
Case Number	18/02659/RG3 (Formerly PP-07115729)
Application Type	Application Submitted by the Council
Proposal	Application to allow revisions to the pedestrian crossing location along Baslow Road and access arrangements into the school site (Application under section 73 to remove condition no. 9. (Highway Improvements) relating to planning permission 17/03183/RG3
Location	Totley Primary School Sunnyvale Road Sheffield S17 4FB
Date Received	11/07/2018
Team	South
Applicant/Agent	Mr Derek Statham
Recommendation	Grant Conditionally

Time limit for Commencement of Development

1. The development must be begun not later than the expiration of three years from the 27 July 2018.

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 11 July 2018
LL(9)001 Rev F Proposed External Works Plan

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.

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.

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. 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.
2. 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.
3. It is noted that your planning application involves the construction or alteration of an access crossing to a highway maintained at public expense.

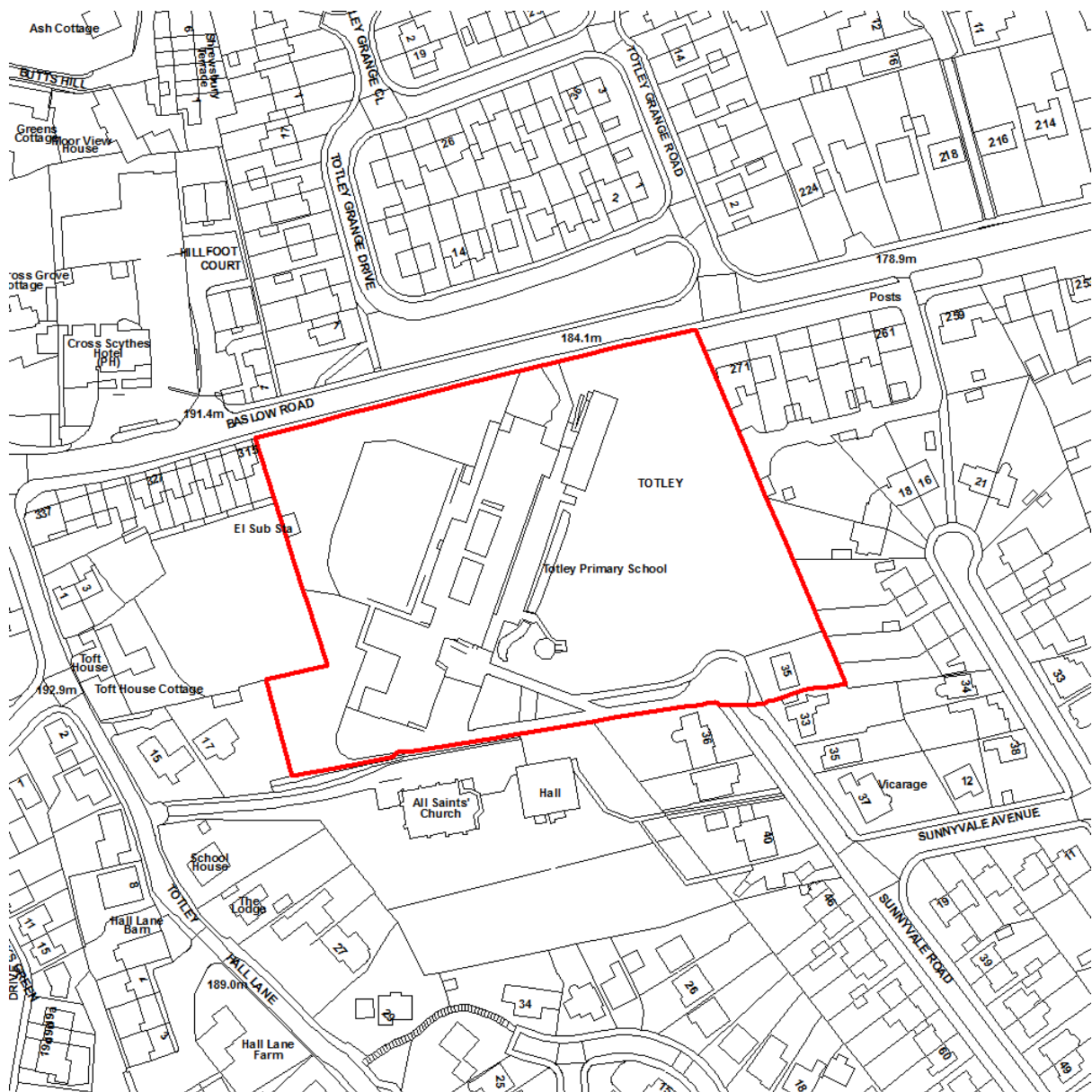
This planning permission DOES NOT automatically permit the layout or construction of the access crossing in question, this being a matter which is covered by Section 184 of the Highways Act 1980. You should apply for permission, quoting your planning permission reference number, by contacting:

