potential for Section 38 Adoption up to the footprint) all in accordance with the palette of materials stipulated in the Sheffield City Centre Urban Design Compendium, Secondary Zone.
- Review/promotion of Traffic Regulation Orders in the vicinity of the development site that might be desirable as a consequence of development (waiting/loading restrictions) entailing advertising, making and implementing the Traffic Regulation Order subject to usual procedures (including provision and installation of regulatory traffic signs and road markings in accordance with traffic signs, Regulations and General Directions 2002).

- A review of tactile paving and lowered kerb locations in the vicinity of the development site (and provision of new facilities where necessary) to assist pedestrians crossing the road and to fit with new pedestrian desire lines created by the development.

- Any other accommodation works to traffic signs, road markings, lighting columns, and general street furniture necessary as a consequence of development.

Reason: In the interests of traffic safety and the amenities of the locality, in the interests of the safety of road users, and pedestrian safety.

- 42 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.

- 43 Prior to occupation of the student accommodation, details of a management plan relating to beginning and end of term arrivals and departures shall have been submitted to and approved in writing by the Local Planning Authority, and thereafter adhered to.

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

- 44 No window/door/gate shall, when open, project over the adjoining highway.

Reason: In the interests of pedestrian safety.

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. 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. Please be aware that failure to apply for addresses at the commencement of the works will result in the refusal of statutory undertakers to lay/connect services, delays in finding the

premises in the event of an emergency and legal difficulties when selling or letting the properties.

3. 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. 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. 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.

6. For advice on the preparation of Travel Plans, contact Paul Sullivan (0114 205 3073) SCC Travel Plan Officer.
7. 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.
8. You are advised that residential occupiers of the building should be informed in writing prior to occupation that:

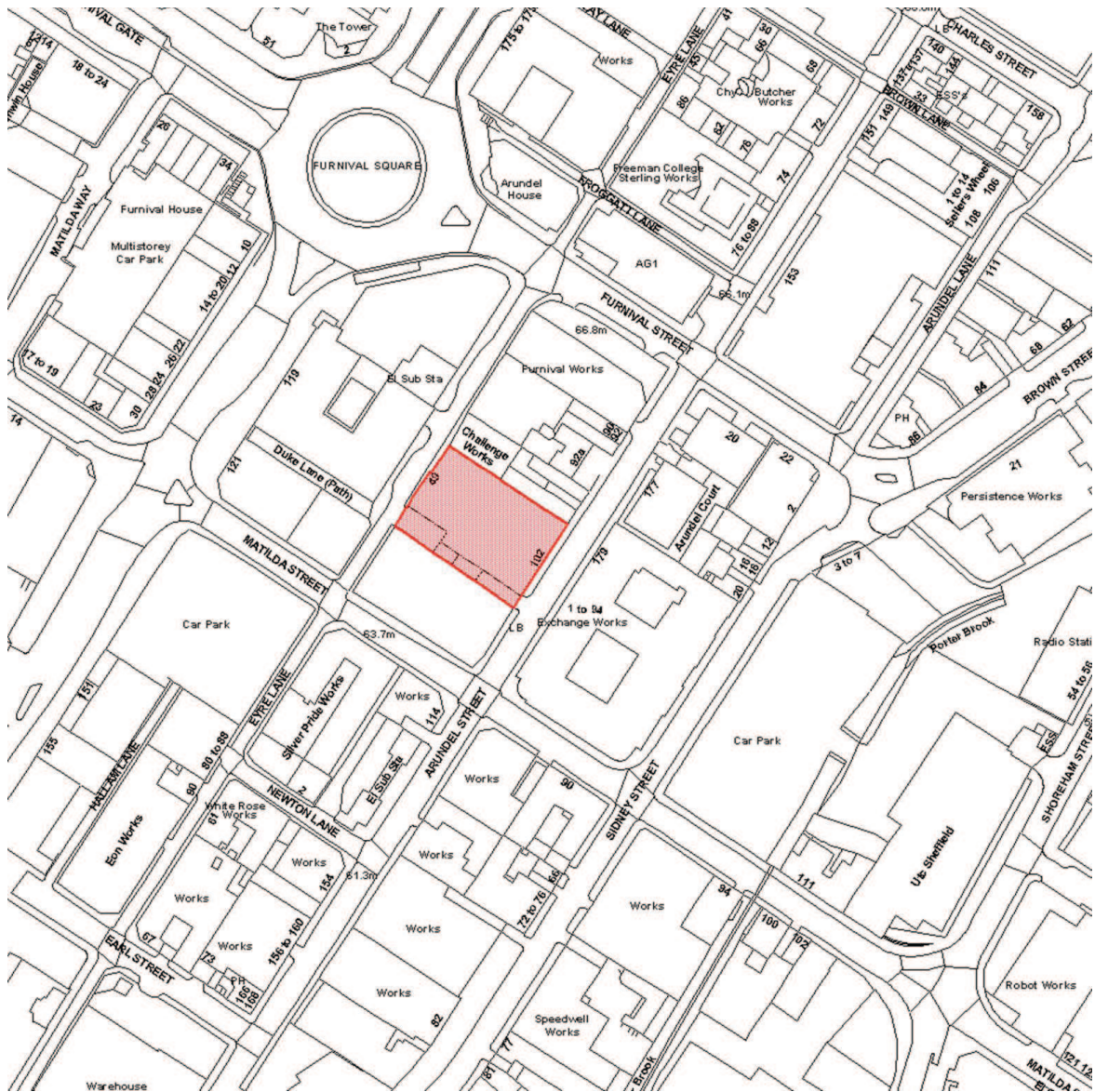
- (a) limited/no car parking provision is available on site for occupiers of the building,
- (b) resident's car parking permits will not be provided by the Council for any person living in the building.

9. 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 or apply online at 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.

10. 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 AND PROPOSAL

This application relates to 00.23 Hectares of land within the Cultural Industries Quarter (CIQ) of the City and comprises of the cleared former Gatecrasher Nightclub site and an adjoining vacant industrial building. The application site is located between Arundel Lane, Eyre Lane and Matilda Street.

Following a fire at the former Gatecrasher nightclub, the western part of the application site was cleared of buildings and is currently enclosed with site hoardings. The eastern part of the site comprises of the MM Bells building which is a two storey former industrial/storage building which has remained largely vacant and underused for a number of years.

This application seeks permission to demolish the remaining MM Bells building and erect a 5/6/7 storey building comprising of 38 cluster flats and 90 studio flats, ground floor flexible use space to be used for either Office (use class B1), retail (use class A1), financial and professional services (use class A2) or food and drink purposes (use class A3/A4/A5) with a central courtyard space for the use of residents.

The application site is located in a Fringe Industry and Business Area and the Cultural Industries Quarter Conservation Area as defined in the adopted Sheffield Unitary Development Plan and within the Cultural Industries Quarter Action Plan Area.

RELEVANT PLANNING HISTORY

07/02551/CAC - Demolition of fire damaged building (Retrospective Application) - Granted Conditionally

SUMMARY OF REPRESENTATIONS

No letters of representation have been received.

PLANNING ASSESSMENT

Policy Issues/Land Use

The NPPF sets out the Government's planning policies for England and how these are expected to be applied. The key goal is the pursuit of sustainable development, which involves seeking positive improvements in the quality of the built, natural and historic environment, as well as in people's quality of life.

Within the Sheffield Adopted Unitary Development Plan the application site is designated as a Fringe Industry and Business Area. Policy IB6 of the UDP relates to development in such areas and advises that whilst Business (Use Class B1), General Industry (B2) and Warehousing (B8) uses are preferred, a range of other uses including small shops (A1), food and drink (A3), leisure and recreation (D2) and housing (C3) may also be considered acceptable.

Policy IB9 of the UDP seeks to limit development that would prejudice the dominance of business and industry in an area, and determines that residents should not be made to suffer unacceptable living conditions by way of noise, air pollution, or ground contamination. The intention of Policy IB9 is to ensure that existing employment areas continue to provide employment and confirms that in industry and business areas, the preferred uses should effectively remain dominant. However, many of the referred B1/B2/B8 uses are no longer considered appropriate in this area following the adoption of the Core Strategy (CS) which takes into account up-to-date national planning policy guidance. Specifically policy CS6(f) identifies the CIQ as no longer suitable for manufacturing, as such the loss of existing industrial space is not considered contrary to policy.

Policy CS3 and CS4 of the CS advises that new office development should take place in key locations in the City Centre and other accessible edge of centre locations. Whilst the policy does not identify the application site as one of these key locations it does note that significant amounts of new office floor space will be allowed in other areas of the City Centre, including development as part of mixed schemes. This proposal includes ground floor flexible uses space, which could be used for B1 office space. The site is in a highly sustainable location and as such is considered to comply with Policies CS3 and CS4.

Policy CS17 of the Core Strategy relates to the City Centre Quarters and advises, with specific regard to the Cultural Industries Quarter, that the area is suitable for a wide mix of uses and is to be established as the main location for the city's creative and digital industries, as one of the key growth clusters for the economy of the City Region. The proposed development is considered to comply with this approach in terms of delivering ground floor flexible use space that could contribute to the City's creative and digital industries.

With regard to the provision of class A uses within the scheme, such uses are considered town centre uses. However in this case the site is highly accessible by a choice of means of transport and is located in very close proximity to the city centre itself. It is considered that any proposals for A class uses are likely to supplement and service the proposed residential accommodation above, and in the vicinity and have minimal effect on the vitality and viability of the city centre.

Policy CS27 of the Core Strategy relates to housing in the city centre and advises that a further expansion of City Centre living with a mix of tenures and sizes of unit will form part of a mix of uses within the CIQ. The proposal incorporates a mix of residential flats, which could be used for student or private occupation as well as cluster flats which are specially targeted at the student market. As such the proposal is considered to comply with Policy CS27.

Student Housing

With specific regard to the proposed provision of student housing in this location, a key consideration is Policy CS41 of the Core Strategy, which relates to creating mixed communities. The supporting text to this policy advises that the objectives of Policy CS41 (d) in relation to student housing will be achieved by limiting the forms of housing types where more than 20% of residences within 200 metres of

the application site are shared housing. In this instance, the site falls within an area where there is already a high concentration of shared housing and taking account of existing residences and committed schemes on adjoining sites the existing concentration of shared housing within 200 m of site is 27% and would rise to 28% as a result of the proposed development. This concentration of shared housing is contrary to Policy CS41 (d), however it is not considered to be such a significant increase to amount to a departure from the CS.

It is noted that the site is located in close proximity to the Sheffield Hallam University campus and as such may prove to be a convenient sustainable choice for student housing. The scheme includes a mix of one bed studios which could be let to the open market and cluster flats which are only likely to be let to students but could be converted should the market change in the future. The scheme will secure the redevelopment of a vacant site and buildings which are currently considered to detract from the character and appearance of the Conservation Area and will add to the mix of existing accommodation in an area already dominated by shared housing by introducing some studio accommodation. As such the proposal is considered acceptable in this particular case in accordance with Policies IB6 and IB9 of the UDP and Policies CS3, CS4, CS17, CS27 and CS41 of the SDF Core Strategy.

Design Issues

Policy CS74 of the CS, 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 Adopted UDP relates to building design and siting and advises that good design and the use of good quality materials will be expected in all new developments, with new buildings expected to complement the scale form and architectural style of surrounding buildings. It seeks to achieve original architecture and a design on a human scale and for large scale developments materials should be varied and the overall mass of development broken down.

The Cultural Industries Quarter Action Plan identifies the site as being located within the traditional Industry character zone and encourages diversity of design solutions provided the design is of a sufficiently high standard. Building heights should be generally low rise, between 3 and 5 storeys in height with tight street frontages providing strong building lines and effective corners, some extra height may be allowed in the right setting as landmarks and focal points.

The proposed development is orientated around a central courtyard with the buildings arranged as a continuous perimeter block addressing the street frontages of the site. This approach to the layout of the site is considered to reflect the character and traditional pattern and arrangement of buildings in the CIQ. Active frontages in the form of flexible use space and a student common room occupy the entirety of the ground floor street facing elevations which will help to bring some

much needed activity at street level and animate the facades. Entrances to the residential accommodation are located on Arundel Street and Eyre Lane and are framed with concrete with contrasting coloured cladding which is extended over two storeys to give the entrances suitable prominence and legibility.

The building design is contemporary and will be constructed around a concrete frame. A horizontal precast concrete banding is used to express each floor of the building which helps to break down the overall mass of the building. The material palette has been kept to a minimum, the elevations are to be faced in a red and light coloured brick to reflect the traditional and robust character of the conservation area and local built context.

Subtle projections and recesses in the elevation and changes in the colour of the facing brickwork help break up the overall mass of the building and add interest to the elevation. Throughout, the building incorporates large glazed openings creating a vertical emphasis with subtle variation in the detail of glazing system by varying the position of the full height ventilation louvers.

The scheme is well detailed with deep window reveals throughout an ordered vertically proportioned window pattern with enlarged vertically proportioned openings at ground floor which help to define a hierarchy within the elevation. The glazing system has been designed to provide an element of privacy in the residential accommodation with the lower section of the glass obscured which also masks any clutter inside the rooms.

The corner blocks on Matilda Street incorporate projecting concrete fins which help provide some depth and shadowing to the elevation. The design approach creates a well detailed and robust building, which is considered to contribute to the character of the CIQ conservation area. It is concluded that the proposed new development is of a sufficient quality and appropriate architectural merit and therefore accords with Policy BE5 of the UDP and Policy CS74 of the SDF Core Strategy.

Scale and Massing

A key issue in the determination of this application is the proposed scale of development, in particular with regard to the impact of its scale on the street scene, existing buildings and visual amenities of the locality.

With regard to the street scene, the Urban Design Compendium (UDC) identifies that infill developments should respect the character of the quarter and the appropriate scale of development within the CIQ is three to five storeys.

The block fronting Arundel Street steps from 6 storeys on the corner of Matilda Street down to 5 storeys adjacent to Challenge Works in order to minimise the impact of the new building and to create an acceptable relationship to the Grade II Listed Challenge Works. The Eyre Lane elevation follows the same pattern stepping down from the corner of Matilda Street to reflect the scale of a permitted (but not yet constructed) building on the adjoining site.

