

**SUPPLEMENTARY INFORMATION**

**APPLICATIONS UNDER VARIOUS ACTS / REGULATIONS – SUPPLEMENTARY  
INFORMATION**

- 1. Application Number            15/01780/FUL and 15/01781/LBC**
- Address                                Green Lane Works, Green Lane, Sheffield**

A Bat Survey was submitted and reviewed through the Council's Ecology Unit. There have been 5 previous surveys (2004-12), all of which were negative, and so the carrying out a single additional survey was considered to be proportionate. The conditions during the survey were considered to be optimal.

No evidence of bat roosting was recorded, though a moderate level of foraging activity was witnessed in the vicinity. Thus, the report recommends that works proceed in accordance with the proposed Method Statement which will include direct inspection of the clock tower by a licensed bat worker once the tower scaffold is declared safe to access.

Proposed additional condition:

*The development hereby approved shall be carried out in accordance with the Bat Method Statement set out in Appendix 2 of the Bat Survey report prepared by Ecus Ltd dated September 2015.*

*Reason: In the interests of biodiversity*

In addition, following the submission of a full schedule of repair works to the listed building, the following conditions can be omitted:

15/01781/LBC - Condition 5  
15/01780/FUL - Condition 9

- 2. Application Number            15/02893/FUL**
- Address                                Rivelin Water Treatment Works, Manchester Road,  
Sheffield**

An additional representation has been made by Derek Hastings, on behalf of Rivelin Valley Conservation Group. The Conservation Group Committee request that a native species hedge be added to the scheme to be planted alongside the A57, to screen the proposed security fence on the Northern boundary of the site.

The comments are noted. However, officers do not believe that a hedge would be a positive addition to the scheme. Hedgerows are relatively alien to the local environment, and efforts to reduce the visibility of the fence have already been made in the scheme through tree planting either side, to reduce long range views from the approach on Manchester Road from the East and West, and through adding to the height of the dry

stone wall, which will reduce the visibility from vehicles. A hedgerow, by fact of being out of character with the surrounding Green Belt environment, would likely draw attention to the area where it is planted, and runs the risk of making the fence more apparent visually.

As a result, officers do not recommend that amendments are made to the scheme.

**3. Application Number 15/00122/FUL**  
**Address Griffs Fireclay Works, Stopes Road**

**Recommendation**

Should read "Grant Conditionally, subject to a Legal Agreement

Supplementary

**Further Representations**

A further three representations have been received regarding this application since the committee report was published. These are summarised as follows:

The development is too large and will have too great an impact upon the local area in terms of increased traffic and pollution.

Whilst the site is a brownfield site in the Green Belt it is not within walking distance of local shops and the number of units will significantly increase traffic in the area.

There is a lack of capacity at local schools and doctors.

The site should be developed but a smaller, more considered approach should be made without bringing suburbia into the Green Belt and farm land.

The site should stay rural.

The objector cannot attend planning committee but have some questions regarding the application.

Whilst it accepted that there is a need for social housing, there are significant concerns with regards transport infrastructure.

Stannington Road/Wood Lane/Loxley road all filter into Holme Lane, and the objector already drives miles around to avoid the traffic due to congestion. The concern is how much worse this will become.

Holme Lane is already a bottleneck. What are the plans for the road network? How will the developers tackle this issue>

The last development on Wood Lane was meant to have a new road through to Loxley Road but this has not happened and even if it did it would not lessen the impact on Holme Lane.

What is the impact for schools in the area? Stannington and Dungworth schools are already saturated - with families often having to have children in different schools because of a lack of places. How will this development affect this and how will developers deal with this issue.

The objector states that they are not against building a housing development, but do think that a new road infrastructure needs to be put in place as well as accommodation in schools before any further developments are granted.

Matters relating to highways and local infrastructure provision have been considered and assessed in the main body of the report.

The third letter refers to the newly announced measures to extend permitted development rights for the conversion of offices to new homes. It is queried whether this would now mean that Sheffield has a demonstrable 5 year housing land supply and would mean that housing in the Green Belt would not need to be considered. It is suggested that if Sheffield does now have a demonstrable 5 year supply of housing land that the recommendation made by officers is mis-leading and no longer valid and that the application should be postponed and a new report written using up to date facts. The comment also refers to the permitted development changes resulting in a proper amount of affordable/social housing in areas that are sustainable and not in the Green Belt.

