

Planning and Highways Committee

Tuesday 16 January 2018 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 Dianne Hurst (Chair), Peter Rippon (Chair), Ian Auckland, David Baker, Jack Clarkson, Michelle Cook, Tony Damms, Roger Davison, Bob Johnson, Alan Law, Zahira Naz, Joe Otten, Peter Price, Chris Rosling-Josephs and Zoe Sykes

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
16 JANUARY 2018**

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 Meeting** (Pages 5 - 8)
Minutes of the meeting of the Committee held on 19 December 2017
- 6. Site Visit**
To agree a date for any site visits required in connection with planning applications prior to the next meeting of the Committee
- 7. Proposed Diversion of Footpath BRA/223 (Part 2) off Church Street, Stannington** (Pages 9 - 14)
Report of the Director of Culture and Environment
- 8. Confirmation of Tree Preservation Order No.408: 33 and 37 Botanical Road** (Pages 15 - 26)
Report of the Director of City Growth Service
- 9. Confirmation of Tree Preservation Order No.409: Westwood House 11 Brocco Bank** (Pages 27 - 40)
Report of the Director of City Growth Service
- 10. Confirmation of Tree Preservation Order No.415: Land Adjacent to Spring Lane (OS Grid Reference SK373855)** (Pages 41 - 52)
Report of the Director of City Growth Service
- 11. Applications Under Various Acts/Regulations Report Front Sheet** (Pages 53 - 54)
Report of the Director of City Growth Service
 - a) Application: Land and Garage Block Adjacent to Sefton Court, Sefton Road, S10 3TP (17/04177/FUL)** (Pages 55 - 74)

- b) **Application: Totley Primary School, Sunnyvale Road, S17 4FB (17/03183/RG3)** (Pages 75 - 104)
- c) **Application: Motor World, 340 Lydgate Lane, S10 5FU (17/01905/FUL)** (Pages 105 - 124)
- d) **Application: Site Of Bannerdale Centre, 125 Bannerdale Road, S7 2DJ (17/01012/REM)** (Pages 125 - 142)

12. Record of Planning Appeal Submissions and Decisions (Pages 143 - 150)
Report of the Director of City Growth Service

13. Date of Next Meeting
The next meeting of the Committee will be held on 6 February 2018

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 Audit and Standards Committee in relation to a request for dispensation.

Further advice can be obtained from Gillian Duckworth, Director of Legal and Governance on 0114 2734018 or email gillian.duckworth@sheffield.gov.uk.

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Planning and Highways Committee

Meeting held 19 December 2017

PRESENT: Councillors Peter Rippon (Chair), Jack Clarkson, Michelle Cook, Tony Damms, Roger Davison, Zahira Naz, Joe Otten, Peter Price, Chris Rosling-Josephs, Ian Saunders (Substitute Member), Jim Steinke (Substitute Member) and Andrew Sangar (Substitute Member)

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1. APOLOGIES FOR ABSENCE

1.1 Apologies for absence were received from Councillors Dianne Hurst, Zoe Sykes and Ian Auckland and Councillors Ian Saunders, Jim Steinke and Andrew Sangar attended the meeting as the duly appointed substitutes, respectively. Apologies for absence were also received from Councillors Alan Law, Bob Johnson and David Baker but no substitutes were appointed.

2. EXCLUSION OF PUBLIC AND PRESS

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

3. DECLARATIONS OF INTEREST

3.1 There were no declarations of interest.

4. MINUTES OF PREVIOUS MEETING

4.1 The minutes of the meeting of the Committee, held on 5 December 2017, were approved as a correct record

5. SITE VISIT

5.1 **RESOLVED:** That the Chief Planning Officer, in liaison with a Co-Chair, be authorised to make arrangements for a site visit, in connection with any planning applications requiring a visit by Members, prior to the next meeting of the Committee.

6. PROPOSED DIVERSION OF FOOTPATH BRA/223 OFF CHURCH STREET, STANNINGTON

6.1 The Director of Culture and Environment submitted a report seeking authority to process the Public Path Diversion Order required to divert the public footpath off Church Street, Stannington, as shown as a black line on the plan attached to the report as Appendix A.

6.2 A revised Appendix A plan was circulated at the meeting.

6.3 **RESOLVED:** That:-

- (a) no objections be raised to the proposed diversion of the footpath linking Church Street and footpath BRA/66 as shown on the revised plan now circulated to the report, subject to satisfactory arrangements being made with Statutory Undertakers, in connection with any of their mains and services that may be affected; and
- (b) authority be delegated to the Director of Legal and Governance to:-
 - (i) take all necessary action to divert the footpath by order under the powers contained within Section 257 of the Town and Country Planning Act 1990; and
 - (ii) confirm the order as an unopposed order, in the event of no objections being received, or any objections received being resolved and withdrawn prior to the order being confirmed.

7. APPLICATIONS UNDER VARIOUS ACTS/REGULATIONS

7.1 **RESOLVED:** That (a) the applications now submitted for permission to develop land under the Town and Country Planning Act 1990 and the Regulations made thereunder and for consent under the Town and Country Planning (Control of Advertisements) Regulations 1989, be decided, granted or refused as stated in the report to this Committee for this date in respect of Case No. 17/02711/OUT and other applications considered be amended as in the minutes of this meeting, and the requisite notices issued; the granting of any permission or consent shall not constitute approval, permission or consent by this Committee or the Council for any other purpose;

(b) having considered representations from the agent for the applicant speaking against the recommendation to refuse and notwithstanding the officer's recommendation, an application for planning permission for change of use of lower ground floor to boxing gym (Use Class D2 – Assembly and Leisure) (retrospective), demolition of existing porch and provision of 5 car parking spaces (resubmission of application 17/02077/FUL) at The Wharnccliffe Hotel, 127 Bevercotes Road (Case No. 17/04213/FUL) be granted, and the determination of conditions be delegated to the Chief Planning Officer, in consultation with a co-Chair of the Committee;

(c) (i) following consideration of additional objections, additional petition signatures and comments from the South Yorkshire Police and an amendment to Condition 1, as outlined in a supplementary report circulated at the meeting, and, (ii) subject to an amendment to Condition 6 to include reference to walls, coping stones and public art, as outlined verbally at the meeting and, (iii) following consideration of representations from a member of the public speaking against the application, and from a representative of the applicant speaking in favour of the application, an application submitted by the Council for public realm improvements to Fitzalan Square and access enhancements to Esperanto Place, including demolition of 31-35 Arundel Gate and existing structures at Fitzalan Square and Esperanto Place

(Case No. 17/04081/RG3) be granted, conditionally;

(d) following consideration of representations from a member of the public speaking against the application, and from a representative of the applicant speaking in support of the application, an application for planning permission for use of building as a 7-bed house in multiple occupation (HMO) (Use Class Sui Generis) at Crusty's, 86 Richmond Road (Case No. 17/03967/FUL) be granted, conditionally;

(e) subject to amendments to conditions 16 and 17 and an additional condition, as outlined in a supplementary report circulated at the meeting, and following consideration of representations from a representative of the applicant speaking in favour of the application, an application for planning permission for erection of Waste Management Facility comprising Anaerobic Digestion Plant for the processing of biodegradable waste (maximum feedstock of 65,000 tonnes per annum), vehicular access, combined heat and power unit, gas network entry plant, propane tanks, auxiliary flare plant, concrete apron, stores building, site office, bund and associated infrastructure, as amended 27.10.2017 and 17.11.17 at land at Beeley Wood Recycling Village, 2 Beeley Wood Lane (Case No. 17/03725/FUL) be granted, conditionally;

(f) following consideration of representations from residents, and from a representative of the applicant and, subject to an amendment to condition 7, as outlined in a supplementary report circulated at the meeting, and an additional condition preventing the road from Duke Street to South Street being a through route, applications for listed building consent and reserved matters for Park Hill Phase 2 – refurbishment of block to provide 199 residential units (Use Class C3) and 1,963sqm commercial space (A1, A2, A3, A4, B1, D1 and D2 uses), landscaping, car parking and associated works, at Park Hill Estate, Duke Street, Park Hill (Case Nos. 117/03686/LBC and 17/03486/REM) be granted, conditionally;

(g) subject to amendments to conditions, as outlined in a supplementary report circulated at the meeting, and following consideration of representations from a representative of the applicant speaking in favour of the application, an application for planning permission for erection of a 7-storey residential building comprising 62no. apartments (16no. studios and 46 no. one-bed apartments) with associated access, cycle and disabled car parking, landscaping and amenity works at Stepney Street Car Park, Stepney Street (Case No. 17/03675/FUL) be granted, conditionally; and

(h) following consideration of representations at the meeting from three local residents speaking against the application and additional representations as outlined in a supplementary report circulated at the meeting, and, notwithstanding the officer's recommendation, consideration of an application for planning permission for retention of existing café and extensions to form toilets and storage area including changes to opening times to 07.00 to 23.30 on two occasions per month for functions/events (amended plans and description) at Stannington Park, Stannington Road be deferred pending further discussions with the applicant.

8. RECORD OF PLANNING APPEAL SUBMISSIONS AND DECISIONS

- 8.1 The Committee received and noted a report of the Chief Planning Officer 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 at 2:00p.m. on Tuesday, 16 January 2018 at the Town Hall.



SHEFFIELD CITY COUNCIL Planning & Highways Committee

Report of: Director of Culture and Environment

Date: 16th January 2018

Subject:

TOWN AND COUNTRY PLANNING ACT 1990 SECTION 257 PROPOSED DIVERSION OF FOOTPATH BRA\223 (PART 2) OFF CHURCH STREET, STANNINGTON, SHEFFIELD

Author of Report: Mark Reeder 0114 2736125

Summary:

To seek authority to process the Public Path Diversion Order required to divert the public footpath off Church Street, Stannington shown as a black line on the plan attached as Appendix A.

Reasons for Recommendations

Based on the above information the Council is satisfied that the proposed diversion of the footpath is necessary to enable the approved Development to be carried out.

Recommendations:

Members raise no objections to the proposed diversion of the footpath linking Church Street and footpath BRA\66, as shown on the plan included as Appendix A, subject to planning consent and subject to satisfactory arrangements being made with Statutory Undertakers in connection with any of their mains and services that may be affected.

Authority be given to the Director of Legal and Governance to

- a. take all necessary action to divert the footpath by order under the powers contained within Section 257 of the Town and Country Planning Act 1990.
- b. confirm the order as an unopposed order, in the event of no objections being received, or any objections received being resolved and withdrawn prior to the order being confirmed.

Background Papers:

Category of Report: OPEN

DIRECTOR OF CULTURE AND ENVIRONMENT

REPORT TO PLANNING
AND HIGHWAYS COMMITTEE
16th JANUARY 2018

TOWN AND COUNTRY PLANNING ACT 1990 SECTION 257, PROPOSED
DIVERSION OF FOOTPATH BRA\223 (PART 2) OFF CHURCH STREET,
STANNINGTON, SHEFFIELD 6.

1.0 PURPOSE

- 1.1 To seek authority to process the Public Path Diversion Order required to divert the public footpath off Church Street, Stannington shown as a black line on the plan attached as Appendix A, hereby referred to as 'the plan'.

2.0 BACKGROUND

- 2.1 This application is made in conjunction with planning application 17/03904/FUL in which the applicant is seeking approval for the erection of a three storey building to be used as retirement living accommodation in 38 apartments, with communal facilities, landscaping and car parking, on the site of the former Hare and Hounds public house.
- 2.2 In order to enable the approved development to be carried out, it is necessary to re-route the public footpath which runs through the site. To be done legally, a Public Path Diversion Order must first be made and confirmed.
- 2.3 The current route exists following a claim made under section 31 of the Highways Act 1980. This part of the Highways Act allows for the public to claim as "highway" a route that has been in constant use for a period exceeding 20 years. The land owner has accepted the claim and has dedicated the current route of the footpath across their land.

3.0 CONSULTATIONS

- 3.1 Consultations have been carried out with Statutory Undertakers (i.e. utility companies), the Emergency Services, and other relevant bodies, including footpath societies.
- 3.2 Not all the consultees had responded at the time of writing this report. No objections have been received from those that have responded.
- 3.3 If any negative comments relating to the application are received before the Planning and Highways Committee meeting, they will be reported verbally.

4.0 LEGAL IMPLICATIONS

- 4.1 The Director of Legal and Governance has been consulted and has advised that, if the Council is satisfied that the Footpath needs diverting to enable the approved Development to be carried out, it would be appropriate to process the diversion using the powers contained within Section 257 of the Town and Country Planning Act 1990.

5.0 HIGHWAY IMPLICATIONS

- 5.1 BRA\223 is a public footpath that links Church Street and footpath BRA\66, crossing the former cricket ground and site of the now demolished Hare and Hounds public house at Stannington.
- 5.2 A new footpath (shown as a broken black-line on the plan) will commence at Uppergate Road and run alongside the new cul-de-sac (shown cross-hatched on the plan) that is to be provided as part of planning application 17/00783/FUL. In the event that the application 17/00783/FUL is

- unsuccessful this new path will link to the remaining part of footpath BRA\223 (shown as a dotted line on the plan)
- 5.3 Therefore the diversion of the footpath should not adversely affect the public's enjoyment of the area and will have no detrimental effect on the surrounding highway network and its users.
- 6.0 EQUAL OPPORTUNITY IMPLICATIONS
- 6.1 No particular equal opportunity implications arise from the proposals in this report.
- 7.0 ENVIRONMENTAL IMPLICATIONS
- 7.1 No particular environmental implications arise from the proposals in this report.
- 8.0 FINANCIAL IMPLICATIONS
- 8.1 All costs accruing to the Council (Highway Maintenance Division) in association with this proposal will be met by the Applicant (including commuted sums for future maintenance if applicable).
- 8.2 Therefore there will be no increase in liability on the Highway Maintenance revenue budget.
- 9.0 CONCLUSION
- 9.1 The Highway Authority is satisfied that the proposed diversion of the footpath is necessary to enable the approved Development to be carried out. Based on all of the above information, the application is supported.
- 10.0 RECOMMENDATIONS
- 10.1 Members raise no objections to the proposed diversion of the footpath linking Church Street and footpath BRA\66, as shown on the plan included as Appendix A, subject to planning consent and subject to satisfactory arrangements being made with Statutory Undertakers in connection with any of their mains and services that may be affected.
- 10.2 Authority be given to the Director of Legal and Governance to
- c. take all necessary action to divert the footpath by order under the powers contained within Section 257 of the Town and Country Planning Act 1990.
 - d. confirm the order as an unopposed order, in the event of no objections being received, or any objections received being resolved and withdrawn prior to the order being confirmed.

Philip Beecroft
Head of Highway Maintenance

16th January 2018

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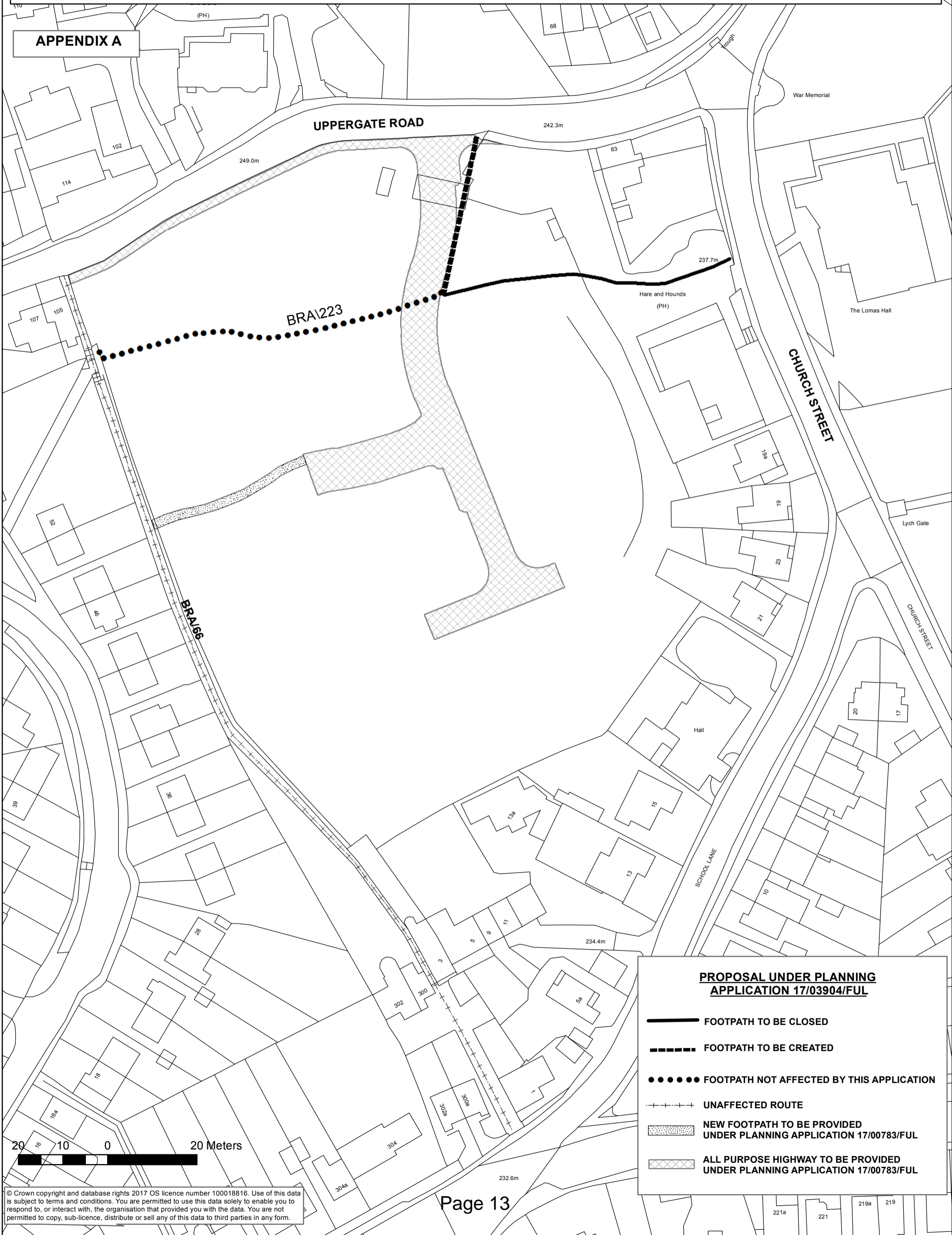


Highway Records
 Highway Maintenance Division
 Culture and Environment
 Howden House
 Union Street
 Sheffield
 S1 2SH

**TOWN AND COUNTRY PLANNING ACT 1990 SECTION 257
 PROPOSED DIVERSION OF FOOTPATH BRA/223 (PART 2)
 BETWEEN UPPER GATE ROAD AND CHURCH STREET,
 STANNINGTON, SHEFFIELD 6**



APPENDIX A



PROPOSAL UNDER PLANNING APPLICATION 17/03904/FUL

- FOOTPATH TO BE CLOSED
- FOOTPATH TO BE CREATED
- FOOTPATH NOT AFFECTED BY THIS APPLICATION
- UNAFFECTED ROUTE
- NEW FOOTPATH TO BE PROVIDED UNDER PLANNING APPLICATION 17/00783/FUL
- ALL PURPOSE HIGHWAY TO BE PROVIDED UNDER PLANNING APPLICATION 17/00783/FUL



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SHEFFIELD CITY COUNCIL Planning & Highways Committee Report

Report of: Director of City Growth Service

Date: 16 January 2018

Subject: Tree Preservation Order No.408, (33 & 37 Botanical Road, Sheffield, S11 8RP)

Author of Report: Sam Thorn, Urban and Environmental Design Team

Summary: To seek confirmation of Tree Preservation Orders No. 408

Reasons for Recommendation

To protect a tree of visual amenity value to the locality

Recommendations Tree Preservation Orders No. 408 should be confirmed.

Background Papers: A) Tree Preservation Orders No. 408 and map attached.
B) Tree Evaluation Method for Preservation Orders (TEMPO) assessment for TPO 408.

Category of Report: OPEN

REPORT TO PLANNING & HIGHWAYS COMMITTEE
16th JANUARY 2018

TREE PRESERVATION ORDER NO. 408
33 & 37 BOTANICAL ROAD, SHEFFIELD, S11 8RP

1.0 PURPOSE

1.1 To seek confirmation of Tree Preservation Order No. 408.

2.0 BACKGROUND

2.1 Tree Preservation Order No.408 was made on 21st September 2017 to protect two mature lime trees in the front gardens of 33 & 37 Botanical Road. A copy of the order with its accompanying map is attached as Appendix A.

2.2 The properties of 33 & 37 Botanical Road are located within a designated '*Area of Special Character*', a lesser designation than a full *Conservation Area*. A planning Application was submitted for a side extension to 33 which included a large driveway in the front garden which cut into the bank and Root Protection Area of these trees.

2.3 Such significant excavations at the base of these trees would almost certainly have led to the loss of one, possibly both specimens.

2.3 No objections to the order have been received.

3.0 VISUAL AMENITY ASSESSMENT

3.1 The trees are large, mature specimens and of significant amenity value when viewed from Botanical Road and the adjacent roads of Ecclesall Road and Wilson Road. They are considered to contribute positively to the visual amenity of the area.

3.2 A Tree Evaluation Method for Preservation Orders (TEMPO) assessment was carried out by the Landscape Planning Officer and a Community Tree Officer from SCC's Trees and Woodlands Team and is attached as Appendix B. The assessment produced a clear recommendation for protection.

4.0 EQUAL OPPORTUNITIES IMPLICATIONS

4.1 There are no equal opportunities implications.

5.0 ENVIRONMENTAL AND PROPERTY IMPLICATIONS

5.1 There are no environmental and property implications based on the information provided.

5.2 Protection of the tree detailed in Tree Preservation Order No.408 will benefit the visual amenity of the local environment.

6.0 FINANCIAL IMPLICATIONS

6.1 There are no financial implications.

7.0 LEGAL IMPLICATIONS

7.1 A local authority may make a Tree Preservation Order (TPO) where it appears that it is expedient in the interests of amenity to make provision for the preservation of trees or woodlands in their area (section 198, Town and Country Planning Act 1990).

7.2 A TPO may prohibit the cutting, topping, lopping or uprooting of the trees which are the subject of the order. It may also prohibit the wilful damage or destruction of those trees. Any person who contravenes a TPO shall be guilty of an offence and liable to receive a fine of up to £20,000.

7.3 The local authority may choose to confirm a TPO it has made. If an order is confirmed, it will continue to have legal effect until such point as it is revoked. If an order is not confirmed, it will expire and cease to have effect 6 months after it was originally made.

7.4 A local authority may only confirm an order after considering any representations made in respect of that order. No such representations have been received in respect of Tree Preservation Order No.408.

8.0 RECOMMENDATION

8.1 Recommend Provisional Tree Preservation Order No.408 be confirmed.

Rob Murfin, Chief Planning Officer

16th January 2018

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Appendix A

Tree Preservation Orders No. 408 and map.

Tree Preservation Order

Town and Country Planning Act 1990

The Tree Preservation Order No 408 (2017)

33 & 37 Botanical Road, Sheffield, S11 8RP

The Sheffield City Council, in exercise of the powers conferred on them by section 198 of the Town and Country Planning Act 1990 make the following Order—

Citation

1. This Order may be cited as Tree Preservation Order No 408 (2017) – 33 & 37 Botanical Road, Sheffield, S11 8RP

Interpretation

2. (1) In this Order “the authority” means the Sheffield City Council.
(2) In this Order any reference to a numbered section is a reference to the section so numbered in the Town and Country Planning Act 1990 and any reference to a numbered regulation is a reference to the regulation so numbered in the Town and Country Planning (Tree Preservation)(England) Regulations 2012.

Effect

3. (1) Subject to article 4, this Order takes effect provisionally on the date on which it is made.
(2) Without prejudice to subsection (7) of section 198 (power to make tree preservation orders) or subsection (1) of section 200 (tree preservation orders: Forestry Commissioners) and, subject to the exceptions in regulation 14, no person shall—
(aa) cut down, top, lop, uproot, wilfully damage, or wilfully destroy; or
(bb) cause or permit the cutting down, topping, lopping, uprooting, wilful damage or wilful destruction of,
any tree specified in the Schedule to this Order except with the written consent of the authority in accordance with regulations 16 and 17, or of the Secretary of State in accordance with regulation 23, and, where such consent is given subject to conditions, in accordance with those conditions.

Application to trees to be planted pursuant to a condition

4. In relation to any tree identified in the first column of the Schedule by the letter “C”, being a tree to be planted pursuant to a condition imposed under paragraph (a) of section 197 (planning permission to include appropriate provision for preservation and planting of trees), this Order takes effect as from the time when the tree is planted.

Dated this 21st September 2017

EXECUTED AS A DEED)
By Sheffield City Council)
whose common seal was)
hereunto affixed in the presence of)


Duty Authorised Signatory



17.904.3711

SCHEDULE

Specification of trees

Trees specified individually

(encircled in black on the map)

<i>Reference on map</i>	<i>Description</i>	<i>Situation</i>
T1	Tilia Spp (Lime)	OS Grid Ref: SK 333 860
T2	Tilia Spp (Lime)	

Trees specified by reference to an area

(within a dotted black line on the map)

<i>Reference on map</i>	<i>Description</i>	<i>Situation</i>
	None	

Groups of trees

(within a broken black line on the map)

<i>Reference on map</i>	<i>Description (including number of trees of each species in the group)</i>	<i>Situation</i>
	None	

Woodlands

(within a continuous black line on the map)

<i>Reference on map</i>	<i>Description</i>	<i>Situation</i>
	None	

NOTES / REVISIONS:

Notes:

The use of this data acts as agreement to the following statements:
 a. Copyright Sheffield City Council. All rights reserved in Chapter IV of the Copyright, Designs and Patents Act 1988 have been generally asserted
 b. Do not scale from this drawing
 c. All dimensions to be checked on site
 d. Report any discrepancies or omissions to the Landscape Architect and Contract Administrator before proceeding
 e. This document is to be read in conjunction with the specification and all other contract documentation.
 f. This map is based on Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office. Crown copyright and database rights Ordnance Survey 100018816 2013

TREE SCHEDULE

TREE SPECIFIED INDIVIDUALLY



(Encircled in black on map)

- T1 Tilia Spp (Lime)
- T2 Tilia Spp (Lime)

- TRESS SPECIFIED BY REFERENCE TO A GROUP - None

TREES SPECIFIED BY REFERENCE TO AN AREA - None

TREES SPECIFIED BY REFERENCE TO AREA - None

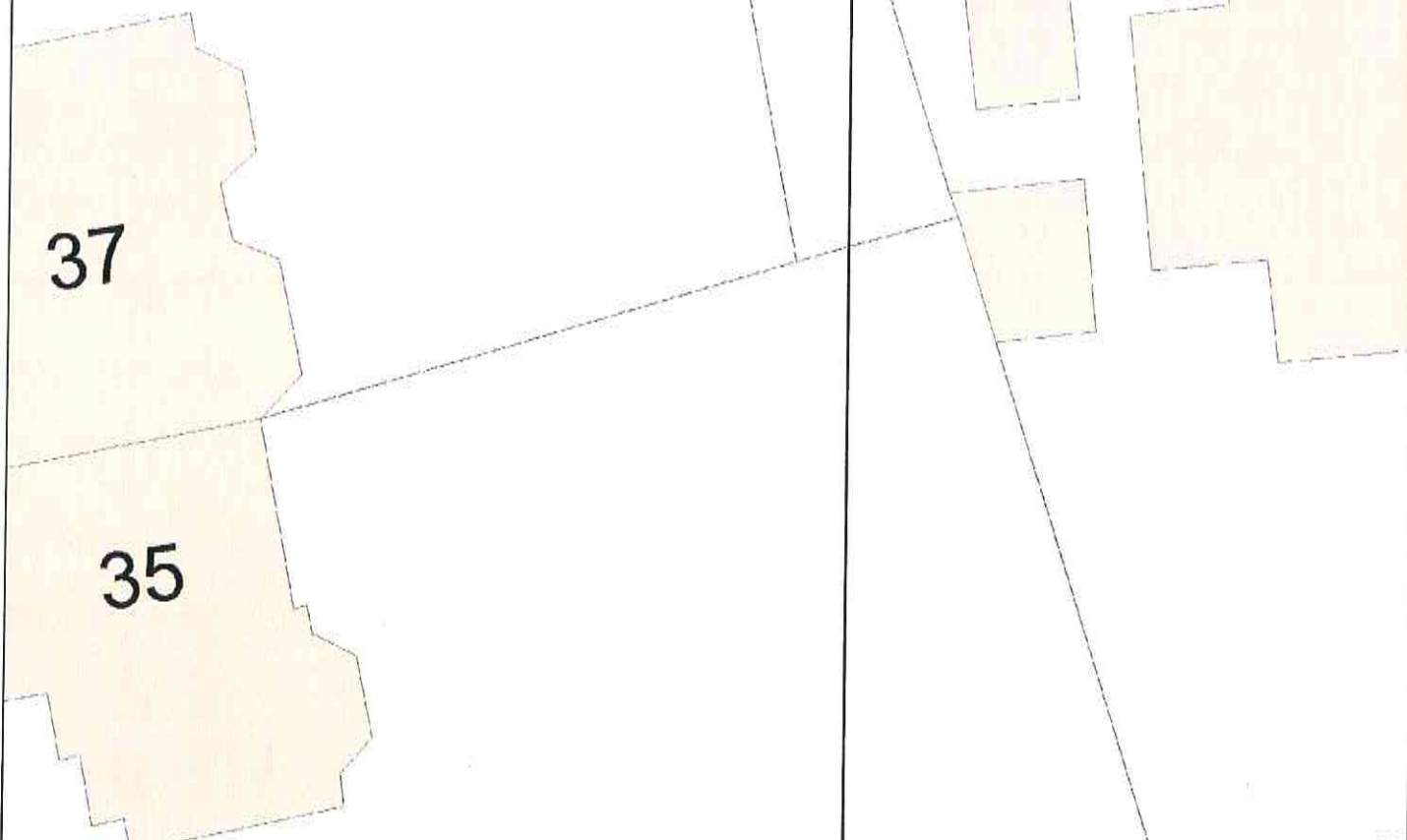
OS Grid Reference SK SK33860

SHEFFIELD CITY COUNCIL DEVELOPMENT SERVICES URBAN AND ENVIRONMENTAL DESIGN	
SCHEME Tree Preservation Order No. 408	
TITLE 33 & 37 Botanical Road	
SCALE 1:200 @ A4	
Drawn by ST	Checked by Date: September 2017
Drawing No. A4/UE/808/408/ Rev 1	



17.904.37(1)

[Signature]
Duty Authorised Signatory



Appendix B

Tree Evaluation Method for Preservation Orders (TEMPO) assessment for TPO 408.