The elevation fronting Matilda Street is broken into three distinct blocks which step in order to reflect the steeply sloping natural topography of the street reducing in height from 7 storeys at the corner of Eyre Lane to 6 storeys on the corner of Arundel Street. Matilda Street is a relatively busy thoroughfare through the CIQ with wider street proportions and as such it is considered the increased scale of the proposed development would be acceptable. It is acknowledged that the building on the corner of Matilda Street and Eyre Lane is two storey's higher than the guidelines prescribed in the UDC. The 7 storey element is restricted to the corner block. It is felt the additional height in this location just off the ring road, adjacent to the Jury's Inn and other taller permitted schemes immediately adjacent to the application site which front the ring road, the additional height can be accommodated without appearing out of character.

The applicants have produced a series of visuals and views which adequately demonstrate that the building will not be overly prominent or unduly affect long distance views across the site and as such the scale of the proposed is not considered to unacceptably affect the character of the conservation area.

The scale, height and massing of development in relation to the street scene, established built context and adjacent buildings is considered acceptable, and appropriately reflects the established heights and character of the site context. As such the revised scheme is considered to comply with Policy BE5 of the UDP and CS74 of the CS.

Impact on the Conservation Area

The entire site lies within the CIQ Conservation Area and, as such, the proposals must be assessed in terms of their impact on the character of the area. The CIQ Conservation Area Appraisal identifies the site as falling in the Arundel Street Character Area.

Policy BE16 of the Sheffield UDP relates specifically to development in Conservation Areas and advises that permission will only be granted for proposals where they would preserve or enhance the special character or appearance of the Conservation Area. Policy BE17 advises that a high standard of design using traditional materials and a sensitive approach to preserve and enhance the conservation area, and a flexible approach to the layout of buildings and roads will be expected for new buildings, and alterations and extensions to existing buildings. Policy BE1 states that a high quality townscape will be promoted with a positive approach to conservation and a high standard of new design. The best of Sheffield's buildings will be kept, refurbished and their setting improved.

The applicant has submitted a Heritage Assessment which considers the significance of the CIQ Conservation Area, the contribution existing buildings make to it, and the impact the development will have on the Conservation Area.

In this case the application seeks to demolish the remaining building on site which is a two storey flat roofed former commercial building occupied by MM Bells, the remainder of the site is cleared following the demolition of the fire damaged former Gatecrasher nightclub a number of years ago.

The cleared former gatecrasher site and the MM Bells building are not considered to be of any significant heritage value. The proposed replacement buildings are considered to be of an acceptable scale and appropriate design quality and as such the removal of the existing building and replacement with the proposed development is considered appropriate. The proposed building will repair the existing gap in the street scene with a new building which has continuous built frontages and enclosed private courtyard space behind which is a distinctive character of the conservation area and the scheme

It is also noted that the scheme is to be constructed in traditional brick with deep window reveals, which are characteristic of traditional buildings within the locality of the site.

The closest heritage assets to the site is the grade II listed Challenge Works which is located immediately to the north of the site and comprises of a substantial three storey red brick faced pitched roof building. The scheme has been designed to respect the setting and appearance of the listed building, the scale of the development is reduced to reflect the height and scale of the listed building and it is considered that the development would not have any detrimental impact on the listed building or character of the conservation area.

In light of the above the proposed development is considered to contribute positively to the character and appearance of the conservation area and is therefore considered to comply with Policies BE1, BE5, BE15, BE16 and BE17 of the UDP and Policy CS74 of the CS.

Sustainability

Policies CS63, 64 and 65 of the CS 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 500 square metres should achieve a BREEAM rating of very good (or equivalent) and all residential developments in excess of 5 dwellings must achieve level 3 of the Code for Sustainability Homes guidance. The applicant has submitted a sustainability statement, which confirms that will achieve a 'very good' BREEAM rating, which is consistent with the requirements of Policy CS64.

Policy CS65: Renewable Energy and Carbon Reduction within the CS sets out objectives to support renewable and low carbon energy generation and also to further reduce carbon emissions. Policy CS65 requires, if it is feasible and viable, new developments to achieve the provision of a minimum of 10% of their predicted energy needs from decentralised and renewable or low carbon energy.

With regard to the renewable requirements set out in Policy CS65, the sustainability statement advises that a variety of measures have been considered including Solar thermal, photovoltaic, and combined heat and power units, however the preference would be to connect to the Sheffield District Heating System which has infrastructure in the area. Further investigations are required with regard to the

capacity of the district heating system to serve the development as such details will be secured by condition to ensure compliance with Policy CS65.

In addition to the above measures the buildings have also been designed to reduce energy demand from the outset and will include natural ventilation to living spaces, rainwater harvesting will be used to irrigate the landscape areas and the building will incorporate extensive areas of green roof which will contribute to the biodiversity of the area, provide storm water attenuation, and provide improved thermal insulation reducing heat loss, green roofs also contribute towards air quality improvements.

Further to the above the site has other sustainability credentials that promote and encourage sustainable design/living, including the site's highly sustainable central location close to several modes of public transport, shopping facilities and the provision of cycle parking and recycling facilities.

Overall, the proposal is considered to comply with the requirements of Policies CS63, 64 and 65.

Amenities Issues

Policy IB9 of the UDP seeks to ensure that the environment for future residents would be acceptable. The applicant has undertaken a daylight/sunlight analysis of the proposed development to demonstrate that the occupiers would benefit from appropriate natural lighting within the living accommodation.

Whilst there is no recognised conclusive minimum daylight percentage value for a habitable room, there is agreement in best practice publications that less than a 2% average daylight factor will often produce an interior perceived to be dull and that electric lighting will be required for substantial periods of the daylight hours.

A 1% average daylight factor is however endorsed in British standard BS8206. However it is considered that 1% and less will often produce dull spaces and occupants' perception of daylight will be poor except on bright days and Electric supplementary lighting will be required for substantial periods of daylight hours.

BS8206 gives a definition of a minimum acceptable average daylight factor and states, "Even if a predominantly day lit appearance is not required in buildings, it is recommended that the average daylight factor be at least 1% in bedrooms, 1.5% in living rooms and 2% in kitchens..."

The lighting assessment has confirmed that all bedroom and living spaces meet the minimum and in a number of cases significantly exceed the minimum daylight factors.

A landscaped private courtyard has been provided for the use of occupants. The courtyard is considered to be of an appropriate size for the scale of the development and will provide welcoming and useable space for residents. Light coloured materials will be used on the facing courtyard elevations to help to create a

light and welcoming space and maximise light reflection. Appropriate outlook natural light and privacy is provided for the future residents of the proposed flats.

The impact of the proposal on adjoining properties and permitted schemes has also been considered. The proposed development does not result in any unacceptable overbearing, overshadowing or overlooking of adjoining properties. As such the living conditions of future occupants the proposal are considered acceptable and the proposal complies with Policy IB9.

Noise

The provision of residential accommodation in the CIQ is supported by policies in the CS , and whilst ensuring that the living conditions for future residents is acceptable, there are established commercial/industrial premises in the locality that continue to operate and their operations must not be curtailed by the introduction of new residential uses and populations.

The applicant has undertaken a robust noise assessment, which has identified AK Orme opposite the site on Matilda Street as a source of unrestricted noise that could potentially affect the amenity of future residents. There are established residential developments located in close proximity and extant approvals for new residential developments in the locality, as such it is evident that the area already has been established as having acceptable living conditions for residents. Subject to the installation of appropriate glazing specifications and alternative mechanical ventilation in addition to natural ventilation, future occupants of the proposed development would not suffer unacceptable living conditions in respect of noise.

Highways issues

In policy terms, Policy IB9 of the UDP advises that new development in industry and business areas will be permitted provided that it would be adequately served by public transport and provides safe access to the highway network and appropriate off-street parking.

This is a car-free development with no on-site car parking provision. The site is located within a highly sustainable location as it lies in close proximity to major shopping facilities in the City Centre and high frequency bus routes on Eyre Street and Arundel Gate, which provide links to The University of Sheffield and Sheffield Hallam University campuses as well as other areas of the city.

Given the site's highly sustainable location the lack of on-site parking is considered acceptable. Disabled parking is available on the adjoining highways as is short stay visitor parking.

No alterations are proposed to the layout of the adjoining highways with the exception of removing dropped and returned kerbs from redundant access points. Improvements to the footways adjoining the development sites in accordance with the Urban Design Compendium (UDC) secondary palette standard are required and will be secured by planning condition.

With regard to servicing the proposed flexible use space will be serviced from the adjoining highway which is considered acceptable in this case. In light of the above the proposal is not considered to give rise to any unacceptable highways implications and therefore complies with Policy IB9.

Affordable Housing

The recently updated Interim Planning Guidance: 'Affordable Housing', sets out the requirements for developers to provide or make a contribution towards affordable housing provision as part of schemes comprising 15 dwellings or more (or 60 bedspaces). The expected level of contribution towards affordable housing provision is defined on an area basis, with the city being broken up into 12 distinct zones for the purposes of the policy. The application site lies in the City Centre Zone and in accordance with Policy G2 of the IPG a contribution is not required towards affordable housing in this area.

Open space

Policy H16 of the Unitary Development Plan requires the developer to make a financial contribution towards the provision or enhancement of public open space within a kilometre of the application site.

The City Centre Living Strategy (CCLS) also advises that developers will be expected to make a financial contribution to the City Council towards the provision or enhancement of open space in the city centre, prioritising open space in the same quarter as the development; or provide appropriate publicly accessible open space as part of their development which would complement the city centre open space strategy.

Under the terms of Policy H16 of the UDP and the CCLS an open space contribution of £226,119.99 is required and this will be secured by legal agreement.

Public Art

Policy BE12 encourages public art where it would be readily seen by the public and integral to the design of major developments details of which will be secured by planning condition.

SUMMARY AND RECOMMENDATION

This application proposes to clear the former gatecrasher site and adjoining building and erect a new building comprising of ground floor flexible use space with 38 cluster flats and 90 studio flats above.

The principle of a mixed use development comprising of flexible use space (B1 and A class uses), housing and shared housing (sui-generis) is compliant in principle with Policies IB6 and IB9 of the UDP and Policies CS3, CS4, CS17 and CS27 of the Sheffield Development Framework Core Strategy.

It is acknowledged that the application is contrary to Policy CS41(d) of the Core Strategy, which relates to creating mixed communities, which is to be achieved by limiting the forms of housing types where more than 20% of residences within 200 metres of the application site are shared housing. In this instance, within 200m of this site, 27% of residential addresses are currently known to the Council as shared housing such that an addition of 38 student cluster flats would increase this to 28%, which is contrary to Policy CS41(d). However, the location of the site is very close to the Sheffield Hallam University campus and is a sustainable choice for student housing as a result. It is also a viable use in the current market.. It is therefore concluded that there is sufficient justification in this instance to support the principle of development despite being contrary to Policy CS41.

The scale and massing of development has been fully assessed in terms of its impact on the listed building to which it adjoins and the CIQ Conservation Area. The proposal in part exceeds the scale parameters set out in the Urban Design Compendium and conservation area appraisal but the scale of development is considered appropriate for this site, given the established and permitted built context of the site. The proposal responds to the site's topography and steps to respond to the lower scale of existing buildings on adjoining sites. The proposal is not considered to impact on long and medium views within the Conservation Area.

Architecturally, the scheme represents a modern design approach but it is well detailed with full height glazing frames and deep reveals to provide modelling to the main brick elevations. The predominant use of traditional materials with feature concrete banding between floors and vertical concrete fin details on the corner elements of the scheme delivers an elegant high-quality scheme, which will redevelop this vacant derelict site within the CIQ conservation area

Commercial uses (class A and B1) at ground floor level will animate the street scene and are considered to contribute to the vitality and viability of the CIQ. The lack of parking provision is not deemed unduly problematic in this highly accessible location.

The proposal is not considered to give rise to any amenity issues for neighbouring properties or future residents. Subject to the imposition of conditions an appropriate noise environment can be provided for residents. An enclosed private courtyard space is provided for the use of residents which is well detailed and proportioned.

Finally, with regard to sustainability the applicant has confirmed a commitment to achieve a BREEAM rating of 'Very Good' and will also be able to secure a reduction in carbon dioxide emissions and the use of decentralised low carbon or renewable sources of energy.

In conclusion, the application is considered to comply with relevant national and local planning policy and is recommended for approval subject to conditions.

HEADS OF TERMS

The owner shall pay to the Council upon the commencement of development the total sum of £226,119.99 towards the provision or enhancement of open space in the locality of the site within the City Centre in accordance with adopted planning policy.

Case Number 14/00543/OUT (Formerly PP-03197838)

Application Type Outline Planning Application

Proposal Demolition of dwellinghouse and erection of 10 apartments with associated car parking accommodation (amended plans) - Layout and floor plans received on 16/05/2014, amended elevations and car park tracking information received on 16/06/2014

Location 3 Ryecroft Glen Road Sheffield S17 3NG

Date Received 18/02/2014

Team South

Applicant/Agent DLP Planning Ltd

Recommendation Grant Conditionally Legal Agreement

Subject to:

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

Drawing numbers:

RG(02)01B

RG(02)02B

RG(00)02B

And Sketch Elevations received on 16/06/2014

Reason: In order to define the permission.

- 2 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, and (b) landscaping (matters reserved by the 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.

- 3 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.

- 4 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.

- 5 Before any work on site is commenced, a comprehensive and detailed hard and soft landscape scheme for the site shall have been submitted to and approved by the Local Planning Authority. The landscape works shall be implemented prior to the development being brought into use or within an alternative timescale to be first agreed in writing with the Local Planning Authority. Thereafter the landscaped areas shall be retained and shall not be used for any other purpose without the prior consent of the Local Planning Authority. They shall be cultivated and maintained for a period of five years from the date of implementation and any plant failures within that five year period shall be replaced.

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

- 6 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.

