
Case Number	20/01822/FUL (Formerly PP-08776975)
Application Type	Full Planning Application
Proposal	Provision of new car parking accommodation and means of vehicular access and egress
Location	University Of Sheffield Athletic and Sports Ground Warminster Road Sheffield S8 8PS
Date Received	10/06/2020
Team	South
Applicant/Agent	DLP Planning Ltd
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 Plan(s)

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

Drawing No. 001 Rev. P1 - Location Plan (Scan Date: 10/06/2020)

Drawing No. 100 Rev. P1 - Proposed Site Plan (Scan Date: 10/06/2020)

Drawing No.101 Rev. P1 - Proposed Development Plan Southern Zone (Scan Date: 10/06/2020)

Drawing No. 102 Rev. P1 - Proposed Development Plan Northern Zone (Scan Date 10/06/2020).

Reason: In order to define the permission.

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

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

3. The car park area and new access / egress arrangements hereby approved shall not be brought into use until a detailed car park / vehicle movement management strategy has been submitted to and approved in writing by the Local Planning Authority.

The strategy will show how at peak periods of demand, measures (including any physical alterations or features deemed necessary) have been identified that will be used to mitigate the effects of traffic movements and parking demand on the neighbouring properties on Warminster Road and Mount View Road, and the surrounding highway network. The car park area and new access / egress arrangements shall thereafter be operated in accordance with the agreed details, which shall remain in place for the life time of the development unless subsequent amendments are agreed by the Local Planning Authority following any necessary reviews or changes proposed.

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

4. Within 6 months of the date of this planning permission, or an alternative date to be agreed in writing by the Local Planning Authority, the car park area and new access / egress arrangements hereby approved shall have been provided as shown on the approved plans and thereafter such parking and arrangements shall be retained for the sole purpose intended.

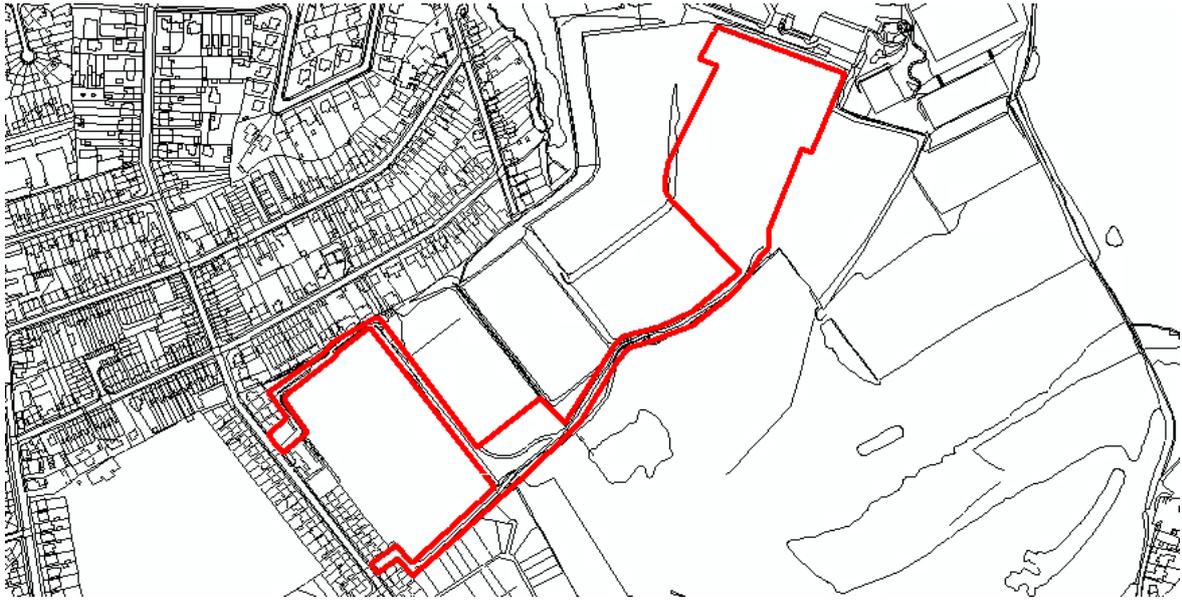
Reason: To ensure satisfactory parking provision in the interests of traffic safety and the amenities of the locality.