TREE EVALUATION METHOD FOR PRESERVATION ORDERS - TEMPO

SURVEY DATA SHEET & DECISION GUIDE

Date: 06.09.17 Surveyor: SAM THORN

Tree details
 TPO Ref (if applicable): Tree/Group No: Species: LIME
 Owner (if known): Location: 33 BOTANICAL ROAD

REFER TO GUIDANCE NOTE FOR ALL DEFINITIONS

Part 1: Amenity assessment

a) Condition & suitability for TPO; where trees in good or fair condition have poor form, deduct 1 point

- 5) Good Highly suitable
- 3) Fair Suitable
- 1) Poor Unlikely to be suitable
- 0) Dead/dying/dangerous* Unsuitable

* Relates to existing context and is intended to apply to severe irremediable defects only

Score & Notes
 5 - CLEARLY VISIBLE FROM TOP/BOTTOM OF STREET

b) Retention span (in years) & suitability for TPO

- 5) 100+ Highly suitable
- 4) 40-100 Very suitable
- 2) 20-40 Suitable
- 1) 10-20 Just suitable
- 0) <10* Unsuitable

*Includes trees which are an existing or near future nuisance, including those clearly outgrowing their context, or which are significantly negating the potential of other trees of better quality

Score & Notes
 4 ALL HEALTHY KNOWN WITH NO SIGNS OF DISEASE

c) Relative public visibility & suitability for TPO

Consider realistic potential for future visibility with changed land use

- 5) Very large trees with some visibility, or prominent large trees Highly suitable
- 4) Large trees, or medium trees clearly visible to the public Suitable
- 3) Medium trees, or large trees with limited view only Suitable
- 2) Young, small, or medium/large trees visible only with difficulty Barely suitable
- 1) Trees not visible to the public, regardless of size Probably unsuitable

Score & Notes
 5. VERY MAJOR + VISIBLE SPECIMEN

d) Other factors

Trees must have accrued 7 or more points (with no zero score) to qualify

- 5) Principal components of arboricultural features, or veteran trees
- 4) Tree groups, or members of groups important for their cohesion
- 3) Trees with identifiable historic, commemorative or habitat importance
- 2) Trees of particularly good form, especially if rare or unusual
- 1) Trees with none of the above additional redeeming features (inc. those of indifferent form)

Score & Notes
 1

Part 2: Expediency assessment

Trees must have accrued 9 or more points to qualify

- 5) Immediate threat to tree
- 3) Foreseeable threat to tree
- 2) Perceived threat to tree
- 1) Precautionary only

Score & Notes 5. POTENTIAL EXCAVATIONS WITHIN RPA COULD LEAD TO IRREVERSIBLE DAMAGE

Part 3: Decision guide

- Any 0 Do not apply TPO
- 1-6 TPO indefensible
- 7-11 Does not merit TPO
- 12-15 TPO defensible
- 16+ Definitely merits TPO

Add Scores for Total:
 20

Decision:
 TPO

TREE EVALUATION METHOD FOR PRESERVATION ORDERS (TEMPO)

SURVEY DATA SHEET & DECISION GUIDE

Date: 06/09/2017	Surveyor: Leonie Kapadia
------------------	--------------------------

Tree details		
TPO Ref (if applicable):	Tree/Group No: T2	Species: Lime
Owner (if known): Private	Location: 33 Botanical Road, Sheffield, S11 8RP	

REFER TO GUIDANCE NOTE FOR ALL DEFINITIONS

Part 1: Amenity assessment

a) Condition & suitability for TPO

- | | |
|---------------------|-------------------------|
| 5) Good | Highly suitable |
| 3) Fair | Suitable |
| 1) Poor | Unlikely to be suitable |
| 0) Dead | Unsuitable |
| 0) Dying/dangerous* | Unsuitable |

<p>Score & Notes</p> <p>4 – Overall conditional and vitality good. No fungal fruiting bodies or decay cavities. 1 point deducted due to some minor poor pruning leaving one branch stub over the drive way only.</p>

* Relates to existing context and is intended to apply to severe irremediable defects only

b) Retention span (in years) & suitability for TPO

- | | |
|-----------|-----------------|
| 5) 100+ | Highly suitable |
| 4) 40-100 | Very suitable |
| 2) 20-40 | Suitable |
| 1) 10-20 | Just suitable |
| 0) <10* | Unsuitable |

<p>Score & Notes</p> <p>4 – Very likely to attain further lifespan of 40+ years</p>
--

*Includes trees which are an existing or near future nuisance, including those clearly outgrowing their context, or which are significantly negating the potential of other trees of better quality

c) Relative public visibility & suitability for TPO

Consider realistic potential for future visibility with changed land use

- | | |
|---|---------------------|
| 5) Very large trees with some visibility, or prominent large trees | Highly suitable |
| 4) Large trees, or medium trees clearly visible to the public | Suitable |
| 3) Medium trees, or large trees with limited view only | Suitable |
| 2) Young, small, or medium/large trees visible only with difficulty | Barely suitable |
| 1) Trees not visible to the public, regardless of size | Probably unsuitable |

<p>Score & Notes</p> <p>4 – Visible from Ecclesall Rd and Botanical Rd</p>

d) Other factors

Trees must have accrued 7 or more points (with no zero score) to qualify

- | |
|--|
| 5) Principal components of arboricultural features, or veteran trees |
| 4) Tree groups, or members of groups important for their cohesion |
| 3) Trees with identifiable historic, commemorative or habitat importance |
| 2) Trees of particularly good form, especially if rare or unusual |
| 1) Trees with none of the above additional redeeming features |

<p>Score & Notes</p> <p align="center">1</p>

Part 2: Expediency assessment

Trees must have accrued 9 or more points to qualify

- | |
|-------------------------------|
| 5) Immediate threat to tree |
| 3) Foreseeable threat to tree |
| 2) Perceived threat to tree |
| 1) Precautionary only |

<p>Score & Notes</p> <p>5 – Development ongoing at no. 33 Botanical Road</p>

Part 3: Decision guide

- | | |
|-------|-----------------------|
| Any 0 | Do not apply TPO |
| 1-6 | TPO indefensible |
| 7-10 | Does not merit TPO |
| 11-14 | TPO defensible |
| 15+ | Definitely merits TPO |

<p>Add Scores for Total:</p> <p align="center">18</p> <p align="center">Page 25</p>

<p>Decision:</p> <p align="center">Definitely merits TPO</p>

TREE EVALUATION METHOD FOR PRESERVATION ORDERS (TEMPO)

SURVEY DATA SHEET & DECISION GUIDE

Date: 06/09/2017	Surveyor: Leonie Kapadia
------------------	--------------------------

Tree details		
TPO Ref (if applicable):	Tree/Group No: T1	Species: Lime
Owner (if known): Private	Location: 37 Botanical Road, Sheffield, S11 8RP	

REFER TO GUIDANCE NOTE FOR ALL DEFINITIONS

Part 1: Amenity assessment

a) Condition & suitability for TPO

- | | |
|---------------------|-------------------------|
| 5) Good | Highly suitable |
| 3) Fair | Suitable |
| 1) Poor | Unlikely to be suitable |
| 0) Dead | Unsuitable |
| 0) Dying/dangerous* | Unsuitable |

* Relates to existing context and is intended to apply to severe irremediable

Score & Notes
4 – Overall conditional and vitality good. No fungal fruiting bodies or decay cavities. 1 point deducted due to some minor poor pruning leaving some small branch stubs over roadside only. (Small area of base and main stem inaccessible due to tools storage in surrounding treehouse).

b) Retention span (in years) & suitability for TPO

- | | |
|-----------|-----------------|
| 5) 100+ | Highly suitable |
| 4) 40-100 | Very suitable |
| 2) 20-40 | Suitable |
| 1) 10-20 | Just suitable |
| 0) <10* | Unsuitable |

*Includes trees which are an existing or near future nuisance, including those clearly outgrowing their context, or which are significantly negating the potential of other trees of better quality

Score & Notes
4 – Very likely to attain further lifespan of 40+ years

c) Relative public visibility & suitability for TPO

Consider realistic potential for future visibility with changed land use

- | | |
|---|---------------------|
| 5) Very large trees with some visibility, or prominent large trees | Highly suitable |
| 4) Large trees, or medium trees clearly visible to the public | Suitable |
| 3) Medium trees, or large trees with limited view only | Suitable |
| 2) Young, small, or medium/large trees visible only with difficulty | Barely suitable |
| 1) Trees not visible to the public, regardless of size | Probably unsuitable |

Score & Notes
4 – Visible from Ecclesall Rd and Botanical Rd

d) Other factors

Trees must have accrued 7 or more points (with no zero score) to qualify

- | |
|--|
| 5) Principal components of arboricultural features, or veteran trees |
| 4) Tree groups, or members of groups important for their cohesion |
| 3) Trees with identifiable historic, commemorative or habitat importance |
| 2) Trees of particularly good form, especially if rare or unusual |
| 1) Trees with none of the above additional redeeming features |

Score & Notes
1

Part 2: Expediency assessment

Trees must have accrued 9 or more points to qualify

- | |
|-------------------------------|
| 5) Immediate threat to tree |
| 3) Foreseeable threat to tree |
| 2) Perceived threat to tree |
| 1) Precautionary only |

Score & Notes
5 – Development ongoing at no. 33 Botanical Road

Part 3: Decision guide

- | | |
|-------|-----------------------|
| Any 0 | Do not apply TPO |
| 1-6 | TPO indefensible |
| 7-10 | Does not merit TPO |
| 11-14 | TPO defensible |
| 15+ | Definitely merits TPO |

Add Scores for Total:
18

Decision:
Definitely merits TPO



SHEFFIELD CITY COUNCIL

Planning & Highways Committee Report

Report of: Director of City Growth Service

Date: 16 January 2018

Subject: No.409 (Westwood House, 11 Brocco Bank, Sheffield, S11 8RQ)

Author of Report: Sam Thorn, Urban and Environmental Design Team

Summary: To seek confirmation of Tree Preservation Orders No. 409

Reasons for Recommendation

To protect a tree of visual amenity value to the locality

Recommendations Tree Preservation Orders No. 409 should be confirmed.

Background Papers: A) Tree Preservation Orders No. 409 and map attached
B) Tree Evaluation Method for Preservation Orders (TEMPO) assessment for TPO 409.

Category of Report: OPEN

TREE PRESERVATION ORDER NO. 409
11 BROCCO BANK, SHEFFIELD, S11 8RQ

1.0 PURPOSE

1.1 To seek confirmation of Tree Preservation Order No. 409.

2.0 BACKGROUND

2.1 Tree Preservation Order No.409 was made on 21st September 2017 to protect a mature Monterey Pine in the garden of 11 Brocco Bank. A copy of the order with its accompanying map is attached as Appendix A.

2.2 The property is located within a designated '*Area of Special Character*', a lesser designation than a full *Conservation Area*. A planning Application was submitted for the conversion of the house into several apartments, including alterations to the garden so as to create off-street parking.

2.3 The proposed carpark layout originally involved the removal and reconstruction of a retaining wall directly at the base of the tree. This would have required significant excavations and caused severe disruption to the root system of the tree, almost certainly leading to its loss.

2.4 No objections to the order have been received.

3.0 VISUAL AMENITY ASSESSMENT

3.1 The trees is a large, mature specimens and of significant amenity value when viewed from Brocco Bank and the adjacent street. It is considered to contribute to the visual amenity and the leafy character of the neighbourhood.

3.2 A Tree Evaluation Method for Preservation Orders (TEMPO) assessment was carried out by the Landscape Planning Officer and Community Tree Officer from Trees and Woodlands Team and is attached as Appendix B. The assessment produced a clear recommendation for protection.

4.0 EQUAL OPPORTUNITIES IMPLICATIONS

4.1 There are no equal opportunities implications.

5.0 ENVIRONMENTAL AND PROPERTY IMPLICATIONS

5.1 There are no environmental and property implications based on the information provided.

5.2 Protection of the tree detailed in Tree Preservation Order No.409 will benefit the visual amenity of the local environment.

6.0 FINANCIAL IMPLICATIONS

6.1 There are no financial implications.

7.0 LEGAL IMPLICATIONS

7.1 A local authority may make a Tree Preservation Order (TPO) where it appears that it is expedient in the interests of amenity to make provision for the preservation of trees or woodlands in their area (section 198, Town and Country Planning Act 1990).

7.2 A TPO may prohibit the cutting, topping, lopping or uprooting of the trees which are the subject of the order. It may also prohibit the wilful damage or destruction of those trees. Any person who contravenes a TPO shall be guilty of an offence and liable to receive a fine of up to £20,000.

7.3 The local authority may choose to confirm a TPO it has made. If an order is confirmed, it will continue to have legal effect until such point as it is revoked. If an order is not confirmed, it will expire and cease to have effect 6 months after it was originally made.

7.4 A local authority may only confirm an order after considering any representations made in respect of that order. No such representations have been received in respect of Tree Preservation Order No.409.

8.0 RECOMMENDATION

8.1 Recommend Provisional Tree Preservation Order No.409 be confirmed.

Rob Murfin, Chief Planning Officer

16th January 2018

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Appendix A

Tree Preservation Orders No. 409 and map

Tree Preservation Order

Town and Country Planning Act 1990

The Tree Preservation Order No 409 (2017)

11 Brocco Bank, Sheffield, S11 8RQ

The Sheffield City Council, in exercise of the powers conferred on them by section 198 of the Town and Country Planning Act 1990 make the following Order—

Citation

1. This Order may be cited as Tree Preservation Order No 409 (2017) – 11 Brocco Bank, Sheffield, S11 8RQ

Interpretation

2. (1) In this Order “the authority” means the Sheffield City Council.
(2) In this Order any reference to a numbered section is a reference to the section so numbered in the Town and Country Planning Act 1990 and any reference to a numbered regulation is a reference to the regulation so numbered in the Town and Country Planning (Tree Preservation)(England) Regulations 2012.

Effect

3. (1) Subject to article 4, this Order takes effect provisionally on the date on which it is made.
(2) Without prejudice to subsection (7) of section 198 (power to make tree preservation orders) or subsection (1) of section 200 (tree preservation orders: Forestry Commissioners) and, subject to the exceptions in regulation 14, no person shall—
(aa) cut down, top, lop, uproot, wilfully damage, or wilfully destroy; or
(bb) cause or permit the cutting down, topping, lopping, uprooting, wilful damage or wilful destruction of,
any tree specified in the Schedule to this Order except with the written consent of the authority in accordance with regulations 16 and 17, or of the Secretary of State in accordance with regulation 23, and, where such consent is given subject to conditions, in accordance with those conditions.

Application to trees to be planted pursuant to a condition

4. In relation to any tree identified in the first column of the Schedule by the letter “C”, being a tree to be planted pursuant to a condition imposed under paragraph (a) of section 197 (planning permission to include appropriate provision for preservation and planting of trees), this Order takes effect as from the time when the tree is planted.

Dated this 21st September 2017

EXECUTED AS A DEED)
By Sheffield City Council)
whose common seal was)
hereunto affixed in the presence of)


David Sellers
Duty Authorised Signatory



17.904.3110

SCHEDULE

Specification of trees

Trees specified individually

(encircled in black on the map)

<i>Reference on map</i>	<i>Description</i>	<i>Situation</i>
T1	Pinus Radiata (Monterey Pine)	OS Grid Ref: SK 333 860

Trees specified by reference to an area

(within a dotted black line on the map)

<i>Reference on map</i>	<i>Description</i>	<i>Situation</i>
	None	

Groups of trees

(within a broken black line on the map)

<i>Reference on map</i>	<i>Description (including number of trees of each species in the group)</i>	<i>Situation</i>
	None	

Woodlands

(within a continuous black line on the map)

<i>Reference on map</i>	<i>Description</i>	<i>Situation</i>
	None	

NOTES / REVISIONS:

Notes:

The use of this data acts as agreement to the following statements:
 a. Copyright Sheffield City Council. All rights reserved in Chapter IV of the Copyright, Designs and Patents Act 1988 have been generally asserted
 b. Do not scale from this drawing
 c. All dimensions to be checked on site
 d. Report any discrepancies or omissions to the Land Architect and Contract Administrator before proceeding
 e. This document is to be read in conjunction with the specification and all other contract documentation
 f. This map is based on Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office. Crown copyright and database rights Ordnance Survey 100018816 2013

TREE SCHEDULE

TREE SPECIFIED INDIVIDUALLY



(Encircled in black on map)

T1 Pinus Radiata (Monterey Pine)

- TRESS SPECIFIED BY REFERENCE TO A GROUP - None

TREES SPECIFIED BY REFERENCE TO AN AREA - None

TREES SPECIFIED BY REFERENCE TO AREA - None

OS Grid Reference SK333660

**SHEFFIELD CITY COUNCIL
 DEVELOPMENT SERVICES
 URBAN AND ENVIRONMENTAL DESIGN**

Scheme: Tree Preservation Order
 No. 409

Title: 11 Brocco Bank

Scale: 1:500 @ A4

Drawn by: ST
Checked by: []
Date: September 2017

Drawings: A4/JED/808/409/ Rev1

CAD FILE NAME:



[Signature]
 David Walker
 Duty Authorised Signatory

17.904.310

ROAD

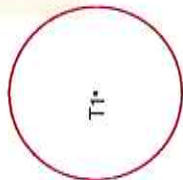
125.0m
 125.0

23

40

El Sub Sta

11



T1

118.5m

39

13

41

34

40

Appendix B

Tree Evaluation Method for Preservation Orders (TEMPO) assessment for TPO 409.

TREE EVALUATION METHOD FOR PRESERVATION ORDERS - TEMPO

SURVEY DATA SHEET & DECISION GUIDE

Date: 06.09.17 Surveyor: SAM THORN

Tree details
 TPO Ref (if applicable): Tree/Group No: Species: LIME
 Owner (if known): Location: 33 BOTANICAL ROAD

REFER TO GUIDANCE NOTE FOR ALL DEFINITIONS

Part 1: Amenity assessment

a) Condition & suitability for TPO; where trees in good or fair condition have poor form, deduct 1 point

- 5) Good Highly suitable
- 3) Fair Suitable
- 1) Poor Unlikely to be suitable
- 0) Dead/dying/dangerous* Unsuitable

* Relates to existing context and is intended to apply to severe irremediable defects only

Score & Notes
 5 - CLEARLY VISIBLE FROM TOP/BOTTOM OF STREET

b) Retention span (in years) & suitability for TPO

- 5) 100+ Highly suitable
- 4) 40-100 Very suitable
- 2) 20-40 Suitable
- 1) 10-20 Just suitable
- 0) <10* Unsuitable

*Includes trees which are an existing or near future nuisance, including those clearly outgrowing their context, or which are significantly negating the potential of other trees of better quality

Score & Notes
 4 ALL HEALTHY KNOWN WITH NO SIGNS OF DISEASE

c) Relative public visibility & suitability for TPO

Consider realistic potential for future visibility with changed land use

- 5) Very large trees with some visibility, or prominent large trees Highly suitable
- 4) Large trees, or medium trees clearly visible to the public Suitable
- 3) Medium trees, or large trees with limited view only Suitable
- 2) Young, small, or medium/large trees visible only with difficulty Barely suitable
- 1) Trees not visible to the public, regardless of size Probably unsuitable

Score & Notes
 5. VERY MAJOR + VISIBLE SPECIMEN

d) Other factors

Trees must have accrued 7 or more points (with no zero score) to qualify

- 5) Principal components of arboricultural features, or veteran trees
- 4) Tree groups, or members of groups important for their cohesion
- 3) Trees with identifiable historic, commemorative or habitat importance
- 2) Trees of particularly good form, especially if rare or unusual
- 1) Trees with none of the above additional redeeming features (inc. those of indifferent form)

Score & Notes
 1

Part 2: Expediency assessment

Trees must have accrued 9 or more points to qualify

- 5) Immediate threat to tree
- 3) Foreseeable threat to tree
- 2) Perceived threat to tree
- 1) Precautionary only

Score & Notes 5. POTENTIAL EXCAVATIONS WITHIN KPA COULD LEAD TO IRREVERSIBLE DAMAGE

Part 3: Decision guide

- Any 0 Do not apply TPO
- 1-6 TPO indefensible
- 7-11 Does not merit TPO
- 12-15 TPO defensible
- 16+ Definitely merits TPO

Add Scores for Total:
 20

Decision:
 TPO

TREE EVALUATION METHOD FOR PRESERVATION ORDERS (TEMPO)

SURVEY DATA SHEET & DECISION GUIDE

Date: 06/09/2017	Surveyor: Leonie Kapadia
------------------	--------------------------

Tree details		
TPO Ref (if applicable):	Tree/Group No: T1	Species: Pinus Radiata (Monterey Pine)
Owner (if known):	Location: Westwood House, 11 Brocco Bank, Sheffield	

REFER TO GUIDANCE NOTE FOR ALL DEFINITIONS

Part 1: Amenity assessment

a) Condition & suitability for TPO

- | | |
|---------------------|-------------------------|
| 5) Good | Highly suitable |
| 3) Fair | Suitable |
| 1) Poor | Unlikely to be suitable |
| 0) Dead | Unsuitable |
| 0) Dying/dangerous* | Unsuitable |

<p>Score & Notes</p> <p>5 – Tree is in overall excellent condition, vitality and form. There has been some minor crown lifting on the building side but this does not affect the form when viewed from nearby streets.</p>

* Relates to existing context and is intended to apply to severe irremediable defects only

b) Retention span (in years) & suitability for TPO

- | | |
|-----------|-----------------|
| 5) 100+ | Highly suitable |
| 4) 40-100 | Very suitable |
| 2) 20-40 | Suitable |
| 1) 10-20 | Just suitable |
| 0) <10* | Unsuitable |

<p>Score & Notes</p> <p>2 – Average lifespan for this species is 80-90 years. Predicted remaining lifespan of 20-40 years but at the upper end of this range, and could potentially exceed it.</p>

*Includes trees which are an existing or near future nuisance, including those clearly outgrowing their context, or which are significantly negating the potential of other trees of better quality

c) Relative public visibility & suitability for TPO

Consider realistic potential for future visibility with changed land use

- | | |
|---|---------------------|
| 5) Very large trees with some visibility, or prominent large trees | Highly suitable |
| 4) Large trees, or medium trees clearly visible to the public | Suitable |
| 3) Medium trees, or large trees with limited view only | Suitable |
| 2) Young, small, or medium/large trees visible only with difficulty | Barely suitable |
| 1) Trees not visible to the public, regardless of size | Probably unsuitable |

<p>Score & Notes</p> <p>4 – Clearly visible from Brocco Bank, Botanical Rd and many surrounding roads and buildings.</p>

d) Other factors

Trees must have accrued 7 or more points (with no zero score) to qualify

- | |
|--|
| 5) Principal components of arboricultural features, or veteran trees |
| 4) Tree groups, or members of groups important for their cohesion |
| 3) Trees with identifiable historic, commemorative or habitat importance |
| 2) Trees of particularly good form, especially if rare or unusual |
| 1) Trees with none of the above additional redeeming features |

<p>Score & Notes</p>

2 – Unusual pine species for Sheffield and an excellent specimen. Only two other pines noted in this locality (1 in another garden and 1 in the Botanical Gardens). Even more highly visible in winter as few coniferous trees in this area. Of additional value as Brocco Bank has heavy traffic emissions. Tree has nest box affixed and blue tit observed using box at earlier inspection.

Part 2: Expediency assessment

Trees must have accrued 9 or more points to qualify

- | |
|-------------------------------|
| 5) Immediate threat to tree |
| 3) Foreseeable threat to tree |
| 2) Perceived threat to tree |
| 1) Precautionary only |

<p>Score & Notes</p> <p>1 – Precautionary after recent re-development</p>
--

Part 3: Decision guide

- | | |
|-------|-----------------------|
| Any 0 | Do not apply TPO |
| 1-6 | TPO indefensible |
| 7-10 | Does not merit TPO |
| 11-14 | TPO defensible |
| 15+ | Definitely merits TPO |

<p>Add Scores for Total:</p> <p style="text-align: center; font-size: 1.2em;">14</p>	<p>Decision:</p> <p style="text-align: center; font-size: 1.2em;">TPO defensible</p>
---	---

Part 1: a) Condition and Suitability for TPO



Part 1: b) Relative Public visibility and Suitability for TPO

View of Tree from Endcliffe Terrace Road and Brocco Bank



Part 1: b) Relative Public visibility and Suitability for TPO

View of Tree from Wigfull Road and Botanical Road



Part 1: d) Other factors

Habitat importance: Blue tit nesting March 2016



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SHEFFIELD CITY COUNCIL Planning & Highways Committee Report

Report of: Director of City Growth Service

Date: 16 January 2018

Subject: Tree Preservation Order No.415 (land adjacent to Spring Lane, Sheffield, OS Grid Reference SK373855)

Author of Report: Sam Thorn, Urban and Environmental Design Team

Summary: To seek confirmation of Tree Preservation Orders No. 415

Reasons for Recommendation

To protect a tree of visual amenity value to the locality

Recommendations Tree Preservation Orders No. 415 should be confirmed.

Background Papers: A) Tree Preservation Orders No. 415 and map attached
B) Tree Evaluation Method for Preservation Orders (TEMPO) assessment for TPO 415.

Category Report: OPEN

TREE PRESERVATION ORDER NO. 415
SITE ADJACENT TO SPRING LANE, S2 1GF

1.0 PURPOSE

1.1 To seek confirmation of Tree Preservation Order No. 415.

2.0 BACKGROUND

2.1 Tree Preservation Order No.415 was made on 29th September 2017 to protect an establish belt of trees along the site boundary with Spring Lane and Park Grange Road. A copy of the order with its accompanying map is attached as Appendix A.

2.2 A planning application was submitted for development of the site for multiple housing. Although the majority of these trees were shown as being retained, without some form of legal protection in place, there is a high probability that they may be removed once the indivial houses are sold off.

2.3 The site is to is located within an area of the city lacking significant amounts of established tree-cover, making their retention particularly important

2.4 No objections to the order have been received.

3.0 VISUAL AMENITY ASSESSMENT

3.1 The trees are well-established specimens, providing significant visual amenity and maturity to the site. They are considered to contribute to the visual amenity of the site in an area of the city sadly lacking significant tree-cover.

3.2 A Tree Evaluation Method for Preservation Orders (TEMPO) assessment was carried out by the Landscape Planning Officer and Community Tree Officer, Trees and Woodlands Team and is attached as Appendix B. The assessment produced a clear recommendation for protection.

4.0 EQUAL OPPORTUNITIES IMPLICATIONS

4.1 There are no equal opportunities implications.

5.0 ENVIRONMENTAL AND PROPERTY IMPLICATIONS

5.1 There are no environmental and property implications based on the information provided.

5.2 Protection of the tree detailed in Tree Preservation Order No.415 will benefit the visual amenity of the local environment.

6.0 FINANCIAL IMPLICATIONS

6.1 There are no financial implications.

7.0 LEGAL IMPLICATIONS

7.1 A local authority may make a Tree Preservation Order (TPO) where it appears that it is expedient in the interests of amenity to make provision for the preservation of trees or woodlands in their area (section 198, Town and Country Planning Act 1990).

7.2 A TPO may prohibit the cutting, topping, lopping or uprooting of the trees which are the subject of the order. It may also prohibit the wilful damage or destruction of those trees. Any person who contravenes a TPO shall be guilty of an offence and liable to receive a fine of up to £20,000.

7.3 The local authority may choose to confirm a TPO it has made. If an order is confirmed, it will continue to have legal effect until such point as it is revoked. If an order is not confirmed, it will expire and cease to have effect 6 months after it was originally made.

7.4 A local authority may only confirm an order after considering any representations made in respect of that order. No such representations have been received in respect of Tree Preservation Order No.415.

8.0 RECOMMENDATION

8.1 Recommend Provisional Tree Preservation Order No.415 be confirmed.

Rob Murfin, Chief Planning Officer

16th January 2018

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Appendix A

Tree Preservation Orders No. 415 and map

Tree Preservation Order

Town and Country Planning Act 1990

The Tree Preservation Order No 415 (2017)

Site adjacent Spring Lane, Sheffield S2 1GF

The Sheffield City Council, in exercise of the powers conferred on them by section 198 of the Town and Country Planning Act 1990 make the following Order—

Citation

1. This Order may be cited as Tree Preservation Order No 415 (2017) – Site adjacent Spring Lane, Sheffield S2 1GF.

Interpretation

2. (1) In this Order “the authority” means the Sheffield City Council.
(2) In this Order any reference to a numbered section is a reference to the section so numbered in the Town and Country Planning Act 1990 and any reference to a numbered regulation is a reference to the regulation so numbered in the Town and Country Planning (Tree Preservation)(England) Regulations 2012.