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

4. The applicant is advised that following the removal of condition 9, condition 10 is also now removed. Condition 16, as shown on the original planning permission 17/03183/RG3, has previously been discharged and is not replicated on this consent.

Please note the repeat conditions are listed with the same numbering as the original decision notice.

Site Location



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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. Historically, no dedicated pedestrian/ vehicular entrance has been routed from Baslow Road.

APPLICATION PROPOSAL

An application was approved in 2017 to extend the school buildings and remodel some of the existing school to increase pupil capacity from 270 pupils to 420 pupils, over a five years period (increase of 150 children).

The application (17/03183/RG3) was granted subject to conditions, at the Planning and Highway Committee on 16 January 2018. The alterations that were approved, included various extensions to the school buildings, changes to the playing fields to include a Multi-Use Games Area and the provision of additional car parking space to the south eastern corner of the site.

The 2017 proposal sought to improve access to and around the existing building. The planning consent was subsequently followed by an application to discharge the associated conditions that were attached. Although these conditions have not been formally discharged, due to certain information having not been received, the majority of the details requested by condition have been submitted. (Further details relating to the condition application have been outlined in the Planning History section below).

The works outlined in the 2017 application are largely completed although the conditions have not been fully approved and, this application is in part therefore, being retrospectively applied for. The school has continued to implement the proposal, due to the desire to minimise disruption to pupils, and to ensure their safety during the new school term.

Conditions 2, 9 and 10 of the 2017 planning permission related to the provision of a new pedestrian crossing on Baslow Road (between the school and to the west of Totley Grange Road). Condition 2 stated that proposal should be carried out in accordance with the approved plans, whilst conditions 9 and 10 stated that a pedestrian crossing on Baslow Road should be constructed before the extended school was brought into use.

This application seeks permission to make minor amendments to the original approval by re-locating the crossing from the western side of the junction with Totley Grange Road, to the east of this junction. The amendments are proposed owing to a road safety audit that has been carried out for the scheme.

This application has been submitted using the provisions outlined in Section 73 of the Town and Country Planning Act 1990. Section 73 of the Act allows the determination of applications to develop land without compliance with conditions previously attached or to vary conditions in order to allow minor amendments to be made to a proposal. An application made under these provisions can only consider the question of the condition subject to which planning permission has been granted.

PLANNING HISTORY

The most relevant planning history relating to this application is:

Planning Permission Ref: 17/03183/RG3 gave consent for:

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)

Condition 16 of the permission 17/03183/RG3 related to the proposed materials to be used for the extension. An application to discharge this condition was received 26 January 2018 (application referenced 17/03183/COND) and the details for the brick were approved. The condition remains in force until the development is completed.

A further application to approve details relating to conditions 3, 4, 5, 6, 7, 8, 9, 10, 11, 12 and 13 was submitted on 23 January 2018 (application referenced 17/03183/RG3).