- *In response to this officers would comment that any prior notifications for change of use of offices to residential are added to the Planning authority's information about 'committed' housing sites and once built will be included within our completions figures. However, as they are not able to be identified in advance, being effectively windfalls, it would be extremely difficult to include them within the 5-year housing supply until we have received prior notification. Therefore this announcement does not in itself increase our 5-year housing supply, although this could improve over time as more housing comes forward through this mechanism.*
- *Any review of the Green Belt for development may be affected if we were able to find and allocate more land in the urban area, but at the current time this is not the case.*
- *Last year 155 new homes were completed on sites that were within the office to residential category, but there are currently only have a further 44 within the 5-year supply. However, as many offices will still be in use, officers would find it difficult to justify inclusion within the 5-year supply as the use as offices clearly has to cease and construction/conversion works commence. Indeed in some cases it is likely to be a valuation exercise rather than a firm commitment to develop new housing.*
- *It should also be noted that affordable housing will not come forward as part of a permitted development proposal as it is not subject to the same policies as a planning application.*

## **SYPTTE**

South Yorkshire Public Transport Executive (SYPTTE) have also commented on the application and advise that from public transport perspective that the site is not well located within only an hourly service operating. SYPTTE would typically welcome development that is close to the core network and has 6+ services per hour. The services closest to the site are financially supported by the SYPTTE, but officers are advised that due to the relatively small scale of the development proposed there is not a viable case for service extension or diversion. SYPTTE have advised that should development go ahead then access to the services should be made as easy as possible, meaning clear walking routes from the development to sheltered bus waiting facilities and should encourage sustainable travel measures.

The development as proposed will have clear walking routes to the development and improved bus waiting facilities at the site and access improvements. Sustainable travel measures are also included as part of the travel plan.

## **Legal Agreement**

Officers and the applicant have agreed the wording to the legal agreement which will secure the provision of affordable housing. However, this has yet to be signed and therefore any decision to grant planning permission should be granted subject to a legal agreement.

## **Conditions**

Should members be minded to approve the application, a request is made to apply the following additional conditions:

- Prior to the commencement of development full and final details of all boundary walls and retaining walls within the development, including materials, elevations and sections through where requested and any detailing shall be submitted to and approved in writing by the local planning authority and thereafter development shall continue in accordance with the approved plans.

In order to ensure the appropriate quality of development and in the interests of the visual amenity of the area.

- Prior to the commencement of development full and final details of the layout and arrangement of photovoltaic panels to the roofs of the dwellings hereby permitted shall be submitted to and approved in writing by the Local Planning Authority. Development shall thereafter be undertaken in accordance with the above plans and such photovoltaic panels shall thereafter be maintained and retained for the lifetime of the development.

In order to minimise the visual impact of the development.

- The plaque stating '1945' on the existing chimney stack shall be retained as part of the retained chimney stack.

In the interests of retaining a historic context to the site.

The following amendments are also proposed to the conditions previously put forward to members:

Condition 2: Illustrative street scenes and photomontages should be removed from the list of approved plans.

Condition 17- Amended to refer to panels rather than panel to allow for the different construction materials. Sample **panels** of the proposed masonry shall be erected on the site and shall illustrate the colour, texture, bedding and bonding of masonry and mortar finish to be used. The sample **panels** shall be approved in writing by the Local Planning Authority prior to

the commencement of the building works and shall be retained for verification purposes until the completion of such works.

Condition 21: Correction of “roff” to “roof”

Condition 27: Amend to include reference to bus shelter in infrastructure improvements.

No dwelling shall be occupied until the improvements (which expression shall include public transport infrastructure) to the items 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 with South Yorkshire Passenger Transport Executive (SYPTTE) which will secure that such improvement works will be carried out before the first property is occupied.

Public Transport Infrastructure Improvements:-

1. The upgrade of the nearest outbound bus stop to the site to a specification to be confirmed by SYPTTE, including any raised footway and tactile paving to assist boarding/alighting.
2. The installation of an inbound bus stop and shelter to a specification and location to be confirmed by SYPTTE.

Condition 37: Include wording to allow for abolition of CSH

The dwellings hereby approved shall be constructed to achieve a minimum standard of 75 points under the Code Level for Sustainable Homes scheme of assessment. No dwelling shall be occupied (or within an alternative timescale to be agreed) until appropriate certification, demonstrating that the 75 points has been achieved, or if following full abolition of the scheme and the unavailability of certification then evidence to demonstrate from a former code assessor that the point score of at least 75 points would have been achieved should certification still have been available, shall be submitted to and approved in writing by the Local Planning Authority.

Condition 38. Amended wording to refer to dwelling rather than development.

Each dwelling shall provide a minimum of 20% of the predicted energy needs of the dwelling from decentralised and renewable or low carbon energy and each dwelling shall also generate further renewable or low carbon energy or incorporate design measures sufficient to reduce the development's overall predicted carbon dioxide emissions by 40%, as is set out in the submitted document entitled Version 4 Sustainability Summary Note (9th September 2015).