Effect

3. (1) Subject to article 4, this Order takes effect provisionally on the date on which it is made.
(2) Without prejudice to subsection (7) of section 198 (power to make tree preservation orders) or subsection (1) of section 200 (tree preservation orders: Forestry Commissioners) and, subject to the exceptions in regulation 14, no person shall—
(aa) cut down, top, lop, uproot, wilfully damage, or wilfully destroy; or
(bb) cause or permit the cutting down, topping, lopping, uprooting, wilful damage or wilful destruction of,
any tree specified in the Schedule to this Order except with the written consent of the authority in accordance with regulations 16 and 17, or of the Secretary of State in accordance with regulation 23, and, where such consent is given subject to conditions, in accordance with those conditions.

Application to trees to be planted pursuant to a condition

4. In relation to any tree identified in the first column of the Schedule by the letter “C”, being a tree to be planted pursuant to a condition imposed under paragraph (a) of section 197 (planning permission to include appropriate provision for preservation and planting of trees), this Order takes effect as from the time when the tree is planted.

Dated this 29th September 2017

EXECUTED AS A DEED)
By Sheffield City Council)
whose common seal was)
hereunto affixed in the presence of)


David Jellicoe
Duty Authorised Signatory



17-913-3746

SCHEDULE

Specification of trees

Trees specified individually

(encircled in black on the map)

<i>Reference on map</i>	<i>Description</i>	<i>Situation</i>
-------------------------	--------------------	------------------

Trees specified by reference to an area

(within a dotted black line on the map)

<i>Reference on map</i>	<i>Description</i>	<i>Situation</i>
-------------------------	--------------------	------------------

Groups of trees

(within a broken black line on the map)

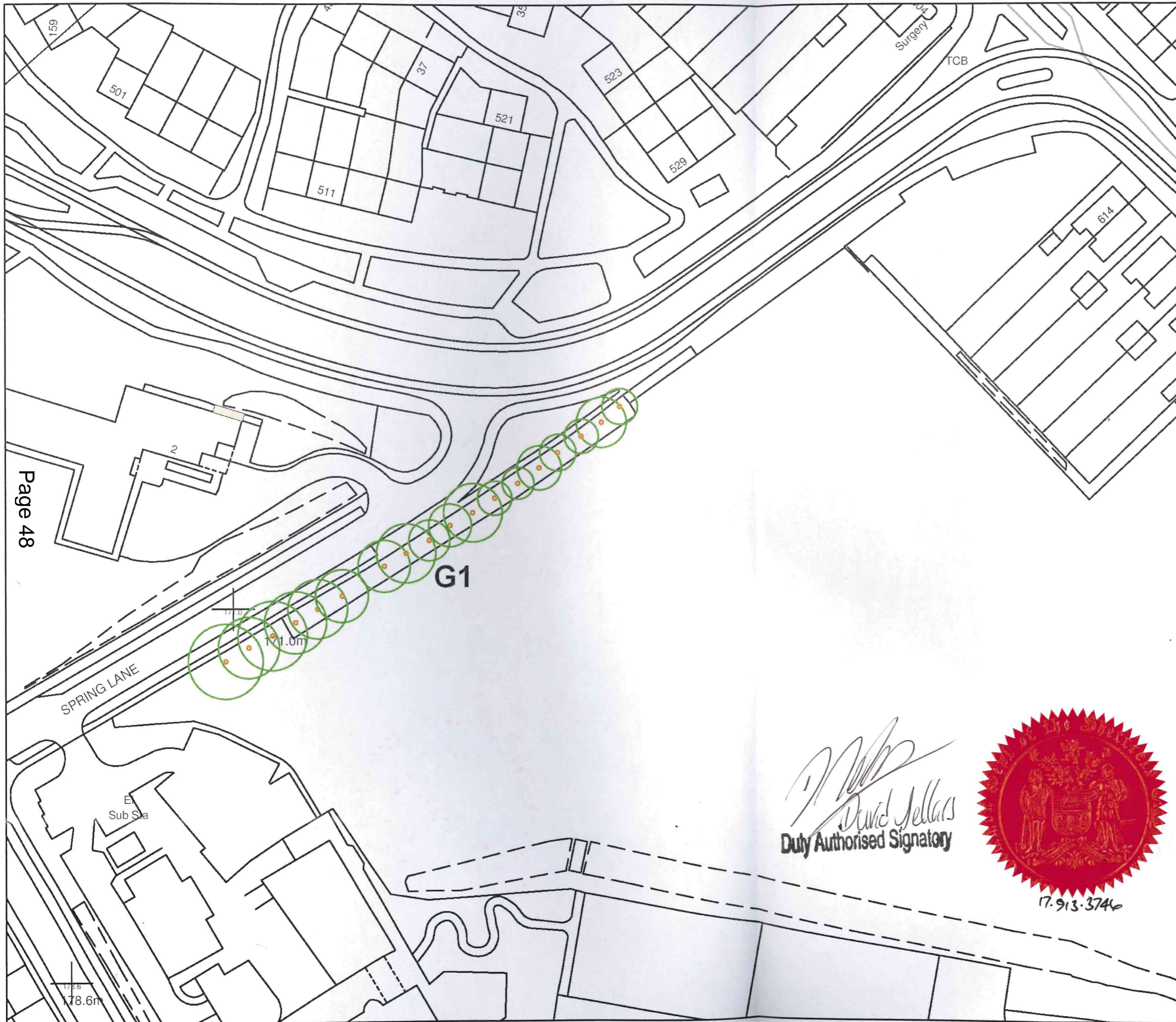
<i>Reference on map</i>	<i>Description (including number of trees of each species in the group)</i>	<i>Situation</i>
-------------------------	---	------------------

G1	22 Acer Pseudoplatanus (Sycamore)	OS Grid Ref: SK 373 855
----	-----------------------------------	----------------------------

Woodlands

(within a continuous black line on the map)

<i>Reference on map</i>	<i>Description</i>	<i>Situation</i>
-------------------------	--------------------	------------------



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TREE SCHEDULE

- TREE SPECIFIED INDIVIDUALLY - None

- TREES SPECIFIED BY REFERENCE TO A GROUP - G1) 22 Acer pseudoplatanus

TREES SPECIFIED BY REFERENCE TO AN AREA - None

TREES SPECIFIED BY REFERENCE TO AREA - None

OS Grid Reference SK373855

**SHEFFIELD CITY COUNCIL
DEVELOPMENT SERVICES
URBAN AND ENVIRONMENTAL DESIGN TEAM**

SCHEME:
**Tree Preservation Order
No. 415**

TITLE:
Spring Lane

SCALE:	1:1000	PAPER SIZE:	@ A4
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Project:	Drawn by:	Checked by:	Date:
	ST		September 2017

Drawing No:
A4/UED/808/415

Status:	DESCRIPTION
Revision:	DESCRIPTION

David Sellers
Duty Authorised Signatory



Appendix B

Tree Evaluation Method for Preservation Orders (TEMPO) assessment for TPO 415.

TREE EVALUATION METHOD FOR PRESERVATION ORDERS - TEMPO

SURVEY DATA SHEET & DECISION GUIDE

Date: 25/09/17 Surveyor: SPM Norm

Tree details: Group TPO out SPM's Care Tree/Group No: _____ Species: Specimens

TPO Ref (if applicable): 22-1-1171 Location: SPM's Care

Owner (if known): 5 OUTSIDE

REFER TO GUIDANCE NOTE FOR ALL DEFINITIONS

Part 1: Amenity assessment

a) Condition & suitability for TPO; where trees in good or fair condition have poor form, deduct 1 point

<u>5) Good</u>	Highly suitable	Score & Notes 5 large group of trees on main road into town in an area of the city with significant tree-cover.
3) Fair	Suitable	
1) Poor	Unlikely to be suitable	
0) Dead/dying/dangerous*	Unsuitable	
* Relates to existing context and is intended to apply to severe irremediable defects only		

b) Retention span (in years) & suitability for TPO

5) 100+	Highly suitable	Score & Notes 4 Healthy specimens with no visible defects regularly inspected by PM's weeding team
<u>4) 40-100</u>	Very suitable	
2) 20-40	Suitable	
1) 10-20	Just suitable	
0) <10*	Unsuitable	

*Includes trees which are an existing or near future nuisance, including those clearly outgrowing their context, or which are significantly negating the potential of other trees of better quality

c) Relative public visibility & suitability for TPO

Consider realistic potential for future visibility with changed land use

5) Very large trees with some visibility, or prominent large trees	Highly suitable	Score & Notes 4
4) Large trees, or medium trees clearly visible to the public	Suitable	
3) Medium trees, or large trees with limited view only	Suitable	
2) Young, small, or medium/large trees visible only with difficulty	Barely suitable	
1) Trees not visible to the public, regardless of size	Probably unsuitable	

d) Other factors

Trees must have accrued 7 or more points (with no zero score) to qualify

- Principal components of arboricultural features, or veteran trees
- Tree groups, or members of groups important for their cohesion
- Trees with identifiable historic, commemorative or habitat importance
- Trees of particularly good form, especially if rare or unusual
- Trees with none of the above additional redeeming features (inc. those of indifferent form)

Score & Notes	4
---------------	---

Part 2: Expediency assessment

Trees must have accrued 9 or more points to qualify

- Immediate threat to tree
- Foreseeable threat to tree
- Perceived threat to tree
- Precautionary only

Score & Notes	5	note that loss putting conservation as well as significant loss over individual trees are sold off.
---------------	---	---

Part 3: Decision guide

Any 0	Do not apply TPO	Add Scores for Total: <u>23</u>	Decision: <u>TPO</u>
1-6	TPO indefensible		
7-11	Does not merit TPO		
12-15	TPO defensible		
16+	Definitely merits TPO		

TREE EVALUATION METHOD FOR PRESERVATION ORDERS - TEMPO

SURVEY DATA SHEET & DECISION GUIDE

Date: 25.9.17 Surveyor: See Plak

Tree details
 TPO Ref (if applicable): _____ Tree/Group No: _____ Species: Sycamore (+22 inside fence)
 Owner (if known): P+FM - Council Location: Spring Lane 3 outside fence

REFER TO GUIDANCE NOTE FOR ALL DEFINITIONS

Part 1: Amenity assessment

a) Condition & suitability for TPO; where trees in good or fair condition have poor form, deduct 1 point

<u>5) Good</u>	Highly suitable	Score & Notes <u>5</u> No major defects. Good visibility in crown.
<u>3) Fair</u>	Suitable	
<u>1) Poor</u>	Unlikely to be suitable	
<u>0) Dead/dying/dangerous*</u>	Unsuitable	
* Relates to existing context and is intended to apply to severe irremediable defects only		

b) Retention span (in years) & suitability for TPO

<u>5) 100+</u>	Highly suitable	Score & Notes <u>4</u> As above
<u>4) 40-100</u>	Very suitable	
<u>2) 20-40</u>	Suitable	
<u>1) 10-20</u>	Just suitable	
<u>0) <10*</u>	Unsuitable	

*Includes trees which are an existing or near future nuisance, including those clearly outgrowing their context, or which are significantly negating the potential of other trees of better quality

c) Relative public visibility & suitability for TPO

Consider realistic potential for future visibility with changed land use

<u>5) Very large trees with some visibility, or prominent large trees</u>	Highly suitable	Score & Notes <u>4</u>
<u>4) Large trees, or medium trees clearly visible to the public</u>	Suitable	
<u>3) Medium trees, or large trees with limited view only</u>	Suitable	
<u>2) Young, small, or medium/large trees visible only with difficulty</u>	Barely suitable	
<u>1) Trees not visible to the public, regardless of size</u>	Probably unsuitable	

d) Other factors

Trees must have accrued 7 or more points (with no zero score) to qualify

<u>5) Principal components of arboricultural features, or veteran trees</u>	Score & Notes <u>4</u>
<u>4) Tree groups, or members of groups important for their cohesion</u>	
<u>3) Trees with identifiable historic, commemorative or habitat importance</u>	
<u>2) Trees of particularly good form, especially if rare or unusual</u>	
<u>1) Trees with none of the above additional redeeming features (inc. those of indifferent form)</u>	

Part 2: Expediency assessment

Trees must have accrued 9 or more points to qualify

<u>5) Immediate threat to tree</u>	Score & Notes <u>5</u>
<u>3) Foreseeable threat to tree</u>	
<u>2) Perceived threat to tree</u>	
<u>1) Precautionary only</u>	

Part 3: Decision guide

Any 0	Do not apply TPO	Add Scores for Total: <u>23</u>	Decision: <u>TP0</u>
1-6	TPO indefensible		
7-11	Does not merit TPO		
12-15	TPO defensible		
16+	Definitely merits TPO		

Simon Plak

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SHEFFIELD CITY COUNCIL Planning and Highways Committee

Report of: Director of City Growth Service

Date: 16/01/2018

Subject: Applications under various acts/regulations

Author of Report: Adam Chapman and Chris Heeley 2734218

Summary:

Reasons for Recommendations

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

Recommendations:

Background Papers:

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.

Category of Report: OPEN

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Case Number	17/04177/FUL (Formerly PP-06432273)
Application Type	Full Planning Application
Proposal	Demolition of garages and erection 6 apartments with parking spaces (Amended plans received 20.11.2017)
Location	Land And Garage Block Adjacent To Sefton Court Sefton Road Sheffield S10 3TP
Date Received	06/10/2017
Team	West and North
Applicant/Agent	Studio Gedye
Recommendation	Grant Conditionally

Time limit for Commencement of Development

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

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

Approved/Refused Plan(s)

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

Location plan - received 06.10.2017

Topographical Survey 13563-103_2DT - received 10.11.2017

Proposed plans, elevations and sections (amended)

17118 101 R-K

17118 102 R-I

17118 103 R-I

17118 105 R-I

17118 106 R-F

17118 108 R-E

17118 109 R-E

17118 110 R-A

- received 07.12.2017

Landscape Masterplan 751 SEF 01 B - received 12.12.2017

Reason: In order to define the permission.

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

3. 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 and the site is safe for the development to proceed, it is essential that this condition is complied with before the development is commenced.

4. 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.

5. 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.

6. Prior to the commencement of works on site, a method statement for the construction of the proposed vehicular access to Sefton Road shall be submitted to and approved in writing by the Local Planning Authority. The method statement shall be in accordance with the National Joint Utilities Group (NJUG) Guidelines for the Planning, Installation and Maintenance of Utilities in Proximity to Trees - Issue 2.

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

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

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

8. Prior to the commencement of development full details of the finished floor and plot levels shall have been submitted to and approved in writing by the Local Planning

Authority. Thereafter the development shall be carried out in accordance with the approved levels.

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

9. No development shall commence until the improvements (which expression shall include traffic control, pedestrian and cycle safety measures) to the highways listed below have either;

a) been carried out; 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 dwellings are brought into use.

Highway Improvements:

- Resurfacing of Sefton Road for the full width of the entire site frontage.
- Reconstruction of the footways adjoining the site.

Reason: To enable the above-mentioned highway to accommodate the increase in traffic, which, in the opinion of the Local Planning Authority, will be generated by the development, and in the interests of protecting the free and safe flow of traffic on the public highway it is essential that this condition is complied with before any works on site commence.

10. Unless shown not to be feasible and viable, no development shall commence until a report has been submitted to and approved in writing by the Local Planning Authority identifying how a minimum of 10% of the predicted energy needs of the completed development will be obtained from decentralised and renewable or low carbon energy, or an alternative fabric first approach to offset an equivalent amount of energy. Any agreed renewable or low carbon energy equipment, connection to decentralised or low carbon energy sources, or agreed measures to achieve the alternative fabric first approach, shall have been installed/incorporated before any part of the development is occupied, and a report shall have been submitted to and approved in writing by the Local Planning Authority to demonstrate that the agreed measures have been installed/incorporated prior to occupation. Thereafter the agreed equipment, connection or measures shall be retained in use and maintained for the lifetime of the development.

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

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

11. The development shall not be used unless 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 the Unitary Development Plan for Sheffield and Core Strategy Policies CS51 and CS53.

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

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

13. The development shall not be used unless the car parking accommodation for 8 cars as shown on the approved plans has been provided in accordance with those plans and thereafter such car parking accommodation shall be retained for the sole purpose intended.

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

14. 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:

- a) Windows reveals
- b) Balconies
- c) Cladding
- d) Eaves and verges
- e) Stone coursing
- f) Window surrounds
- g) Rain water goods

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

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

15. The approved landscape works shall be implemented prior to the development being brought into use. 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.

16. Upon completion of any measures identified in the approved Remediation Strategy or any approved revised Remediation Strategy a Validation Report shall be submitted to the Local Planning Authority. The development shall not be brought into use until the Validation Report has been approved in writing by the Local Planning Authority. The Validation Report shall be prepared in accordance with Contaminated Land Report CLR11 (Environment Agency 2004) and Sheffield City Council 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.

17. Protection of trees shall be in accordance with the revised Arboricultural Impact Assessment prepared by Jon Coe Tree Services Ltd (dated 08.12.2017) and the protected areas shall not be disturbed, compacted or used for any type of storage or fire, nor shall the retained trees, shrubs or hedge be damaged in any way. The Local Planning Authority shall be notified in writing when the protection measures are in place and the protection shall not be removed until the completion of the development.

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

18. 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.

19. Details of all proposed boundary treatments, 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 and the apartments 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 order to ensure an appropriate quality of development.

20. Details and specifications of the proposed permeable paving and parking space surfaces, 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 and appropriate drainage measures.

Other Compliance Conditions

21. 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.

22. The construction of the access road shall be carried out in accordance with the revised Arboricultural Impact Assessment prepared by Jon Coe Tree Services Ltd (dated 08.12.2017).

Reason: In the interests of protecting the identified trees.

Attention is Drawn to the Following Directives:

1. The applicant is advised that any excavation works adjacent the highway trees will be required to be hand dug and the use of a mechanical digger will be prohibited.
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 here:

<http://www.sheffield.gov.uk/home/roads-pavements/Address-management>

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 advised that this development is liable for the Community Infrastructure Levy (CIL) charge. A liability notice will be sent to you shortly informing you of the CIL charge payable and the next steps in the process, or a draft Liability Notice will be sent if the liable parties have not been assumed using Form 1: Assumption of Liability.
4. This development abuts a private street and as such there is a liability for road charges. The Council has powers to carry out work to bring the street up to a standard acceptable for adoption. Payment for the estimated cost for the frontage concerned may be required in advance of the work being commenced or alternatively at a later stage when the work is completed. This will be decided when Building Regulation approval is obtained.

If you require any further information please contact Mr Fawcett on Sheffield 2736132.

5. The applicant is advised that noise and vibration from demolition and construction sites can be controlled by Sheffield City Council under Section 60 of the Control of Pollution Act 1974. As a general rule, where residential occupiers are likely to be affected, it is expected that noisy works of demolition and construction will be carried out during normal working hours, i.e. 0730 to 1800 hours Monday to Friday, and 0800 to 1300 hours on Saturdays with no working on Sundays or Public Holidays. Further advice, including a copy of the Council's Code of Practice for Minimising Nuisance from Construction and Demolition Sites is available from Environmental Protection Service, 5th Floor (North), Howden House, 1 Union Street, Sheffield, S1 2SH: Tel. (0114) 2734651, or by email at epsadmin@sheffield.gov.uk.
6. Where conditions require details to be submitted, an Application for Approval of Details Reserved by Condition is required (unless the condition gives the option of implementing the details already submitted). The Local Planning Authority is

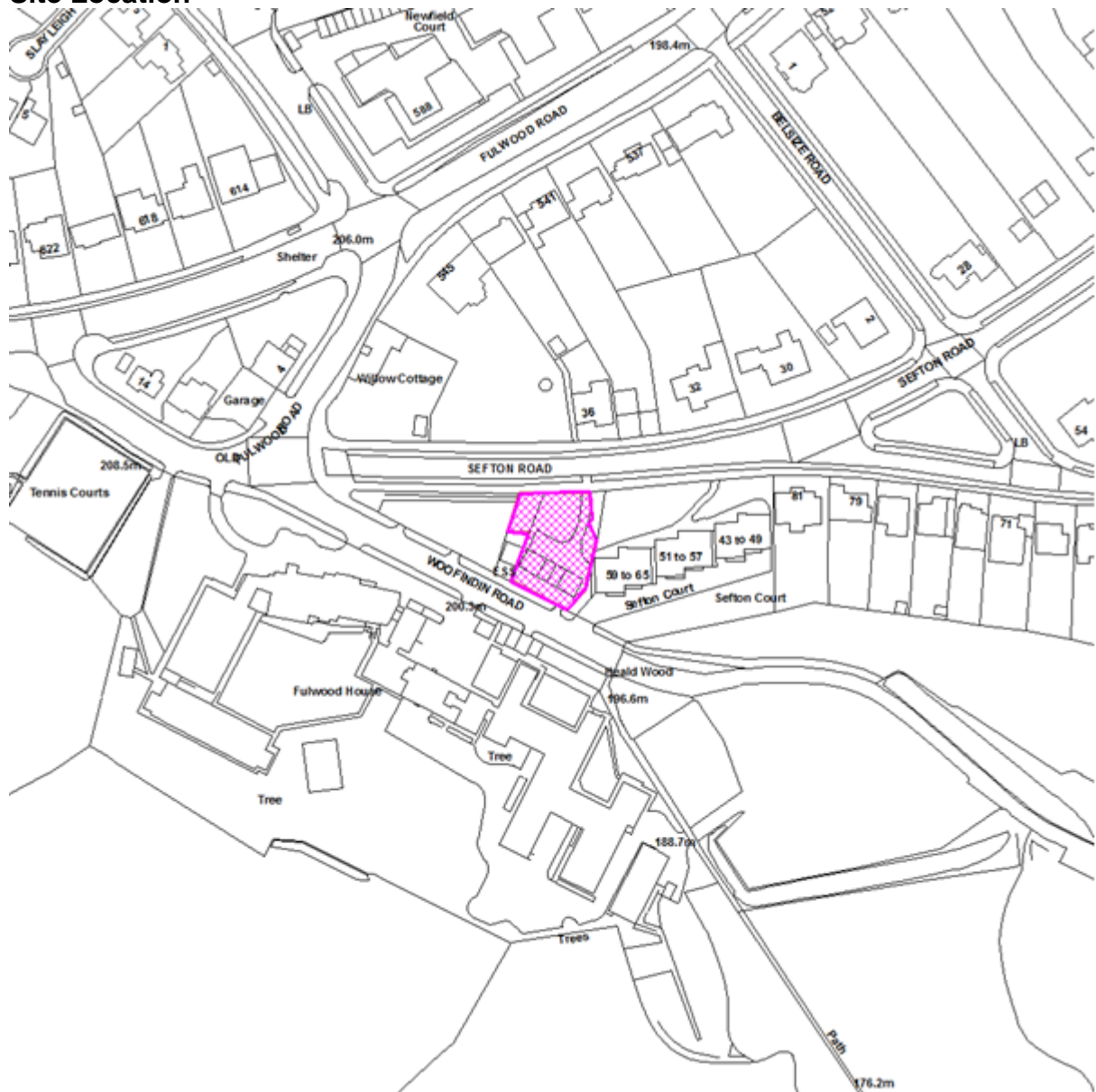
expected to determine these applications within 8 weeks of being validated, so it is essential to include all the information required.

Apply online at
www.planningportal.gov.uk.

There are fees, which are also set by the Government.

7. The Local Planning Authority has dealt with the planning application in a positive and proactive manner and sought solutions to problems where necessary in accordance with the requirements of the National Planning Policy Framework.

Site Location



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LOCATION AND PROPOSAL

The application relates to a disused garage site on Sefton Road in the Fulwood Area of Sheffield. A single-storey building comprising of four garages currently occupies the site; with the main access being from Sefton Road and a secondary access from Woofindin Road. The area is residential in character however; adjacent to the site on Woofindin Road are a number of office blocks occupied by the NHS Foundation Trust and, on nearby Old Fulwood Road is a vehicle repair workshop. There are also a number of private car parks in close proximity to the site associated with the office uses. There is no vehicle access route connecting Sefton Road to Old Fulwood Road; a series of bollards line the junction and a number of large recycling bins form a visual barrier.

The site is approximately 694 square metres in area and excluding the row of garages comprises of areas of hardstanding and overgrown vegetation and trees.

Directly to the east of the site is a low rise 1960's apartment complex which has open landscaped gardens fronting Sefton Road and undercroft garages and parking provision to the rear accessed from Woofindin Road. The two-storey apartment block is of a typical 1960's style with a flat roof and minimal architectural detailing. The remainder of Sefton Road is characterised by larger detached properties; the street is tree lined and privet hedges are predominant. The architectural design of the dwellings varies however gable features and rosemary roof tiles are heavily featured; as is the use of render.

Currently two dwellings are under construction directly opposite the site. It can therefore be noted that this part of Sefton Road is becoming more built up and has a more contemporary character.

The applicant is seeking full planning permission to demolish the existing garages on site and erect a three-storey apartment block accommodating 6 flats with associated parking provision to the front. It is proposed that the building will front Sefton Road and utilise the existing access off this road. The proposed accommodation comprises of four three bedroom apartments and two two-bedroom apartments.

RELEVANT PLANNING HISTORY

The site in question has been subject to a number of planning applications, a summary of which follows:

17/01878/PREAPP - Pre app advice re demolition of garages and erection of 6 apartments.

16/01745/OUT - Demolition of garages and erection of dwellinghouse. - Granted Conditionally

13/01601/OUT - Demolition of garages and erection of a dwellinghouse - Granted conditionally

SUMMARY OF REPRESENTATIONS

The application has generated a significant amount of interest from local residents. 31 letters of objection have been received in total. Multiple representations have been received from some individuals. Representations have also been received from the land owner Sheffield Town Trust and a letter from local MP Jared O'Mara has been received in support of local residents concerns.

Two rounds of public consultation were undertaken due to the submission of amended and additional plans. 43 objections were received in total however multiple representations were received from some individuals. 24 objections were received following the first round of consultation; a summary of which is listed below.

- Concerns have been raised that the development will be out of character with the surrounding area.
- The existing outline permission for a single dwelling on this site is considered by some local residents to be more appropriate
- Belsize Road is the only access road to the proposed development; it is believed that this will lead to further congestion at an already busy junction. The proximity to Nether Green Infant School means the road is particularly congested at Peak times.
- Land ownership issues; concerns that Sheffield Town Trust has been misrepresented within the Design and Access Statement.
- The proposed height of the three-storey building will appear overbearing and out of character with surrounding properties.
- The contemporary design with metal cladding is considered to be out of character with the more period properties on the street.
- 8 parking spaces are believed to be inadequate for six, two/three bedroom properties.
- Residents note that there is excessive on street parking in the area at present therefore the development will aggravate this problem.
- Access from Woofindin Road would prevent the inconvenience to neighbouring properties.
- Under croft parking as existing at Sefton Court would be more appropriate.
- The lack of space between Sefton Court and the development will lead to a terracing effect.
- The design and proposed siting of the bin store is considered to be inappropriate.
- The proposal includes minimal garden space and soft landscaping.
- The proposed scale and footprint represents an overdevelopment of the plot.
- Families may occupy the site rather than the target market of over 55's.
- The proposed density exceeds adopted policy CS26.
- A number of trees are to be felled on site to the detriment of the visual amenities of the area.
- The proposed root protection measures are not considered to be robust.
- Sefton Road does not have adequate turning areas.
- The proposal does not reflect SCC's maximum parking standards for new developments.
- Details of construction methods have not been provided in order to ensure finished floor levels.

- Bungalows are more in demand in the area than apartments.
- Potential overcrowding on the site.
- In addition to the ongoing development on the street; the additional congestion will be unacceptable.
- Sefton Road is privately maintained therefore any damage should be rectified at the expense of the developer.
- Elderly residents in the adjacent flats require on-street parking and good accessibility at all times.
- Potential noise disturbance from additional traffic.
- The height of the building, proximity to the road and removal of natural screening will lead to overlooking of properties directly opposite on Sefton Road.
- Construction times should be restricted to prevent further inconvenience to neighbours.
- Other Brownfield sites are available across the city and in other local authority areas.
- The flat roof design is considered to be low quality appearance and will have maintenance issues.
- NHS Foundation Trust building on Woofindin Road leads to excess parking on the surrounding streets including Sefton Road.
- The existing railings should be retained as they are characteristic of the estate.
- The access should be moved away from the existing driveways opposite.
- Lack of detailing in the submitted plans makes the scheme difficult to understand.
- The development will block existing views from the properties directly opposite.
- Devaluation of existing properties in the area as a result of the development.

A further 19 objections were received following a second round of consultation. A summary of the additional comments received are listed below.

- The proposal is not in keeping with the ethos of the Garden Estate.
- It is believed that there are enough apartments in the area.
- Additional traffic will adversely affect pedestrian safety.
- Traditional materials that are characteristic of the estate should be used.
- The front garden of the proposed development is not in keeping with the surrounding area and will be an eyesore.
- The location of the bin store appears to be impractical.
- The extent of ground remodelling required is excessive.
- There is a lack of disabled and visitor parking.
- No details are available to show adequate mitigation of flood risk or drainage.
- No details of vehicle tracking or manoeuvring have been provided for the car park.
- The width and gradient of the access is impractical and possibly dangerous.
- Lack of effective screening.

