

shall be carried out in accordance with the approved details, before the dwellings become occupied:

- Cycle route through the site (3 metres wide) connecting Earl Marshal Road to Skinnerthorpe Road, including materials/specification.
- Cycle direction signing through the site.

In the interests of the amenities of the locality & in the interests of traffic safety.

2) The development shall not be begun until either:

- a) improvement works to the highways specified below have been carried out to enable such highways to perform safely when subjected to the traffic which in the opinion of the Local Planning Authority will be generated by the development, or
- b) details have been submitted to and approved by the Local Planning Authority of arrangements which will have been entered into which will secure that such improvement works will be carried out before the development is brought into use, or alternatively for the improvement works to be constructed in accordance with a timeline that shall have submitted to and approved in writing by the Local Planning Authority.

The Works:

- Review/promotion of Traffic Regulation Orders in the vicinity of the development site that might be desirable as a consequence of development (waiting/loading restrictions) entailing advertising, making and implementing the Traffic Regulation Order in accordance with Traffic Signs Regulations & General Directions 2002.
 - Any other accommodation works to traffic signs, road markings, lighting columns, and general street furniture necessary as a consequence of development.
 - Physical works within Earl Marshall Road to provide bicycle connectivity between the park on the opposite side of the road and the cycle route running through the site (including direction signage).
 - Physical works to connect the cycle route running through the site to Skinnerthorpe Road (including direction signage).
- 3) 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. (H16)
- Reason: In the interests of highway safety and the amenities of the locality.
- 4) No door or gate shall, when open, project over the adjoining footway. (H2)
- Reason: In the interests of pedestrian safety
- 5) The development shall not be used unless the car parking accommodation as shown on the approved plans has been provided in accordance with those plans and thereafter such car parking accommodation shall be retained for the sole purpose intended. (H9)

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

- 6) The housing shall not be used unless all redundant accesses have been permanently stopped up and reinstated to kerb and/or footway and /or verge and the means of vehicular access shall be restricted solely to those access points indicated in the approved plans. (H17)

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

- 7) the development shall not be used unless that part of the road providing access thereto has been provided in accordance with the approved plans (H23).

Reason; In the interests of pedestrian and highway safety

- 8) The development shall not be begun until details have been submitted to and approved in writing by the Local Planning Authority of arrangements which have been entered into which will secure the reconstruction of the footways adjoining the site before the development is brought into use. The detailed materials specification shall have first been approved in writing by the Local Planning Authority. (H30)

Reason: In order to ensure an appropriate quality of development

- 9) The gradient of shared pedestrian/vehicular access shall not exceed 1:12. (H14).

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

Directives:

D053, D004, D032, D071 and D002.

2. Application Number	15/00157/FUL
Address	45 Stumperlowe Crescent Road

Representations

Five objections were received as a result of a second consultation and are Summarised below:

Changes made are largely cosmetic

Changes do not overcome original objections and the points raised previously still stand (some of these are reiterated in the most recent letters but are not repeated here as they are summarised in the main report)

Development is still inappropriate for the proposed location

The planning committee should carry out a site visit before making its decision

A letter has also been received on behalf of the applicants and details how design changes have been carried out in order to address some original concerns about the scheme. It also highlights how the massing of the development in terms of the dwelling to plot ratio is in keeping with the average plot ratio in the area and how ample amenity space will be provided. The letter also reiterates that the proposal is for a residential dwelling and not for use as a commercial or corporate entertainment venue. Further the letter also identifies that the applicant considers there to be ample parking and that the tree lost in the front garden will be replaced.

Additional Condition

The raised terrace area to the rear of the property which forms the roof of the swimming pool area will be finished at a level not greater than 205.5 AOD.

Reason : In the interests of the amenities of neighbouring residents

3. Application Number: 15/00665/FUL

Address: Land Between Park Grange Road And Beeches Drive
Extending To Samuel Drive, Park Grange Drive, Sheffield, S2
3SF

Additional Directives

The following directives are recommended:

(D002) As the proposed development will involve the closing/diversion of a highway(s) you are advised to contact the Principal Engineer of Highway Information and Orders, Development Services, Howden House, 1 Union Street, Sheffield, S1 2SH, as soon as possible.

(D003) As the proposed development will involve the closing/diversion of a footpath(s) you are advised to contact the City Solicitor and Head of Administration, Town Hall, Sheffield, S1 2HH, as soon as possible with a view to the necessary authority being obtained for the closure/diversion of the footpath(s) under Section 257 of the Town and country Planning Act 1990.

Amended Conditions

Amend Condition 9:

Prior to the improvement works indicated in condition 3 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.

Landscape Clarification

Members are advised that a number of trees will have to be removed from the site in order to accommodate this development. Officers would like to clarify that a Tree Condition Survey has been submitted with the application and the trees to be removed are identified as being Category C specimens, which means that they are low quality and value or young trees. Whilst their condition is adequate to retain, the Survey indicates that they will not usually be retained if they impose significant constraints on development.

It is considered that the proposed landscape scheme condition will cover suitably cover the replacement tree loss.

Additional Consultation Response

The Garden History Society

No comments received.

