
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 Sunnyvale 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:

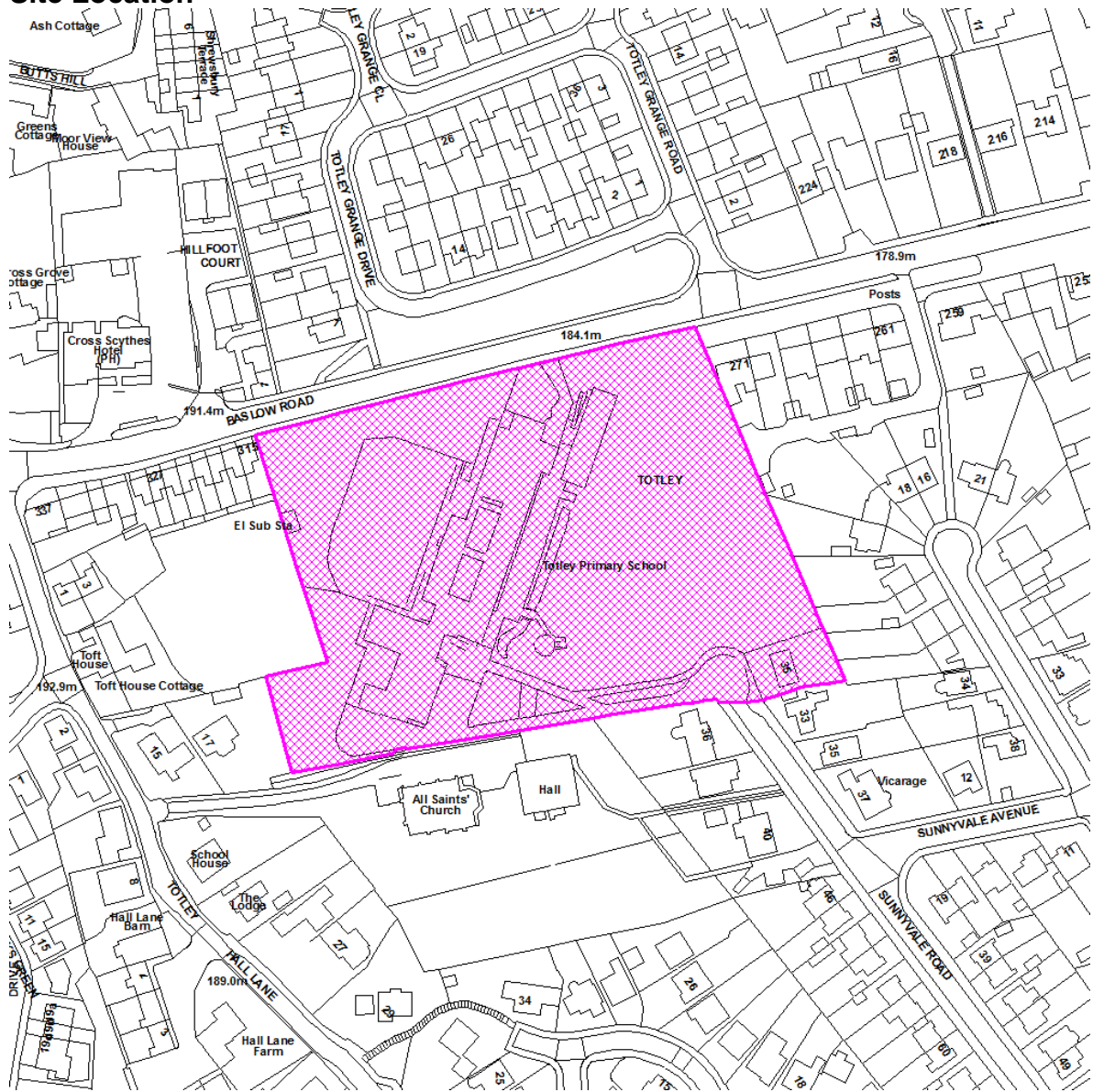
1. The Local Planning Authority has dealt with the planning application in a positive and proactive manner and sought solutions to problems where necessary in accordance with the requirements of the National Planning Policy Framework.
2. It is noted that your planning application involves the construction 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.