- 7 The surface water discharge from the site is subject to a reduction of at least 30% compared to the existing peak flow and that the detailed proposals for surface water disposal, including calculations to demonstrate the reduction, must be submitted and approved by the Local Planning Authority prior to commencement of building. 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 is required.

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

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

Reason: To ensure satisfactory drainage arrangements.

- 9 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: To ensure satisfactory drainage arrangements.

- 10 No development shall take place until details of the proposed means of disposal of foul and surface water drainage, including details of any balancing works and off-site works, have been submitted to and approved by the Local Planning Authority.

Reason: To ensure satisfactory drainage arrangements.

- 11 The apartments shall not be used unless the car parking accommodation for 24 vehicles as shown on the approved plans has been provided in accordance with those plans and thereafter such car parking accommodation shall be retained for the sole purpose intended.

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

- 12 The apartments shall not be used unless 2.0 metres x 2.0 metres vehicle/pedestrian intervisibility splays have been provided on both sides of the means of vehicular access such that there is no obstruction to visibility greater than 600 mm above the level of the adjacent footway and such splays shall thereafter be retained.

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

- 13 No gate shall, when open, project over the adjoining highway.

Reason: In the interests of pedestrian safety.

- 14 The apartments shall not be used unless all redundant accesses have been permanently stopped up and reinstated to kerb and footway and means of vehicular access shall be restricted solely to those access points indicated in the approved plans.

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

- 15 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.

- 16 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.

- 17 Before the development is commenced, 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 apartments 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, in accordance with Unitary Development Plan for Sheffield (and/or Core Strategy) Policies.

- 18 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.

- 19 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 and approved by the Local Planning Authority identifying the strategy for providing:

a) a minimum of 10% of the predicted energy needs 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 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, unless otherwise agreed in writing by the Local Planning Authority.

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.

- 20 Before the development is commenced, or an alternative timeframe to be agreed in writing by the Local Planning Authority, full details of the proposed recycling facilities for users shall be provided. This shall include the details of how bin storage on site will include separate storage for recyclable materials on site including paper and plastic/metal storage.

The details shall be submitted to and approved in writing by the Local Planning Authority, provided and thereafter retained in accordance with the approved scheme.

Reason: In the interests of sustainable development.

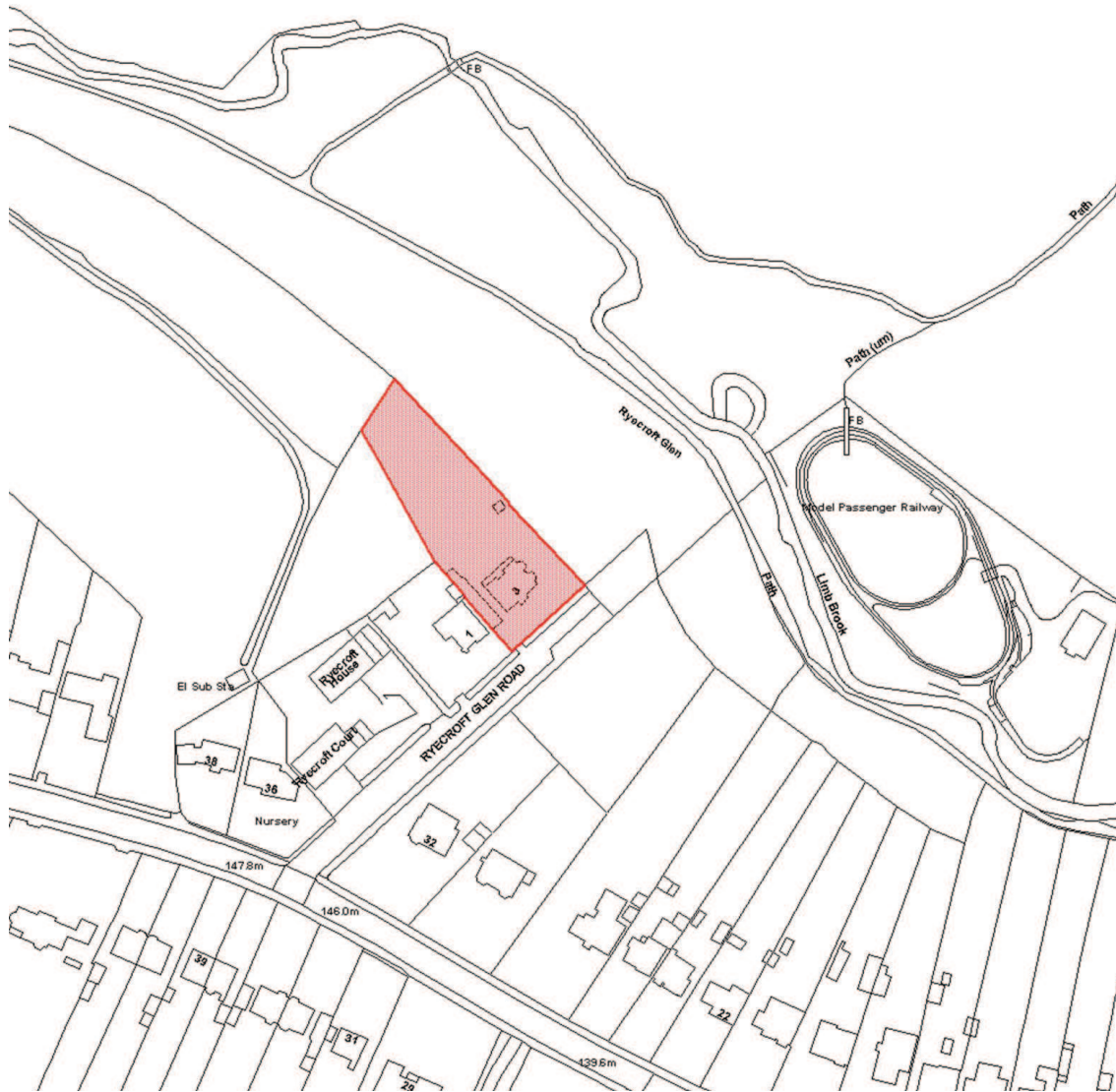
Attention is drawn to the following directives:

1. 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.
2. 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 or apply online at 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.

3. The applicant should be aware that a legal agreement has been completed in respect of this proposal.

Site Location



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LOCATION AND PROPOSAL

The application relates to a dwellinghouse situated at the end of a short row of properties on Ryecroft Glen Road, a small unadopted cul-de-sac off Dore Road. The site is bordered by Ecclesall Woods to the North East, and residential property towards the South West. The existing property is a dormer style bungalow, with significant side extensions, including a two-storey flat roofed side extension. The properties in the street differ, with number 1 comprising of a traditional Victorian/Edwardian villa style property, and properties to the South West of this consisting of two blocks of apartments set within established landscaped grounds. Both these neighbours benefit from boundary walls and soft landscaping, whilst the existing property has a more open frontage, with a large lawn helping to soften its appearance.

The wider local neighbourhood is characterised by detached and semi-detached dwellinghouses fronting Dore Road. Several of these properties are large, and are set within generous grounds. The widest two-storey frontages tend to be just under 20m, with the widest frontages in the immediate vicinity being the apartments on Ryecroft Glen Road, which are approximately 19m in width.

This application is for outline consent to demolish the existing building and to erect a three/four storey building, with basement parking accommodation, to accommodate 10 apartments with 20 parking spaces (17 in undercroft accommodation and 3 on the frontage of the building).

The indicative elevations show that the style of the building would, to a degree, mirror that of the villa at number 1, with an interpretation of the traditional gable elevation seen on this dwellinghouse. The front elevation of the building would contain the main pedestrian access, with a front landscaped area and new stone boundary wall, whilst the vehicular access is proposed to travel to the side of the building to an undercroft area accessed upon the side elevation.

Accommodation on the floors above would, for each flat, feature open plan living room/dining room/kitchen spaces, two double bedrooms, and the incorporation of small balconies. A rear 'garden flat' would be accessed independently, and would be sunken into the garden level.

The scheme is outline and seeks consent only for matters of layout, scale and access – with the issues of landscaping and appearance being reserved.

The plans being considered are those received on 16/06/2014.

RELEVANT PLANNING HISTORY

There is previous outline consent for the demolition of the property and erection of two detached houses under reference 12/00518/OUT, granted conditional planning permission on 30/07/2012.

SUMMARY OF REPRESENTATIONS

Original Proposal

Representations have been received from 26 different addresses. The following objections have been made with regards to the application:

Design and Character Issues:

The size of the development is excessive.

The plot of land is too small to accommodate the development.

The building will be out of character with the streetscene and the neighbouring dwellinghouse.

The development is too close to the side of 1 Ryecroft Glen Road.

The proposed development would be out of character with views from the adjoining woods.

Two dwellinghouses as opposed to flats would be more appropriate for the character of the area.

Highway Issues:

The proposal will lead to excessive traffic.

The proposal will result in excessive on-street parking.

Additional traffic using the road will result in damage to the unadopted road.

The road is already heavily used by walkers in Ecclesall Woods as a pedestrian route and also for parking, and traffic and parking caused by the development will add to congestion and conflict between users.

Residential Amenity Issues:

The proposal will invade the privacy of the immediate neighbours.

The proposal will overbear neighbouring property.

Noise from traffic and additional residents will be unacceptable.

The proposal will reduce light to the stairway, landing, hallway, bathroom and kitchen windows on the side elevation of 1 Ryecroft Glen Road.

Other Issues:

The proposal will adversely affect wildlife in the neighbouring woodland.

Non Planning Issues:

Representations have also been made that are not material considerations with regards to this application. One comment is that the Council should adopt the road. Although the issue of the condition of the road is a material consideration, the adoption of the road is a complex issue that involves the civil agreement of other owners, and is outside the remit of the controls of the Planning Authority. A second comment is with regards to the motives of the developers, which is not a planning issue. A final comment questions the plans stating that they show 12 flats. It is understood that this is likely a confusion caused by the fact that two apartments are duplex – and the proposal has always been for 10 flats in its original submission.

An objection has also been received by Cllr Colin Ross, raising the following issues:

The development is out of scale with neighbouring property, and will be contrary to CS31 from the Sheffield Core Strategy.

The development will result in privacy issues and a loss of light for neighbours, contrary to UDP policy H14.

The visual impact of the development will impact upon the sensitive site of Ecclesall Woods.

The proposal will result in increased traffic on the road, which will impact upon the fabric of the un-adopted route.

On-site parking may be inadequate.

First Amended Proposal

Following the re-notification of neighbours to amended plans on 16/05/2014 (plans received on 01/05/2014), 8 representations have been made making the following comments:

The proposal will add to traffic levels on a dilapidated road.

The road cannot support additional traffic levels.

There is no provision to make improvements to the road.

The basement accommodation will not be used by residents and occupants will prefer to park above ground, creating traffic problems.

The TRICS data analysis of traffic movement to and from the property is inaccurate as it does not take into account visitors, tradesmen and presumes each family will make one journey per day.

The development remains out of character with the neighbourhood.

The development will overlook neighbouring property.

The amendments are cosmetic only.

Second Amended Proposal

Further amendments were received on 16th June 2014. Neighbours were re-notified of this on 26th June 2014. At the time of drafting this report, no further representations have been received. Any representations that are received prior to the Planning Committee meeting will be reported in a Supplementary Report.

PLANNING ASSESSMENT

Policy

The National Planning Policy Framework (NPPF) has replaced previous national planning guidance and the following paragraphs are relevant in terms of overall principle:

The key principle enshrined in the document is a presumption in favour of sustainable development.

At Paragraph 11: Planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise.

At Paragraph 19 states:

The Government is committed to ensuring that the planning system does everything it can to support sustainable economic growth...Therefore significant weight should be placed on the need to support economic growth through the planning system.

At Paragraph 58 states:

Local and neighbourhood plans should develop robust and comprehensive policies that set out the quality of development that will be expected for the area.

Planning policies and decisions should aim to ensure that developments:

- will function well and add to the overall quality of the area, not just for
- the short term but over the lifetime of the development;
- optimise the potential of the site to accommodate development
- respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation;
- and are visually attractive as a result of good architecture and appropriate landscaping.

At Paragraph 47 states:

To boost significantly the supply of housing, local planning authorities should identify and update annually a supply of specific deliverable sites sufficient to

provide five years' worth of housing against their housing requirements with an additional buffer of 5% (moved forward from later in the plan period) to ensure choice and competition in the market for land.

At Paragraph 49 states:

Housing applications should be considered in the context of the presumption in favour of sustainable development. Relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five-year supply of deliverable housing sites.

The site lies within a Housing Area as defined in the adopted Unitary Development Plan (UDP). The Housing designation is retained in the Sheffield Local Plan (SLP) Proposals Map. The site is also located within an Area of Special Character. The most relevant UDP and SLP Core Strategy policies are:

H5 (Flats, Bed-Sitters and Shared Housing)
H7 (Mobility Housing)
H10 (Development in Housing Areas)
H14 (Conditions on Development in Housing Areas)
H15 (Design of New Housing Developments)
H16 (Open Space in New Housing Developments)
BE5 (Building Design and Siting)
BE18 (Development in Areas of Special Character)
CS23 (Locations for New Housing)
CS24 (Maximising the Use of Previously Developed Land for New Housing)
CS26 (Efficient Use of Housing Land and Accessibility)
CS31 (Housing in the South West)
CS41 (Creating Mixed Communities)
CS63 (Responses to Climate Change)
CS64 (Climate Change, Resources and Sustainable Design of Developments)
CS65 (Renewable Energy and Carbon Reduction)
CS74 (Design Principles)

The Supplementary Planning Guidance "Designing House Extensions" provides guidelines for protecting residential amenity. Whilst not relating specifically to new build schemes the guiding principles are considered relevant.

The South Yorkshire Residential Design Guide, whilst not formally adopted by Sheffield City Council, offers guiding principles with regard to design, layout and space about dwelling standards for new build residential proposals.

Principle, Density and Mix

Housing is the preferred land use in accordance with Policy H10 (Development in Housing Areas).