This application has yet to be determined as full details necessary to discharge conditions 7, 8, 9 and 10 have yet to be received. Formal approval of these

conditions cannot be recommended as there are still outstanding issues that are being resolved relating to the surface water run-off/ disposal, full remediation plans dealing with land contamination and the highways improvements. The issues regarding land contamination/ remedial works and surface water drainage are currently being resolved with the Environmental Protection Service and the Lead Local Flood Authority. The issues relating to the Highway Improvement conditions (9 and 10) are the subject of this planning application.

REPRESENTATIONS

This application has been publicised in accordance with the Council's Statement of Community Involvement. In addition to individual neighbour notification letters being sent, site notices were posted around the surrounding residential areas.

As a result of this, nine representations have been received in total from six individuals. Of the six, five local residents have objected to the proposal, whilst one representation only objects to the proposal if the crossing proposed is a replacement for an existing crossing that is currently sited further up Baslow Road near the Cross Scythes public house, or if it involves the moving of the bus stop.

The proposal does not propose to replace an existing crossing or move a bus stop.

The remaining representations raise concerns with the proposal that can be summarised as:

Meaningless Consultation

- The decision has already been made as the works are ongoing

Highway Safety

- The new parking restrictions are necessary but they are ill-planned, unsafe and totally unacceptable;
- Parking restrictions along Baslow Road will mean people wishing to use the Baslow Road entrance parking on Totley Grange Road;
- Cars entering and exiting this road will bottleneck this section of the street and will be dangerous to pedestrians and other road users;
- The crossing should be sited to the west of the Totley Grange junction and the footpaths should be made wider so that pedestrians don't have to cross the Totley Grange Road junction, which will become even more dangerous;
- The service road behind Baslow Road, together with the boundary wall, is a buffer between the houses and the main road. Children play in this road on bikes and they will no longer be able to do so;
- The barriers are not shown on the plans;
- Temporary entrance already created should not be blocked up again, it should be left to allow people coming from the west to enter the site without channelling everyone into one area close to the dwellinghouses along the service road;
- People will use their cars and come from further afield. The Traffic Regulation Order (TRO) red route will not work as the school's Travel Plan is unrealistic;

- This is a backwards step from the originally agreed proposal and the crossing should be sited above Totley Grange Road so that anyone entering the school would not have to cross this road as well as Baslow Road;
- There is not enough space on Totley Grange Road and parking restrictions and residents parking permits are the only way to encourage people to walk;
- Traffic will bottleneck at the Totley Grange Road junction and a hatched area should therefore be provided to encourage the safe movement of vehicles;
- The parking will restrict access for emergency vehicles to the estate;
- The bus stop needs a pull in;
- An explanation of its change is deserved by the local residents;
- What are the findings of the risk assessment?
- An accident has already occurred on the road where a temporary crossing and narrowing of the road was implemented. This proves that the amendments are not right.

Pollution

- The reduction in areas to park does not mean there will be less cars, the impact upon pollution will be enormous;
- The air quality assessment does not show an increase in the percentage for the future;

Visual Impact

- The proposed crossing will increase signage and street furniture and this is strongly objected to as it is visual pollution;

General disturbance to local residents

- The proposal will overlook the neighbouring residents and lead to a loss of privacy that is unacceptable. This was considered to be the case as the scheme was previously amended to prevent the congregation of people on the existing service road between Baslow Road and the dwellings on the southern side of the road;
- The proposal will increase litter

The above comments are taken into account in the subsequent report.

PLANNING ASSESSMENT

This application is a minor amendment application to a consent that was granted for the alterations and expansion of a school, together with ancillary works. The proposal can only assess what the impact of the proposed minor changes to the siting of the pedestrian crossing along Baslow Road will be.

The principle of developing the site and siting a crossing on Baslow Road has been approved in application 17/03183/RG3. The proposal seeks permission to re-site the pedestrian crossing along Baslow Road and therefore the most pertinent issues that need to be assessed in this application are whether the proposed changes will

- Meet the requirements of the Unitary Development Plan and the aims of the National Planning Policy Framework;
- Adversely impact upon highway safety;
- Impact negatively upon the living conditions of any neighbouring resident

Condition nine of the original approval 17/03183/RG3 stated that:

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;

been carried out; or

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:

Provision of a pedestrian crossing on Baslow Road.