Other Compliance Conditions

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. For the avoidance of doubt, the applicant is advised that the proposed 6 metre high net and low level amenity lighting are not approved as part of this application. These were not listed on the application form and, therefore, do not form part of the description of development and have not been assessed. It will be necessary to submit a new planning application to address these items.

Site Location



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LOCATION

The application site comprises of the University of Sheffield's Athletic and Sports ground at Norton, an established use of the land dating back to the early twentieth century. The sports ground extends over 11 hectares and generally slopes down, away from Warminster Road and towards the north east.

To the south and west, the grounds are bound by detached, semi-detached and terraced residential properties. Those running along Warminster Road, either side of the existing pavilion, are level with the top cricket and football pitches. Properties to the west, along Mount View Road, vary in position so that some (numbers 116 to 142) are elevated above the highway and have rear facing windows directly overlooking the playing fields. Others are set well below the application site.

The southern end of Woodland Road, to the north, abuts the sports ground around its midpoint but is set back from the north western boundary of the wider site by a substantial wooded valley and the Meers Brook.

The south eastern boundary of the sports ground skirts the adjoining allotments, the Lees Hall Golf Course and the Lees Hall Wood Local Wildlife Site. To the north-east it bounds the site of Newfield School, a secondary school which was rebuilt in 2009 and which has existing outdoor sports facilities to the north and east of the school building.

BACKGROUND TO PROPOSAL

Planning permission was granted in June 2017 following a submission made by the University for the provision of two artificial grass pitches (AGP) at the north eastern end of the sports grounds, adjacent Newfield School (ref. 17/00855/FUL). The proposals included the installation of 15 metre high floodlights, 3 metre high boundary fencing, the erection of a single-storey changing facility/management suite and a covered spectator stand, and the provision of a 79 space car park. In addition, at the south western end of the site adjacent Warminster Road, the scheme included the provision of a coach drop off point/parking area in front of the existing pavilion, boundary fencing, alterations to the existing vehicular access from Warminster Road (between numbers 307 and 313) and the provision of a grasscrete car park for 78 cars adjacent the southern site boundary.

The planning benefits of the proposed development were put forward as being spreading vehicle movements, providing opportunities to utilise despoiled and underused urban land, offer enhanced community access to the sporting facilities and providing better links to the adjoining schools. The planning application was approved with conditions, which included restrictions on the use of the southern car park and entrance beyond 1900 hours in order to protect residential amenity and restrict access onto Warminster Road into the evening.

Furthermore, the planning consent supported University development elsewhere in the city. In particular, the new Social Science Building at Whitham Road - a site where University sport pitches previously existed - was subject to a condition that prevents development from commencing until the AGPs at Norton have been

implemented and made available for public use (condition 30 of 17/00712/FUL). The improved facilities at Norton helped to justify the loss of the pitches at Whitham Road.

This replacement sports facility is now functioning and being operated by the University. However, there are now complications in relation to the provision of the 79 space car park adjacent Newfield School, which was proposed to be accessed via the existing school drive off Lees Hall Road, and it is not now possible for this to be provided.

The University has submitted that there are a number of obstacles (including legal and property issues) to the delivery of this option, as well as outstanding concerns over shared access arrangements with Newfield and Talbot Schools and the maintenance of this access that have resulted in the current situation. There is no realistic prospect of this issue being resolved in the immediate future. As it has not been possible to implement the above planning permission in its entirety, the University has put forward various options since 2017 to try and establish an alternative access arrangement and facilitate the efficient and safe use of the recreation facilities.

These options are discussed in the paragraphs below to give further background to this application and the circumstances that have led to its submission.

Previous Temporary Proposal

The previous alternative option was made under Section 73 of the Planning Act to amend the 2017 application. It was approved by the Local Planning Authority in September 2018 and was proposed to help overcome the issues of implementing the approved scheme by providing alternative access and parking arrangements for a temporary period of 18 months.

The temporary arrangements included the provision of two banks of 25 car parking spaces (50 spaces in total) to the south of the new AGPs, which were to be accessed via the southern access point (between numbers 307 and 313 Warminster Road) up to 1900 hours and via the existing pavilion car park on Warminster Road between 1900 hours and 2200 hours in order to give respite at the southern access point during the evening.

This application included using the existing access driveway leading from the pavilion car park (which skirts the northern site boundary), and re-surfacing using smooth running tarmac to reduce noise levels and the erection of a 2 metre high solid acoustic fence to the boundary edge of the access drive to reduce noise from vehicle movements and light pollution from car headlights. The fence, like the car parking spaces, was proposed to be a temporary measure and to be removed once the permanent parking arrangements were in place.