- The original concerns have not been addressed by the additional drawings.
- The proposed metal cladding is unsympathetic.

PLANNING ASSESSMENT

Principle of Development – Policy and Land Use

The application site is situated within a Housing Area as defined within the Sheffield Unitary Development Plan. Policy H10 states that in Housing Areas; housing is the preferred use.

The site currently has outline planning permission for the erection of a single dwelling therefore the principle of redeveloping this site for residential purposes is established.

Given that the site accommodates four garages; the proposal relates to the redevelopment of a Brownfield site within an established residential area. The application therefore accords with Core Strategy Policy CS24. This policy seeks to maximise the use of previously developed land for new housing and states that priority will be given to the development of Brownfield sites. In order to achieve this the policy states that no more than 12% of dwelling completions will be on Greenfield sites in the period between 2004/05 and 2025/26. By redeveloping this Brownfield site; the proposal contributes to the aims of this policy.

Core Strategy Policy CS26 relates to the efficient use of housing land and accessibility. It states that housing development will be required to make efficient use of land but that nevertheless; the density should be in keeping with the character of the area and support the development of sustainable, balanced communities. The Core Strategy defines the appropriate density range for this area to be between 40 and 60 dwellings per hectare. The density of the proposed development based on six apartments equates to approximately 86 dwellings per hectare.

It is acknowledged that the proposed density exceeds the suggested range for this area however; given the type of development proposed namely an apartment block it is considered that a degree of flexibility can be justified. The proposed apartment block is to be located directly adjacent to an existing apartment complex. Whilst the proposed density of development is higher than the neighbouring development owing to the third floor; the character of higher density units has been established on the street. Members are advised that it is not unusual that development proposals for apartment schemes such as this result in higher densities than stated in the Policy CS26. The site is within a sustainable location with regards to connectivity and local services therefore it is considered that a higher density can be supported in this instance. It is therefore considered that the proposal makes efficient use of the land and does not amount to an overdevelopment of the site.

Given the site location in the southwest area of the city; Core Strategy Policy CS31 is relevant. This policy specifically identifies the sector between Manchester Road (A57) and Abbeydale Road (A621) corridors.

Policy CS31 gives priority to safeguarding and enhancing its areas of character and states that 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 is considered that the redevelopment of this Brownfield site which will infill part of an established street; accords with the general principles of Policy CS31. The area is well served by regular bus services on nearby Fulwood Road which connects Fulwood to the rest of the city and the tram and rail network.

The NPPF requires local authorities to identify a 5 year supply of specific 'deliverable' sites for housing with an additional 5% buffer. In addition, Policy CS22 (Scale for the Requirement for New Housing) within the Sheffield Development Framework Core Strategy (CS), sets out Sheffield's housing targets until 2026.

In relation to Sheffield's current housing land supply position, although the latest monitoring shows in excess of a 5-year supply of housing sites against the CS targets, these targets pre-date the National Planning Policy Framework and should now be considered out of date.

The latest Government household growth projections suggest that housing need in the city is higher than was previously planned for in the CS and, as such, the city has an approximate 4.1 year supply of housing using the latest growth projections.

It is clear that a residential proposal such as this would make a small but positive contribution towards the identified housing supply shortfall and this should be offered appropriate weight as a material consideration.

The proposal is considered to accord with UDP Policy H10 and Core Strategy Policies CS24, CS26 and CS31. In light of the above; the erection of a three-storey building to provide six apartments on this site is considered to be acceptable in principle.

Design Issues

Core Strategy Policy CS74 outlines the design principles which are expected in all new developments. This policy states, that high quality developments are expected and that they should respect and enhance the distinctive features of the city, its districts and neighbourhoods. In particular new development should respect and enhance the scale, layout, built form, building styles and materials which are distinctive to the area and the unique heritage of the city.

Core Strategy Policy CS31 specifically addresses the design of new housing developments in the southwest of the city. In particular; the policy states that regarding the construction of apartments; they should respect the character of the area and the density of new developments should be in keeping.

UDP Policy BE5 seeks to ensure good design and the use of high quality materials in all new development. This includes encouraging original architecture where it does not detract from the scale, form and style of surrounding buildings. The policy also states that design should be responsive to the natural features of the site.

UDP Policy H14 relates to conditions on development in Housing Areas. It states that new buildings and extensions should be well designed and in keeping with the scale and character of the area.

It is considered that the proposed scale and massing is appropriate in the context of the street scene. The adjacent Sefton Court apartment complex has a substantial footprint and presence on the street scene. The principle of low rise apartment buildings on the street scene is well established. Although the building is located at a slightly contrasting angle to the neighbouring apartment block; the proposed footprint follows the general building line of the existing Sefton Court block whereby it is set back from the road frontage. Furthermore the flat roof and overall design is in keeping with the existing built form in this part of the street. The proposed design is therefore considered to accord with Policy CS31.

The proposed development includes excavating approximately 1.5 metres of earth in order to reduce the overall height of the building in relation to the adjacent Sefton Court. This will result in the road level being approximately 2 metres higher than the finished ground floor level. Therefore although a three storey building is proposed adjacent to the existing two-storey Sefton Court; with the level differences on site specified; the resulting height difference equates to approximately 2.1 metres. The third floor element of the development is to be set back from the principle elevation by approximately 300mm and clad in powder coated copper oxide zinc. This approach has been taken so that the third floor reads as the roof level and so the overall massing is reduced. Due to the resulting subservient appearance of the third floor and the fact that the building is located below the level of the street; it is not considered that the three-storey building appears overbearing or out of scale in the context of the adjacent apartment buildings, larger detached dwellings in the locality and general streetscene. The development will also be viewed against the back drop of the substantial office block on Woofindin Road and amongst the mature street trees which surround the site. It is therefore considered to be in keeping with the scale and character of the area.

The proposed layout makes full use of the plot; with parking areas to the front and a small amenity space to the rear. The development will however be separated from the neighbouring apartment block Sefton Court by approximately 1.9 metres. In addition to the height level difference it is considered that there is adequate separation between the buildings to prevent a terracing effect and clearly distinguish the separate apartment buildings in the streetscene.

The proposed design has a high quality contemporary finish. Some minor amendments have been agreed during the consideration of the application including reducing the width of the building and breaking up the overall massing of the frontage. The overall style of the building and the use of metal cladding and glazed balustrades results in a high quality contemporary finish. The use of natural stone as the main facing material ensures that the building will be of a high quality and in

terms of materials will reflect some of the older more traditional buildings in the area. The fenestration and overall detailing is considered to be acceptable however should the application gain approval; large scale sections will be required to ensure a high quality finish to the principle elevation.

A number of concerns have been raised regarding design and siting of the proposed bin store. It is however considered that the bin store is sympathetically designed and well screened within the site behind the proposed stone boundary wall and close board fencing. The stone boundary wall is considered to be a high quality feature which is consistent with the character of the area.

With regards to design; the proposed development is considered to accord with policies CS31, CS74, BE5 and H14.

Amenity Issues

Policy H14 states that development should not result in over-development, deprive residents of light, privacy or security, or cause serious loss of existing garden space which would harm the character of the neighbourhood.

It is not considered that the proposed layout or positioning will lead to unreasonable overshadowing or over dominance of neighbouring properties. There are no windows on the side elevation at Sefton Court facing the application site and the development will not project significantly either in front of or to the rear of Sefton Court.

Concerns have been raised by residents directly opposite the site regarding potential overlooking. The building is to be set back from the front boundary by a minimum of 12 metres and a maximum of 18 metres therefore; a separation distance of approximately 35 metres is provided. The building will not project forward of the existing apartments on the street and; although a third floor of accommodation is proposed, it is not considered that this will lead to unreasonable reductions in privacy levels or overlooking due to the appropriate separation distances. It is noted that lower separation distances are acceptable with regards to directly facing frontages across a public highway and that a lower level of privacy can be expected to the front of dwellings.

The proposed density of the scheme has been reduced by way of amending the scheme from six three-bedroom apartments to four three-bedroom apartments and two two-bedroom apartments. This enabled the overall width of the building to be reduced and the top floor to be designed more subserviently. By reducing the maximum number of occupants; these amendments also ensure that the level of outside amenity space and parking proposed is considered sufficient for the scale of development.

It is considered that a larger communal garden area would be beneficial to the development however; it is generally understood that apartments have less associated garden space than dwellinghouses. Each apartment will have access to a generously sized balcony or terrace. The site is located near to the open countryside and local parks and green networks such as Forge Dam and Whiteley Woods. As

such the proposed apartments are in a sustainable location and the level of outside amenity space provided is considered to be acceptable.

Noise Issues

The site is in an established residential area and there are no concerns with regards to potential environmental noise impacts as a result of the development.

Highways Issues

UDP policy H14 requires new development to have adequate on-site parking and safe access for vehicles and pedestrians.

Core Strategy policies CS51 and CS53 deal with transport priorities and management of travel demand, respectively. Both seek to ensure that access and parking arrangements are safe and adequate.

It is proposed that the access will be from Sefton Road; a cul-de-sac which is accessed via Belsize Road. It is reported that Belsize Road experiences congestion and double parking at school drop off and pick up times due to the proximity to Nether Green Infant School on Stumperlowe Park Road. A number of residents are therefore concerned that the development will adversely affect highway safety by increasing vehicular activity in the area. It is considered that due to the comparatively small scale development that the number of vehicle movements generated will not adversely affect the surrounding highway network or create large amounts of additional on-street parking demand.

The proposed development includes the provision of 8 on-site parking spaces; one of which accommodates disabled access. It is considered that this level of parking provision is acceptable to serve the proposed two and three bedroom apartments. It is considered that any additional resident or visitor parking can be accommodated on Sefton Road and that on-street parking is not uncommon in residential areas. A number of concerns have been raised regarding the adjacent NHS Foundation Trust offices and that Sefton Road is used as an overspill parking area. Officers have not witnessed excessive on street parking during numerous site visits including at pre-application stage. It is however acknowledged that due to current construction across from the site that it has not been possible to park on the street over the last few months. Nevertheless it is considered that should office staff use the street for parking during the day; that parking will be available during the evenings when it is most in demand in residential areas.

Concerns have been raised regarding the vehicle access from Sefton Road. The gradient is calculated to be approximately 1:8. Although a 1:12 gradient is preferable in all new developments; in this case it is not considered to be achievable within the space available on site due to the existing ground levels. The existing access is to be retained and widened; it is not considered that reinstating its use will adversely affect highway safety.

Sefton Road is a privately maintained road; it is therefore considered necessary for the road surface to be brought up to highways standard on completion of the development at the expense of the applicant.

The plans indicate that three cycle storage racks will be provided within the lobby. Utility and storage space is also provided within each flat to accommodate any additional bicycles.

In light of the above the proposal is considered to be acceptable from a highways perspective.

Landscape

BE6 'Landscape Design' requires new development to provide a suitable landscape scheme with regards to new planting and/or hard landscaping and details of existing vegetation to be removed or retained. The development should try to integrate existing landscape features and also use native species where appropriate.

The applicant has submitted a landscape plan detailing the hard and soft landscaping on the site. It is acknowledged that owing to the limited plot size; a low level of soft landscaping will be provided on site. This will largely be provided to the rear of the site for use by the ground floor occupants. Some planting beds and trees to the front of the site will be provided. Although the required parking will make up the majority of the space to the front of the building; the individual spaces will be formed of Ecogrid grass paving in order to break up and "soften" the frontage.

Characteristically the area is green and open; with the surrounding properties having substantial private and communal gardens. Although the area to the front of the building will be largely used for parking; a dry stone wall is proposed in order to screen this from view. Furthermore the parking area is between 1 and 2 metres lower than the road level which will further reduce the visual impact of the car park. As dry stone boundary walls are heavily featured in the area it is considered that the lower level of soft landscaping and gardens will be sufficiently screened from view without detriment to the character of the area.

A tree survey has been submitted in support of the application. The proposal requires the removal of 11 individually recorded trees within the site, and one dense grouping of laurel, privet and rhododendron. All the trees to be lost are categorised within the comprehensive tree survey as low quality retention category C or U.

Four replacement trees are proposed that will enhance the proposal. The tree survey states that the species chosen are suitable for the limited space available, growth in proximity to buildings, and in two cases the need for shade tolerance.

There are a number of trees to be retained which are located on adjoining parcels of land. The tree protection measures extend to these trees outside of the site boundary in line with the Landscape officers recommendations. Providing that the measures are put in place prior to the commencement of the development it is considered that the retained trees will not be adversely affected.

Flood Risk Management

Policy CS67 relates to Flood Risk Management and sets out how the extent and impact of flooding will be reduced. These include requiring that all developments significantly limit surface run-off and require the use of SUDS or sustainable drainage techniques on all sites where feasible and practicable. The landscape masterplan submitted indicates that Tegular block paving and Ecogrid grass paved parking spaces will form the area to the front of building. It is considered that the use of these materials will adequately prevent excess surface water run however it is recommended that a condition be attached that requires full details to be attached to ensure an appropriate quality of development and a good level of permeability.

Ground contamination issues

The Environmental Protection Service (EPS) have noted that the site has been used for garages since the 1950's and that there is an electricity substation immediately adjacent to the boundary. Both of these features have the potential to have impacted the ground at the site and therefore there is a potential risk to human health and/ or the environment. It is therefore recommended that a number of conditions are attached to ensure that robust investigatory works are carried out prior to commencement of the development.

Sustainability

Core Strategy Policies CS63 to CS65 relate to climate change and seek to ensure that developments reduce the impact of climate change.

Policy CS65 states that all significant developments will be required, unless this can be shown not to be feasible and viable; to provide a minimum of 10% of their predicted energy needs from decentralised and renewable or low carbon energy. The LPA defines a significant residential development to be five dwellings or more therefore the policy is relevant to this proposal for six apartments.

The applicant has not set out their method for meeting this requirement therefore a condition is necessary to ensure the development accords with this Core Strategy Policy.

Community Infrastructure Levy (CIL)

The development is liable to providing a contribution to the CIL in order to provide improved infrastructure to meet the needs of new development. The applicant has completed the relevant form to indicate they are aware of the required contribution for the scheme in this location.

The floor space to be created is 615 square metres in a CIL charging zone of £80 per square metre.

RESPONSE TO REPRESENTATIONS

The majority of representations have been addressed within the body of the report. However issues raised relating to the devaluation of property as a result of the development and loss of views are not considered as part of the planning process. Furthermore land ownership issues are not material to the decision making process.

Concerns have been raised that the target market of over 55's may not occupy the finished apartments. It is not considered that this should influence the decision making process or that restrictions could reasonably be applied to limit the tenure of the apartments.

SUMMARY AND RECOMMENDATION

The applicant is seeking full planning permission to demolish the existing garages on site and erect a three storey building to provide 6 apartments.

The principle of developing the site for housing has been established in a previous application and is considered acceptable in principle in accordance with UDP Policy H10 and Core Strategy Policies CS24, CS26 and CS31.

It is considered that the proposed apartment building and associated parking and landscaping is acceptable in terms of its design and positioning and therefore will not be harmful to the appearance of the street scene or the general locality. The level of on-site parking is considered to be acceptable in this sustainable location. It is considered that any additional parking requirements can be accommodated on the surrounding streets without any serious detriment to highway safety. Although a higher density than recommended within Core Strategy Policy CS26 it is considered that six apartments can be developed on this site without adversely affecting living conditions or detracting from the character of the area.

The above assessment has been carried out in accordance with local and national planning policy. The proposed development is considered to be in overall accordance with UDP policies H10, H14 and BE5 relating to residential developments and the built environment. The proposal is also considered to accord with Core Strategy Policies CS24, CS26, CS31, CS67 and CS74 as well Central Government guidance contained within the National Planning Policy Framework.

In light of the above it is therefore recommended that this planning application be approved subject to a number of conditions.

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Case Number	17/03183/RG3 (Formerly PP-06226766)
Application Type	Application Submitted by the Council
Proposal	Two-storey and a single-storey extension, minor internal remodelling, increase of pupil capacity by 150, provision of additional public access points including pedestrian access points on Baslow Road, provision of additional emergency and service vehicle access from Baslow Road, provision of a multi use games area (MUGA), extension of existing hard play area, new external steps and ramps and 21 additional car parking spaces (Amended Drawings/Information received on 03 November 2017)
Location	Totley Primary School Sunnyvale Road Sheffield S17 4FB
Date Received	27/07/2017
Team	South
Applicant/Agent	Sheffield Capital Delivery Service
Recommendation	Grant Conditionally

Time limit for Commencement of Development

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

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

Approved/Refused Plan(s)

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

E-mail dated 12 September 2017.
Site plan with red line AL(0)002
Proposed Site Plan AL(0)002 Rev D,
AL(0)007 Rev A
AL(0)008 Rev A
AL(0)009 Rev A
Transport Statement dated 3 November 2017

Reason: In order to define the permission.

Pre-Commencement Condition(s)

3. Unless shown not to be feasible and viable, no development shall commence until a report has been submitted to and approved in writing by the Local Planning Authority identifying how a minimum of 10% of the predicted energy needs of the completed development will be obtained from decentralised and renewable or low carbon energy, or an alternative fabric first approach to offset an equivalent amount of energy. Any agreed renewable or low carbon energy equipment, connection to decentralised or low carbon energy sources, or agreed measures to achieve the alternative fabric first approach, shall have been installed/incorporated before any part of the development is occupied, and a report shall have been submitted to and approved in writing by the Local Planning Authority to demonstrate that the agreed measures have been installed/incorporated prior to occupation. Thereafter the agreed equipment, connection or measures shall be retained in use and maintained for the lifetime of the development.

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

4. No development shall commence until a Construction Vehicle Management Plan has been submitted to and approved in writing by the Local Planning Authority. This plan shall include:
 1. Tracking information to demonstrate that construction vehicles can ingress and egress the site in a safe manner, including any measures needed to facilitate this.
 2. If a particular size of vehicle cannot access the site, measures to limit this type of vehicle visiting the site and details of how such vehicles will be managed/unloaded on the occasions when there is no alternative.
 3. Measures taken to ensure construction vehicles are not causing obstruction on public highways surrounding the school.

Once agreed, the Construction Vehicle Management Plan shall be implemented for the duration of the construction phase.

Reason: Given the restricted access from Sunnyside Road, and in the interests of highway safety and to protect the amenity of surrounding residents.

5. No development shall commence until details of dust control measures to be implemented during the excavation and construction phase have been submitted to and approved by the Local Planning Authority, in the form of a Construction Environment Management Plan. Thereafter the construction phase shall be carried out in accordance with the approved measures.

Reason: In the interests of the amenities of the locality and occupiers of adjoining property. It is essential that this condition is complied with before the development commences.

6. The mitigation measures outlined in section 6 of the Air Quality Report (prepared by Mott MacDonald and dated 16 October 2017) shall be implemented before any development commences.

Reason: In the interests of protecting air quality.

7. No development shall commence until full details of the proposed surface water drainage design, including calculations and appropriate model results, have been submitted to and approved by the Local Planning Authority. This should include the arrangements and details for surface water infrastructure management for the life time of the development. The scheme shall detail phasing of the development and phasing of drainage provision, where appropriate. The scheme should be achieved by sustainable drainage methods whereby the management of water quantity and quality are provided. Should the design not include sustainable methods, evidence must be provided to show why these methods are not feasible for this site. The surface water drainage scheme and its management shall be implemented in accordance with the approved details. No part of a phase shall be brought into use until the drainage works approved for that part have been completed in accordance with the relevant details and this has been validated in writing by the Local Planning Authority.

Reason: In the interests of sustainable development and given that drainage works are one of the first elements of site infrastructure that must be installed. It is essential that this condition is complied with before the development commences in order to ensure that the proposed drainage system will be fit for purpose.

8. No development shall commence until detailed proposals for surface water disposal, including calculations to demonstrate a 30% reduction compared to the existing peak flow based on a 1 in 100 year rainfall event have been submitted to and approved in writing by the Local Planning Authority. This will require the existing discharge arrangements, which are to be utilised, to be proven. A 40% allowance shall be included for climate change effects for the lifetime of the development. Storage shall be provided for the minimum 30 year return period storm with the 100 year return period storm plus climate change retained within the site boundary. The development shall thereafter be carried out in accordance with the approved details and this shall have been validated in writing by the Local Planning Authority ahead of any of the hereby approved extensions being occupied.

Reason: In the interests of sustainable development and given that drainage works are one of the first elements of site infrastructure that must be installed it is essential that this condition is complied with before the development commences in order to ensure that the proposed drainage system will be fit for purpose.

9. No development shall commence until the improvements (which expression shall include traffic control, pedestrian and cycle safety measures) to the highways listed below have either;

a) been carried out; 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/are brought into use.

Highway Improvements:

1. Provision of a pedestrian crossing on Baslow Road.

2. Provision of guardrails on Baslow Road to tie in with the proposed pedestrian crossing.
3. Any Traffic Regulation Orders deemed necessary to facilitate the above work.

Reason: To enable the above-mentioned highways to accommodate the increase in traffic, which, in the opinion of the Local Planning Authority, will be generated by the development, and in the interests of protecting the free and safe flow of traffic on the public highway it is essential that this condition is complied with before any works on site commence.

10. 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.

11. 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.

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

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

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

14. Before the use hereby permitted commences, the applicant shall submit for written approval by the Local Planning Authority a report giving details of the impact of light from the development on adjacent dwellings. The report shall demonstrate that the lighting scheme is designed in accordance with The Institution of Lighting Professionals document GN01: 2011 'Guidance Notes for the Reduction of Obtrusive Light'. The development shall be carried out and thereafter retained in accordance

with the approved details. [The guidance notes are available for free download from the 'resources' pages of the ILE website.]

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

15. The recommendations at paragraph 4.3 of the Bat Survey (referenced Wild Scapes 0544.16 September 2016) shall be carried out before the single and two storey extensions to the main school building are commenced.

Reason: In the interest of the ecology of the site.

16. 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.

17. 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.

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

The Travel Plan(s) shall include:

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

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

Reason: In the interests of delivering sustainable forms of transport, in accordance with Unitary Development Plan for Sheffield (and/or Core Strategy) Policies CS53

19. 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.

20. Upon completion of any measures identified in the approved Remediation Strategy or any approved revised Remediation Strategy a Validation Report shall be submitted to the Local Planning Authority. The development shall not be brought into use until the Validation Report has been approved in writing by the Local Planning Authority. The Validation Report shall be prepared in accordance with Contaminated Land Report CLR11 (Environment Agency 2004) and Sheffield City Council 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.

Other Compliance Conditions

21. The proposed extensions shall not be used unless the cycle parking accommodation as shown on the approved plan LL(9)001 Rev D has been provided in accordance with those plans and, thereafter, such cycle parking accommodation shall be retained.

Reason: To promote sustainable modes of travel.

22. The proposed extensions 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: In the interest of highway safety.

23. 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.

24. 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.

25. Construction and demolition works that are audible at the site boundary shall only take place between 0730 hours and 1800 hours on Monday to Fridays, and between 0800 hours and 1300 hours on Saturdays, and not at any time on Sundays and Public Holidays.

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

Attention is Drawn to the Following Directives:

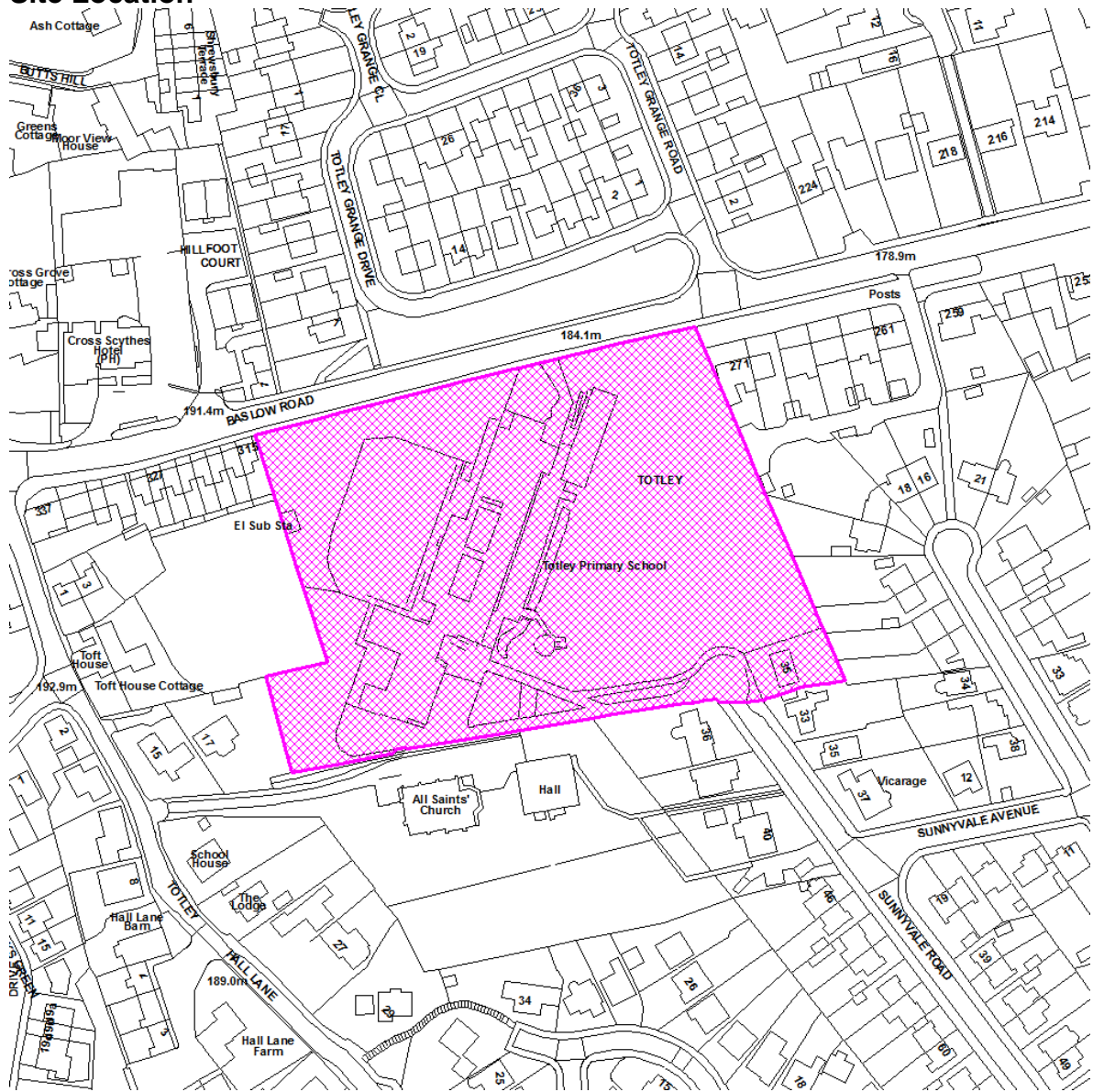
1. The Local Planning Authority has dealt with the planning application in a positive and proactive manner and sought solutions to problems where necessary in accordance with the requirements of the National Planning Policy Framework.
2. It is noted that your planning application involves the construction or alteration of an access crossing to a highway maintained at public expense.

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

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

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

Site Location



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INTRODUCTION

This planning application is for the provision of extensions to Totley Primary School and associated facilities including a new Multi-Use Games Area and additional car parking spaces.

The school is located within the Dore and Totley school catchment area, which has seen a rise in demand for school places owing to an increase in births and a significant increase in the number of young families moving to the area. Between 2014 and 2017 45 children from the Dore and Totley area, who were applying as catchment residents or with a sibling at the school, were refused places.

The Council's Cabinet meeting of the 19th April 2017 approved capital support for an increase in the number of places at Totley Primary School. Of the 210 place increase proposed for the primary school over the next 5 years, 60 places are already being accommodated temporarily within the site as a result of changes that had already been made internally.

The works proposed in this planning application are designed to facilitate the creation of a full 2 form Primary School for year groups ranging from Reception to Year 6 (full capacity in five years will be 420 pupils). The school is currently a single form entry school, however, space has been provided through alterations to the existing school layout to accommodate 2 extra classes of 30 pupils. The layout and organisation of the existing school accommodates 270 pupils. This includes the 60 permanent spaces that were approved in 2017 and accommodated by internal alterations to the school that took place last year. This proposal seeks to increase the number of pupils 30 places per year for the next five years. Accordingly, in 5 years' time the school will operate with a capacity of 420 pupils

LOCATION AND SITE DESCRIPTION

This application relates to Totley Primary School, which is a large school sited off Baslow Road (A621) and accessed currently from Sunnyvale Road. The 1.58 hectare site is located approximately 7km to the southwest of Sheffield city centre. The site comprises of buildings that are mostly constructed from brick, with flat roofs, although there are temporary structures within the site that are used as part of the ancillary nursery. There is an old brick built caretaker's house that is located in the south eastern corner of the site which has recently been converted into an ancillary nursery.

The site is fairly level, although it is set lower down than the public footpath along Baslow Road and there is a slight change in ground levels from north to south and from west to east. Although the tarmacked playground to the north west of the site is level, the soft playing fields to the east of the school buildings do fall away to the southeast.

Mature trees surround the site and provide visual relief and screening of the proposed buildings. The buildings are visible from Baslow Road and Sunnyvale Road, but they are not overly prominent.

The main site access is from Sunnyvale Road, a residential street to the south of school. The entrance drive from Sunnyvale Road leads west along the southern most boundaries to an area of car parking and to the main school entrance. Whilst there is an access point from Baslow Road, this historic entrance is not in use. There is no dedicated pedestrian/ vehicular entrance from Baslow Road.