H5 'Flats, Bedsitters and Shared Housing' states:

Planning permission 'will be granted for the creation of flats, bed-sitters and the multiple sharing of houses only if:

- a) a concentration of these uses would not cause serious nuisance to existing residents

The proposal is for a limited number of two bedroom self-contained flats for sale or let and, as such, there is no reason to believe that their introduction would cause serious nuisance to existing residents. The immediate area surrounding the application site does not contain a significant concentration of flats, bedsitters or shared homes, with houses dominating the local community. The proposal is considered acceptable in respect of Policy H5 (a)

Policy CS23 seeks to focus at least 90% of new dwellings in the main urban area and Policy CS24 gives priority to previously developed sites. The proposals are in accordance with these policies.

Policy CS26 specifies density ranges for new housing developments. Subject to protecting the character of an area, the policy advises a density of between 30 to 50 dwellings per hectare for 'remaining parts of the urban area' – as defined by the Core Strategy (land within the Urban Area not near to the City Centre, District Centres or high-frequency transport routes).

The density of units on the same side as the subject site on Ryecroft Glen Road (the apartments and number 1) is 29 units per hectare. The existing apartments alone have a density of 58 units per hectare.

The proposals represent a density of approximately 50 units per hectare, but at 100 units per hectare when the sections of land in the Green Belt are taken into account and excluded from the area (as new development here is contrary to policy, such as GE3). The Green Belt designation concerns the back section of the garden, whereby the front section (where the development is located) is within a designated Housing Area.

This figure can be considered to be inflated to a degree by the form of development (2 bedroom flats) which obviously accommodates more units in a smaller space than traditional housing and proposals have been approved in the past with densities exceeding stipulated densities.

Such examples of greater density above 50 dwellings per hectare in such areas have only been approved where it was considered that the scheme represented good design, respected the character of the area and could be considered to be in keeping with the established overall grain of the built environment in the locality.

In the case of this development, the mass of the building itself as seen in amended plans received on 16/06/2014 is not considered to be overly large or excessive. The visible element of the development will be seen principally from Ryecroft Glen Road. The width of the frontage, at 20m, is not excessive when viewed in context with the massing of some of the larger detached dwellings within the local area, including a development of circa 1970's housing on Ryecroft Glen Road within 25 metres of the site. Although the building will project significantly to the rear, these elements are set in from the side elevations, and the furthest extent is set down

from the main building, sunken into the garden. Visually, therefore, the impact of the size of the building as shown on the indicative plans does not constitute overdevelopment.

The built form of the proposed development will take up 22% of the entire plot area, which is comparable to the existing apartments on Ryecroft Glen Road, which occupy 30% of the plot size, and 36 and 38 Dore Road (which lie next to the access to Ryecroft Glen Road), which have a built area that occupies 15% and 20% of their plot sizes respectively.

The proposals provide a single house type (2 bedroom flats). There is no policy requirement for mixed house types in this scale of development and the development does add a new housing type in an area where larger residential houses predominate. The provision of flats will support the overall aims of the policy and in these respects, there is no conflict with Policy CS41.

Housing Supply

Housing Supply, and 'Sustainable Development'

The NPPF at paragraph 49 states:

Housing applications should be considered in the context of the presumption in favour of sustainable development. Relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five-year supply of deliverable housing sites.

The proposal would undoubtedly contribute towards housing supply as set out in Core Strategy Policy CS22.

Paragraph 14 of the NPPF states that planning permission should be granted in such circumstances unless the adverse impacts of doing so clearly outweigh the benefits.

There is currently a shortfall in the supply of deliverable sites for housing, and it is accepted that the proposal would make a contribution to housing supply. This is, however, subject to the need to ensure that no unacceptable harm to the character and appearance of the area or other considerations out-weigh the benefits.

Policy CS31 'Housing in the South West' states:

In South-West Sheffield, priority will be given to safeguarding and enhancing its areas of character. The scale of new development will be largely defined by what can be accommodated at an appropriate density through infilling, windfall sites and development in district centres and other locations well served by public transport. It continues:

Priority is given to safeguarding and enhancing the character of the south-west because of the concentration of attractive and distinctive neighbourhoods, which are one of the reasons for the strong demand for housing here. This area has a strong concentration of features that are distinctive to Sheffield and which should be safeguarded and enhanced. In recent years there has been a tendency to

increase the volume of housing here through higher densities, including the construction of apartments, but respecting the character of the area means that the density of new developments should be in keeping with it. In many parts of the south-west, such as the Victorian suburbs and other areas with distinctive townscape, this will place significant limits on higher densities.

Design

The National Planning Policy Framework (NPPF) states:

At Paragraph 9. Pursuing sustainable development involves seeking positive improvements in the quality of the built, natural and historic environment, as well as in people's quality of life

Paragraph 17 states that decisions should:

Always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings

Paragraph 58 states:

Planning policies and decisions should aim to ensure that developments function well and add to the overall quality of the area, and respond to local character and history, reflect the identity of local surroundings and materials, and are visually attractive as a result of good architecture and appropriate landscaping.

At paragraph 59 it continues:

...design policies should avoid unnecessary prescription or detail and should concentrate on guiding the overall scale, density, massing, height, landscape, layout, materials and access of new development in relation to neighbouring buildings and the local area more generally.

Further, at paragraph 60 it states:

Planning decisions should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles. It is, however, proper to seek to promote or reinforce local distinctiveness. Relevant policies in the Sheffield Unitary Development Plan are

Policy BE5 'Building Design and Siting' states:

(a) original architecture will be encouraged but new buildings should complement the scale, form and architectural style of surrounding buildings;

Policy BE 18 'Development in Areas of Special Character' states:

In Areas of Special Character the following will be expected:

(c) new development which respects the appearance and character of the Area.

Policy H5 'Flats, Bedsitters and Shared Housing' states:

Planning permission 'will be granted for the creation of flats, bed-sitters and the multiple sharing of houses only if:

(a) a concentration of these uses would not cause serious nuisance to existing residents; and

(b) living conditions would be satisfactory for occupants of the accommodation and for their immediate neighbours; and

(c) there would be appropriate off-street car parking for the needs of the people living there.

Policy H14 Conditions on development in Housing Areas' states:

In Housing Areas, new development or change of use will be permitted provided that:

- (a) new buildings and extensions are well designed and would be in scale and character with neighbouring buildings; and
- (c) the site would not be over-developed or deprive residents of light, privacy or security, or cause serious loss of existing garden space which would harm the character of the neighbourhood;

H15 'Design of new Housing Developments' states:

The design of new housing developments and residential institutions will be expected to:

- (a) provide easy access to homes and circulation around the site for people with disabilities or with prams; and
- (b) provide adequate private gardens or communal open space to ensure that basic standards of daylight, privacy, security and outlook are met for all residents; and
- (c) provide uniform walls or fences around rear gardens next to roads, footpaths or other open areas; and

In addition Policy CS74 'Design Principles' of the Sheffield Core Strategy applies which states:

High-quality development will be expected, which would respect, take advantage of and enhance the distinctive features of the city, its districts and neighbourhoods

Attention is also given with CS31 and the design requirements summarised in the section above.

Design matters are reserved as part of the outline application. However, there are crucial issues with regards to the access arrangements and massing of the development that will have an impact on the final design of the development. This necessitates consideration to be made of the visual impact of the access arrangements and parking provision.

In terms of the front elevation taken in isolation, the overall scale and massing of the proposal is not dissimilar to the height of the neighbouring Victorian/Edwardian villa at 1 Ryecroft Glen Road. The massing of the proposed building shows a width that will be in scale with the width of larger properties in the local vicinity, being only 2m wider than existing flats on Ryecroft Glen Road and of a similar width to wider houses on Dore Road, which extend up to approximately 20m in width. The proposal indicates two prominent gables with a central element set back, which helps to break down the massing of the building from the streetscene.

The rear elevation is not prominent, and the set in from the site curtilages will reduce its impact by making it more subservient to the main building. It is noted that the scheme is outline, and consent is for massing as opposed to design. In this vein, the general massing is considered appropriate. However, the indicative

design includes a large flat roof area which is at odds with the roof forms in the locality. As such, the applicant is to be reminded, via a directive, that a better designed roof form will be expected during the submission of details for reserved matters.

Ryecroft Glen Road features a relatively fragmented set of buildings with regards to design and massing. However, looking at the massing in relation to the two neighbours to the South, the new build will not be unduly out of character with the setting of its neighbours in the immediate streetscene.

Measures to add significant levels of parking on the development for the apartments have led to issues in the originally submitted scheme and the first set of amendments, where the placement of spaces accessed off the street and significant introduction of hard-standing would have appeared significantly out of character with the streetscene.

The latest amendments have significantly reduced the required levels of surface parking, with the majority of the proposed accommodation proposed within undercroft accommodation. In design terms, this has resulted in a situation where the amount of visible surface parking is equivalent to development in the local area (i.e. large houses), and the access down the side is not dissimilar to how drives intervene with the layout of houses in the locality. The undercroft has resulted in ground floor accommodation at a slightly higher elevation, with the front access relying upon ramps and steps. This height relative to the street is not dissimilar to the arrangements of the apartments already on Ryecroft Road, and the extent of the increase in height from ground level is minor when viewed from the front elevation, with the impact lessened by the proposed front wall.

Given the above it is therefore concluded that the proposal is acceptable in regard of Policies H14, H15, BE5, BE18 and CS74 and paragraphs 9 and 58 of the NPPF

Sustainability, Renewable energy and energy conservation

Policy CS64 would require the development to achieve Code for Sustainable Homes Level 3 as a minimum. CS65 requires the provision of a minimum of 10% of a development's predicted energy needs to be from decentralised and renewable or low carbon energy.

Given that the existing scheme is outline, no precise details of how this will be achieved have been provided.

Such details can be reserved by condition, and also provided during an application for reserved matters. As such, this absence of precise information is not an issue that could lead to a refusal in this instance.

CS64 also requires measures to be taken to promote recycling and to use resources sustainably. As such, a condition will be put in place to require the use of a waste recycling scheme to promote recycling by residents on site. This will ensure an adequate supply of recycling bins for residents on site.

Residential Amenity

Existing residents

Overlooking, overbearing and overshadowing

With regard to H14 (c) and (d) the general principles outlined in Policy H14 are further supported by Supplementary Planning Guidance 'Design of house extensions' (SPG) which lays out good practice guides for new build structures and their relationship to existing houses. Of these the following are particularly relevant:

SPG guideline 5 provides guidelines as to prevent significant overshadowing to neighbouring property, such as a two-storey extension not breaking a 45-degree angle when taken from the main rear windows.

SPG guideline 6 states that dwellings should keep a minimum of 21 metres between facing main windows.

Impact on 1 Ryecroft Glen Road

The position of the new building relative to this neighbour will offer enough of a separation distance to the side to ensure that the loss of light to the main rear windows of this neighbour is not to a significant degree, in accordance with 45-degree sightlines set by SPG guideline 5.

Comment has been made in representations concerning the impact on the side windows of this neighbour. It is noted that the position of the development will result in the formation of a side wall in relatively close proximity to the side windows of this neighbour. However, none of these windows form main habitable windows to main habitable rooms. This reduces the weight given to the protection of these, and it would therefore be very difficult to substantiate a reason for refusal on the basis of loss of light or outlook to these windows, especially in the present context where their outlook relies almost exclusively upon the amenities of the neighbouring dwellinghouse.

The layout of the development does allow for the main outlook of the dwellings to be to the front and rear. There is an opportunity for direct views towards the side windows of 1 Ryecroft Glen Road from the proposed side windows and balconies. However, the imposition of screening that can be reserved by condition in the final details in the reserved matters application would be a simple solution to prevent this.

The basement 'garden flat' offers no significant overshadowing or overlooking issue for number 1 given its elevation relative to the existing boundary treatments.

Oblique views to the sides from the rear windows towards the rear garden of number 1 are unlikely to prove unacceptable given that the windows will be separated from the side curtilage by a reasonable degree.

Properties on Dore Road

Separation distance to the houses on the opposite side of Ryecroft Glen Road (towards the gardens to the rear of houses on Dore Road) would equate to more than 21metres to a field, and 56m over the field to the actual gardens of these properties. This more than satisfies Supplementary Planning Guidance and it is considered that this separation distance to gardens across the public highway and field is acceptable to prevent any significant overlooking.

The same separation distance prevents any overshadowing towards these properties.

Noise and Disturbance

The issue of the apartments causing noise and disturbance for residents has been raised in a representation. In this case, however, there is no specific evidence as to how the use of the site for continued residential use will cause such issues. Although the density of units are higher, the separation distance to neighbouring detached property will prevent direct noise migration.

Increased traffic levels may cause some additional noise. However, the likelihood of an extra 56 car movements per day (extrapolated from the TRICS data submitted by the agent) would not result in the cul-de-sac featuring constant traffic or noise that would cause significant harm to neighbouring living conditions. In the AM and PM peaks, the data suggests less than 6 car movements per hour from a development of the size sought.

Amenity of Future Occupiers

NPPF paragraph 17 (d) states:

Planning should always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings.

Outlook

The outlook from main aspect windows facing Ryecroft Glen Road and the rear garden from all the apartments is acceptable.

The outlook from bedroom windows on the side elevations of the apartments is considered acceptable on balance. Although screening on the side elevation of the balconies would likely be required (see above) and would restrict the outlook, the bedrooms served are the second smaller bedroom, and all other parts of the apartments would enjoy unrestricted outlooks.

External Amenity Space

External amenity space for the flats will be provided by the use of private balconies for a number, plus shared access to the large rear garden of the premises. Such accommodation would provide suitable amenity space.

Given the above considerations with regard to the level of amenity afforded future occupiers the scheme is considered acceptable with regards to Policies H5, H14 and to paragraph 17 (d) of the National Planning Policy Framework

Highway Matters

H14 (d) requires the provision of safe access to the highway network and the provision of appropriate off-street parking and for development to not endanger pedestrians. H5 (c) requires flats to provide suitable off-street parking accommodation for the needs of people living there.