Any agreed renewable or low carbon energy equipment, connection to decentralised or low carbon energy sources shall have been installed before any part of the development is occupied and a post-installation report shall have been submitted to an approved in writing by the Local Planning Authority to demonstrate that the agreed measures have been installed. Thereafter the agreed equipment, connection or measures shall be retained in use and maintained for the lifetime of the development.

Condition 44: DELETE

Condition 52: Insert reference to only development shown to be in stone.

All built form and walls within the development, shown on the approved plans **to be constructed in stone**, shall be constructed in natural stone and any future improvements or maintenance to the development shall also use natural stone to match the stone approved for the construction of the development (including size, texture and colour). At no time shall artificial stone be used as a substitute.

Condition 55; amended and consolidated

Notwithstanding the indications on the approved plans, prior to construction work commencing on the site, full details of all landscaped areas, including the walkway to the front of the site and full and final details of the children's play equipment and the "Trim Trail", shall be submitted to and approved by the Local Planning Authority. Thereafter, the landscaping, play equipment and 'trim trail' equipment shall be provided, retained and maintained for the lifetime of the development.

**4. Application Number 15/01262/OUT**

**Address Land Between Europa Link And Europa Court,  
Europa Link  
Sheffield  
S9 1XE**

**Condition 50 – Correction to remove reference to Use Class D1**

This permission only allows for the following uses and maximum floor spaces set out below:-

- (a) Advanced Manufacturing within use Class B1 (b and c); Up to a maximum floor space of 66,983 m<sup>2</sup>.
- (b) Residential training and conferencing facilities within use class C2; Up to a maximum floor space of 37,551 m<sup>2</sup>.
- (c) Uses within Class D2 (including sports pitches and indoor recreation facilities); Up to a maximum floor space of 450 m<sup>2</sup>.
- (e) Car Parking.

Subject to total floor space not exceeding a total maximum of 104,984 m<sup>2</sup>.

Reason: In order to define the permission.

**Condition 51 – Correction to add Design and Access Statement reference Number.**

In respect of reserved matters applications to be submitted the building ridge heights and individual building elements shall be within the minimum and maximum height limits set out in the paragraph 4.8 and figure 58 of the Bond Bryan Design

and Access Statement received on the 20th August 2105 (reference:SBP-BBA-AO-XX-RP-A-09001\_P5).

Reason: In order to ensure an acceptable scale of development.

**Condition No 35 (Measures to enhance the southern drainage ditch) and No.60 (Travel Plan).**

These conditions have been placed in the wrong section of the decision notice. Condition 35 should be moved to the pre-commencement section of the notice and condition 60 moved to the Pre occupancy section of the notice. Subsequent numbering of the conditions will be amended and any reference to specific condition numbers contained in any relevant conditions will be altered accordingly

**Amendments to the Heads of terms of the section 106 in relation to the Bus contribution.**

Clarification is now contained in the 106 which sets out the circumstances where a lower contribution towards the bus service enhancement may be allowed, set out as follows:

- The costs of providing the agreed Public Transport Improvements are less than the maximum contribution in any one year;
- The agreed Public Transport Improvements are commercially successful so that they become, in whole or in part, self-funding;
- Or the agreed public transport improvements are in whole or in part paid by a third party.

5. **Application Number**            **15/02720/FUL**  
**Address**                            **Land Adjoining 288 to 292 Shalesmoor,  
Sheffield, S3 8UL**

**Amended Site Address Post Code:**

S3 8UL

**Conditions 9 correction:**

Item 2 of Condition 9 should read:

“Details of the Mesh Parapet at roof top level, including details of the type of plant species proposed and details of how it interacts with the parapet”.

The conditions listed in the report state first floor level, which is wrong.

**Condition 18 correction:**

No amplified sound or live music shall be played in, or directed towards the ground floor outside terrace area, roof terrace area, or other open area at above background levels. Use of the roof terrace area shall cease at 22:00 hours on all days except on Fridays and Saturdays when the use of the roof terrace shall cease at 23:00 hours.

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

**Additional Conditions:**

Additional 'Pre-Occupancy and Other Stage of Development Conditions' proposed:

1. The development shall not be used for the purposes hereby permitted unless the scheme of sound attenuation works detailed in the Peak Acoustics Noise Assessment Report No. YS2707154NR; 11/08/2015 has been carried out as specified in the Report. Such works shall be thereafter retained.

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

2. No live music or amplified sound shall be played within the building unless a scheme of sound attenuation works has been installed and thereafter retained. Such scheme of works shall:
  - a) Be based on the findings and recommendations of *approved Peak Acoustics Noise Assessment Report No. YS2707154NR; 11/08/2015*.
  - b) Be capable of restricting noise breakout from the building to the street to levels not exceeding the prevailing ambient noise level when measured;
    - (i) as a 15 minute LAeq, and;
    - (ii) at any one third octave band centre frequency as an 15 minute LZeq.

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