The school is surrounded by mostly residential properties that vary in size and architectural design. However, behind mature trees on the southern boundary there is a Grade II Listed Church (All Saints Church, Totley). A small row of shops is located to the east along Baslow Road and on the northern side of Baslow Road there is a public house and a Church of England Primary School.

APPLICATION PROPOSAL

This application seeks planning consent to extend the school buildings and remodel some of the existing school to increase pupil capacity from 270 pupils to 420 pupils, over the next five years (increase of 150 children). The alterations would also include changes to the playing fields to include a Multi-Use Games Area and to a small section of the south eastern corner of the site to provide additional car parking space.

The proposal comprises of two extensions to the main building. One extension will be single storey in height and situated on the north western corner of the existing building; the other extension will be two storeys in height and set centrally within the site to facilitate the logical re-organisation of the main school. Overall, the extensions will increase the size of the existing school from 1,752 square metres of internal floor space to 2,649 square metres of internal floor space (increase of 897 square metres).

The extensions are set on some of the existing hard standing/ playgrounds to the north west of the school, however, to the east of the school there is a playing field. The proposal seeks to improve the quality of the playing fields by creating a Multi-Use Games Area (MUGA), which will ensure that soft play areas are usable and available to the school throughout the year.

The proposal seeks to improve access to and around the existing building and although the main entrance to the school will not change and the vehicular entrance will still be from the south of the site, on Sunnyvale Road, two dedicated pedestrian access points are proposed from Baslow Road.

The proposal will increase the number of pupils to 420 over the next five years. It is also proposed that the number of staff will also increase from the existing 23 full time equivalent employees to 43 full time equivalent employees.

Although the proposal will implement a Travel Plan that is aimed at reducing the need for car travel to the school, the proposal has included a new space for car parking. The additional car parking space will increase the existing capacity of car parking on the site from 22 spaces to 41 in total (increase of 19 spaces). The additional car parking is set in the south eastern corner of the site near the site entrance.

This proposal has been amended since the application was originally submitted. The amendments include:

- The provision of a dedicated controlled pedestrian crossing on Baslow Road;
- The siting of the pedestrian entrance away from the residential properties to the east along Baslow Road;
- Small changes to the appearance of the extensions, including extensive use of brick work to match the existing building and different window fenestrations

RELEVANT PLANNING HISTORY

A pre-application enquiry referenced 17/02129/PREAPP was submitted in August 2017 for a single-storey and a two-storey extension, minor internal remodelling, increase of pupil capacity by 150, provision of additional public access points, provision of additional emergency and service vehicle access from Baslow Road, provision of a MUGA, extension of existing hard play area, new external steps and ramps and 21 additional car parking spaces.

The above pre-application enquiry discussed with the applicant the main issues surrounding the proposal and the details that would be required should an application be submitted.

An application was submitted in 2017 referenced 17/02771/FUL for two storey side extensions, single-storey side and rear extensions and decked area to side of school building and boundary treatment. This application related to the alterations and extensions to the former caretaker's house to facilitate the use of the building as an ancillary nursery.

17/00444/RG3 Alterations and provision of a single-storey modular extension to school to accommodate additional toilets (Full application under Reg 3 - 1992)

12/00368/FUL Erection of outdoor classroom in school grounds, and fixed canopy to side of school building

REPRESENTATIONS

The original proposal and subsequent amended plans/revised information has been publicised twice and in accordance with national guidance and the Council's Statement of Community Involvement. In addition to individual neighbour notification letters being sent, site notices were posted in and around the surrounding residential areas. As a result of the both rounds of public consultation, 51 representations have been received from 40 objectors.

The initial public consultation, which was carried out when the application was received and validated, generated 44 representations. 39 representations objected to the proposal; one representation supports the general principle of the extension, but outlined various concerns and questions; a further 4 comments were received stating that a further independent consultation process was being held by the school for local residents on the 5th October 2017.

The representations relating to the first round of neighbour notification are summarised below:

Consultation Process

- Only a few people were consulted directly (39). It is also not clear who attended the consultation process that is referred to (this is a reference to the consultation periods independently held by the school for parents of pupils and local residents);
- There has been a lack of freedom of information and difficulties in accessing information and in some cases of misinformation. This has angered, insulted and alienated local residents

Enforcement Issues

- An entrance has already been created along Baslow Road. (A section of the existing boundary wall was taken down due to structural issues and is to be fully repaired and restored. No formal enforcement action is to be taken at present.)

General Amenities

- An extra public entrance that is close to residential properties will be a severe invasion of privacy;
- Privacy will be lost because of the high numbers of people, including children, parents and grandparents, who will stand possibly for 20 – 30 mins at a time, directly outside the front, side and rear of the closest residential properties;
- There is potential for over 300 people to walk along the path at the start and end of the day and look over into the gardens of the neighbouring properties;
- There are no bins along this section of Baslow Road and the proposal will increase the amount of litter;
- Shift patterns will be disturbed due to the increased noise disturbance;
- Lights are presumably to be installed which would affect the residential properties that are closest to the path and entrance;
- Not only does the proposal increase traffic related issues, the traffic itself is a nuisance to the local residents through noise disturbance;

Highways

- The proposal will produce a significant volume of traffic on an already very busy and congested road that will be near capacity;
- The proposal is likely to increase the number of accidents within this stretch of Baslow Road and on the surrounding streets;
- The proposal will increase the number of cars parking in front of the dwellings, but also on the small roads that surround the school, including the private lanes to the east of the site;
- Most cars travel back towards the city and will have to turn around. This is likely to be through the Totlely Grange estate;
- There is no pick up or drop off area and nowhere for cars to turn around on Sunnyvale Road;
- Parents dropping off children will park their cars on the main road causing obstructions on the Grange and Sunnyvale Road- this will increase the risk of accidents;
- The A621 is a main road and bus route and even with traffic calming, would be extremely dangerous;

- The traffic along Baslow Road often travels faster than the speed limit and the safety of children/ pedestrians will suffer;
- Approximately 400 pupils arriving by car will mean over 200 trips and 100 vehicles parking on the Totley Grange estate and another 100 vehicles parking on Sunnyvale Road;
- If 100 people park on Totley Grange, this will mean that over 2000 crossings of Baslow Road will be made each week;
- The school increased its capacity by 30 pupils last year and this has had a massive impact upon the number of cars within the area;
- If the children are coming from a wider area, a bus service should be provided;
- The area already has problems with high traffic levels and cars passing obstructions. A crossing with an attendant was turned down by the Council;
- In reality, the extra entrance will not necessarily increase the number of people walking but promote parking on Baslow Road;
- There is no traffic management plan;
- The narrow footpath with increased pedestrian use raises questions of safety;
- Has a risk assessment been carried out?
- An old access was always considered to be dangerous as it hasn't been used for 60 years and this danger is still present;
- The emergency access is welcomed but will this be accessible with the traffic and parking on Baslow Road?
- Large lorries use Baslow Road as it is believed that Holmesfield stopped heavy lorries from passing their primary school;
- The Sheffield Star reported that 1390 incidents occurred on Baslow Road and that it is the 4th most dangerous road in Britain;
- The proposal coincides with the breakfast club and this will mean that traffic flow increases in the early morning and until after the school closes

Health and Air Quality

- Obstructions in the road near the school will increase air pollution as cars will have to slow down and then accelerate away;
- A survey was carried out in 1975 and showed the road had an impact upon people's health;
- The loss of green space will not benefit people's health

Operational Requirements

- As the school is to increase the number of pupils, it has to be assumed that the catchment area is to be enlarged

Ecology

- The proposal recognises that the site is of poor ecological value, but does not show how it is to change this;
- Further landscaping and screening should be planted along the boundary with Baslow Road;

Other

- The proposal will devalue local house prices. (As there are so many variable factors that determine house prices, this issue is not a material planning consideration that can be assessed in this planning application);
- The proposal will affect the social demographic and standards of education

Policy Issues

- The proposal is not in line with the visions for the City of Sheffield as described in the vision of the Core Strategy due to encouraging more cars /traffic;
- Not in line with policies CS45, CS47 or CS51 and CS66 of the Core Strategy;
- A new school should be built rather than taking up the green space

The above issues, unless stated otherwise, are material planning considerations that have been assessed in this planning application. Amended plans and further information have been received from the applicant to address the concerns and the issues are discussed in the following planning assessment.

Sport England

Sport England is a statutory consultee where a development affects playing fields. Sport England were consulted and a representation was made in response to this application. In line with their policy, which is to oppose development of open spaces unless one or more of their exceptions stated in its policy would apply, the response does not raise objection to this proposal.

The response states that it is satisfied with the proposal and does not wish to raise any objections. Sport England considers that the extensions are set within the defined housing area and on hard play areas, although the Multi-Use Games Area will be on a playing field, it is marked out for games and is considered to represent a qualitative improvement on the existing provisions of playing space at this site.

The representation also concludes that although the increased car parking provision is within the open space area, the land is not capable of accommodating a pitch or part of a pitch and would therefore meet their exception policy E3.

Second Round of Neighbour Notification

Amended plans and revised information were received following on from the initial notification period and a further round of neighbour notification took place.

As a result of the second round of notifications, 8 representations were received. The representations received can be summarised as raising the following material planning concerns:

Highways

- The additional information does not state where cars are going to park;
- The number of accidents for the school is testament to the existing arrangement;
- There is no common sense to this approach having over 600 pupils, staff and parents crossing Baslow Road twice a day;
- Baslow Road should be made a no through road for heavy goods vehicles
- The drop off along Baslow Road is inevitable;
- The changes to the road markings along Baslow Road will greatly impact upon the residents of Totley Grange, which is not fair;
- The additional information does not address pedestrian safety;
- The transport statement does not include traffic data;

- There is no speed camera data;
- There are no details of the predicted traffic flow in the area;
- Baslow Road has a history of speeding cars and the calming measures do not always work;
- Cycle parking provisions are not adequate;
- Details of the three accidents needs to be provided;
- There are no details of the construction traffic;
- The path will need to be widened to accommodate further pedestrian traffic

PLANNING ASSESSMENT

Land Use Policies

National Planning Policy Framework

The National Planning Policy Framework (NPPF) is a material consideration to be taken into account in determining all planning applications.

It is important to acknowledge that the key message that can be taken from the NPPF is a 'presumption in favour of sustainable development'. The document summarises delivering sustainable development as planning for prosperity (economic role), for people (social role), and for places (environmental role).

The Government strongly supports the expansions of schools where the proposal would ensure that sufficient choice of school places is available to meet the needs of existing and new communities. Paragraph 72 of the NPPF states that great weight should be given to the need to create, expand or alter schools.

The NPPF states that open spaces should not be built on unless the loss of space resulting from the proposed development would be replaced by equivalent or better provisions. It further states that development should only be for alternative sports and recreational provisions, the need for which clearly outweighs the loss.

The NPPF (paragraph 73) states that existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:

1. An assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or
2. The loss resulting from the proposed development would be replaced by equivalent or better provisions in terms of quantity and quality in a suitable location; or
3. The development is for alternative sports and recreational provision, the need for which clearly outweighs the loss.

The NPPF also encourages the effective use of land by re-using land that has been previously developed (brownfield sites). The site is a brownfield development as identified within the context of the NPPF and it is therefore considered to be a sustainable option for development, in principle.

The local planning policies are in line with the NPPF. The proposal seeks permission to extend a current school facility, which for the most part, is located within a Housing Area. However, there is a small section of the proposal which is located within a defined Open Space area.

Amongst the above national planning policies that are relevant to determining whether the overall principle of development is acceptable, the NPPF outlines general policies regarding issues of highways, general living conditions, design and other amenity issues. These policies are discussed in the subsequent report, where applicable.

Local Planning Policies Relating to the Principle of the Development

The proposed development is sited mostly within a Housing Area, although a very small aspect is within an area designated as open space. The site is also on the periphery of the Totley Conservation Area and next to the boundary of a Grade II Listed Church. Similar to the above national planning policies, local policies relating to design, highways, living conditions and other amenity issues are discussed in the subsequent report, where applicable.

The most relevant local planning policies are those set within the Unitary Development Plan and Core Strategy of the emerging Sheffield Development Framework. The local planning policies are considered to be in line with the overarching policies and guidance outlined in the National Planning Policy Framework.

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

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 a requirement that new development should not harm the character or appearance of the public space. The relevant criteria set out in LR5 are considered further later in this report.

Policy CS45 (Quality and Accessibility of Open Space) states that safeguarding and improving open space will take priority over the creation of new areas.

Policy CS47 (Safeguarding Open Space) sets out the parameters against which the loss of open space must be considered.

Principle of Development in Context of Local and National Policies

The proposal seeks to enhance and expand the existing school and its ancillary facilities in an area where demand has clearly been identified. The development has sought to minimise the loss of playgrounds and open space as much as possible. The needs of the community facilities are given great weight in accordance with the NPPF and Core Strategy policies CS43, CS45 and CS47.

Policy CS43 states that schools should be expanded and modernised where there is an identified need. As outlined in the 2016 Cabinet report, the births in Sheffield have increased by 25% since 2002, with 1000 more children per year entering Reception year. The Office of National Statistics also shows population projections of a steady increase in births until 2023. Between 2014 and 2017, 45 pupils have been refused places and this is considered to clearly show a need for an expansion of Totley Primary School as outlined in policy CS43 (d).

The proposed extensions and car parking are partly being erected on areas of the existing school fields that are also designated as Open Space within the adopted Sheffield Unitary Development Plan. The spaces are not prime open spaces that have great functionality or are currently used as recreation space by the school.

The proposed development would result in a loss of part of the playing field to the east of the site and this was not included in the 2008 open space audit. An open space assessment of the wider areas was calculated and this shows that there is sufficient provision of formal open space within the local area. The proposal would not therefore be contrary to policy CS47 (a). Although there is a shortage of informal open space within the wider area, it is unrealistic to expect the school to set aside part of its site as informal open space CS47 (f ii), given that the school site is fairly small in comparison to other school sites across the city.

The loss of the open space will not impact upon how the school meets its educational obligations with regards to sport, and the incorporation of the Multi-Use Games Area will improve the outdoor facilities provided at the school. Furthermore, as the area of the site to be used for additional car parking would be on a space that is currently substandard for sport provisions, the improvements are not considered to negatively impact upon the quality and accessibility of the open space within the site to a point whereby it could be considered that the development is contrary to Core Strategy policies CS45 and CS47.

The quality of the proposed development will enhance and sustain the school facilities and this is given significant weight. The presumption in favour of sustainable development should be an influencing factor here and the use of a brownfield site is welcomed. It is considered that the small loss of open space, which will not be to the detriment of the functionality of the overall open space provisions, does not outweigh the benefits of such a development which is an ancillary use to the open space. Accordingly, the principle of the development is considered to be acceptable in terms of local and national planning policies.

Sustainability Issues

The proposed development of the site is to be assessed against Core Strategy policies CS64, CS65 and CS67. These policies are concerned with the sustainability of a proposal and the impact of the proposal on climate change. They are in line with the guidance provided in the NPPF.

Policy CS64 would require the development to meet BREEAM very good standards. The applicant has outlined in the supporting information that this can be achieved

and a predicted score of 61% is achieved based on the design that has been submitted. This score will achieve BREEAM very good standards as required by policy CS64. The proposal would incorporate sustainable building design measures and the building's envelope is to have high u-values and maximise the energy efficiency of the existing and proposed sections of the school. The construction of the building with a timber framing means that modern building techniques are being used that will reduce the carbon footprint of the building during the construction phase and once the building has been completed. The proposal is considered to be acceptable in terms of policy CS64 and the presumption in favour of sustainable development is given weight here.

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 design is to incorporate solar panels on the roof and highly efficient technologies are to be used for the fittings. The proposal has identified the need to provide the highest quality building envelope and use highly efficient technologies within the extension. Furthermore, the scheme enhances some of the existing building which will help reduce the overall carbon footprint of the school.

Guideline CC1 of the Climate Change Supplementary Planning Document requires developments to incorporate a green roof which covers at least 80% of the total roof area, where it is compatible with other design and conservation considerations, and where viable.

The application has not included a green roof due to the sustainable construction techniques proposed (timber framework) and its incompatibility with a heavy structure such as a green roof. A green roof would have to include further steel work that would have significant cost implications and would increase thermal bridging. Furthermore, as well as not being structurally and financially viable, the proposal would also compromise how the roof is utilised for renewable energy sources. Although the design is not strictly in accordance with guideline CC1 it is considered that the proposal will provide a diverse arrangement of sustainable measures that will enable the overall proposal to meet the aims of policy CS64. Consequently, the proposed extensions are considered to be acceptable in this respect.

Policy CS67 relates to management of flood risk, and for sites of more than 1 hectare, such as this, requires surface water run-off to be reduced by design measures by 30%. The scheme has been designed so that the extensions are sited on previously developed hard surfaced areas and it also incorporates a MUGA, which will be fitted with drainage facilities that will improve how water is attenuated and released from the site. The potential for soakaways and new drainage facilities will improve the surface water run-off from the site compared with the existing situation.

The proposal is not considered to have a worse impact upon the area in terms of surface water run-off and the inclusion of soakaways within the site is considered to help balance out the loss of the grassed area to car parking. The drainage measures proposed, that are needed to ensure that the proposal complies with policy CS67, are considered to be achievable through the proposed design and the fine details can be secured by a suitable planning condition attached to any approval.

Design

Policy H14 states that new development should be (a) well designed and in scale and character with neighbouring buildings, and (c) not result in the site being over-developed. This is reinforced by policies BE5 and CS74 which states that the new buildings should complement the scale, form and architectural style of surrounding buildings. BE5 also states that the proposal should have a varied palette of materials to break down the overall massing of the building and it should link to the natural and built features of the area.

The NPPF seeks to promote sustainable development; however, in breaking the definition of sustainability down into three, it also places a significant emphasis on good design and protecting and enhancing the natural and built environment within which the development is set. It further requires proposals to respond to the surrounding local character and be visually attractive as a result of good architecture

Siting and Layout

The proposal seeks permission to build two extensions to the west of the original school building on an area that is currently used as a hard play space. The alterations are mostly external; however, small scale internal refurbishments will be carried out to the existing building.

The extensions would comprise of two structures; one would be single storey in height and of a similar architectural style to the existing building (approximately 168 square metres), whilst the other would be two storeys in height (approximately 554 square metres). The two storey extension is located centrally on the existing building and the single storey extension will be sited to the north of this. The siting is logical due to the constraints of the site and the various open spaces that are sought to be retained and enhanced where possible. Accordingly, the siting of the extensions is acceptable in terms of UDP policy BE5.

The refurbishment of the existing school will include the conversion of one existing standard class room to a specialist science/ food tech teaching space. The new extensions will provide 6 new classrooms, a food technology room, media room, staffroom group rooms, a library and toilets and cloaks. The main two storey extension is adjacent to the existing hall and easily accessible from the main building.

The new access points will improve how pedestrians access the site when travelling from the north. The entrance to the building is centrally located within the site and it is considered to be a good location, given that the main vehicular entrance is from Sunnyvale Road (The vehicular entrance will not change).

The building will be fully accessible to all users with access ramps providing level thresholds; internally, a lift will be fitted. The extensions will have windows and doors facing on to the existing play areas to the north of the school and this will ensure that access around the site is maximised.

The proposed new external works, including the car park, MUGA and pedestrian accesses have been designed to improve the accessibility to the school grounds and to improve the amenities offered to the children. The inclusion of additional areas of hardstanding is not ideal, but it is considered that the locations for the car park MUGA and access points, maximises the legibility of the site whilst keeping the visual intrusion of these aspects to a minimal. The site is not extremely prominent when viewed from the public realm due to the land levels and it is not considered that the proposed accesses and play facilities will be detrimental to the character of the school or the wider area. Consequently, the proposal is considered to respect the character of the original site and the wider residential area and is acceptable in terms of UDP policies BE5.

Scale, Massing and Appearance

The new extensions are set against the existing buildings, which although single storey high, fluctuate in height owing to the slight land level differences. The single storey extension is arranged in a linear way along the north west elevation and would be 28 metres long by 8.6 metres wide, the height is similar to the existing 3.6 metre high school. The two storey element of the proposal that is located within the centre of the site will have a footprint of 21 metres by 16.3 metres. The heights vary from 9.8 metres on the south east side to 7.8 metres on the north west elevation owing to the split level layout of the lower floors.

The new extensions are considered to complement the original building in terms of scale and massing, and would not be visually prominent when viewed collectively with the existing buildings. The proposed extensions take on a similar built form to the existing school and flat roofs and window fenestrations that are not dissimilar to the existing building are proposed. Consequently, it is considered that the scale and massing is appropriate in this location and it would not detract from the scale and massing of the original buildings.

The proposal will be constructed from a variety of materials including brick, metal cladding and uPVC window frames. Amended plans have been received, which increased the amount of brick work used. Whilst the extensive use of brick work will marry the extensions to the original building, the use of metal cladding will ensure that these elevations do not appear bland and uninspiring. The combination of the materials proposed is considered to be acceptable and will link the proposal to the existing school. The materials proposed are acceptable in terms of UDP policies BE5 and CS74.

Impact Upon the Neighbouring Grade II Listed building

Although the site abuts the neighbouring Grade II Listed church, the church is over 40 metres away from the closest part of the extension. Furthermore, a significant part of the existing building is sited in between the listed building and the proposed extension. Owing to the siting of the extensions and the distance from the neighbouring listed building, the proposal is not considered to impact upon the setting and heritage of this building. In this respect, the proposal is considered to be acceptable in terms of UDP policy BE19.

Summary of Design Considerations

The extensions have been designed to maximise the school's functionality and ability to adapt to the future increase in pupils; the end purpose therefore defines the built form to a certain extent. The building has been designed to minimise its impact upon the wider built environment and the character of original school. The proposed alterations are considered to be acceptable in terms of their siting, scale, built form, materials and details. As such, the proposal is considered to be acceptable in terms of UDP policy BE5, H14, CS74 and the NPPF

Highways

Policy

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.

More specifically Paragraph 32 of the NPPF states that decisions should take account of whether improvements can be undertaken within the transport network that cost effectively limits the significant impacts of the development.

Paragraph 32 continues by stating that 'Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.'

Policy CS51 (Transport Priorities) within the Sheffield Development Framework Core Strategy (CS) identifies strategic transport priorities for the city, which include containing congestion levels and improving air quality.

Section d) of Policy H14 (Conditions on Development in Housing Areas) within the UDP states that new development should provide safe access to the highway network, appropriate off-street parking and not endanger pedestrians.

The application has been submitted with an accompanying Transport Assessment (TA) and an additional Technical Note. The documents have considered a number of factors, including issues such as trip generation, highway safety records, traffic flow rates, cumulative impacts, car parking and sustainable travel promotion.

Car parking

The proposal will involve increasing the existing car parking capacity on the site from 22 spaces to 41. The Unitary Development Plan guideline for parking requirements gives a parking standard of 1 space per 1 to 6 staff. The proposed staffing level in the next five years is predicted to be 43 Full Time Equivalent and the provisions of car parking are therefore in line with UDP parking standards.

When allowing for reasonable adjustments for members of staff who arrive at site via an alternative means of transport than a private motor vehicle, this car parking

provision, which sits within the acceptable range set by the Unitary Development Plan guidelines, is considered to be acceptable.

Site Access

The applicant seeks to expand the existing Totley Primary school, increasing numbers gradually over the next 5 years to an eventual capacity of 420. This represents a 64% increase overall, or a 13% increase per year upon the existing school numbers.

The existing site has a single access on Sunnyvale Road and this means that all traffic is directed from Baslow Road through to Sunnyvale Road and neighbouring residential streets. Consultation with parents has indicated that the distance from the north of the school is such that often walking to school via this entrance is not practical.

As such, the proposals include 2 new pedestrian accesses on Baslow Road, along with provision for a pedestrian crossing on Baslow Road. The 2 pedestrian accesses have the gates set back into the site, and a widening into the site of the footway to avoid a bottleneck situation occurring with pedestrians waiting to enter the gates.

The proposed pedestrian crossing is to be located as close to the entrances of the school as possible.

The new pedestrian accesses, including the controlled crossing have been the subject of a preliminary safety audit. This has identified the need for the crossing to be either a pelican or toucan crossing. The applicant has agreed that such a crossing is necessary and should the application be approved, it is recommended that a condition is attached to any permission requiring full details of the crossing and any associated traffic regulation orders to be submitted and approved.

Servicing and Emergency Access

Together with the new dedicated pedestrian routes into the school, it is proposed to also form an access into the site along Baslow Road for emergency vehicles. The access leads to hard play area to the northwest of the site and this is sufficient enough to allow emergency vehicles to turn and leave the site in a forward gear. Accordingly, this access is considered to be a safe entrance for occasional use.

Pedestrian and Road Safety

There have been three reported accidents in the vicinity of the school in the last five years. Two of these accidents occurred at the junction of Main Avenue and Baslow Road, and the other occurred on Sunnyvale Road. Two of these incidents occurred at weekends and as such, it is not considered that a significant number of accidents are attributable to the school.

Concerns have been raised that the low figures are because of the existing site arrangements and access from a quiet residential road. The increase in pupils is considered to require further entrances to the school to ensure that highway safety is

not compromised by higher vehicular movements that will be congested on only one small residential street. The new crossing point along Baslow Road will improve pedestrian safety and this aspect has been preliminary assessed by the Council's road safety team. Although the new access points have not been formally audited by the Road safety team, collectively, the proposal is considered to improve highway safety around the entire site and allow the school to expand in line with the local needs.

Trip Generation and Distribution

The Transport Statement forecasts that post expansion the school will generate 481 daily trips; of these, 283 are existing movements. The additional 198 vehicular trips per day are predicted to comprise of 40 vehicular movements from parents, making 4 journeys and 19 staff vehicles making two trips daily. These predictions are based on existing modal split data taken from the school and Local Authority data.

Data has been used from the Department for Transport and this has indicated that annual average daily flow on Baslow Road will be between 4,780 and 15,981. It is considered that the pedestrian entrances on Baslow Road will reduce pressures on Sunnyvale Road and Main Avenue and reduce trip lengths to the school for a proportion of the catchment area. The additional pupil movements generated by the expansion are considered to represent a 3.3 % increase in the flow along Baslow Road based on a worst case scenario whereby all additional traffic uses Baslow Road. Accordingly, the increase in traffic flow is not considered to be severe and is therefore considered to be acceptable.

Drop-off and Pick-up Capacity

The proposal does not provide a dedicated drop off and access point within the site so as to discourage all traffic using one entrance point. It is considered that some vehicular traffic will park on Baslow Road and potentially on the road network to the north. However, various measures are proposed to vary the times that pupils arrive and to give opportunities to use more sustainable modes of travel.

The school currently experiences cars parking on Sunnyvale Road and creating a bottleneck within this part of the residential area. Whilst the proposal will increase the capacity of the school, the new access and car parking arrangements are considered to ensure that the school does not put acute pressures upon just one access point along Sunnyvale Road. The proposal would allow a host of roads to be used and it is considered that this proposal is a reasonable approach that will improve current congestion issues that occur through the use of only one entrance.

A scheme of parking restrictions is being investigated along Baslow Road. It is considered that the levels of traffic generated are not considered to be excessive and the proposed parking restrictions are considered to manage the slight increase in traffic within the area. Although the proposal would introduce some parking along Baslow Road and along the streets to the north, this is not considered to create severe parking problems that would be detrimental to highway safety.

Improved Cycle and Scooter Storage

The proposal includes improvements to the provisions of cycle and scooter storage facilities and this in line with both local and national planning aspirations.

Earlier drop-off opportunities

The school is introducing a number of additional spaces at their breakfast club and after school club to give parents additional flexibility and encourage them to arrive outside of peak times. This factor will also reduce excessive levels of parking at peak times.

Highway Summary

The expansion of the school is phased over 5 years, with approximately 30 places added each year. If the school is not expanded, children will inevitably have to travel further and these trips will generate traffic on this road network. The increase in places offered by the school provides an opportunity for more local children to attend the school and access it by more sustainable modes of transport.

The proposal includes great benefits for the area with a controlled pedestrian crossing. This will slow traffic down along Baslow Road, whilst improving the access to the school from the north. Although some traffic will inevitably park on Baslow Road and some residential streets to the north of the site, the trip generation levels are not considered to be excessively high and the levels of traffic will be dispersed around the site rather than in one location as is the case at present. Further traffic regulation orders around the site will also help manage parking and safe operation of movements along Baslow Road.

It is considered that the proposal will improve how the school is accessed and not lead to high levels of traffic in any one location that could be potentially detrimental to highway safety. The proposal seeks to improve sustainable travel to and from the site and the predicted traffic generation is not considered to severely impact upon the local highway network. Consequently, the proposal is considered to be acceptable in terms of the NPPF and policy CS53 of the Core Strategy.

Air Quality

Paragraph 124 within the NPPF requires planning policies to sustain compliance with and contribute towards EU limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and the cumulative impacts on air quality from individual sites in local areas.

Paragraph 124 goes on to state that planning decisions should ensure that any new development in Air Quality Management Areas is consistent with the local air quality action plan.

Policy GE23 (Air Pollution) within the UDP states that development will be permitted only where it would not locate sensitive uses where they would be adversely affected by sources of air pollution.

Policy CS51 (Transport Priorities) of the CS states that one of the strategic priorities for transport is to improve air quality.

Policy CS66 (Air Quality) within the CS states that action to improve air quality will be taken across the built-up area, and particularly where residents in road corridors with high levels of traffic are directly exposed to levels of pollution above national targets.