Historic England

A consultation response has been received from Historic England. It does not wish to comment in detail and has no objection to the principle of development on the site. It does however make a number of comments which it urges the Local Planning Authority to address in accordance with national and local policy guidance.

The principle concern identified is the impact of the development on the western boundary of Norfolk Heritage Park, from points along the Jervis Lum Ravine and long distant views, from the north, across the Park. The topography of the application site is such that Historic England is concerned that a number of the proposed three storey dwelling houses and the apartment block may be visible through the woodland when moving across the Park. Therefore it is recommended that a wider assessment of the setting be undertaken from additional key points within the Park and the Jervis Lum, in order to ensure the proposed development responds positively to the setting of Norfolk Heritage Park and adequate screening is proposed where necessary.

In light of the above, Historic England considers the proposed development would cause some harm to the setting of the Grade II* Registered Park through the loss or erosion of elements which contribute to its significance. Taken in the context of the overall significance, it is considered the proposals would cause minor harm to significance of the Park.

It is recommended that this matter be determined in accordance with national and local policy guidance (including paragraphs 132 and 134 of the NPPF), and on the basis of the Council's specialist conservation advice.

Response:

The comments of Historic England are noted and your Officers have revisited the site to further assess the items raised. In conclusion, it remains your officers' opinion that the proposed development's relationship to the Heritage Park and the

Jervis Lum is an acceptable one. It is considered that the mitigation measures proposed, including buffer zones and the arrangement of the new dwellings, as well as the undulating topography of the land are such to ensure that an acceptable setting will be retained.

Some dwellings may be visible from the Heritage Park and Jervis Lum, however it is considered that these views will be minor and not harmful given the topography and density of tree cover/screening on the boundary. Furthermore, it is considered that the view of dwellings through the trees is not unacceptable at this location – the Heritage Park is situated in an existing urban area and is surrounded by a variety of residential neighbourhoods, and as a consequence, dwellings are visible elsewhere from within the Heritage Park.

Overall, it is considered that any views of proposed development will not erode or cause harm to significant elements or characteristics of the Heritage Park or Jervis Lum. Given the density of tree cover within the Jervis Lum, it is not considered that further screening is required and that the proposed development will not be contrary to the guidance and recommendations of the NPPF (including paras. 132 – 134).

4. Application Number 15/00663/FUL

Address Site Of Park Grange Old Peoples Home, 100 Park Grange Road, Sheffield

Report Amendment

Members are advised that there is an error in the final paragraph of the 'Education Provision' Section on page 99. The reference to 'open space' should be omitted and replaced with 'education provision'.

Additional Consultation Response

The Garden History Society

No comments received.

Historic England

An additional consultation response has been received from Historic England. Following the applicant's Heritage Assessment, it is confirmed that Historic England is satisfied that the proposed development will be sufficiently screened by existing houses and trees included with Norfolk Heritage Park.

It is noted that the Queens Tower and associated listed buildings are visible from the application site. Therefore, it is considered that the proposed development will become more apparent following the removal of some trees from the boundary between the two sites. It is therefore recommend that any retained landscaping is sufficiently strengthened with additional planting to ensure the setting of this group of listed buildings is sufficiently preserved.

It is recommended that this matter be determined in accordance with national and local policy guidance (including paragraphs 132 and 134 of the NPPF), and on the basis of the Council's specialist conservation advice.

Response:

The comments of Historic England are noted and your Officers have revisited the site to further assess the items raised. It is the case that the development will be very visible from Park Grange Road but it is considered that this is unavoidable given the elevated position of the site. It is not considered that this will be increased because of tree removal given that just 4no. trees are intended to be removed. These trees are identified in the Tree Condition Survey as being poor quality specimens and any existing value would be lost within 10 years. Their removal is recommended for sound arboricultural management reasons. All other existing trees will be retained and 3no. new trees will be planted, which is welcomed.

With regard to this development's impact on the adjacent Listed Building, it is considered that the original assessment in the Committee report remains valid. Therefore, it is concluded that the development will not have a harmful impact on the Listed Building.

5. **Application Number** **15/00680/FUL**

Address **259 Abbeydale Road**

Additional Condition

The report refers to a condition relating to a prevention of illumination and advertisements on the proposed taxi, but the condition is missing from the recommendation within the agenda papers. On further consideration it is not considered appropriate to limit advertisements as these fall under separate legislation (Advertisement Control Regulations). The proposed condition relates only therefore to illumination.

Condition

The proposed taxi shall not at any time be internally or externally illuminated.

Reason

In the interests of the visual amenities of the locality.

6. **Application Number** **15/00158/OUT**

Address **Cowmouth Farm, 33 Hemsworth Road**

Report Update – Education Provision

The report identified the potential for a contribution to be required from the development towards the provision of education facilities within the local area, in line with the Education Provision Interim Planning Guidance 2014, and Core

Strategy policy CS43. At the time of writing the report, an assessment of education capacity in the local area had not been concluded.

An assessment has now been concluded and advises that within the Education Planning Area 7E (Mundella Primary, and Newfield Secondary) there is spare capacity at both schools to accommodate the 3 pupils in the primary phase, and 2 pupils in the secondary phase, that are expected from this development.

As such no financial contribution is appropriate in this case.