The Council's car parking guidelines are that 2 parking spaces are required for each residential unit of 2-3 bedrooms in size. Account of the local area indicates that a parking provision of at least 2 spaces per unit is required given the high car ownership of the local area and distance from high frequency public transport (over 400m walking distance from the closest High Frequency Bus Stop on Dore Road).

Figures from the 2011 census show that, for the area to which the site belongs, 46% of households have 2 cars or vans in their household (figures are taken from the Local Level Super-output Area in the census), compared to a Sheffield and England average of 20% and 25% respectively, whilst the proportion with only one vehicle is 31% compared to 42% in Sheffield and England. This is indicative of the local area, where local income and demographics as well as the relative isolation from local facilities has resulted in a more car-dependant neighbourhood. These figures help to demonstrate the importance of ensuring that there is suitable parking accommodation on site in accordance with the guidelines.

The proposal indicates a provision of 2 parking spaces per unit, with no visitor accommodation. This would be sufficient accommodation. Officers consider that the existing road has capacity for a degree of visitor parking, which by its nature will be temporary and infrequent. The use of the road is not uncommon by walkers to the neighbouring woods (where 1 to 2 cars have been observed during site visits parked on the road). Due to the nature of the road, as a cul-de-sac, such parking does not cause any significant highway danger or hazard.

TRICS data has been submitted by the agent, involving data (from surveys of apartment blocks in suburban areas in England and Wales) from other apartments schemes to calculate the car movements that would be expected. For 10 apartments, the data indicates that 40 car movements would be expected per day. Extrapolating this for 14 apartments shows 56 car movements per day. In terms of the estimates of traffic generated by the proposal, officer's consider that the adjacent highway network is able to accommodate the level indicated by the TRICS data. The data is consistent with the expected use of a residential movement, presuming 4 car movements per apartment per day. As such, the data is considered reliable.

It is noted that the road is unadopted. However, there is no legitimate reason that this alone would offer reason for refusal. The road is wide enough for vehicles to pass, and offers good visibility. As such, there is no highway danger caused by the unadopted nature of the road. As an unadopted public highway the public have the

same rights of access over the road but the responsibility for maintenance (or any liability) lies with the frontage owners.

It is noted that there is no footway on Ryecroft Glen Road, which not ideal from a highways point of view. However, the likely increase in traffic resulting from this development proposal (less than 1 car every 10 minutes, even at peak times) would not result in any serious deterioration in road safety given the infrequent traffic movements that the development could create compared to the existing situation.

Checks have been made upon the turning areas within the under-croft parking area. The majority of spaces (17) would offer suitable turning space for all common vehicles. Additional tracking information has been requested from the agent to demonstrate that the remainder of spaces (7) are suitable. The tracking data provided has used dimensions of a small car (a city car size) to demonstrate that the remainder can be used. The size of vehicle tracked is not ideal. However, it does show that 3 of the 7 spaces can be used with only one single manoeuvre. As such, larger cars would be expected to be able to use these spaces with 2 manoeuvres.

This information still leaves 4 spaces that will only reasonably be used by small city car sized vehicles. Given the nature of the development, it is not considered that this offers significant reason for refusal. Each household typically benefits from 1 large car and a second smaller vehicle. As such, it is highly unlikely that all 14 apartments will consist of households with two large vehicles. By this degree, it would be hard to justify a refusal based on the car parking provision provided and tracking information received.

Mobility Housing

UDP policy H7 requires a minimum of 25% of the units proposed to be suitable as mobility housing. The layout of the scheme is considered to be acceptable in this regard. Lift access will ensure that all the apartments and the upper level of the undercroft parking area (where the disabled spaces are located) enjoy level access. All the apartments will be wheelchair accessible.

Disabled parking spaces comply with guidelines and are considered acceptable specifically with regards to H7.

Open Space

A contribution towards the improvement of local space is required by UDP Policy H16. This states that, for sites of less than one hectare where 5 or more residential units are sought, the developer is expected to make an appropriate contribution to the provision or enhancement of recreation space in the catchment area of the site if provision of recreation space within the catchment area is below the minimum guideline or in need of enhancement. In this case, the amount of informal and formal recreation space within the catchment area (1200m) is 30.36ha and 5.09ha per 1000 people respectively. These are significantly in excess of the 4.3ha and 1.9ha figures within the Supplementary Guidance on 'Open Space

Provision in New Housing Development' (designed to supplement policy H16), and demonstrates that there is no shortage of Open Space within the catchment of the site.

Due to the nature of the development, no contribution is expected towards play facilities, as per the Supplementary Planning Guidance.

Open space in the catchment area is in need of enhancement, however. As such, a sum of £4,171.50 has been agreed as a contribution towards improvements to informal recreation space and youth/adult outdoor sports provision in the locality. A signed section 106 legal agreement has been received to secure this contribution.

Trees in Ecclesall Woods

The site lies next to Ecclesall Woods, which does consist of a range of mature trees. The trees are of visual value, but are not worthy of a Preservation Order.

The development in this case will result in a building footprint that is sufficiently distant from the trees so as to not harm their long term health. Indeed, the footprint will be further away than the existing building.

The latest revisions have reduced the length of hardstanding that lies close to the trees over the original submission. The hardstanding will cover a similar level of ground as per the existing building on site, and as per the approved footprint of houses under 12/00518/OUT. As such, the changes in site conditions caused by this proposed development will not cause any significant damage to the neighbouring trees.

SUMMARY AND RECOMMENDATION

Overall, the principle of housing development is acceptable on this site. Amendments to the layout, massing and car parking arrangements have resulted in a scheme that will not detract from the nature of the streetscene nor cause significant highway hazards or congestion.

Being an outline application, details over the final appearance and landscaping details have yet to be approved (and require a Reserved Matters application). It should be stressed that the appearance of the rear elevation in the approved drawings is unlikely to be acceptable and would require revisions to create a more traditional roof form.

It is therefore considered that the scheme meets the relevant requirements the Unitary Development Plan and Core Strategy listed above and relevant sections of the NPPF.

Accordingly, it is recommended that the application is Granted Conditionally.

Case Number	13/03889/FUL (Formerly PP-03009923)
Application Type	Full Planning Application
Proposal	Demolition of existing building and erection of 13 terraced houses and two-storey retail building with associated external works
Location	Partco Autoparts Markham Works 20 Broadfield Road Sheffield S8 0XJ
Date Received	14/11/2013
Team	South
Applicant/Agent	WMA
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:

7260 010 rev P10
7260 100 rev P2
7260 101 rev P2
7260 102 rev P2
7260 103 rev P2
7260 104 rev P2
7260 300 rev P2
7260 301 rev P2
7260 302 rev P2
7260 010 rev P11

Reason: In order to define the permission.

- 3 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.

- 4 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.

- 5 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;

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.

- 6 The retail units shall not be used unless the car parking accommodation for 14 spaces 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.

- 7 The retail units shall not be used unless all redundant accesses have been permanently stopped up and reinstated to kerb and footway and means of vehicular access shall be restricted solely to those access points indicated in the approved plans.

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

- 8 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.

- 9 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 retail units 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, in accordance with Unitary Development Plan for Sheffield (and/or Core Strategy) Policies.

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

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

- 12 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.

- 13 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.

- 14 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.

- 15 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.

- 16 The proposed green roof system shall be provided on the roof(s) in the locations shown on the approved plans prior to the use of the buildings commencing. Full details of the green roof construction and specification, together with a maintenance schedule shall be submitted to and approved in writing by the Local Planning Authority prior to foundation works commencing on site and unless otherwise agreed in writing shall include a substrate based growing medium of 80mm minimum depth incorporating 15-25% compost or other organic material. Herbaceous plants shall be employed and the plants shall be maintained for a period of 5 years from the date of implementation and any failures within that period shall be replaced.

Reason: In the interests of biodiversity.

- 17 The Local Planning Authority shall be notified in writing upon completion of the green roof.

Reason: To ensure that the Local Planning Authority can confirm when the maintenance periods specified in associated conditions/condition have commenced.

- 18 The use of the commercial units shall be in accordance with Class A1 of the Town and Country Planning (Use Classes) Order, 1987, as amended.

Reason: In order to protect the vitality and viability of the shopping area in accordance with Unitary Development Plan (and/or Core Strategy) Policies.

- 19 The retail units shall be used only between the hours of 0730 and 2100 Monday to Saturday and 0900-1600 on Sundays and Bank Holidays.

Reason: In the interests of the amenities of future occupants of the proposed terraced houses

20 No deliveries to the building shall be carried out between the hours of 2100 to 0700 hours (on the following day) Sundays to Fridays and 2300 hours to 0900 hours (on the following day) on Saturdays and the day before a Public Holiday.

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

21 No goods or materials of any description shall be stored or displayed wholly or partly outside the retail units within the site of the development.

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

22 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (Amendment) (No.2) (England) Order 2008, Part 1 (Classes A to H inclusive), Part 2 (Class A), or any Order revoking or re-enacting that Order, no extensions, porches, garages, ancillary curtilage buildings, swimming pools, enclosures, fences, walls or alterations which materially affect the external appearance of the dwellings shall be constructed without prior planning permission being obtained from the Local Planning Authority.

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

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 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.

- 25 The parking and access roads within the site shall not be used unless the hard surfaced areas of the site are constructed of permeable/porous 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.

- 26 The retail unit and mobility housing 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.

- 27 The retail units shall not be used unless a level threshold has been provided to the entrance thereto in accordance with details to be submitted to and approved in writing by the Local Planning Authority and thereafter such level threshold shall be retained.

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

- 28 No externally mounted plant or equipment for heating, cooling or ventilation purposes, nor grilles, ducts, vents for similar internal equipment, shall be fitted to the retail building unless full details thereof have first been submitted to and approved in writing by the Local Planning Authority, and once installed such plant or equipment should not be altered.

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

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

- a) Be based on the findings of an approved noise survey of the application site, including an approved method statement for the noise survey,
- b) Be capable of achieving the following noise levels:
Bedrooms: LAeq 15 minutes 30 dB (2300 to 0700 hours),
Living Rooms: LAeq 15 minutes 40 dB (0700 to 2300 hours),
- c) Include a system of alternative acoustically treated ventilation to all habitable rooms.

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

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

- 30 Before the use of the development is commenced, a Validation Test of the sound attenuation works shall have been carried out and the results submitted to and approved by the Local Planning Authority. Such Validation Test shall:

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

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

- 31 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.

- 32 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.

- 33 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.

- 34 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.

- 35 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.

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

Windows
Window reveals
Doors
Eaves

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

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

- 37 No windows serving the retail floor space shall be blocked up, filmed over or otherwise rendered non transparent.

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

- 38 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.

- 39 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.

- 40 No element of the development shall be brought into use unless a Flood Plan including a detailed evacuation procedure and safe exit routes to land within Flood Zone 1 in the event of flooding, has been submitted to and approved in writing by the Local Planning Authority, together with details of arrangements that will ensure that each future resident/retail unit occupant has access to the approved Flood Plan.

Reason: To ensure safe evacuation procedures are in place in the event of flooding.

- 41 Before the retail development is first brought into use details of all external lighting shall be submitted to, and approved in writing by the Local Planning Authority. Thereafter such approved lighting shall be retained and maintained.

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

Attention is drawn to the following directives:

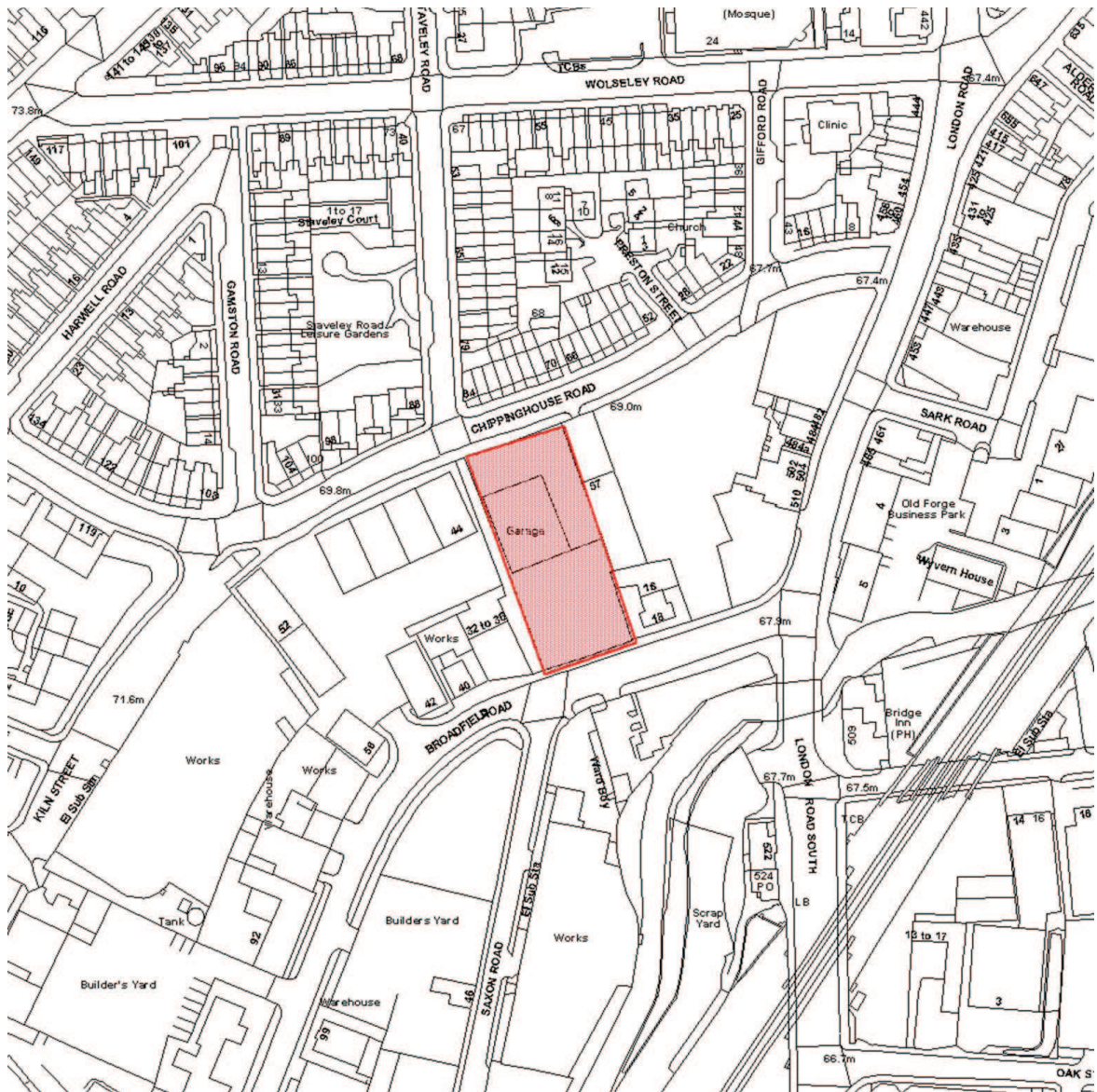
1. The applicant should install any external lighting to the site to meet the guidance provided by the Institution of Lighting Engineers in their document "Guidance Notes for the Reduction of Light Pollution". This is to prevent obtrusive light causing disamenity to neighbours. The Guidance Notes are available from the Institute of Lighting Engineers, telephone number (01788) 576492 and fax number (01788) 540145.
2. 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 or apply online at 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.