The Air Quality Action Plan 2015 was approved by Cabinet in July 2012, with one of the key actions areas being the development of policies to support better air quality.

The application has been accompanied by an Air Quality Assessment (AQA), which considers issues such as current baseline conditions, future and cumulative impacts with the proposal accounted for and mitigation proposals.

The AQA has been assessed by the Council's Air Quality team. The proposal is likely to result in traffic and dust generation during the construction phase and increase in traffic movement in the local area, which is likely to have an impact on the local air quality during the operational phase. It is considered that as this impact is likely to be small and only during the construction phase, the mitigation measures recommended in paragraph 6.2 of the AQA would help minimise the impact of the construction to a satisfactory level. Should permission be granted, a condition should be attached to any approval to secure the implementation of these mitigation measures.

The proposal will, amongst other things, include the provision and implementation of a Travel Plan, anti-idling notices and limited car parking restrictions. Furthermore, a host of dust suppression and management measures during the construction phase have been identified and proposed to be implemented. It is, therefore, considered that should the mitigation measures stated within paragraphs 6.2 and 6.3 of the AQA be conditioned on any approval, the impact of increased traffic within the area would be negligible and almost offset by such mitigation measures. It is considered that the proposal would not exacerbate the existing air pollution levels to an unacceptable level that would be considered to be contrary to the aims of both local and national planning policies.

Impact Upon Neighbouring Residents

UDP policy H14 seeks to ensure that any proposal does not have a detrimental impact upon the general amenities of the surrounding area. It states that development should not deprive residents of light, privacy, security or be the source of noise or other nuisance.

Section c) of Policy H14 (Conditions on Development in Housing Areas) within the UDP states that new development should not deprive residents of light, privacy or security, or cause serious loss of existing garden space which would harm the character of the neighbourhood.

Policy GE24 (Noise Pollution) of the UDP requires development to not create noise levels causing a nuisance, and sensitive uses and noisy uses should not be located close together.

Physical Impact of the Extensions

The proposed extensions have been situated centrally within the site and this has limited the amount of development upon green open spaces. Furthermore, it also means that the extensions to the school buildings are over 40 metres away from any neighbouring residential property.

The topography of the site will also reduce the overall impact of the extensions and the two storey extension is not excessively higher than the highest point of the existing school. The height of the extensions and the distance of the extensions from the neighbouring residential boundaries is considered to be sufficient to negate the extensions from severely impacting upon the living conditions of any neighbouring residents in terms of loss of light/ outlook. The proposal would not be overbearing to the neighbouring residential buildings and is acceptable in terms of policy H14.

Noise and Disturbance

The proposed alterations are within a site that is set in between various residential properties. The site will operate in the same way as the previous school and the grounds will not be used outside school hours or during the weekends. Although the number of pupils will increase over the next 5 years, the incremental increase of pupils each year is not considered to be excessive and of concern in terms of severe noise and general disturbance to local residents at times when children are playing out in the playgrounds or via additional traffic at certain times of the day.

The new Multi-Use Games Area would be sited approximately 38 metres from the closest residential property and this is considered to be sufficient to ensure that the games area is not any more problematic to neighbouring residents in terms of noise disturbance than the existing playing fields. The games area cannot accommodate the entire school at any one time and the numbers of pupils who will be able to use the facilities at any one time are not considered to be excessive and harmful to the general living conditions of any neighbouring residents.

Privacy

The extensions are fairly secluded within the site and the proposed extensions are not considered to give rise to any concerns regarding the loss of privacy.

Although the existing access from Sunnyvale Road will still be used, and additional car parking will be created, the proposal will potentially reduce the number of people using this access and it is not considered that the siting of the new car parking space will significantly impact upon the existing privacy levels of the properties to the east of the site to the extent that planning permission could reasonably be resisted.

Concerns were raised by local residents regarding the new access from Baslow Road and its impact upon privacy levels to the properties that are closest to the proposed access, as it would run along the boundary with their front and rear gardens. The concerns raised fear that people will congregate on their front

boundary walls during drop off times will impinge upon their privacy levels to main habitable living spaces.

The original proposal sited the new access from a Council owned road that is sited behind Baslow Road to the very north eastern corner of the site. The access ran along the eastern boundary of the site to the new car park. Amendments to the scheme have been made and the new dedicated pedestrian access from Baslow Road is now sited 11 metres further west. The access is proposed to now run through the site along the boundary of the existing nursery and through to the Multi-Use Games Area and then the entrance of the school. The access is considered to significantly reduce the potential for people to congregate and wait directly outside residential properties and it is considered that the proposal would not now create direct overlooking of any neighbouring residential properties, given that it has been relocated more centrally within the site. The proposal is not considered to greatly impinge upon existing privacy levels of any neighbouring property and is acceptable in terms of UDP policy H14.

Lighting

The Multi-Use Games Area is not proposed to be used outside of school hours and will not be flood lit. Whilst some lighting is proposed around the new car park, the extent of the car parking is not overly large and provided that any approval is subject to a condition requesting full details of the type and number of lights, the proposal is not considered to be detrimental to the living conditions of any neighbouring residents in this respect.

Landscaping

Policy GE15 (Trees and Woodlands) within the UDP states that trees and woodlands will be encouraged and protected. This is to be achieved in part by requiring developers to retain mature trees, copses and hedgerows, wherever possible, and replace any trees which are lost.

The application has been accompanied by an Arboricultural Report dated 26/10/2016 and written by the Tree Management Team of Sheffield City Council. The report identified 43 trees within the site, most of which are sited on the northern most boundary behind the stone wall. The extensions proposed have been sited away from the trees, although the area of car parking has been located where there are two trees. These two trees have been surveyed and are infected with meripulus fungi and will have to be removed regardless of the development being implemented or not. It is also proposed to remove some trees along the northern boundary that are not in good health, however, these are not related to the development and do not need to be removed to facilitate this proposal.

Should the proposal be granted permission, it is considered that a condition should be attached to any approval to ensure that the landscaping within the site is enhanced and full details are submitted of how the trees are proposed to be retained and kept safe from any construction work, as outlined in the mitigation section of the Arboricultural Report.

Ecology

GE11 (Nature Conservation and Development) within the UDP requires the natural environment to be protected. A Bat Survey and an Ecology Survey (referenced Wild Scapes 0544.16 September 2016) have been submitted with this application and the details provided are considered to be satisfactory.

No evidence was found on the site of badgers, and the majority of the trees are to be retained. It is considered that although the proposal will involve the loss of some grassland, the overall ecology of the site will not be severely impacted upon to the extent that the proposal would be considered to be contrary to policy GE11 of the UDP.

The nearest recorded bat roost is approximately 370 metres away, however, there is no strong evidence of bats roosting on the site. The site has a mixture of locations that vary from negligible, low and moderate suitability and although no bats were found, it is recommended that a further survey is carried out prior to works commencing. A condition should be imposed on any approval securing this survey work is carried out prior to any alterations being carried out on site.

Land Contamination

A Phase 1 Desk Top Study and a Phase 2 Intrusive Site Investigation have been submitted with the application. Subsequently, further information regarding gas monitoring was submitted.

The Environmental Protection Service (EPS) has assessed this information and is satisfied with the extent of investigation and the conclusions made regarding issues such as risks to human health and the environment. However, the EPS have stated that a remediation method statement will be required and any approval should be subject to conditions that ensure this is submitted and implemented accordingly.

Archaeology

Although the site is close to the historic centre of Trolley Village, there is no evidence to suggest that this site is of any archaeological importance. South Yorkshire Archaeology Service has confirmed that they do not consider this application to have any archaeological implications.

SUMMARY AND RECOMMENDATION

The proposed school expansion is considered to create a good opportunity to enhance the existing education facilities, whilst improving the sustainability of the school in terms of its built form. The extension has been designed to strengthen the identity of the school with the use of a variety of materials and different built forms which complement the existing architecture. The design principles are considered to be sound and the overall built form is considered to complement the original building and not negatively impact upon the surrounding area.

It is considered that a clear case for increased school places for primary age children within the south-west of the city has been demonstrated and that acute pressure is experienced within the Totley and Dore catchments. This is largely driven by increased birth rates and a trend of younger families moving into the area. This is a substantial material planning consideration, which is required to be given significant weight in reaching a decision.

Although the proposal will increase the number of pupils in attendance, the new accesses that are proposed are considered to greatly improve how the school operates. The controlled crossing on Baslow Road will improve how the school links with the wider area and will improve how people travel to and from the school. Although there will be an increase in traffic generation and staff parking demand, the enlarged car park, new crossing facility and new pedestrian links on Baslow Road are considered to be acceptable and will prevent severe congestion forming on the Sunnyvale Road. It has been demonstrated, that with the introduction of a new crossing and improved pedestrian links, the impact of the proposal on the local highway network, with regard to issues such as highway safety, capacity and car parking, cannot be regarded as severe; which is the defined test of acceptability within the National Planning Policy Framework.

The proposal is considered to be sustainable in terms of the functionality of the buildings envelope, as well as the benefits provided in terms of the re-arrangement of the car parking space and better drainage facilities within the site. The proposal is therefore strongly supported by national planning policies in terms of the social, environmental and economic benefits which arise from this scheme.

Whilst the proposal does sit partially within an area of open space, the proposed enhancement of the school and the benefits which arise from the expansion are considered to outweigh the small loss of designated open space. The provision of better playgrounds, which are vital to the operation of the school, are considered to be ancillary uses to the wider open space area and do not prejudice the functionality of the wider site.

The proposed alterations are not considered to impact upon the general living conditions of the neighbouring properties and the proposal is considered to address the concerns raised regarding congestion, indiscriminate parking of cars within the streets and highways safety.

It is appreciated that the school currently experiences certain problems with car parking and that the site, within an otherwise residential area constrains how the site can be expanded. However, whilst the proposal will increase the capacity of the school, the new access and car parking arrangements are considered to ensure that the school does not put acute pressures upon just one access point along Sunnyvale Road. The improvements will provide a safe crossing on Baslow Road, which is of benefit to the wider public, not just school pupils and this proposal is an opportunity to expand the school whilst minimising the impact this may have upon the neighbouring residents.

It is considered that the proposed extensions will be a great benefit to the school, but also improve how the school operates within the constraints of the residential area.

Consequently, the principle, scale, built form, massing and detailing of the proposal are considered to be acceptable in terms of both national and local planning policies.

With consideration being given to all other matters, it is considered that the proposal is recommended for approval.

Case Number	17/01905/FUL (Formerly PP-06043934)
Application Type	Full Planning Application
Proposal	Demolition of existing building and erection of 6no apartments (Amended Plans Received 21st December 2017)
Location	Motor World 340 Lydgate Lane Sheffield S10 5FU
Date Received	05/05/2017
Team	West and North
Applicant/Agent	R Bryan Planning
Recommendation	Grant Conditionally

Time limit for Commencement of Development

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

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

Approved/Refused Plan(s)

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

Drawing nos.

2041 (P) 07 existing elevations

2041 (P) 08 existing layout

received on 5.5.17

Drawing nos.

2041 (P) 101 Rev F Site Layout + Landscape

2041 (P) 102 Rev F Elevations Block C

2041 (P) 103 Rev F Elevations Block A

2041 (SK) 104 Rev F Elevations Block B

2041 (P) 105 Rev F Layout Block B

2041 (P) 106 Rev F Ground Floor

2041 (P) 107 Rev F First Floor

2041 (P) 108 Rev F Second Floor

2041 (P) 109 Rev C Street View

2041 (P) 113 Rev D Car Parking
2041 (P) 114 Site Section Facing 38/40
2041 (P) 115 Vehicle Highway Entrance
all received on 21.12.17

Reason: In order to define the permission.

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

3. No development shall commence until the improvements (which expression shall include traffic control, pedestrian and cycle safety measures) to the highways listed below have either;
- a) been carried out; 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 apartments are brought into use.

Highway Improvements:

- (i) review and provision of tactile paving and dropped kerbs either side of the vehicular access;
- (ii) review and reinstatement of the footway and grass verge fronting the site.

Reason: To enable the above-mentioned highways to accommodate the increase in traffic, which, in the opinion of the Local Planning Authority, will be generated by the development, and in the interests of protecting the free and safe flow of traffic on the public highway it is essential that this condition is complied with before any works on site commence.

4. Unless shown not to be feasible and viable, no development shall commence until a report has been submitted to and approved in writing by the Local Planning Authority identifying how a minimum of 10% of the predicted energy needs of the completed development will be obtained from decentralised and renewable or low carbon energy, or an alternative fabric first approach to offset an equivalent amount of energy. Any agreed renewable or low carbon energy equipment, connection to decentralised or low carbon energy sources, or agreed measures to achieve the alternative fabric first approach, shall have been installed/incorporated before any part of the development is occupied, and a report shall have been submitted to and approved in writing by the Local Planning Authority to demonstrate that the agreed measures have been installed/incorporated prior to occupation. Thereafter the agreed equipment, connection or measures shall be retained in use and maintained for the lifetime of the development.

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

5. No development shall commence until full details of measures to protect the existing trees to be retained, have been submitted to and approved in writing by the Local Planning Authority and the approved measures have thereafter been implemented. These measures shall include a construction methodology statement and plan

showing accurate root protection areas and the location and details of protective fencing and signs. Protection of trees shall be in accordance with BS 5837, 2012 (or its replacement) and the protected areas shall not be disturbed, compacted or used for any type of storage or fire, nor shall the retained trees, shrubs or hedge be damaged in any way. The Local Planning Authority shall be notified in writing when the protection measures are in place and the protection shall not be removed until the completion of the development.

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

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

6. Before development commences, details of the existing and proposed ground levels and proposed floor levels shall have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be carried out in accordance with the approved details.

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

7. The apartments shall not be used unless the car parking accommodation for 7 cars as shown on the approved plans has been provided in accordance with those plans and thereafter such car parking accommodation shall be retained for the sole purpose intended.

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

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. 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.

10. 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.

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

Reason: In the interests of delivering sustainable forms of transport, in accordance with Unitary Development Plan for Sheffield and Core Strategy policies.

12. Before any hard surfaced areas are constructed, full details of all those hard surfaced areas within the site shall have been submitted to and approved in writing by the Local Planning Authority. Such details shall provide for the use of porous materials, or for surface water to run off from the hard surface to a permeable or porous area or surface within the curtilage of the apartments. Thereafter the hard surfacing shall be implemented in accordance with approved details.

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

13. The apartments 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 apartments commencing, and shall thereafter be retained.

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

14. The residential accommodation hereby permitted shall not be occupied unless a scheme of sound insulation works has been implemented and thereafter retained in accordance with the details submitted to and approved in writing by the Local Planning Authority. Such works shall:
- a) Be capable of achieving the following noise levels:
Bedrooms: Noise Rating Curve NR25 (2300 hours to 0700 hours);
Living Rooms & Bedrooms: Noise Rating Curve NR30 (0700 to 2300 hours);
Other Habitable Rooms: Noise Rating Curve NR35 (0700 to 2300 hours); Bedrooms: LAFmax 45dB (2300 to 0700 hours).
 - b) Where the above noise criteria cannot be achieved with windows partially open, include a system of alternative acoustically treated ventilation to all habitable rooms.

[Noise Rating Curves should be measured as an LZeq at octave band centre frequencies 31.5 Hz to 8 kHz.]

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

15. Before the use of the development is commenced, Validation Testing of the sound attenuation works shall have been carried out and the results submitted to and approved by the Local Planning Authority. Such Validation Testing shall:
- a) Be carried out in accordance with an approved method statement.
 - b) Demonstrate that the specified noise levels have been achieved. In the event that the specified noise levels have not been achieved then, notwithstanding the sound 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.

16. Before the apartments are occupied details of the sites boundary treatments shall have been submitted to and approved in writing by the Local Planning Authority, the details of which shall include the siting, height and appearance of a 3 metre length of screen fencing to be positioned at the rear of Block B alongside the eastern boundary of the site. The approved boundary treatments shall be provided prior to the first occupation of the development and thereafter retained in accordance with the approved details.

Reason: In the interests of the amenities of adjoining residents.

17. 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:

- (i) windows, window reveals and window surrounds;
- (ii) doors, door reveals and heads;
- (iii) eaves, verges and ridges;
- (iv) stonework coursing;
- (v) balconies;
- (vi) feature string courses;
- (vii) exposed deck structure;
- (viii) junctions between materials;
- (ix) railings to external steps.

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

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

18. Notwithstanding the indication given on the submitted drawings, all areas of facing stonework shall be natural stone, and the string courses and the window surrounds on the south and north elevations of Block A shall be constructed of natural stone and not K-Rend type cut render.

Reason: In the interests of the visual amenity and the quality of the development.

19. The proposed green roof(s) (vegetated roof system) shall cover a minimum area of 80% of the roof and shall be provided prior to the use of the building 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. Unless an alternative specification is approved the green roof shall include a substrate based growing medium of 80mm minimum depth and incorporating 15 - 25% compost or other organic material and the vegetation type shall be herbaceous plants. The plant sward 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.

20. 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.

21. 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.

Other Compliance Conditions

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

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

Attention is Drawn to the Following Directives:

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

<http://www.sheffield.gov.uk/home/roads-pavements/Address-management>

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 advised that this development is liable for the Community Infrastructure Levy (CIL) charge. A liability notice will be sent to you shortly informing you of the CIL charge payable and the next steps in the process, or a draft Liability Notice will be sent if the liable parties have not been assumed using Form 1: Assumption of Liability.
4. The applicant should install any external lighting to the site to meet the guidance provided by the Institution of Lighting Professionals in their document GN01: 2011 "Guidance Notes for the Reduction of Obtrusive Light". This is to prevent lighting causing disamenity to neighbours. The Guidance Notes are available for free download from the 'resource' pages of the Institute of Lighting Professionals' website.

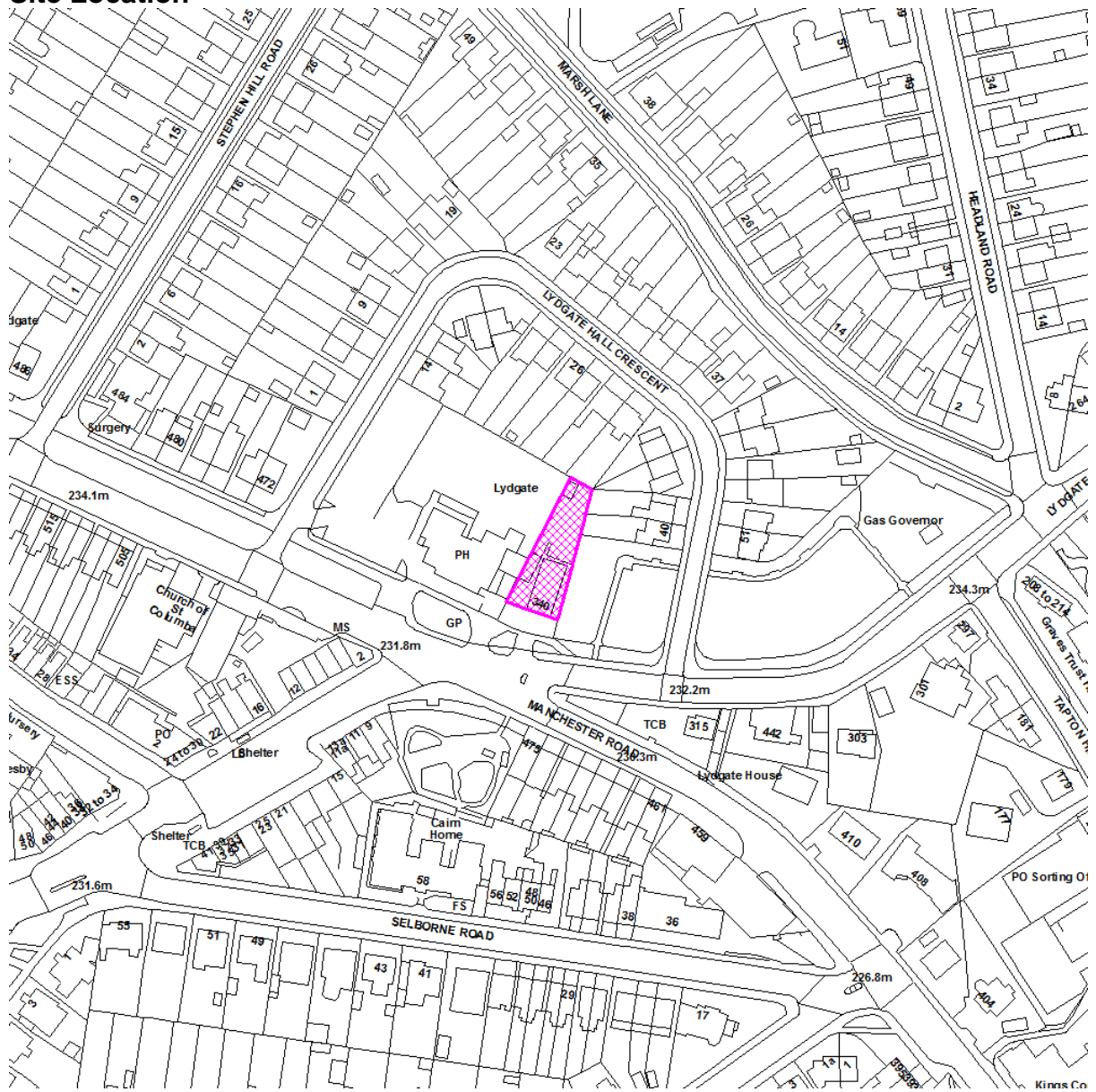
5. The applicant is advised that noise and vibration from demolition and construction sites can be controlled by Sheffield City Council under Section 60 of the Control of Pollution Act 1974. As a general rule, where residential occupiers are likely to be affected, it is expected that noisy works of demolition and construction will be carried out during normal working hours, i.e. 0730 to 1800 hours Monday to Friday, and 0800 to 1300 hours on Saturdays with no working on Sundays or Public Holidays. Further advice, including a copy of the Council's Code of Practice for Minimising Nuisance from Construction and Demolition Sites is available from Environmental Protection Service, 5th Floor (North), Howden House, 1 Union Street, Sheffield, S1 2SH: Tel. (0114) 2734651, or by email at epsadmin@sheffield.gov.uk.
6. The applicant is advised that noise and vibration from demolition and construction sites can be controlled by Sheffield City Council under Section 60 of the Control of Pollution Act 1974. As a general rule, where residential occupiers are likely to be affected, it is expected that noisy works of demolition and construction will be carried out during normal working hours, i.e. 0800 to 1800 hours Monday to Friday, and 0800 to 1300 hours on Saturdays with no working on Sundays or Public Holidays. Further advice, including a copy of the Council's Code of Practice for Minimising Nuisance from Construction and Demolition Sites is available from the Environmental Protection Service, Howden House, Union Street, Sheffield, S1 2SH, tel. 0114 2734651.
7. You are required, as part of this development, to carry out works within the public highway. You must not start any of this work until you have received formal permission under the Highways Act 1980 in the form of an S278 Agreement. Highway Authority and Inspection fees will be payable and a Bond of Surety required as part of the S278 Agreement.

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

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

Tel: (0114) 273 6349
Email: james.burdett@sheffield.gov.uk

Site Location



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LOCATION

The site is located on the north side of Lydgate Lane at its junction with Manchester Road at Crosspool in a Local Shopping Centre as defined by the Unitary Development Plan (UDP) proposals map.

The site comprises an elongated plot of approximately 0.06 hectares with an 18 metre frontage narrowing to 8 metres at the rear boundary. The site is approximately 48 metres from front to rear.

A two-storey detached building with single-storey rear extension is situated towards the front of the site set back behind a short forecourt. The building was last used as a shop with a residential flat on the first floor. There is a detached garage between the shop and the western side boundary of the site. The outdoor area to the rear of the site is overgrown.

Immediately to the west of the site is the Crosspool Tavern. There are residential properties off Lydgate Hall Crescent to the rear of the site and partly wrapping round the eastern boundary of the site. The remainder of the eastern boundary adjoins a small community garden open space area.

A wide highway verge runs across the front of the site over which there are two access points onto Lydgate Lane which give access to this site and the adjacent Crosspool Tavern.

PROPOSAL

The proposal seeks full planning permission to demolish the existing buildings on the site and erect a three-storey building providing 6 apartments and the provision of car parking.

The application has been amended since its original submission. The siting, heights and massing of the proposed building remain as originally submitted.

The proposed building and parking areas would generally cover the front and middle parts of the site with gardens on the rear third of the site. The front elevation of the proposed building would be set back approximately 3 metres from the site frontage behind a front boundary wall and short front garden, and would extend across most of the site frontage with vehicle and pedestrian access into the site running alongside the western side of the site.

The proposed building would adjoin and run alongside the eastern boundary of the site, with the narrower central element orientated over the proposed driveway, and the rear elevation of the proposed building extending across the full width of the site.

The proposal would provide 3 two-bedroom apartments on the three floors of the frontage block. In the central and rear blocks, undercroft parking for 7 cars is proposed at ground floor level with 3 two-bedroom duplex apartments on the upper two floors. One of the amendments to the proposal has been to enlarge one of the

parking spaces to form a disabled person's parking space and to improve manoeuvring within the site.

The proposed building would be faced in a combination of materials. Facing stone would be the predominant external material on the visible front and east facing elevations of the building.

The front elevation consists of two main elements, a three-storey flat roof element with a predominantly glazed frontage and balconies on the first and second floor, and a larger three-storey element faced in stone with a ridged slate roof.

The courtyard elevations would be a combination of render and brick. A flat roof over the central block would have a green vegetated roof. A balcony is proposed on part of the second floor east facing side elevation overlooking the adjoining open space.

The rear block would have a slated ridged roof. The originally proposed balconies on the first floor of the rear elevation have been removed on the amended proposals and replaced with external steps. A dormer on the courtyard elevation of the rear block has also been removed from the proposals.

RELEVANT PLANNING HISTORY

In 2010 planning permission was refused and dismissed on appeal for the erection of a single/two-storey extension to retail unit and use of first floor as ancillary accommodation on grounds of the lack of adequate off street parking and servicing provision which would be likely to lead to conditions which would be prejudicial to highway safety. This proposal sought to provide 5 on-site car parking spaces whereas the council's car parking guidelines equated to the need for 19 spaces (application no. 10/02657/FUL refers).

In 2016 full planning permission was granted for alterations and extensions to building to provide extended retail unit at ground floor with three flats over including two-storey side extension with covered way and accommodation in roofspace, single-storey side extension with balconies over and alterations to roof design of existing building. This proposal would provide 4 on-site car parking spaces (application no. 15/04122/FUL refers).

SUMMARY OF REPRESENTATIONS

This application has been publicised by letters to neighbouring properties.

8 representations of objection have been received in respect of the originally submitted proposals relating to the following matters:

- Accept some redevelopment desirable, some sort of residential development would seem appropriate;
- Do not regard impact as acceptable, application is beyond a technical issue, not marginal breaches but fundamental breaches of policies;

- Contradict several policies within 2009 Sheffield Development Core Strategy;
- Policy CS26 translates to indicative 30 to 60 dwellings per hectare in wider urban Sheffield where high frequency bus services however the proposal looks to establish 120 dwellings per hectare, doubles the guide density, highly disproportionate, density out of kilter with Crosspool which is typically semi-detached houses, incompatible with lower density and sub-urban character of Crosspool, risks establishing undesirable precedent of city centre equivalent densities;
- Policy CS31 reinforces disproportionate and incompatible density;
- Fails to meet spirit of Policy CS74, developing and building the tallest building in Crosspool (with the exception of the church) in a residential garden does not positively enhance local character;
- UDP section H14, suggestion that development is of similar height to Crosspool Tavern is misleading;
- Route linked to primary school and local shopping centre accessed by busy A57 and difficult 4-arm junction, heavy footfall along pavement of children and young people at all times of day, potentially dangerous traffic implications;
- Difficult to turn right onto Lydgate Lane, cars will turn left onto Lydgate Lane then left into Lydgate Hall Crescent turning it into a rat run;
- The parking and manoeuvring plans are flawed, parking is significant underestimation, could lead to occupation rate of 24 people who may all have their own car and only 7 spaces available, insufficient space to turn unless a vacant space can be used, driver will have to reverse from the property across a pavement into a busy four-road junction, overspill onto crowded side streets, excess cars will park on Lydgate Hall Crescent which already has double parking throughout the day;
- Appeal decision established difficulties and potential dangers associated with traversing across a well-used pedestrian route in order to park vehicles;
- Lower density development would lessen highway risk;
- Out of scale and character with existing buildings, cramming too much into a small space, Block B extremely intrusive, Block B will dominate skyline;
- Does not achieve good design, glass balconies out of keeping with character of the area;
- Removal of gateposts which used to belong to Lydgate Hall removing an important piece of history;
- The building land has been a residential garden for a long time, amenity space currently acts as a buffer between existing properties, small area of garden retained, encroaches onto garden space, presumption against development of garden land highlighted in 2012 National Planning Policy Framework in paragraph 53;

- The proposed development comes right up to the boundary on all side
- Loss of light, overshadowing, Blocks A and C at the front are higher than Crosspool Tavern, Block B overlooking Lydgate Hall Crescent properties is higher still due to rising land, a pitched roof on top of Block B will overshadow adjoining properties, the nearest property (40 Lydgate hall Crescent) is 17 metres from Block B not 20 metres and 38 Lydgate Hall Crescent is 17 metres to conservatory and 22 metres to house wall not 35 metres as stated in the Design and Access Statement;
- Elevation drawings suggest property at 40 Lydgate hall Crescent is significantly elevated from the development but elevation is very slight and on same level as the proposed development;
- Overlooking, Block C will be significantly higher than Block A which is higher than the existing shop and flat, balconies to Block B would overlook properties, loss of privacy;
- no reference to screening at the rear;
- Will lighting be enclosed, night lighting in the parking area will be intrusive, create intrusive lighting for adjoining properties;
- Potential loss of rainwater drainage through removal of garden space;
- Concern as mature trees on boundary are 20 foot tall hawthorn trees;
- Plans poor, lack scale and perspective, elevation drawings of appearance from Lydgate Hall Crescent properties not included;
- the application should be considered at planning committee.