Provision of guardrails on Baslow Road to tie in with the proposed pedestrian crossing.

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.

Condition ten of the original approval 17/03183/RG3 stated that:

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.

The original application proposed a pedestrian crossing and indicated a location that was considered to be safe for pedestrians and all traffic users, but also a good location to minimise the impact of the proposal on the privacy/ living conditions of residential properties that are sited along Baslow Road. In order to provide the pedestrian crossing and discharge the associated planning condition, a road safety audit has had to be carried out.

Once the Local Planning Authority had approved the original extensions and alterations to the school, the indicative location of the crossing was worked up in detail to be assessed formally by a Road Safety Audit before the details were submitted to discharge conditions 9 and 10. It was the Road Safety Audit, (that is based on Government guidance and standing advice) that independently assessed the proposal and provided clear feedback that the crossing needed to be relocated to

ensure that it meets Government guidance and is located where the footpath is wide enough to meet road safety standards.

After the proposal was revised, it was considered that the proposed changes to the siting of the crossing were a material change to the original planning application and, therefore, a minor amendment application to the original planning consent was required.

Policy Context

National Planning Policy Framework

The National Planning Policy Framework (NPPF) is a material consideration to be taken into account in determining all planning applications. Since the original application was approved, the NPPF has been revised. However, the changes to the NPPF do not undermine the planning assessment originally carried out in respect of the overall land use policies relating to the application for the expansion and alteration of the school.

The most relevant paragraph in the revised NPPF to this current application is 109 which states that Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

Local Policy

No local planning policies have changed since the original permission was granted consent and those outlined in the original application are still pertinent to the assessment of this minor amendment application.

Location of the Proposed Crossing

The crossing has been designed in accordance with Government guidance and standing advice.

The siting of the crossing, which is the reason for this minor amendment application, has been moved to the east past the junction with Totley Grange Road as the original crossing was considered by the Road Safety team to be located on a section of footpath on the southern side of Baslow Road that is too narrow to be safe. Although the boundary wall could have been removed to widen the road, the loss of the wall, together with the removal of further trees would have a significant impact upon the visual amenities of the street and this would be considered unacceptable.

Parking and Road Safety

Concerns have been raised that the crossing will be more dangerous than the previous siting, due to the TRO along Baslow Road forcing people to park within the Totley Grange Estate. It is feared that people will have to cross the junction at Totley Grange Road before getting to the crossing and that the additional traffic at this junction and along these streets will promote dangerous and inconsiderate driving.

The pedestrian crossing, together with the TRO's have been considered necessary as a package, to reduce overall speeds along Baslow Road and to remove obstructions from the highway that could impede visibility. The crossing is sited taking account of distances from junctions outlined in Government guidance and the proposal has been designed by Highway Engineers taking into consideration the impact the expanded school could have.

The school is committed to reducing travel by car and a Travel Plan has been devised and implemented. The parking issues related to the school and the surrounding neighbouring residential streets were considered in the original application and considered to be acceptable. It is considered that under the circumstances outlined in the original proposal (traffic routes/ volume), the siting of this pedestrian crossing would not be less safe than the original crossing position.

The crossing has been designed and accepted by qualified Highways Engineers and has been audited by the Road Safety team. As the proposed siting of the crossing and the additional TRO's have been deemed to be acceptable, and gone through a rigorous design process that has included extensive consultations and assessment against Government Guidance and policy, the crossing is considered to meet the requirements of conditions 9 and 10 of the planning application 17/03183/RG3. Consequently, the proposed minor amendments to the siting of the crossing are considered to be acceptable in terms of the NPPF and policy CS53 of the Core Strategy.

Traffic Regulation Order

A Traffic Regulation Order is necessary in order for the crossing facility to be safely incorporated into the highway network.

Drivers are getting more aware that it is permissible to load (drop of and pick up) from double yellow lines with an At Any Time loading ban, provided that they don't leave the car. Parking Services and the Police report this as becoming a regular occurrence at a number of schools.