3. 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 AND PROPOSAL

The application relates to a parcel of land which was formerly the site of a large retail building serving the motor industry. The buildings footprint was approximately 950 square metres. The balance of the site was given over to tarmacadam hardstanding.

The site occupies an area bounded to the west and east by Chippinghouse Road and Broadfield Road respectively. The street scene of the former is residential on its north side (which is within a Housing Area) but the character on the south side is predominantly commercial and light industrial. The latter is characterised almost exclusively by commercial and light industrial uses.

Immediately adjoining the site to the east is a three storey commercial building (Works 57) which includes small workshops, studios and offices and a complex of older two storey buildings fronting Broadfield Road, these being occupied by an accountancy firm.

Immediately adjoining to the west lies a small estate of commercial/business premises (which are accessed from Broadfield Road and effectively turn their back on Chippinghouse Road) and a repair garage fronting Broadfield Road.

The site is very gently sloping, with a slight fall in levels to the north and east.

A mixed use development is proposed though the two uses proposed would effectively divide the site into two separate parcels rather than representing an intermix of the uses.

The northernmost third of the site would be occupied by seven terraced houses fronting Chippinghouse Road. The terraces would be of traditional appearance, two storeys in height and featuring accommodation in the roof space served by roof lights in both front and rear roof planes. They would be constructed in red brick and have dark grey concrete tile roofs. The rear roof plane would feature solar panels for each terraced property.

The houses would feature small front gardens with longer rear gardens in a pattern of external amenity space that mirrors the layout and character of terraced housing to the north.

Boundary treatments to the back edge of footway on Chippinghouse Road would consist of low brick walls.

The balance of the site would be occupied by a single building, subdivided into three retail units, with ancillary car parking and landscaping.

The building itself would be set back into the site such that its rear elevation bordered the foot of the rear gardens of the proposed terraced housing with its side elevation located along the west boundary of the site (adjacent the pedestrian footway/cycle lane linking Chippinghouse Road and Broadfield Road).

The building would be two storeys in height, constructed in red brick and feature a flat roof most of which would be given over to a sedum roof system. The balance of the flat roof would feature roof lights and solar panels.

Off-street car parking and access/servicing surfaces within the site would wrap around the proposed retail building with 14 off street spaces being provided, the two closest to the front elevation and entrances being disabled spaces.

A discrete pedestrian entrance path would be provided from the footway on Broadfield Road to the main entrances of the three retail units.

RELEVANT PLANNING HISTORY

There is no recent planning history on this site consistent with its former longstanding function as a retail unit.

The existing building was granted permission in 1987 (87/02451/FUL) : Erection of building for servicing and repair of vehicles and retail/trade sales with associated parking spaces).

SUMMARY OF REPRESENTATIONS

There has been one letter of objection received regarding the application. (this letter was received in response to the initially submitted scheme which located the retail unit closer to Broadfield Road and an additional terrace of houses across the middle of the site (running parallel to Chippinghouse/Broadfield Road).

Summary of points raised

The proposal would result in loss of light that would impact on the working environment of users of a neighbouring building (Works 57).

The objector raised concerns about parking provision though these were not specific.

PLANNING ASSESSMENT

Policy

The National Planning Policy Framework (NPPF) has replaced previous national planning guidance and the following paragraphs are relevant in terms of overall principle:

At Paragraph 11: Planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise.

At Paragraph 19 states:

The Government is committed to ensuring that the planning system does everything it can to support sustainable economic growth...Therefore significant

weight should be placed on the need to support economic growth through the planning system.

At Paragraph 58 states:

Local and neighbourhood plans should develop robust and comprehensive policies that set out the quality of development that will be expected for the area.

Planning policies and decisions should aim to ensure that developments:

will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;

optimise the potential of the site to accommodate development

respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation;

and are visually attractive as a result of good architecture and appropriate landscaping.

The site lies within a Housing Area as defined in the adopted Unitary Development Plan (UDP). The Housing designation is retained in the Sheffield Local Plan (SLP) Proposals Map. The site is also located within an Area of Special Character.

The most relevant UDP and SLP Core Strategy policies are:

IB6 (Development in Fringe Industry and Business Areas)
IB9 (Conditions on development in Industry and Business Areas)
IB11 (Housing and Residential Institutions in Industry and Business Areas)
H7 (Mobility Housing)
H15 (Design of New Housing Developments)
H16 (Open Space in New Housing Developments)
BE5 (Building Design and Siting)
BE9 (Design for vehicles)
CS23 (Locations for New Housing)
CS24 (Maximising the Use of Previously Developed Land for New Housing)
CS26 (Efficient Use of Housing Land and Accessibility)
CS41 (Creating Mixed Communities)
CS63 (Responses to Climate Change)
CS64 (Climate Change, Resources and Sustainable Design of Developments)
CS65 (Renewable Energy and Carbon Reduction)
CS74 (Design Principles)

The Supplementary Planning Guidance "Designing House Extensions" provides guidelines for protecting residential amenity. Whilst not relating specifically to new build schemes the guiding principles are considered relevant.

The South Yorkshire Residential Design Guide, whilst not formally adopted by Sheffield City Council, offers excellent guiding principles with regard to design, layout and space about dwelling standards for new build residential proposals.

Principle, Density and Mix

Policy IB6 'Development in Fringe Industry and Business Areas' states:

In Fringe Industry and Business Areas (FIBA's), the following uses will be:

Acceptable

Small shops (A1)
Housing (C3)

Given the above both uses are acceptable in principle within the FIBA since the retail element includes three units each of which has a gross floor area of less than 280 square metres.

Policy IB9 'Conditions on development in Business and Industrial Areas' states:

In Industry and Business Areas, new development or change of use will be permitted provided that it would:

- a) not lead to a concentration of uses which would prejudice the dominance of industry and business in the area

It is not considered that the introduction of 7 dwellings and a retail unit in place of an existing retail unit will alter the balance of uses in the Fringe Industry and Business Area and that consequently the scheme satisfies Policy IB9 (a).

Housing

Policy IB11 'Housing and Residential Institutions in Industry and Business Areas' states:

In Fringe Industry and Business Areas, housing (C3), including redevelopment, will be permitted only where the development would:

- (a) not further constrain industrial or business development to protect the environment of the new housing; and
- (b) be next to an existing residential area; and
- (c) not suffer from unacceptable living conditions, including air pollution, ground contamination, nearby hazardous installations, noise, other nuisance or risk to health and safety

The proposal lies immediately opposite an established residential area on Chippinghouse Road and therefore satisfies criteria (b)

The proposals merit with regard to criteria (a) and (c) will be addressed in the section of the report dealing with Environmental Protection considerations.

Policy CS23 seeks to focus at least 90% of new dwellings in the main urban area and Policy CS24 gives priority to previously developed sites. The proposals are in accordance with these policies.

Policy CS26 specifies density ranges for new housing developments. Subject to protecting the character of an area, at least 50-80 dwellings per hectare are normally expected in areas within or near to a District Centre.

The proposals represent a density of approximately 31 units per hectare. The traditional housing in the area is typically around 65-85 units per hectare. The proposed density therefore lies below the 50-80 units quoted in Policy CS26 and the density of the surrounding housing, the latter of which partly establishes the context/grain of existing development in the locality.

However, the proposed density is considered to be reduced by the mixed form of development which obviously accommodates additional forms of development on the site.

Taking this factor into consideration and considering the terraced housing element in isolation the density and response to context is welcomed, reinforcing, as it does, the residential character of this part of Chippinghouse Road with a traditional form and design ethos.

This element is therefore felt to respect the character of the area and could be considered to be in keeping with the established overall grain of the built environment in the locality.

In these circumstances, and taking into consideration the highly sustainable location, it is considered that the density achieved indicates an appropriate development of the plot, and represents an appropriate design for the site, a view that will be further examined in detail in the rest of this report. The proposal is therefore considered to satisfy Policy CS26.

The proposals provide a single house type (3 bedroom houses). There is no policy requirement for mixed house types in this scale of development and the area has a good mix of 2, 3, and 4 bedroom properties in housing and flats developments. In these respects, there is no conflict with Policy CS41.

Housing Supply and Mix

The NPPF at paragraph 49 states:

Housing applications should be considered in the context of the presumption in favour of sustainable development. Relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five-year supply of deliverable housing sites.

The proposal would undoubtedly contribute towards housing supply as set out in

Core Strategy Policy CS22.

Paragraph 14 of the NPPF states that planning permission should be granted in such circumstances unless the adverse impacts of doing so clearly outweigh the benefits.

Whilst there is currently a shortfall in the supply of deliverable sites for housing, it is not considered that the proposal would make a substantial contribution to housing supply. However, whilst it is considered that limited weight can be afforded this factor it nonetheless represents a positive aspect of the scheme.

Housing mix

Since the development would result in a number of units below the 60 dwelling threshold referred to in Policy CS41(a) there is no requirement to introduce a variety of housing types within the scheme. Furthermore, since the scheme does not involve an element of shared or communal housing the scheme is not considered to be contrary to the aims of Policy CS41 (d)

Retail Sequential Test

The retail units would be located 100 metres from Heeley Bottom Shopping Area.

Policy IB6 requires edge of centre development to be considered on its merits in the light of national policy.

The NPPF (at paragraph 24) requires the Sequential Test to be applied to out of centre retail proposals. The proposal is considered to pass the Sequential Test since it is edge of centre and because there are no in-centre sites available in the likely catchment area of the units.

The site also has an established use as a retail outlet and this is a material consideration.

Flood Risk

The site straddles three degrees of Flood Zone.

A strip of the site averaging approximately 8 metres in depth adjacent Broadfield Road is located in Flood Zone 3a (i)

Only car parking is proposed in this zone

A further band beyond this approximately 15 metres in depth is in Flood Zone 3a

The great majority of this area is given over to car parking with the front entrances of the retail units also present.

The balance of the site is located in Flood Zone 2.

The great majority of the proposed retail unit and the housing beyond is located in this zone.

Core Strategy Policy CS67 (Flood Risk Management) seeks to reduce the extent and impact of flooding. CS67 states that housing in areas with a high probability of flooding will not be permitted before 2016/2017.

The recently published NPPF and the supporting Technical Guidance maintain previous requirements for the sequential testing of sites at risk of flooding. The objective is to steer development to sites at lower risk of flooding.

The Applicant was asked to submit data in order to facilitate a Sequential Test.

Due to the functional requirements of the mix use development the search area for site consideration was limited to the following:

- Maximum of 4 kilometres from Sheffield City Centre
- Within 400 metres of a Very High Frequency Public Transport Route.
- Within 400 metres of a District Shopping Centre.
- Within +/- 10% of the development site area.

These criteria were suggested by Officers since the development relies on cross funding and any car free housing development would be required to be in a highly sustainable location.

The Applicant has looked for sites with suitable allocations that satisfy these criteria.

Four sites have been identified but in all cases these were not sequentially preferable as they carried a higher risk of flooding. In the light of this it is considered that the Sequential Test process has demonstrated that this development cannot be steered to a suitable site with a lower flood risk. It is therefore considered that the Sequential Test has been passed.

The Exception Test should be applied if the Sequential Test is satisfied. The NPPF (para.102) states:

“For the Exception Test to be passed:

1. it must be demonstrated that the development provides wider sustainability benefits to the community that outweigh flood risk, informed by a Strategic Flood Risk Assessment where one has been prepared; and
2. a site-specific flood risk assessment must demonstrate that the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall.

Both elements of the test will have to be passed for development to be allocated or permitted.

The Environment Agency (EA), as a statutory consultee, comments on flood risk having regard to the Sequential and Exception Tests and having regard to the Flood Risk Assessment (FRA). The EA objected to the originally submitted proposals on flood risk grounds due to an inadequate FRA and insufficient data being supplied to enable a Sequential Test.

At the time of writing this report the EA has not yet withdrawn its objection and is still considering the revised FRA. A supplementary report will be presented to Committee prior to the Committee meeting in this regard.

A site specific FRA has been submitted. The existing site levels vary from 68.3 AOD to 68.8 AOD. The surrounding ground levels fall gradually to the north and east

Data taken from the 2012 Sheffield Comprehensive Flood Review Model indicates undefended modelled flood levels on the River Sheaf above and below the site.

Interpolating these results gives a 1 in 100 year flood level for the site of 68.62 AOD.

The site therefore varies from being 180mm above the 1 in 100 year flood level to being 320mm below were the Sheaf to be undefended. The Sheaf is however maintained in channel past the site.

The FRA states that the site itself has no recent history of flooding. There are records of localised flooding in the immediate vicinity in 1973 but not in 2007.

The FRA submitted with the revised scheme indicates that the Environment Agency consider that finished floor levels for the dwellings (which are in Zone 2) should be set at a minimum level of 68.85 AOD and higher where possible.