1 of the representations of objection also states:

- As Secretary of the Friends of Lydgate Green (the “community gardens”) we would be opposed to the felling or severe pruning of the mature trees and shrubs or encroachment of proposed buildings onto this green space.

Following the submission of amended proposals and additional publicity in the form of re-notification letters, 3 representations of objection have been received relating to:

- None of the concerns have been addressed, alterations appear superficial, stand by original comments;
- Style of development is not in keeping with the design of local buildings, scale is at odds with the principles of housing density, would dwarf neighbouring buildings;
- Little done to address safe access issues, still no room for cars to turnaround inside the parking area, cars would have to reverse and turn around in a pedestrian area in front of the building, proposed car parks do not seem big enough, driveway emerges onto an already difficult and dangerous junction, revised entry and exit options have

created extra driveways to be crossed by pedestrians, many school children use this route, dangerous turns to the right onto Lydgate Lane and Manchester Road and turning right off Lydgate Lane, turn Lydgate Hall Crescent into a rat run;

- Revised drawings reinforce how close and overpowering Block B would be to adjoining properties;
- Elevation relating to Block B looking eastwards seems disingenuous as indicative only, Block B will be significantly higher and more imposing;
- Will cast a shadow over garden in mid-afternoon, will degrade value of garden;
- Privacy would be lost;
- Balconies not shown on the revised drawings, plans are schematic and not definitive;
- Opaque nature of the planning process and complete lack of consultation and regard for resident's concerns has been disgraceful, letter about updated plans not received;
- Eastern boundary wall to Lydgate Green is to be removed and the proposed new building is to become the boundary, Friends of Lydgate Green object strongly to this, believed this was a protected J G Graves green space;

PLANNING ASSESSMENT

Principle of the Proposed Development

The Sheffield Local Plan includes the Core Strategy and the saved policies and proposals map of the Unitary Development Plan (UDP).

The UDP was adopted in 1998. The UDP Proposals Map identifies the site as being within the Crosspool Local Shopping Centre where housing, which includes residential apartments, is an acceptable use in principle (UDP Policy S7 refers).

The Pre-Submissions version of the Draft City Policies and Sites (CPS) Document and Draft Proposals Map are also a material consideration albeit with limited weight given that the documents are not to be submitted to the Secretary of State. The Draft City Policies and Sites Document and Draft Proposals Map identifies the site as being within a Neighbourhood Centre where housing is an acceptable use in principle subject to various criteria (Draft CPS Policy H1 refers).

The proposal complies with UDP Policy S7.

The NPPF requires Local Planning Authorities to identify a 5-year deliverable supply of housing land (NPPF, paragraph 47). The latest Government household growth projections suggest that housing need in the city is higher than was previously planned for in the Core Strategy and as such the city has an approximate 4.1 year supply of housing land using the latest growth projections.

Paragraph 49 of the NPPF states that, planning applications for new housing should be considered in the context of the presumption in favour of sustainable development, with relevant policies for the supply of housing not being considered up-to-date if there is not a demonstrable 5-year housing land supply.

The proposal would make a net contribution to the provision and supply of housing within the city.

Core Strategy Policy CS24 relating to maximising the use of previously developed land for new housing states that priority will be given to the development of previously developed sites and no more than 12% of dwelling completions will be on certain greenfield sites including on small sites within urban areas where it can be justified on sustainability grounds. The NPPF clarifies that previously developed land is land which is or was occupied by a permanent structure including the curtilage of the developed land and any associated fixed surface infrastructure adding that it should not be assumed that the whole of the curtilage should be developed. The NPPF also states that this excludes land in built-up areas such as private residential gardens.

In this instance, the existing building (shop with flat above), garage and hard standings comprise previously developed land. The rear half of the site however has the characteristics of a private residential garden. The proposed development retains part of this rear garden area and as such the whole of the curtilage would not be redeveloped. The application site is also a small site within the urban area in a sustainable location close to local services and a bus route. It is considered that the proposal complies with the aims of Core Strategy Policy CS24.

Impact on the Local Shopping Centre

UDP Policy S10(a) seeks to ensure that new development in shopping areas would not lead to a concentration of uses which would prejudice the dominance of preferred uses in the area or its principle role as a shopping centre.

The majority of the premises within the Crosspool Local Shopping Centre are on the west side of Manchester Road. The application site and the adjacent Crosspool Tavern are the only commercial premises within the Local Shopping Centre that lie on the north side of Manchester Road.

The Crosspool Local Shopping Centre currently has a dominance of shops. Whilst the proposal would result in the loss of a shop unit, the current dominance of shops within the Local Shopping Area would be maintained.

The proposal complies with UDP Policy S10(a).

Highway and Transportation Issues

UDP Policy S10(f) seeks to ensure that new development in shopping areas would be served adequately by transport facilities and provide safe access to the highway network and appropriate off-street car parking and not endanger pedestrians.

The site is currently accessed from Lydgate Lane close to its junction with the A57 Manchester Road. A footpath runs alongside the carriageway and a second footpath set back behind the highway verge runs across the front boundary of this site and the adjacent Crosspool Tavern.

The proposal would continue to gain access from Lydgate Lane with some minor changes to slightly adjust the alignment of the vehicle crossover and highway verge. The proposal would provide 7 undercroft on-site car parking spaces including one parking space designed to be used by people with disabilities. The proposal includes sufficient space for on-site turning enabling cars to enter and leave the site in forward gear. A secure and covered bike store is included within the proposals.

The application site is within easy walking distance of bus stops which serve bus routes 51, 273, 274, 275. Bus route 51 links the site to the city centre and has a frequency of service mainly every 10 minutes during daytime on Mondays to Fridays, every 12 minutes during daytime on Saturdays, and every 30 minutes on evenings and Sundays. The 273, 274 and 275 routes provide a mainly 2 hour frequency daytime service which also link to the city centre. It is considered that 6 buses an hour is sufficient to provide a high frequency service. The site is also located in close proximity to local shopping facilities.

It is considered that the proposed access and parking arrangements are satisfactory. There are no highway objections to the proposal subject to condition to secure the provision of the on-site car parking.

The proposal complies with UDP Policy S10(f).

Density

Core Strategy Policy CS26 relating to the efficient use of housing land and accessibility states that housing development will be required to make efficient use of land but the density of new developments should be in keeping with the character of the area and supports the development of sustainable balanced communities. It states that densities will vary according to the accessibility of locations and identifies density ranges of development near high frequency bus routes in the urban area as 40 to 60 dwellings per hectare, and in the remaining parts of the urban area as 30 to 50 dwellings per hectare. It also states that densities outside the ranges will be allowed where they achieve good design, reflect the character of the area or protect a sensitive area.

In this instance the application site is within easy walking distance of bus stops which provide a high frequency service to the city centre. The proposed development of 6 apartments on 0.06 hectares would result in a density equivalent to 100 dwellings per hectare. Whilst this achieves a highly efficient use of land significantly above the ranges in Policy CS26, it is necessary to consider the quality of the proposed development and the character of the area.

Design and the Effect on the Character of the Locality

UDP Policy S10(d) relating to conditions on development in shopping areas states that new development will be permitted provided that, amongst other matters, it would be well designed and of a scale and nature appropriate to the site. UDP Policy BE5 and Core Strategy Policy CS74 seek good design in new development.

Core Strategy Policy CS31 relates to housing in the southwest area of the city which is identified as the sector between the Manchester Road (A57) and Abbeydale Road (A621) corridors. The application site adjoins the north side of the A57 Manchester Road corridor.

Policy CS31 gives priority to safeguarding and enhancing its areas of character and states that 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.

The Crosspool Local Shopping Centre on the southwest side of Manchester Road is characterised by generally two-storey terraced and linked commercial buildings with some having second floor accommodation within their roofspace, although there are flat roofed and mansard roofed buildings within this streetscene. The two commercial properties comprising the application site and the Crosspool Tavern are both detached buildings of different scales and set slightly further back from the street frontage. The buildings in the shopping area are mainly stone fronted. There are terraces of residential properties either side of the shopping area fronting Manchester Road. The surrounding housing area is generally of two-storey semi-detached dwellings with short front gardens and larger rear gardens and faced in brick and render.

The existing building, garage, and its boundary walls and gate posts are not listed and it is considered that their demolition would not harm the appearance of the streetscene subject to a satisfactory scheme for the redevelopment of the site.

The proposal redevelopment of the application site would result in a building of greater mass, height and footprint compared to the existing building on the site and would extend further forward and further to the rear than the existing building on the site. The proposed building would have a three-storey front elevation, partly ridged and partly flat roof. As the front and rear blocks would have a ridged roof, the side elevation of the proposed building immediately alongside the adjacent community open space area would have two gables, with a lower flat vegetated roof in the middle section between them. The ridge of the frontage block would be approximately 0.9 metres higher than the ridge of the adjacent Crosspool Tavern. The ridge of the rear block would be approximately 1.3 metres higher than that of the Crosspool Tavern.

Nevertheless, the design of the front elevation consisting of a part traditional and part contemporary appearance would provide a good quality of design which in the context of its setting alongside the open space and the Crosspool Tavern would be dominant but not unduly intrusive within the streetscene. It is considered that subject to achieving appropriate quality of facing materials the proposed building would make a positive contribution to the streetscene. Whilst it would appear taller and more visible than the existing building when viewed from the open space area, it

would not be over-dominant and its impact would be further softened by the trees within the open space area. The proposal would provide a small garden area to the front and a larger garden area to the rear which whilst smaller than the existing rear garden would nevertheless ensure that the site would not appear overdeveloped. The proposed on-site parking areas would be mainly screened from the street frontage and adjacent residential properties by the proposed built form.

The proposed building would be faced in a combination of materials including facing stone and glazing to the front, stone to the eastern side with a contrasting render panel, render to the rear, and brick and render to the courtyard. It is considered that the proposed materials would be in keeping with those in the locality.

Overall, whilst the proposed redevelopment of the site would result in a larger and higher building it is considered that its design and massing would make a positive contribution to the streetscene and would not appear unduly out of character with the locality.

The proposed landscaping scheme seeks to provide soft planting (shrubs) to the front garden applicant and a garden area to the rear. The applicant has also indicated that there is the possible addition of a green wall on the west facing side elevation of the frontage block alongside the driveway. A condition would be required to secure details of the proposed planting scheme.

Whilst the trees on the adjacent community open space are outside the application site, the proposal would require any overhanging branches to be pruned back to the boundary. A condition to secure appropriate protection to these trees during construction works is recommended.

The proposal complies with UDP Policies, S10(d) and (e), BE5 and Core Strategy Policy CS74.

Sustainability

Core Strategy Policies CS63 to CS65 relate to climate change and seek to ensure that developments reduce the impact of climate change.

The site is sustainably located close to local services and public transport routes.

The proposal includes a vegetated roof over the middle block of the proposed building and will use a semi-porous finish to the courtyard and utilise a sustainable urban drainage approach to limit surface water run-off.

The applicant has stated that the proposal will provide a package of renewables including a building fabric thermal performance approach to minimise heating demand, a mechanical ventilation and heat recovery system (which is a whole house ventilation system that supplies and extracts air throughout a property in a balanced and low energy manner) and where possible photo voltaic panels to ensure a minimum of 10% of the developments predicted energy needs from renewable sources.

A condition will be required to secure satisfactory details of the package of sustainable measures.

Effect on the Amenities of Residents

UDP Policy S10 also seeks to ensure that new development does not cause residents or visitors to suffer from unacceptable living conditions.

There are residential properties to the east and north side of the site off Lydgate Hall Crescent. Lydgate Hall Crescent gradually rises to the north.

The proposed development includes a three-storey apartment building immediately alongside the eastern boundary of the site. The side elevation of the proposed apartments runs alongside the community open space area. One of the second floor apartments includes a recessed balcony on this eastern elevation which faces over the open space. This balcony is offset from the rear garden of the nearest residential property at no. 40 Lydgate Hall Crescent by approximately 12 metres and would have a 21 metre separation between the proposed balcony and the single-storey rear extension at no. 40.

The north facing elevation of the proposed apartments has windows on the first and second floors. Due to the rising ground levels towards the north part of the site, the ground level undercroft parking would be cut into the rising ground such that the first floor level of the rear elevation is just above the natural ground level. A landing and flight of steps is proposed to the glazed doors on the rear elevation of the proposed apartments.

There would be a separation of between 29 and 32 metres between the rear elevation of the proposed apartments and the opposing houses at nos. 30 to 36 Lydgate Hall Crescent. The houses at nos. 38 and 40 Lydgate Hall Crescent are orientated at right angles to the rear elevation of the proposed apartments with a 16 metre separation from the proposed apartments.

It is considered that there would be sufficient separation between the proposed apartment building and these adjacent dwellings to ensure there would be no significant overbearing, overshadowing or overlooking.

The proposed siting of the development would result in the northeast corner of the proposed apartment building being close to the southwest corner of the rear garden of no. 40.

It is considered that the respective orientation of the rear elevations of the proposed and existing dwellings at nos. 38 and 40 would ensure that there would be no significant overlooking between these properties. To ensure there would be no significant overlooking from the proposed landing and flight of steps to the rear elevation a condition is recommended to secure a 3 metre length of screen fencing alongside the eastern boundary immediately to the rear of the proposed apartments.

Whilst the proposed apartment building would be sited close to the bottom corner of the rear garden of no. 40 it is considered that the proposed building would not

significantly overbear or overshadow the garden and dwelling at no. 40 and no. 38 Lydgate Hall Crescent.

The Crosspool Tavern immediately to the west of the site has an outdoor customer area at the rear. The movements of customers and service vehicles to and from the Crosspool Tavern and external plant and equipment is a potential source of noise and disturbance to the future occupiers of the proposed apartments. The kitchen extraction system is a potential for odour disamenity. Given the layout of the proposed development, the main windows of the proposed apartments are a sufficient distance away from the adjacent commercial premises at the Crosspool Tavern to ensure there would be no adverse impact on the future occupants of the proposed apartments. The proposed design minimises the potential for activities associated with the Crosspool Tavern from affecting future residents from noise and odour. Conditions to secure appropriate glazing specifications in the apartments are recommended.

The proposal complies with UDP Policy S10(b) and (c).

As noted above, in 2010 planning permission (10/02657/FUL) was refused and dismissed on appeal for the erection of a single/two-storey extension to retail unit and use of first floor as ancillary accommodation on grounds of the lack of adequate off street parking and servicing provision which would be likely to lead to conditions which would be prejudicial to highway safety. The Inspector's decision letter noted that the location is likely to attract passing trade from motorists and that there was no evidence that there was sufficient [parking] capacity available.

This decision highlighted the problems of a more intensive retail development on the site.

It is recognised that the proposed density is significantly greater than that in Core Strategy Policy CS26, however its location in the local centre and its setting alongside the Crosspool Tavern can accommodate a higher density without causing undue harm to the character of the locality. The proposal which has 3 apartments to the frontage and the other 3 apartments over the courtyard parking area provide an enclosure to the site whilst retaining sufficient garden space to the rear. In this instance it is considered that given the sustainable location of the site and the quality of the scheme proposed, the development would not significantly harm the character of the locality and would enable the higher density achieved by this proposal to be satisfactorily accommodated on the site.

Community Infrastructure Levy

The Community Infrastructure Levy (CIL) is applicable to this development. The site lies within CIL Zone 3 where there the contribution is £30 per sq m. The funds generated through CIL will be used in connection with strategic infrastructure needs.

SUMMARY

The UDP Proposals Map identifies the site as being within the Crosspool Local Shopping Centre where housing, which includes residential apartments, is an acceptable use in principle.

The Crosspool Local Shopping Area currently has a dominance of shops. Whilst the proposal would result in the loss of a shop unit, the current dominance of shops within the local shopping centre would be maintained.

It is considered that the proposed access and parking arrangements are satisfactory. There are no highway objections to the proposal subject to condition to secure the provision of the on-site car parking.

It is considered that there would be sufficient separation between the proposed apartment building and adjacent dwellings to ensure there would be no significant overbearing, overshadowing or overlooking of those properties.

Whilst the proposed redevelopment of the site would result in a larger and higher building it is considered that its design and massing would make a positive contribution to the streetscene and would not appear unduly out of character with the locality.

The proposal complies with UDP Policies S7, S10, BE5 and Core Strategy Policies CS24, CS63 to CS65, CS74 and the NPPF.

It is recognised that the proposed density is significantly greater than that recommended in Core Strategy Policy CS26, however its location in the Local Shopping Area and its setting alongside the Crosspool Tavern can accommodate a higher density without causing undue harm to the character of the locality. In this instance it is considered that the quality of the development proposed, and that the scheme would not significantly harm the character of the area would enable the higher density achieved by this proposal to be satisfactorily accommodated on the site.

RECOMMENDATION

It is recommended that planning permission is granted subject to conditions.

Case Number	17/01012/REM
Application Type	Approval of Reserved Matters
Proposal	Erection of 62 dwellinghouses and associated works (Application to approve details in relation to appearance, landscaping, layout and scale - matters reserved by 17/03068/FUL for Outline application for residential development with all matters reserved except access) - AMENDED DESCRIPTION AND AMENDED DRAWINGS
Location	Site Of Bannerdale Centre 125 Bannerdale Road Sheffield S7 2DJ
Date Received	09/03/2017
Team	South
Applicant/Agent	Barratt Homes
Recommendation	Reserved Matters Approved Conditionally

Time Limit for Commencement of Development

Approved/Refused Plan(s)

1. The development must be carried out in complete accordance with the following approved documents:
 - EXTERNAL WORKS LAYOUT - 1 OF 3 / 1048/08/01.01 Rev /
 - EXTERNAL WORKS LAYOUT - 2 of 3 / 1048/90/08.02 Rev /
 - Arboricultural Implications Plan / 13667-A/AJB
 - Boundary Treatments / 1530.300 Revision A
 - Materials & boundaries layout / 1530.07 Revision D
 - Planning Layout / 1530.01 Revision J

 - Housetype Planning Drawing T66 / 1530:108 Revision A
 - Housetype Planning Drawing ALD / 1530:103 Revision A
 - Housetype Planning Drawing WIN / 1530:102 Revision -
 - Housetype Planning Drawing HAL / 1530:104 Revision -
 - Housetype Planning Drawing ENN / 1530:100 Revision -
 - Housetype Planning Drawing ALD / 1530:103 Revision -
 - Housetype Planning Drawing RAD / 1530:105 Revision -
 - Housetype Planning Drawing T69 / 1530:109 Revision -

- TYPICAL MASONRY RETAINING WALL DETAILS / 35027/200 REV B
- GABION RETAINING WALL DETAILS (RETAINING UP TO 3.1M) / 36614/GRW/001 REV A
- DETAILS FOR EXTRA FACING BRICKWORK WITH REINFORCED SUSPENDED GROUND SLABS / 38013/001 REV B
- TANKED GARAGE MASONRY RETAINING WALL / 39388/001 REV B

- STREET SCENES / 1503.04 Rev B

- LANDSCAPE MASTERPLAN / R/1958/1C

- DRANAGE LAYOUT / 1048/90/SK04

Reason: In order to define the permission.

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

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

2. 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 and verges
- External wall construction
- Brickwork and Stonework detailing
- Entrance canopies
- Roof Ridge & Valleys
- Rainwater goods

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

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

3. A comprehensive and detailed planting plan and details of hard landscaping 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.

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

4. 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 five year period shall be replaced.

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

5. 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.

6. Prior to the commencement of development details of dust control measures during the excavation and construction phases shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the approved details shall be implemented for the duration of the excavation and construction phases.

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

7. Prior to the commencement of development details of construction methods relating to trees shall be submitted to and approved in writing by the Local Planning Authority, and shall include a schedule of works involved in the removal of the tarmac road along the north-eastern boundaries of the site, specifications of the replacement pathway within the Root Protection Areas of retained trees and specialised construction techniques to avoid root damage. Thereafter, development shall proceed in accordance with the approved details.

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

8. Notwithstanding the details of measures to mitigate against air quality impacts submitted with this application, these measures are not hereby approved. Prior to the commencement of development details of further measures shall be submitted to and approved in writing by the Local Planning Authority, which shall include details of measures to control dust and impacts on air quality during the construction phase and a commitment to provide the measures outlined in Appendix G of the Transport Assessment provided with application reference 13/04206/RG3. Thereafter, the approved details shall be implemented as part of the development and maintained as such thereafter.

Reason: In the interests of local air quality and of delivering sustainable forms of transport.

Other Compliance Conditions

9. Notwithstanding the provisions of The Town and Country Planning (General Permitted Development) (England) Order 2015, or any Order revoking or re-enacting that Order, no enlargement, or extension of the approved dwellings which would otherwise be permitted by Class A to Part 1 of Schedule 2 to the Town & Country Planning (General Permitted Development) (England) Order 2015 shall be carried out without prior planning permission.

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

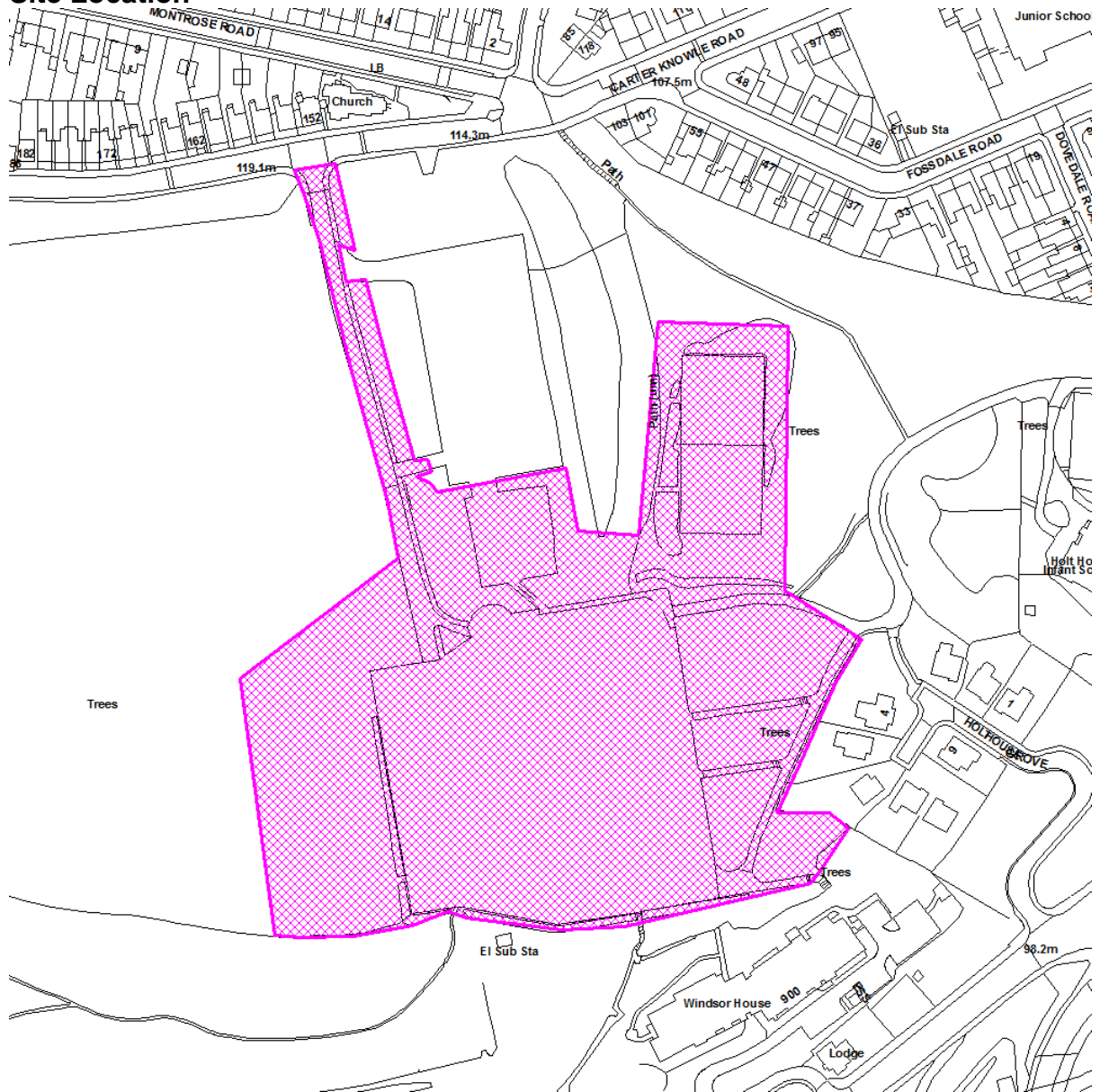
10. Unless otherwise indicated on the approved plans no tree, shrub or hedge shall be removed or pruned without the prior written approval of the Local Planning Authority.

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

Attention is Drawn to the Following Directives:

1. The Local Planning Authority has dealt with the planning application in a positive and proactive manner and sought solutions to problems where necessary in accordance with the requirements of the National Planning Policy Framework.
2. No tree shall be removed outside of the bird breeding season (beginning March to end August) unless it is confirmed by an ecologist that it does not provide a habitat for breeding birds. Additionally, no trees shall be removed before they have been confirmed by an Ecologist to not provide a bat roost.

Site Location



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LOCATION AND PROPOSAL

The site is located to the south of Carter Knowle Road, and is currently vacant following demolition of the Bannerdale Centre building.

Outline consent was granted in 2014 for residential development of the site, with the only matter not reserved at that stage being 'Access'. The approved access point utilised the existing road/driveway directly off Carter Knowle Road.

Permission is now being sought for approval of the matters which were reserved as part of the outline approval. These reserved matters are Layout, Scale, Landscaping, and Appearance.

The submission initially included 65 dwellinghouses, but in its revised form includes 62 houses (9 units with 2 bedrooms, 7 units with 3 bedrooms and 46 units with 4 bedrooms). The proposed layout includes areas of open space, and footpath access into and through the site to and/or from the adjoining woodland.

RELEVANT PLANNING HISTORY

13/04206/RG3

Residential development with associated open space and landscaping
Approved - 12.03.2014

17/01482/FUL

Construction of a temporary road
Approved 15.12.2017

17/03068/FUL

Application to remove condition nos. 10, 14 and 19 of planning permission 13/04206/RG3, and to vary conditions no. 6 to allow certain development works within the woodland buffer zone and no. 11 to allow green roof to be omitted if proved unfeasible (Application under Section 73) (AMENDED DESCRIPTION)
Approved 18.12.2017

13/04206/COND1

Application seeking to discharge condition 12 of outline approval covering affordable housing provisions.
This application is currently under consideration.

SUMMARY OF REPRESENTATIONS

Following neighbour notification, the placement of a number of site notices and the publication of a press advertisement; a total of 9 objections and 1 supporting representation have been received, including representations sent on behalf of Carter Knowle and Millhouses Community Group. These are summarised as follows:

Objection

Design

- Low quality house design and materials don't fit into surroundings.
- School and housing are incompatible uses. 65 dwellings is over-development of site, given access road will be shared with secondary school. Emergency vehicle access would be compromised during busy periods, and householders' movements would conflict with school pupils/traffic.
- Secondary School means that housing development will not be viewed across or have a relationship with open space.
- Issue of access to housing site should be re-visited after school approval, with Holt House Grove being the obvious connection point to avoid mixing housing and school traffic / movements.

Air Pollution

- Exacerbation of the current, poor air quality position. Current application should have been considered at same time as new school, as by separating them a false impression is created. The 2 developments together threaten public health due to air pollution. Director of Public Health has not given opinions of the risks of the two schemes.
- Air pollution issues relating to school not properly considered as part of that application.
- David Wilson Homes' initial submission was for 54 dwellings, which has now increased to 65 causing further traffic and air quality concerns.

Highways

- No analysis of the safety issues regarding traffic from proposed development and school in full operation. Survey submitted with original outline application is obsolete after decision to build school.
- Failure to analyse non-segregation of school and housing traffic is negligent.
- Current scheme includes more houses than envisaged at outline stage.
- Affordable housing numbers have changed (and may change again), increasing car numbers.
- School's proposed extended opening hours will coincide with development's peak movements.
- School will lead to high pedestrian movements.

Open Space

- Loss of scarce open space. Provides a green lung and tranquillity, ancient trees and views.
- Loss of sledging slope
- Council previously committed to making surrounding open space area a park.
- View from open space area to SW will be affected if housing butts up against site boundary. At least, there should be planting to conceal housing.

Landscaping

- Apparent contradiction between different landscape documents, with some documents showing two particularly valuable trees as being removed. They have a high amenity value and historic significance.

- Spring Wood is a sensitive, ancient woodland. Works adjacent to it should involve extreme care, and there should be close consideration of drainage impacts in protection zone.
- Access to woodland buffer zone from south west open space should be provided.
- Landscaping along the northern boundary is critical; given loss of open space and school construction.
- Section 106 monies should be used to improve access through public footpath network.