A Red Route means no stopping. This can be At All Times (double red) or for a specific times during the day (single red). The Red Route makes it an offence to stop and loading is only allowed for disabled people and taxis.

The Red Route at specific times of the day is considered to be an appropriate solution for Baslow Road and the following restrictions have been approved by Cabinet Members of the Council on the 11 September 2018.

- Implement the single red route lines
- Implement the crossing zigzag lines
- Hire a temporary Puffin Crossing and deploy where the crossing is proposed.
- Put up School – Patrol signs and New Crossing ahead signs.
- Use the temporary crossing warden to control the movement of people across Baslow Road until the permanent crossing is installed and operational.

- Liaise with Amey about doing works at weekends to progress the full scheme (ducting and road narrowing)
- Implement the crossing in the October half term.

Suggestions have been made by local residents that additional areas of hatched yellow lines near the junction with Totley Grange Road should be provided. The TRO's that have been approved by Cabinet Members have been proposed based on the details of the overall school expansion and Government guidance; further restrictions have not been considered necessary.

Incident during the Temporary Works

A temporary crossing has been implemented close to where the new crossing will be located. The road was narrowed, temporarily, to widen the footpath whilst various other highways works are being carried out.

An incident has been reported, but full details of this are not available at present to the Local Planning Authority. From the details reported by a local resident, the incident was in their opinion as a result of the temporary works. Although the full details are not available, it is considered that this incident is not indicative of future problems, as the package of the TRO's and the new pedestrian crossing had not been installed at the time. Whilst this incident does identify how busy the road is, it is considered that the proposed amendments to the scheme will improve safety along Baslow Road and not be detrimental to highway safety.

Impact Upon Living Conditions of Local Residents

The original proposal sought to locate the crossing in a way that provided safe access for pedestrians, whilst minimising the impact upon the living conditions of residents in the north east corner of the site. The scheme was amended to prevent noise and disturbance from a footpath running along the eastern boundary of the site and to the west of the closest neighbouring property.

The existing service road that is sited in between the residential properties and Baslow Road to the east of the school site is to now be used and linked to the new crossing. Whilst this is not ideal, the main footpath still runs directly through the site, rather than along the boundary shared with neighbouring residential properties.

The service road is wide and its use logically improves safety as pedestrians will be walking with a stone wall in between them and the main public highway. Whilst it is acknowledged that the new crossing will increase the number of people walking past these houses, the improvements will prevent severe bottlenecks of pedestrians on narrow footpaths before they get near to the school entrance.

The service road is not a private road that cannot be accessed by the public and, therefore, the properties along Baslow Road do not benefit from high levels of privacy at present. Whilst it is not ideal in this respect to have the access close to these properties, the overall increase in road safety is considered to outweigh the small decrease in privacy levels to these properties.

The loss of privacy to these properties is not considered to be severe and, given the circumstances of the application, the improvements are considered to be acceptable and do not conflict with UDP policy H14 or paragraph 127 of the NPPF.

Air Pollution

The increase in traffic resulting from the proposed scheme was assessed fully in the original planning application. This proposal, under Section 73 of the Town and Country Planning Act, can only assess the issues relating to the minor amendments proposed. The siting of the crossing does not alter the original assessment of the proposed air quality issues, given that a crossing was proposed and approved previously, in a very similar location.

SUMMARY

The proposed minor changes to the siting of the pedestrian crossing associated with the application for the expansion of Totley Primary School are considered to be satisfactory in terms of their visual appearance. Moreover, the proposed changes are not considered to have a significant impact upon the living conditions of the neighbouring properties.

The changes have been assessed by Highways Engineers and the Road Safety Team and with regards to all highway safety issues are considered to be acceptable. The details provided of the crossing and alterations to the highway are considered to be acceptable to ensure highway safety and meet the requirements of all local and national planning policies. Accordingly, it is recommended that the details are approved and condition 9 and 10 are removed in their entirety, whilst the site plans proposed in condition 2 of the original proposal are superseded by the details submitted as part of this application.

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