Furthermore, flood resilient construction should be employed to a height of 600mm above this minimum floor level for the residential properties and 300 mm for the retail units.

The house design has incorporated these suggested levels with finished floor levels set at 68.85 AOD

Having established that the required finished floor levels can be achieved satisfactorily in the context of the street scene, and that occupants would be unaffected by flood waters within the buildings, the external environment needs to be considered.

The ability to safely access and egress the building in the event of a flood is also a necessary and key consideration. However, the NPPF Technical Guidance makes it clear that flood resistance and resilience measures should not be used to justify development in inappropriate locations.

Given that there is no history of flooding of the site the FRA anticipates that there will be no difficulty in maintaining safe access and egress to and from the

buildings. No exit route may be available on the Broadfield Road side of the site in the event of a major event but the adjacent pedestrian footpath provides a ready means of escape to areas less threatened by flooding and to areas of Chippinghouse Road not indicated as being at risk from any flooding.

Within the pedestrian footway there are no significant trip hazards, barriers or other obstructions.

In addition to the dangers presented by the volume of water, the most significant risk would appear to arise from the potential for gullies and manhole covers to be lifted, creating a hazard that has in previous flood events in the country led to fatality. It will be necessary for any evacuation plan to devise a method of identifying, or warning residents of the location of such features. This could for instance involve maps being provided to individual properties. In addition, a requirement that occupiers can be ensured to sign up to the Environment Agency's Flood Warning System can be conditioned.

Overall, it would be unreasonable to conclude that the proposals do not meet the requirements of the Exception Test, in principle, the Sequential Test having been considered to be satisfied.

Other sections of this report have considered the scheme in terms of location, density, visual amenity and sustainability. These matters are considered to amount to wider sustainability benefits that potentially outweigh the flood risk concerns.

Design

The National Planning Policy Framework (NPPF) states:

At Paragraph 9. Pursuing sustainable development involves seeking positive improvements in the quality of the built, natural and historic environment, as well as in people's quality of life

Paragraph 17 states that decisions should:

Always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings

Paragraph 58 states:

Planning policies and decisions should aim to ensure that developments function well and add to the overall quality of the area, and respond to local character and history, reflect the identity of local surroundings and materials, and are visually attractive as a result of good architecture and appropriate landscaping.

At paragraph 59 it continues:

...design policies should avoid unnecessary prescription or detail and should concentrate on guiding the overall scale, density, massing, height, landscape,

layout, materials and access of new development in relation to neighbouring buildings and the local area more generally.

Further, at paragraph 60 it states:

Planning decisions should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles. It is, however, proper to seek to promote or reinforce local distinctiveness.

Relevant policies in the Sheffield Unitary Development Plan are

Policy BE5 'Building Design and Siting' states:

- a) original architecture will be encouraged but new buildings should complement the scale, form and architectural style of surrounding buildings;

Policy IB9 'Conditions on development in Business and Industrial Areas' states: In Industry and Business Areas, new development or change of use will be permitted provided that it would:

(c) be well designed with buildings and storage of a scale and nature appropriate to the site; and

H15 'Design of new Housing Developments' states

The design of new housing developments and residential institutions will be expected to:

- (a) provide easy access to homes and circulation around the site for people with disabilities or with prams; and
- b) provide adequate private gardens or communal open space to ensure that basic standards of daylight, privacy, security and outlook are met for all residents; and
- c) provide uniform walls or fences around rear gardens next to roads, footpaths or other open areas

In addition Policy CS74 'Design Principles' of the Sheffield Core Strategy applies which states:

High-quality development will be expected, which would respect, take advantage of and enhance the distinctive features of the city, its districts and neighbourhoods

The Housing element.

The terraced houses proposed are considered the most appropriate response (for

a residential development) to the prevailing street scene on Chippinghouse Road. The houses are well proportioned, with an eaves height that marries nicely with the neighbouring commercial buildings to the west. The roofs are set at a pitch not dissimilar to Victorian terraces opposite.

Their design appearance overall is traditional in approach with unfussy lines and appropriate detailing. The small porches are considered acceptable and the use of materials appropriate.

The development will result in a strengthening of the street frontage, this being further enhanced by the introduction of the low boundary walls at back edge of footway.

The retail element

The retail units are set back into the site which is not ideal in design terms but the location is a response to the requirement to keep any development out of Flood Zone 3a(i) which precludes a development set at back edge of footway.

Despite this the proposed building is not without merit with the use of red brick considered an appropriate main facing material. The front elevation towards Broadfield Road features a good proportion of glazing to the front elevation and an interesting detail at first floor level provided by the timber louvers and anodised aluminium detailing.

The introduction of a green roof to the majority of the building is welcomed.

The ancillary development around the retail units is not described in detail in this application though the intention is to include a significant element of porous surfacing and soft landscaping in order to increase the sustainable aspects of the proposal.

Given the above it is therefore concluded that the proposal is acceptable in regard of Policies IB11, H15, BE5, and CS74 and paragraphs 9 and 58 of the NPPF

Sustainability

Location, land use and economic development.

The NPPF sets out a commitment to achieving sustainable development. Developing sustainably includes supporting strong, vibrant and healthy communities, providing the supply of housing required to meet the needs of present and future generations and creating a high quality built environment. It also encourages improvement of biodiversity, and mitigating and adapting to climate change.

The scheme offers several benefits which contribute to achieving sustainable development.

The site is in a highly sustainable location being within easy walking distance of the Local Shopping Centre at Heeley Bottom and 300 metres of Abbeydale Road. The proposal represents an efficient use of a previously developed site and will assist the economy in terms of providing jobs during the construction process.

The reduction in hard surfacing and the extensive use of porous paving for the retail parking should enable greater percolation of rainfall into the site and help to diminish rainwater run-off from the site reducing downstream flooding.

The introduction of the green roof and the introduction of landscaping should offer potential for greater biodiversity and assist with a reduction in rainwater run off.

Housing element

Policy CS64 would require the development to achieve Code for Sustainable Homes Level 3 as a minimum. The applicant has indicated in their Sustainability Statement that this would be achieved, referring to specific measures and methods. In order to ensure that any development meets this requirement, an appropriate condition could be added to any consent granted.

Renewable energy and energy conservation

CS65 requires the provision of a minimum of 10% of a development's predicted energy needs to be from decentralised and renewable or low carbon energy.

The use of solar renewables should help to contribute to this requirement but in the absence of specific detail a condition should be added to any approval to demonstrate this.

Retail element

The submitted Sustainability Statement states that the building will achieve a BREEAM rating of 'Very Good'.

The use of a large amount of glazing to the south elevation should enable excellent light penetration into the rather deep profile of the building. The employment of roof lights towards the north end of the roof should assist in introducing more natural light into the upper floor. There is an intention to introduce sun pipes into the building to enhance natural lighting at ground floor towards the rear of the building.

The use of a green roof should assist in terms of reducing rain water run off, as well as insulating the building and providing an opportunity for biodiversity.

The use of porous paving and surfacing will also reduce rainwater run off

Conditions should be attached to any permission seeking details of the additional measures detailed in outline in the Sustainability Statement.

Drainage

Surface water discharge should be reduced by a minimum of 30% on brownfield

sites in accordance with Core Strategy Policy CS67. Whilst the area of built footprint on the site would represent a marginal increase over existing the introduction of grassed garden areas, green roof and extensive areas of porous/permeable car parking and access routes should significantly reduce discharge compared to the existing development

Overall, it is expected that surface water discharge will be reduced in accordance with the relevant provisions in Policy CS67 but a condition should be added seeking to ensure that this criteria is met.

Residential Amenity

Existing residents

Overlooking, overbearing and overshadowing

Paragraph 17 of the NPPF states that decisions should:

Always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings

Policy IB9 'Conditions on development in Business and Industrial Areas' states:

In Industry and Business Areas, new development or change of use will be permitted provided that it would:

- b) not cause residents or visitors in any hotel, hostel, residential institution or housing to suffer from unacceptable living conditions.

The general principles outlined in the NPPF para. 17 and Policy IB9 are further supported by Supplementary Planning Guidance 'Design of house extensions' (SPG) which lays out good practice guides for new build structures and their relationship to existing houses. Of these the following are particularly relevant:

SPG guideline 4 states that in most circumstances a minimum distance of 10 metres should be achieved between main aspect windows in the rear elevation and the rear boundary. It also states that in most circumstances the Council considers a garden size of 50 square metres the minimum acceptable for a two or more bedroom house.

SPG guideline 5 states that a two storey structure should not be located closer than 12 metres in front of ground floor windows of a neighbour and that level differences may require this distance to be increased.

SPG guideline 6 states that dwellings should keep a minimum of 21 metres between facing main windows.

Properties on Chippinghouse Road

Separation distance to the houses on the opposite side of Chippinghouse Road

would equate to 18 metres. It is considered that this separation distance to dwellings across the public highway is commensurate with other separation distances between opposing houses on the street. Hence, whilst this represents a shortfall in comparison to the 21 metres specified in SPG it is not felt that unacceptable levels of overlooking would arise in this case.

In terms of overbearing and overshadowing the relationship between the proposal and properties on the north side of Chippinghouse Road, taking account of ridge height and separation distance, would not differ significantly from other examples on nearby streets and as such there is not considered to be any significant reason to resist the scheme on the grounds of overbearing.

Being located to the south of the properties opposite some very limited shadow cast is likely from the proposal but given that the ridge height of the proposal (relative to the footway) is no greater than other dwellings with similar separation distances and orientations it is not considered that any shadowing potential is sufficient reason upon which to base a refusal of permission.

Overlooking

It is considered that the separation distances to dwellings across the public highway are commensurate with other separation distances between other houses on the street. Hence, it is not felt that unacceptable levels of overlooking would arise in this case.

Overshadowing towards neighbouring commercial/office uses

The revised plans indicate that the retained terraced houses will be located away from Works 57 and to the north west of windows in that building. It is not considered that any overshadowing will result from these buildings.

The retail element is separated from the west elevation of Works 57 by approximately 12-13 metres and once again this two storey building should not result in any significant overshadowing of that building.

Given the above it is considered that the proposal should not significantly affect existing residential amenity or the amenity of workers in neighbouring commercial buildings and in these respects is considered to satisfy Policy IB9 and Supplementary Planning Guidance.

Future Occupiers

Natural lighting

The dwellings have excellent provision of fenestration, none of which is considered compromised by nearby buildings. It is considered that levels of natural light should be acceptable within all main habitable spaces. The windows serving the bedrooms should also provide a degree of natural light that will be acceptable. The roof space bedroom in each terrace is served only by roof lights but it is considered

that having one bedroom with more limited outlook (out of three provided in each property) is acceptable

Outlook

The outlook from main aspect windows facing Chippinghouse Road is acceptable and the main aspect windows in the rear will face over good sized rear gardens. Whilst the proposed retail building will appear at the foot of these gardens the separation distance is considered more than adequate so as to maintain good levels of amenity.

Noise and disturbance

The application was accompanied by a Noise Assessment Survey at submission stage which it was felt did not address key concerns regarding the development as originally submitted. However, those concerns related almost exclusively to an additional terrace of houses that was proposed across the middle portion of the site. These have since been removed from the scheme.

Potential noise sources were originally identified as the motor vehicle repair garage on Broadfield Road and the light industrial/storage/wholesaler units on the adjacent site to the west.

In the case of the former the retained terraced houses (from the original scheme) are considered to achieve good separation to this source and the proposed retail building should provide a significant acoustic 'baffle' between the garage and the rear gardens of the houses.

In the case of the latter the closest unit has a 'blind' wall facing the houses and back gardens of the housing element of the scheme. The vehicle manoeuvring areas between the units lie adjacent the side elevation of the proposed retail unit and once again it is felt that no significant disturbance of future occupants should arise from activities within the complex.

Nonetheless it is considered necessary to add conditions requiring the houses to be suitably attenuated so as to protect residential amenity of future occupants from general background and event based noise sources.

Given that the area has been in use previously for commercial activity and is now intended for use as private gardens it is also considered necessary to add conditions requiring an assessment of potential contamination and mitigation should contaminants be discovered.

External Amenity Space

External amenity space for the houses is provided for with the back garden areas which equates to approximately 54 square metres per dwelling. This satisfies SPG guideline 4 which states that a two or more bedroom house should have a minimum of 50 square metres of private amenity space.

The scheme is therefore considered satisfactory with regard to the NPPF, Policy

IB11 and SPG.

Highways and Car Parking

Residential element

The residential element of the scheme has been designed with no provision for off street car parking. This is in part a response to providing the appropriate design for the houses in terms of how they address the street scene but also due to the fact that pushing the front elevations of the houses back the required 5.5 metres so as to achieve an off street space would have compromised rear amenity space.

Given the availability of on street car parking the highly sustainable location and the access to high frequency public transport linkages it is considered that this represents an acceptable response and given the overall regeneration benefits of the whole development is not considered a robust enough reason to refuse the proposals.

Retail Element

The sole means of vehicular access serving the retail will be taken from Broadfield Road This will replace the long established access and should not result in any adverse impact on highway safety. It is considered to be the most suitable access point for the proposed development.

The parking layout provides for 14 off street car parking space with two dedicated disabled spaces. This level of provision is less than the 20 spaces maximum that current Car Parking Guidelines suggest. The recently published NPPF states that local planning authorities should consider the following factors in setting local parking standards:

- the accessibility of the development;
- the type, mix and use of development;
- the availability of and opportunities for public transport;
- local car ownership levels; and
- an overall need to reduce the use of high-emission vehicles.

In this instance, a lower level of provision can be justified as the site is located close to a range of services, employment and high frequency public transport routes.

Overall, this element of the proposal is considered acceptable with regard to UDP Policies IB9, and BE9.

The potential for improving the adjacent pedestrian footway/cycle path was considered as part of the application. However, a requirement to widen the cycle path would have resulted in the loss of a further residential unit. Since negotiations, in response to constraints on the site, had already reduced the residential element of the scheme down from 13 dwellings to 7, and the schemes viability was becoming more marginal it was considered that the regeneration and sustainability

benefits of the scheme outweighed the desire for upgrading of the adjacent public realm pathway.