Other Issues

- Application should not be considered until the responsibility for on-going monitoring of toxic emission from landfill and details of responsibility for remediation has been clarified.
- Lack of detail for SUDs area. Responsibility for new feature is not clear.
- Potential for housing development at the Brethren Church towards the west on Carter Knowle Road, which would result in over-development of local area.
- Inclusion of affordable housing units is welcomed, but the clustering would prevent them being 'tenancy-blind'.
- Objection to temporary access road application.

Support

The supporting representation states that the inclusion of affordable housing is welcomed, and a desire that some trees/landscaping will be retained.

PLANNING ASSESSMENT

Principle of Outline Development

A number of representations refer to the school development, arguing that both that application and the current reserved matters should have been considered by Committee at the same time. This was not done as planning applications are required to be considered on their individual merits, taken into account the cumulative impact of other committed developments in the area where applicable. Local Planning Authorities are also duty bound to arrive at decisions in a timely manner. Notwithstanding this, the school application did incorporate the outline approval in its submitted documents. Therefore, the assessment and approval of the school application took into account its own highways and air quality implications and those of the residential development as this had permission at the time.

Design and Character Issues

The outline consent reserved the issues of scale, layout, appearance, and landscaping and each of these are the subject to the current assessment. Landscaping is considered in a later section of this report.

UDP policy BE5 a) requires new development to complement the scale, form and architectural style of surrounding buildings.

Policy H14 of the UDP covers 'Conditions on Development in Housing Areas' and in part a) requires development to respect the local area.

The Core Strategy states in Policy CS31 'Housing in the South West Area' that the scale of new development will be accommodated at an appropriate density, and that priority will be given to safeguarding and enhancing its areas of character.

Policy CS74 'Design Principles' of the Core Strategy requires development to respect and enhance the distinctive features of the city, its districts and neighbourhoods.

The proposed layout includes 62 dwellinghouses, giving a density of 28.7 dwellings per hectare (dph), which falls within the range of 23 to 30 dph set by a condition imposed on the outline approval. This range was set to closely reflect the character of the local housing which the development would most closely relate to.

Concern has been expressed that the proposal represents over-development of the plot, particularly when taken in combination with the school development. However, by sitting within the specified density range the proposal would mirror the locality's character in general street-scene and visual impact terms. The proposed density would fall under the recommended 30-50dph range set out in Policy CS26, however, this issue was examined within the outline permission, and the lower density is considered to be acceptable to achieve good design and to reflect the character of the area. Therefore, the proposed density is considered to represent an appropriate level of development of the site and a density outside the range set in the outline would require a separate application.

The dwellings' design is considered to appropriately relate to the character and appearance of the properties along Carter Knowle Road and the surrounding area. Each of the 7 dwelling types would incorporate an appropriate level of articulation, with elevations featuring appropriate visual character and window hierarchy. The majority of houses would be 2 storeys in height, with a small number including dormers to their roof.

The main materials would either be a red brick or a weathered red brick with slate grey concrete tiles.

Overall, the different dwelling types reflect a traditional design and would satisfy the requirements of UDP policies BE5, H14 and CS74.

There would be a mix of housing types, ensuring compatibility with Policy CS41 b).

Overall, the layout and design of the scheme is considered to be acceptable, and appropriate within the character of the locality. As a result, the proposal would be considered to meet with the relevant policies identified here.

Highways Issues

The level of vehicular movement generated by residential developments at the Bannerdale Centre and Abbeydale Grange sites was concluded at outline stage as

having an acceptable impact on the local highway network. It was confirmed within the transport assessment that 503 fewer daily vehicle movements would have been generated at the Bannerdale Centre site, in comparison to its previous use.

That assessment used 49 dwellings on the Bannerdale site as the basis for the submitted assessment. Since the current proposal includes a greater number of dwellings, a revised document has been provided covering the 65 units proposed in the current application in its original form. Development at the Abbeydale Grange site included an uplift of 5 units from the outline application documentation. This increase of 5 units is considered to be insignificant, so hasn't been taken into account in the revised document provided here.

This shows that 65 units at the site would lead to 434 fewer daily movements from the site than the historic use. So 65 units at the site would create an additional 69 movements each day, compared to a 49 house development. This would amount to 7 extra movements in the a.m. peak hour and 9 movements in the p.m. peak. Since the revised proposal includes 62 units, it's likely the extra movements would be slightly below these levels.

This negligible increase in movements compared to the levels predicted as part of the outline application would not lead to concerns regarding highway safety. Consequently, the proposal would continue to be considered as being acceptable in this respect.

As noted above, the secondary school application took account of additional vehicle movements connected to a residential development of the Bannerdale Centre. A 49 house development formed the basis for that assessment. As stated above the extra movements created by the additional units would not be considered to be significant in this respect. As a result, it is considered that the combination of the school and 62 residential units at the site would have an acceptable impact upon local highway circumstances.

The large majority of houses include 2 or 3 parking spaces in-curtilage (including garage spaces), with a small number of the 2 bedroom units having a single parking space. This parking provision is considered to be acceptable, accords with guidelines and would be considered to avoid unacceptable on-street parking levels throughout the site.

The proposal would maintain public footpath access through to Abbeydale Road, and its high-frequency bus routes. Aside from the public footpath access, Abbeydale Road would be an approximate 10minute walk via Carter Knowle Road / Bannerdale Road. This close proximity would also facilitate public transport usage.

In summary, the proposal would be considered to meet the requirements of UDP policy H14(d) which requires schemes to provide safe access to the highway network and appropriate off-street parking.

Air Quality Issues

Policy CS66 of the Core Strategy deals with Air Quality, and states; “Action to protect air quality will be taken in all areas of the city. Further action to improve air quality will be taken across the built up area, and particularly where residents in road corridors with high levels of traffic are directly exposed to levels of pollution above national targets.”

At the outline application stage, it was acknowledged that air quality standards were breached in the area. However, since it was concluded there would be reduced traffic movements from the site compared to its historical uses, it was determined there would be beneficial impacts on air quality.

A revised version of this assessment has been provided to reflect the increase in unit numbers compared to the indicative 49 units. This shows there would continue to be a significant reduction in movements through the 2 key junctions:

- the Abbeydale Rd / Carter Knowle Rd junction would receive 151 fewer movements compared to the 173 fewer expected with 49 units at the site, and
- the Abbeydale Rd / Springfield Ave junction would receive 23 fewer movements instead of a reduction of 26.

As a result, the proposal would continue to be considered to have a significant beneficial impact in air quality terms, compared to the historical use at the site.

The air quality assessment submitted with the school application included the residential development of the Bannerdale Centre site into its “opening year scenarios”, and concluded that the combined impacts were acceptable. Whilst this used 49 units rather than 62, this increment would be considered insignificant in air quality terms because of the modest extra vehicle movements generated. As a result, the combined implications of the proposed development and secondary school would be considered acceptable.

The Transport Assessment provided at the outline application stage identified mitigation measures, which included placement of electric charging points in all garages. The revised layout includes 46 of the 62 units with garages, which would therefore provide charging points. As well as this provision the framework travel plan referred to personalised journey planning, ‘welcome packs’ with walking maps, cycle training, maintenance lessons, the provision of a buddy system and the promotion of car share databases and car clubs.

In addition to this framework plan, a detailed travel plan is required by a condition imposed on the outline permission. This would necessitate the specifying and agreement of clear objectives with monitoring and independent validation, followed by the further defining of targets and actions required to achieve objectives and transport mode splits. This would build on the contents of the Framework Travel Plan and would secure additional reductions in usage of the private car.

Such measures as these, in addition to others devised with particular reference to the site will be required to be agreed and monitored as part of a detailed travel plan.

Additionally, a further Air Quality Mitigation Statement would be required as the current commitments are not thought to be sufficiently comprehensive. Whilst the

commitment to installing car charge points in garages is welcomed, additional details covering the construction phase will also be required. This would ensure dusty activities were sensitively located, screens were used around dusty activities and particular equipment is fitted with dust suppression facilities.

Therefore, whilst there would not be considered to be harmful impacts on air quality circumstances, these measures would minimise the implications in this regard.

On this basis the scheme would be considered to have an acceptable impact in air quality terms, meeting the requirements of Policy CS66.

Open Space and Footpath Issues

The previous outline approval included the requirement for 3 open areas at the Abbeydale Grange site to remain as open space. The development at Abbeydale Grange is in progress, and the 3 areas in question are being provided as open, green areas. This provision essentially secured the re-designation of land allocated as open space at the current site to land allocated for housing.

UDP Policy H16 requires the provision of informal open space equalling 10% of the development area within the site, or alternatively in the form of a contribution towards its provision in the catchment area.

The submitted layout provides 4 significant areas of publicly accessible, informal open space. These would combine to provide 10% of the site's development area, satisfying the requirements of H16. Additionally, the scheme would provide enhancements to existing areas including the area currently given to disused tennis courts, which would become a part of a SUDs facility with enhanced ecological benefits. This would represent a visual and amenity improvement, and become an area which would be able to be used by residents of the scheme as well as members of the public.

Consequently, the current layout would meet the open space requirements of the outline permission.

UDP Policy T8 requires developments to provide links to nearby existing or proposed pedestrian routes.

The proposed layout retains the public rights of way at the site, with slight modification/s to facilitate the housing layout. It's also proposed to enhance access into Spring Wood by providing routes which currently only exist as 'desire lines'. In total these provisions would provide an enhancement of the local public rights of way network. On this basis the proposed layout would be considered to satisfy UDP Policy T8.

Living Conditions

The National Planning Policy Framework requires a good standard of amenity for all existing and future occupants of land and buildings (para 17).

UDP policy H15 b) requires developments to provide adequate private gardens or communal open spaces. The South Yorkshire Residential Design Guide, (not adopted by Sheffield City Council, but considered best practice nonetheless) gives further input on this. It states 2 bedroom dwellings should be given gardens of at least 50sqm, with dwellings of 3 bedrooms or more providing at least 60sqm.

The range of house types included within the scheme would be considered to provide suitable internal living spaces, giving good natural lighting and outlook with opportunity for ventilation. The gardens to the dwellings would range from approximately 10metres in depth to 12metres. The gardens would meet the South Yorkshire Residential Design Guide in this respect, although a handful of smaller gardens are included. The few instances of shortfall are considered to be acceptable, as the gardens are reasonably sized, don't provide poor living conditions and facilitate the overall layout.

On this basis, the proposed dwellings would be considered to provide adequate amenities for their potential occupiers. The proposal would therefore meet the requirements of UDP policy H15 b) and para 17 of the NPPF.

The nature of the site is such that there aren't adjacent occupiers affected by the proposal. Therefore, the scheme would be considered to be acceptable in this respect.

Landscaping Issues

UDP policy BE6 requires good landscaping design in new developments.

UDP policy GE15 requires developers to retain mature trees where possible, and to replace any trees which are lost.

The proposal would involve the removal of around 17 trees. These are mainly clustered together in 2 broad areas. They are grouped close to the west and north perimeters of the main part of the site, and their removal is necessitated by an efficient development of the site.

Two particular trees in close proximity to the north-east portion of the site have been identified by the community as of particular visual and historic significance. After these concerns were raised with the Applicant, revisions were carried out which resulted in the retention of the trees and removal of 3 proposed dwellings in that part of the site. Further details have been submitted which show that there will not be level changes to the north of these trees, as the existing land levels will be retained for the footpath proposed in that part of the site. Additional information regarding details of construction methods and tree protection to the south of these two trees will be required by condition, in order to ensure that the works in that area will not undermine the trees.

The proposed works towards the southern boundary of the site would involve re-levelling works necessary to make the site function with reasonable gradients etc. However, this has been done in a sensitive manner to the trees at the woodland

edge. It is therefore considered that the proposed works in this portion of the site would not undermine those trees in closest proximity.

A landscape masterplan has been provided, and is considered to be acceptable providing the provision of a more specific planting schedule at a later date prior via condition. It does, however, indicate that the replacement trees will outnumber the removed trees

In conclusion, the proposal would be considered to meet the requirements of UDP policies BE6 and GE15.

Drainage

The proposal would incorporate the provision of a SUDs feature in the form of a storm pond in the area currently occupied by the disused tennis courts. This would ensure that during moderate to heavy rainfall, discharge levels to the surface water network were maintained within acceptable levels.

The SUDs feature would become a part of the ecological provisions, and it is intended to maximise the value of the SUDs space for habitat provision and biodiversity.

Discharge levels to the surface water network would need to fall under the 5 litres/sec/hectare which is specified in the outline approval. The proposed drainage details achieve this maximum discharge level, and would therefore be considered to be acceptable.

Overall, the suggested drainage measures proposed at this stage would be considered to be capable of being satisfactory. Further details would, however, be required to be submitted separately to deal with a condition imposed on the outline application.

Affordable Housing

The outline consent includes a condition stating that 30% of the floor space of the overall development should be for affordable housing. The condition goes onto make it clear that this 30% provision is subject to the overall viability of the scheme.

At present there is a separate conditions application (13/04206/COND1) currently under consideration. This presents a viability case that seeks to reduce the level of affordable housing to 30% of unit numbers on the site, rather than the 30% of floor space required by the policy. The units identified as affordable housing are amongst the smaller units, so as a result they total 20% of the overall floorspace within the development.

In the event that the conditions application is not supported, and the amount of affordable housing provision is required to increase, this will not affect the number of units provided on site or the currently proposed layout that forms part of this reserved matters application. Rather, the additional affordable housing content would take the form of a financial contribution towards off site provision, secured under the conditions application.

It is important to note that 13/04206/COND1 is a separate application linked to the outline approval and is not connected to the current submission. As a result of this, it does not form a material consideration to the determination of the current reserved matters application.

A concern has been raised that the houses allocated as affordable on the layout are clustered together, and wouldn't be 'tenancy blind'. The units are set into 2 groups, which are tightly linked to other dwellings proposed within the scheme. They wouldn't be considered to be remote or divorced from the other houses. One pocket sits amongst other dwellings on the scheme's primary access road and the other small group would be accessed from a private drive along with a number of other houses. Whilst the houses are the smaller properties within the scheme, they wouldn't be designed to a lesser standard. Instead they would merely form the smaller dwellings within the site typical of such developments, and achieve compliance with broader policies requiring a diversity of house types.

As a result, the proposed affordable houses would be expected to be perceived as indistinguishable from the others. The overall spatial relationship would facilitate occupants of the affordable homes becoming integral within the development's community. There would be no substantial concern that the affordable homes would be identifiable as being of a different tenancy type. Overall, there are not considered to be any concerns in regards to this issue.

Land Contamination

The outline approval includes a number of conditions requiring land contamination assessment and remediation to be appropriately dealt with. These matters will therefore be covered in detail at that stage and separately, and would not be related to the current reserved matters application. Any agreed remediation would need to be carried out as part of the development. This would prevent the occurrence of any detrimental contamination implications to the development and/or its surroundings.

Comments have been made in regards to contamination issues at the school site. These issues have been specifically dealt with under the requirements of that application. As a result, the current application would have no implications upon the agreed remediation programme relating to the school.

In summary, the contamination implications of the proposal would need to be separately dealt with, and through that process contamination would be assessed and remediated. As a result, contamination issues would not represent a reason to resist granting consent for the currently submitted reserved matters application.

RESPONSE TO REPRESENTATIONS

The majority of comments have been addressed in the above assessment section. In regards to the remaining points, the following comments can be made:

- Reference to loss of a sledging slope does not appear to relate to the current site, which isn't understood to have offered sledging facilities. Instead it is considered

that the slope referred to was the area which was affected by the school development. Consequently, the issue isn't related to the current application.

- The current submission would meet its requirements in regards to open space. The reference to previous commitments to provide a park would not be under the control of this application.

It is relevant that the current application does facilitate access from / into the surrounding open space and woodland areas. Also provided is maintenance and enhancement of public pathways / rights of way arrangements.

The SUDs facility would be freely accessible and would be adjacent to the public pathways, so would be easily accessible and would enhance the amenity value of the wider open space. It would remove the disused tennis courts which do not make a contribution in this respect.

- The drainage measures will appropriately deal with surface water run-off levels. The amended land levels near to the woodland have been assessed and would not be considered to result in harmful impacts upon the trees at the woodland's edge.

- It has been suggested that any section 106 monies should be spent on public rights of way improvements. However, improvements to the public rights of way and pathways relating to the site are proposed as part of the application. As such, these improvements will be carried out as part of the proposed scheme.

- Any future application at the Brethren Church further to the west on Carter Knowle Road would be unrelated to the current application, and would be assessed upon its individual merits.

SUMMARY AND RECOMMENDATION

The application seeks the approval of reserved matters following the previous granting of outline approval for residential development of the former Bannerdale Centre site.

The submitted layout includes 62 dwellings at a density of 28.7 dph, with vehicular access provided via the drive / roadway from Carter Knowle Road as per the outline approval.

The layout includes open space provisions, and footpath access through the site into the adjacent woodland. The scheme would meet the relevant requirements in open space terms. The scheme's design and layout is considered to be compatible with the character of the locality.

The vehicle movements arising from the development would have an acceptable impact upon the local highway network. There would be appropriate parking for each of the respective dwellings. The proposal's impacts on air quality would be considered to be acceptable. In reaching this conclusion on highways and air quality impact consideration has been given to the increased number of dwellings compared

with those assessed at the outline stage, and the increase is not considered significant.

Overall, the proposal would comply with the quoted policies and the provisions of the outline planning permission granted in 2014, and it is therefore recommended that the reserved matters submission is approved subject to appropriate conditions.

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SHEFFIELD CITY COUNCIL Planning & Highways Committee

Report of: Director of City Growth Service

Date: 16 January 2018

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 16 JANUARY 2018

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 the erection of a store room linking to existing shop including new external walls at Walsh Premier Store 81 - 89 Galsworthy Road Sheffield S5 8QY (Case No 17/03147/FUL)

(ii) An appeal has been submitted to the Secretary of State against the delegated decision of the City Council to refuse advertisement consent for 2 illuminated advertisement hoardings 90-92 Harwood Street Sheffield S2 4SE (Case No 17/02148/ADV)

(iii) An appeal has been submitted to the Secretary of State against the delegated decision of the City Council to refuse planning permission for a single-storey front and side extension, entrance portico to front, porch to side, installation of and replacement of windows to dwellinghouse at 185 Long Line Sheffield S11 7TX (Case No 17/03685/FUL)

(iv) An appeal has been submitted to the Secretary of State against the delegated decision of the City Council to grant part refuse part advertisement consent for 4 illuminated name signs, 7 illuminated entrance signs, 1 illuminated exit sign, 1 illuminated collection point sign, 5 illuminated directional signs and 2 non-illuminated parking signs and 2 illuminated banner signs at Site of Betafence Wire Factory Lock House Road Sheffield S9 2RN (Case No 17/02339/ADV)

3.0 APPEALS DECISIONS - DISMISSED

(i) An appeal against the delegated decision of the Council to refuse planning consent for the erection of first-floor extension above existing porch at 100 Charlton Drive Sheffield S35 3PE (Case No 17/01430/FUL) has been dismissed.

Officer Comment:-

The Inspector considered that the main issue in this case is the effect of the proposal on the character and appearance of the host property and the surrounding area.

She concluded, given that none of the other houses in the area have a first floor front extension, that this would appear as an alien and incongruous feature in the street scene and it would detract from the large front dormer which is characteristic of the area. She felt it would give a complexity to the roof structure not found on other dwellings and concluded that the extension would unacceptably harm the character and appearance of the host property and surrounding area and be in conflict with Policy H14 of the UDP.

(ii) An appeal against the delegated decision of the Council to refuse planning consent for the construction of means of a vehicular access, formation of car parking area and demolition to part of front boundary wall at 7 Priory Road Sharrow Sheffield S7 1LW (Case No 17/02682/FUL) has been dismissed.

Officer Comment:-

The Inspector identified the main issue as being the impact on the character and appearance of the area including whether it would preserve or enhance the character and appearance of the Nether Edge Conservation Area.

She noted the combination of stone walls and vegetation forming the boundary to large villas, set back from the highway as key characteristics of the Conservation Area.

She considered the loss of a 3m section of mainly continuous stone wall and the formation of a 10m x 12m parking area within the front garden would result in a substantial change to the appearance of the front of the property which would fail to preserve or enhance the character or appearance of the Nether Edge Conservation Area, in conflict with policy CS74 of the Core Strategy, and policies BE5, BE16, BE17 and H14 of the UDP, and paras 132 – 134 of the NPPF.

She noted the appellant's suggestion that taking their parked cars of the street would ease on street parking problems but gave this little weight given the apparent availability of street parking in the area.

For the above reasons she dismissed the appeal.

(iii) An appeal against the delegated decision of the Council to refuse planning consent for Alterations to roof of dwellinghouse including raised ridge height, hip-to-gable extensions and dormer windows to front and rear at 55 Trap Lane Sheffield S11 7RF (Case No 17/00534/FUL) has been dismissed.

Officer Comment:-

The Inspector identified the main issue as being the effect of the proposal on the character of the host property and surrounding area.

She noted the host dwelling was a two storey detached property lying between a two storey semi-detached property and a bungalow in a varied street scene.

She considered the raising of the roof and inclusion of gable roofs would increase its height mass and bulk, and whilst this would not appear unduly dominant in relation to the adjacent semi-detached property it would further exacerbate the height differential between the host property and the adjacent bungalow, dominating the bungalow and appearing discordant in the street scene.

She noted that although dormers were present in the street scene they were not a regular or characteristic feature. She considered this example to be overly wide and set too high up the roof plane, and in combination with the other roof alterations to be an incongruous addition at odds with the character of the host property and surrounding area.

She reviewed a range of existing or permitted dormers that the appellant argued set a precedent for this case however she dismissed these individually as not comparable and in any event reasserted the need to consider each case on its own merits.

She concluded the scheme was in conflict with UDP policy H14, Core Strategy Policy CS74, the Council's SPG 'Designing House Extensions' and paragraph 60 of the NPPF.

(iv) An appeal against the delegated decision of the Council to refuse planning consent for a single storey rear extension and side extension including raised rear decking at 31 Crawshaw Grove Sheffield S8 7EA (Case No 17/01791/FUL) has been dismissed.

Officer Comment:-

The Inspector identified the main issue as being the effect of the proposal on the living conditions of the occupiers of no.29 and 33 Crawshaw Grove with particular reference to overlooking and sense of enclosure.

She agreed with officers that the single storey rear extension which would project 3.4m from the rear of the property, immediately adjacent to the boundary with no.29 and which would increase in prominence along its length given sloping land levels, would result in an unacceptable sense of enclosure in conflict with Guideline 5 of Supplementary Planning Guidance 'Designing House Extensions'.

She also agreed that the changes in land levels would enable significant overlooking of the garden of no 29 from the proposed raised deck and that any proposed screening would add to the sense of enclosure.

She also felt the raised decking would allow unacceptable levels of overlooking into the rear facing windows of no 33, harming their living conditions.

She therefore dismissed the appeal.

(v) An appeal against the delegated decision of the Council to refuse planning consent for a Two-storey side extension, two/single-storey rear extension, alterations to roof space to form habitable accommodation and erection of a rear dormer window (As amended plans) at 39 Old Park Avenue Sheffield S8 7DQ (Case No 17/01529/FUL) has been dismissed.

Officer Comment:-

The Inspector considered the main issue to be the effect of the proposal on the living conditions of occupiers of no's 37 and 41 Old Park Avenue with specific reference to outlook and sunlight.

She noted planning permission had been granted in 2016 for a similar development including a 3m single storey rear extension and that this proposal increased that to a 5m extension. She also noted that land levels rise from the rear of the properties and that no 41 had extended sideways adjacent to the appeal site boundary with French windows at ground floor level.

She felt the 5m extension, at a height of 3m would be visible above the boundary fence such that the occupiers of no 41 would be faced with a blank wall above the fence for a distance of 5m reducing the outlook and creating an undue sense of enclosure. Due also to the position of the extension to the south east of the window, the proposal would reduce sunlight from early to mid-morning.

No 37 would face similar impact to no 41 in terms of outlook from a ground floor window in close proximity to the boundary again reducing outlook and resulting in an undue sense of enclosure and would also reduce sunlight for the majority of the afternoon.

In summary she agreed with officers that the proposal would have a materially greater effect on the occupants of no's 37 and 41 than the approved 3m extension.

Limited weight was given to the possibilities of building a 6m extension under the prior approval permitted development route as given this proposal had resulted in objections, they would be likely in that scenario too, leading the Local Planning Authority to consider the impact, and it was clear this would be likely to result in refusal.

She therefore concluded the proposal was in conflict with UDP Policy H14 and Guideline 5 of Supplementary Planning Guidance 'Designing House Extensions' and dismissed the appeal.

4.0 APPEALS DECISIONS - ALLOWED

(i) To report that an appeal against the delegated decision of the Council to refuse planning consent for alterations to roofs of buildings to create two additional apartments including erection of gable ends, rear dormer window and an access stairway between (Re-submission of 16/04535/FUL) at 297-303 Abbeydale Road South Sheffield S17 3LF (Case No 17/02718/FUL) has been allowed.

Officer Comment:-

The Inspector identified the main issue to be the effect of the development on the character and appearance of the host property and the surrounding area.

She noted the host buildings formed a group set back some distance from the highway and the variation of properties in the area. She also noted that a previous approval was under construction and that there was a very strong likelihood of the development being implemented. She also noted the only difference between the two schemes was a larger rear dormer.

She agreed with officers that the larger dormer would lead to a coalescence of the two main blocks and an unconventional design but felt that this would not be highly visible and the impact on the gap between the two blocks would not be detrimental to the character of the area.

She therefore concluded the proposal was not in conflict with UDP Policies H14 and BE5, or policy CS74 of the Core Strategy and allowed the appeal subject to conditions relating to external appearance, parking, and provision of amenity space.

(ii) To report that an appeal against the delegated decision of the Council to refuse planning consent for a first floor rear extension and single-storey side/rear extension to dwellinghouse at 90 Brooklands Crescent Sheffield S10 4GG (Case No 17/02082/FUL) has been allowed.

Officer Comment:-

The Inspector considered that the main issue is the effect of the development on the living conditions of occupiers of neighbouring property, particularly number 92, as well as outlook.

The Inspector concurred with the Council's view that the first floor rear extension would not harm the living conditions of neighbouring properties. The main focus of the appeal was therefore on the concerns expressed in relation to the height and depth of the single storey side and rear extension given its close proximity to the boundary of number 92.

The Inspector recognised that the cumulative depth of the extension would substantially exceed the 3 metres recommended in the Council's Supplementary Planning Guidance on Designing House Extensions and that it would be considerably taller than 3 metres for much of its length close to the boundary. However, on reviewing the relative land levels and existing boundary treatments he considered that the extension would not have a significant overbearing effect and would have limited potential for

<p>overshadowing or loss of light. He therefore concluded that the development would not have a harmful impact on living conditions for neighbours and would not conflict with UDP Policy H14. He afforded little weight to the conflict with the SPG in this case and allowed the appeal subject to conditions.</p>
<p>(iii) To report that an appeal against the delegated decision of the Council to refuse advertisement consent for 3 non illuminated vinyl graphic signs at ALDI Boston Street Sheffield S2 4QA (Case No 17/02302/ADV) has been allowed.</p>
<p>Officer Comment:- The Inspector identified the main issue as being the effect of the proposal on visual amenity of the host building and the surrounding area.</p> <p>She considered the host building to be functional and felt the vinyl graphics would add an element of colour and detail to an otherwise dull elevation. She did not feel the location was particularly busy or overlooked and given the presence in the area of many other types of signage did not feel the signs would be unduly prominent or out of character and allowed the appeal.</p>
<p>(iv) To report that an appeal against the delegated decision of the Council to refuse planning consent with enforcement action for a Replacement fence (Retrospective) at 23 Lawson Road Sheffield S10 5BU (Case No 17/02495/FUL) has been allowed conditionally.</p>
<p>Officer Comment:- The Inspector identified the main issue as being whether the proposal preserves or enhances the character of the Broomhill Conservation Area.</p> <p>She noted the character of Lawson Road was dominated by large stone villas with stone boundary walls and often hedging behind, and that this character was protected by an article 4 Direction.</p> <p>She noted the fence was in place and was clearly visible and prominent in the street scene above and behind a stone boundary wall, to a relatively modern infill property erected around 1979. She recognised that wooden fencing is not a characteristic of the Conservation Area and the erosion of this character is caused by the loss of traditional features. However she felt that with time the fence colour would fade, and planting could be used to help screen it.</p> <p>She concluded therefore that subject to conditions requiring planting, the proposal would preserve the character of the Conservation Area and found no conflict with UDP policies BE5, BE16, BE17 and H14, and Core Strategy Policy CS74.</p> <p>She allowed the appeal and imposed conditions relating to the fence finish and planting.</p> <p>Officers consider this to be a particularly poor decision that contradicts the vast majority of similar appeal decisions relating to Conservation Area</p>

character.

(v) To report that an appeal against the delegated decision of the Council to refuse planning consent for a Single-storey side extension, alterations to roof space to form habitable accommodation including formation of gable end and front dormer window at 52 Glenalmond Road Sheffield S11 7GW (Case No 17/02202/FUL) has been allowed.

Officer Comment:-

The Inspector considered the main issue to be the effect of the proposal on the character and appearance of the host dwelling and surrounding area.

She noted the pair of semi's had lost much of their original symmetry through previous alterations and in this context did not agree with officers that the raising of the eaves and introduction of a front facing gable would be incongruous both as part of the host dwelling and the wider street.

She allowed the appeal and imposed conditions relating to approved drawings and materials.

5.0 RECOMMENDATIONS

That the report be noted

Rob Murfin
Chief Planning Officer

16 January 2018