Nonetheless it is felt that appropriate external lighting on the proposed retail building should enhance the security and viability of this pathway.

Landscaping

Policy BE6 'Landscape Design' states that good quality landscape design will be expected in new developments.

The development itself will not result in the loss of any significant publicly accessible open/green space or loss of trees of significant public value and the proposal will introduce a welcome 'greening' of the site overall. As existing, the site is exclusively hardstanding. The proposal will not only introduce the private green spaces to the rear of the terraces and frontage planting to the retail park but will also introduce a green roof on the retail building.

Overall, it is felt that the scheme would signify a significant positive contribution to the local environment in this regard thereby satisfying the requirements of Policy BE6

Mobility Housing

UDP policy H7 requires a minimum of 25% of the units proposed to be suitable as mobility housing. This equates to approximately 1.75 units. The proposal is limited to one mobility standard house located in the north west corner where the internal floor level of the proposed dwellings is closer to that of the footway.

Given the significant constraints on the site and overall desirability to see the site redeveloped in a way that offers significant regeneration value it is considered that the marginal shortfall is acceptable.

As mentioned earlier in this report there is no off-street car parking within the site for the housing and so it will be necessary for any disabled person who took up residence in the unit to enter into discussions with the Council with regard to delineating a space within the highway. It is considered that such provision can be accommodated without detriment to highway safety.

Open Space

There is a significant shortage of formal and informal open space within the catchment area of the site. In accordance with UDP Policy H16 (Open Space in New Housing Developments) and the associated Supplementary Planning Guidance, enhancement of existing open space will be required.

Based on the number of proposed dwellings and the type of accommodation shown, the required commuted sum has been calculated as £8,327.55.

Response to Representations

Matters relating to overshadowing, overbearing and car parking have been dealt with in the main body of this report.

SUMMARY AND RECOMMENDATION

This is a mixed use scheme consisting of two discrete elements. Both elements are considered acceptable in principle and despite being located in areas identified as Flood Zones it is considered that the proposals satisfy the Sequential Test and offer substantial gains to the locality in terms of regeneration, housing supply and sustainability (including flood mitigation) that outweigh concerns relating to flood risk.

The design and detailing of all buildings is considered appropriate in the context of the locality and these and the ancillary works and planting should enhance the built environment.

It is therefore considered that the scheme meets the requirements of UDP polices IB6, IB9, IB11, H7, H15, BE5, BE9, and Core Strategy policies CS23, CS24, CS26, CS41, CS63, CS64, CS65, and CS74 and to several paragraphs of the NPPF.

Accordingly, it is recommended that the application is granted conditionally.



SHEFFIELD CITY COUNCIL

Planning & Highways Committee Report

Report of: Director of Development Services

Date: 15th July 2014

Subject: Enforcement Report

Author of Report: Abby Wilson

Summary: Unauthorised replacement of driveway, Article 4 (2) Direction, Nether Edge Conservation Area

Reasons for Recommendations

Officers consider that the driveway fails to preserve or enhance the character of Nether Edge Conservation Area and as a result is contrary to the aims of the policies BE5, BE15, BE16, BE17 and H14 of the Unitary Development Plan.

Recommendations

That authority be given to the Director of Regeneration and Development Services or Head of Planning to take all necessary steps, including enforcement action and the institution of legal proceedings, if necessary, to secure the removal of the hard standing to the property forward of the principal elevation.

The Head of Planning is delegated to vary the action authorised in order to achieve the objectives hereby confirmed, including taking action to resolve any associated breaches of planning control.

Background Papers:

Category of Report: OPEN

ENFORCEMENT REPORT

UNAUTHORISED REPLACEMENT OF DRIVEWAY, ARTICLE 4 (2) DIRECTION, NETHER EDGE CONSERVATION AREA

1 PURPOSE OF THE REPORT

- 1.1 The purpose of this report is to inform committee Members of a breach of planning control and to make a recommendation on any further action required

2 BACKGROUND AND LOCATION

- 2.1 20 Glen Road is situated within the Nether Edge Conservation Area and is covered by the Article 4 (2) Direction. The property is a semi-detached property in mock Tudor style. The property has a front garden and driveway that runs along the west of the property.
- 2.2 Two complaints were received in June 2013 stating that a new driveway had been laid at the property. After investigation it was discovered that the concrete hard-standing had been replaced and a small red brick wall erected behind the traditional boundary wall to create a bedding area. The hard-standing lies to the front of the property and the driveway that leads to a garage at the rear.
- 2.3 The new hard-standing consists of red brick paviors with black and yellow brick detailing around the border and the number 20 is detailed in yellow brick in the entrance area of the driveway. Please see the photos for details.
- 2.4 The article 4 (2) Direction removed permitted development rights from development facing the highway and as such the hard-standing forward of the front elevation is unauthorised. The materials and design are not in keeping with the traditional characteristics of the area.
- 2.5 A letter was sent to the owners to advise them that the Article 4 Direction removed permitted development rights from the front of the property and the hard-standing was not acceptable. The builder called the office on behalf of the owners. He requested a planning application form and examples of suitable materials for the area, these were hand delivered in August 2013.
- 2.6 In October 2013, a letter was received from a building consultant who was acting on behalf of the owners. They stated that the owners were not aware of the Article 4 and other drives in the area were not traditional therefore they should not be made to make any amendments. A letter was sent in response to re-state the Council's position. No further correspondence has been made.

3 ASSESSMENT

- 3.1 The property is set on a residential street within a designated Housing Area and the Nether Edge Conservation Area. The issue is to be assessed, therefore, against Unitary Development Plan policies H14, BE5, BE15, BE16 and BE17.
- 3.2 UDP policy H14 permits new development that is in scale and character with neighbouring buildings and BE5 states that any development will be high quality and well designed and of a scale and nature that is appropriate to the site that enables a proposal to fit in comfortably with its surroundings, without being detrimental to the visual amenities of the area. Similarly, policy CS74 of the Core Strategy further reiterates the need for high quality designs and strengthens the Local Planning Authority's position regarding the preservation of Sheffield's built heritage.
- 3.3 Policy BE15 Areas and Buildings of Special Architectural or Historic Interest, says that development that would harm the character or appearance of Conservation Areas will not be permitted. Policy BE17 Design and Materials in Areas of Special Architectural or Historic Interest, requires a high standard of design using traditional materials with Policy BE16 Development in Conservation Areas, stating that development in Conservation Areas is required to preserve or enhance the character and appearance of that Conservation Area.
- 3.4 The Nether Edge Conservation Area Appraisal was adopted in 2005 and refers to the loss of original architectural features and poor quality replacements which have eroded the quality of the Conservation Area. This was one of the reasons for the introduction of the Article 4 direction in late 2005, which limits certain permitted developments.
- 3.5 The incremental loss of such traditional features threatens the character and appearance of the Conservation Area, and is in direct conflict with the purpose of the Article 4(2) direction. The aim of the direction is to halt the erosion of traditional character, by exerting greater control, and to gradually restore it with suitable alterations that enhance the appearance of the Conservation Area. The works undertaken are typical examples of the alterations identified by the Conservation Area Appraisal as having a negative impact on the conservation area.
- 3.6 The Conservation Area Appraisal states that using non-traditional paving materials has been a serious concern and identifies that some new residential driveways have been created with harsh new brick paviers.
- 3.7 Given the circumstances the driveway fails to preserve or enhance the character of Nether Edge Conservation Area and as a result is contrary to the aims of the policies BE5, BE15, BE16, BE17 and H14 of the Unitary Development Plan.
- 3.8 The photo images below show the property in question before and after the changes and clearly demonstrate that the unauthorised driveway is not appropriate for the property and its appearance is deemed not to be in keeping with the character of the Conservation Area, where traditional surface treatments include cobbles and natural stone.

4 REPRESENTATIONS

- 4.1 Two complaints were received in June 2013 concerned that planning permission had not been sought and that the new hard-standing was detrimental to the traditional character of the area

5 ASSESSMENT OF ENFORCEMENT OPTIONS

- 5.1 Section 172 of the Town and Country Planning Act 1990 enables the Local Planning Authority to issue an Enforcement Notice where there has been a breach of planning control. The notice would require remedial measures to ensure that the perceived harm is remedied. In this case this would be that the hard-standing, forward of the principal elevation, is removed at 20 Glen Road. There is a right of appeal to the Planning Inspectorate against the service of an Enforcement Notice. Appeal decisions however have supported the Council in taking similar action.

6 EQUAL OPPORTUNITIES

- 6.1 There are no equal opportunity implications arising from the recommendations in this report.

7 FINANCIAL IMPLICATIONS

- 7.1 There are no additional financial implications expected as a result of this report. If an appeal is made against the enforcement notice, costs can be made against the Council if it is shown that they have behaved “unreasonably” in the appeal process, it is uncommon that this will happen. However, in the unlikely event compensation is paid, it would be met from the planning revenue budget.

8 RECOMMENDATION

- 8.1 That authority be given to the Director of Regeneration and Development Services or Head of Planning to take all necessary steps, including enforcement action and the institution of legal proceedings, if necessary, to secure the removal of the hard standing to the property forward of the principal elevation.
- 8.2 The Head of Planning is delegated to vary the action authorised in order to achieve the objectives hereby confirmed, including taking action to resolve any associated breaches of planning control.

SITE PLAN & PHOTOS

Appendix A – Site Plan



Maria Duffy
Interim Head of Planning

19th May 2014

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SHEFFIELD CITY COUNCIL Planning & Highways Committee

Report of: Director of Regeneration & Development Services

Date: 15 July 2014

Subject: RECORD OF PLANNING APPEALS
SUBMISSIONS & DECISIONS

Author of Report: Claire Woods 0114 2734219

Summary:

List of all newly submitted planning appeals and decisions received, together with a brief summary of the Inspector's reason for the decision

Reasons for Recommendations

Recommendations:

To Note

Background Papers:

Category of Report: OPEN

DEVELOPMENT SERVICES

REPORT TO PLANNING &
HIGHWAYS COMMITTEE
15 July 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 a dormer bungalow within the curtilage of 3 Long Line Sheffield S11 7TX (Case No 13/03450/FUL)

(ii) An appeal has been submitted to the Secretary of State against an Enforcement Notice served in respect of two occupied caravans and a toilet cabin situated at the farm site at Oak Lodge Farm, Thompson Hill, High Green, Sheffield, S35 4JT (Case No 12/00391/ENUD)

3.0 APPEALS DECISIONS - DISMISSED

(i) An appeal against the delegated decision of the Council to refuse planning consent for erection of dormer bungalow at 99 Townend Street Sheffield S10 1NL (Case No 13/03753/FUL) has been dismissed.

Officer Comment:-

The Inspector considered the main issue to be the effect on the character and appearance of the area, and on the living conditions of the occupiers of No.93 Townend Street in respect of outlook.

It was felt that the design of the dwelling would have little continuity with the adjoining house and with the overall rhythm of the buildings along the gradient of the street. Combined with the limited width of the site and the lowering of the ground level, it would result in a cramped and contrived form of development detracting from the character and appearance of the area. Moreover, the design would not be so innovative or original as to overcome the harm identified. Account was taken of the intention to provide an inclusive building so that a wheelchair user would be able to get from the front of the property into the house and use the ground floor without needing to use the upper floor but this did not change the Inspector's opinion.

The neighbouring property (No 93) shares a the common boundary with the appeal site, It is at a lower level than the appeal site and has windows to the side and rear elevations. The proposed building would project beyond the rear elevation of No.93 resulting in a tall wall along the path leading to the front door of No.93 This would lead to an oppressive and gloomier outlook from the rear room detrimental to the living conditions of the occupiers of the dwelling.

For these reason, the Inspector dismissed the appeal.

(ii) An appeal against the delegated decision of the Council to refuse planning consent for construction of a raised deck with handrail (As amended by plans received by the Local Planning Authority on 18th December 2013) at 330 Baslow Road Sheffield S17 3BG (Case No 13/03804/FUL) has been dismissed.

Officer Comment:-

The Inspector considered the main issue to be whether the imposition of the condition was necessary and reasonable having regard to the living conditions of neighbouring occupiers.

She noted the approved decking is around 2.8m above ground level and would allow clear views into rear gardens of 328 and 332 Baslow Road. She acknowledged there were other raised balconies that caused overlooking and which did not have screens, but concluded that without the privacy screens, the approved raised balcony would introduce additional overlooking from a different angle.

She did not agree with the appellant that the screen would be out of character and unsightly.

The Inspector concluded the requirement for the screen was necessary and reasonable, and dismissed the appeal.

(iii) An appeal against the decision of the Council at its meeting of 5 November 2013 to refuse planning consent for conversion of existing dwellinghouse to provide 4 self-contained apartments (Use Class C3 - 2 No. x 1 Bedroom and 2 No. x 2 bedrooms) including erection of single-storey rear extension/decking area and front dormer window/rear elevation rooflights - Amended Drawings received on 18/10/13 at 95 Harcourt Road Sheffield S10 1DH (Case No 13/02716/FUL) has been dismissed.

Officer Comment:-

The Inspector considered the two key issues here to be i) the effect on the living conditions in the surrounding area having regard to the concentration of flats and shared housing; and ii) the effect of the proposed dormer window on the street scene.

On i) he agreed with the Council that with 65% of units on Harcourt Road in either class C4 shared housing, or in flats use, this was contrary to policy H5 and with likely occupancy by larger numbers of people than as a single dwelling, with additional levels of activity and movement, of people and vehicles which would add to existing levels and concentrations of noise and disturbance. He concluded therefore that the proposal would lead to over intensive use of the property that would exacerbate the existing high concentration of flats, bed sitters and shared housing.

On ii) he agreed with the Council that, despite the presence of other dormer windows in the street scene, the proposed design was such that it would dominate the roof plane and its flat, horizontal emphasis would have an ungainly appearance.

He therefore dismissed the appeal.

4.0 RECOMMENDATIONS

That the report be noted

Maria Duffy
Acting Head of Planning

15 July 2014