The approval of this arrangement meant that the University could operate the new AGPs prior to the provision of the northern car park and, in turn, begin work on the new Social Science Building at Whitham Road.

At the time of the Section 73 application, the applicant anticipated that the necessary agreements would be reached within the 18 month period, in order to allow the northern car park to be provided in accordance with the approved plans, or a suitable alternative long term provision to be made.

The temporary period expired in March 2020 and the University has not sought to renew it.

New Car Park Link

An application for the provision of a new car park access route linking to the playing fields car park, via the existing vehicle access on Lees Hall Road, was submitted to the LPA in 2019 and is currently pending consideration. There remain a number of outstanding issues in relation to this application and it is now seen as an unlikely option by the University, because it is reliant upon the school access and therefore hindered by the current access and maintenance issues described above.

THE APPLICATION PROPOSAL

The challenges being faced around implementing the previously approved highway and parking proposals in their entirety, at this site, have resulted in the University now focussing on the need to pursue an alternative long term strategy for dealing with the site's car parking shortfall and the access and egress arrangements.

Consequently, this application seeks full planning permission to secure a permanent consent for the provision of alternative car parking accommodation on the site and a new means of access and egress for vehicles and pedestrians from Warminster Road. It is understood that the University intends to deliver these proposals immediately upon approval.

To clarify, the works hereby proposed include:

1. New Car Park:

A new car park with capacity for 79no. vehicles, to be created between the existing sports pitches and the existing artificial hockey pitch, in the northern part of the site. Part of this land is currently being used for the temporary car parking provision.

The spaces will be constructed using a grasscrete surface (or similar), as per the additional car park that already exists on the site.

Additionally, a total of 5no. disabled parking bays will be provided next to the existing artificial hockey pitch.

The new car park will replace the 79no. space car park that was proposed at the north-eastern end of the site but has not yet been provided as a result of the complications described above; and

2. Vehicular Access and Egress

All vehicular access to the site (including car parking spaces) will now be achieved via Warminster Road using established access points and a one-way access system.

Ingress into the site is proposed to be via the existing vehicle access point between 307 and 313 Warminster Road. This road will then provide access to the two car parking areas via the existing service road along the south-eastern boundary of the site and which runs between the playing pitches and the allotments and golf course.

Egress from the site is proposed to be via the existing vehicle access point at the Pavilion building. Access to this point from the parking areas will be achieved by using the southern service road (described above) and also via the existing service track (which is to be upgraded) that runs between pitches located on the eastern portion of the site and continues along the north and north-western portions of the site. This track, in places, abuts the rear boundaries of the properties on Mount View Road and Warminster Road, until it reaches the Pavilion car park.

It is confirmed these proposed routes were used as part of the temporary arrangements agreed under the temporary planning permission (ref. 17/03858/FUL).

This application now seeks to adjust these arrangements and make this route permanent.

Given the permanence, improvements to the route are now proposed which include:

- Widening the southern route from 3.8m to 5m to allow two-way traffic (where required) and the provision of speed control and priority vehicles measures.
- The resurfacing of the existing service track that runs between the pitches and leads to the Pavillon.
- Providing a new 1.8m wide tarmac pedestrian footpath is proposed along the length of the upgraded service track to segregate vehicles and pedestrians.

The project also proposes to install low level lighting and ball-stop netting to protect the new car park area. However, whilst discussed in the supporting documents, this was not explicitly referred to on the planning application form and does not form part of this application. To confirm a separate planning application will be required for this work, and the applicants are aware of this.

RELEVANT PLANNING HISTORY

The relevant planning history - described above - is clarified chronologically below:
19/04134/FUL: An application for the provision of a new car park access drive link to the playing fields car park via existing vehicle access on Lees Hall Road was submitted in November 2019 and remains a live application with any future progress pending the outcome of this current application proposal.

18/00123/FUL: An application for the levelling and remodelling of a grass rugby pitch (Retrospective Application) was approved in April 2014.

17/03858/FUL: A temporary 18-month planning permission was granted in

September 2018 for a minor-material amendment to provide alternative access and parking arrangements, including re-surfacing and the erection of acoustic fencing, for a temporary period of 18 months to allow the University to operate the new AGP pitches prior to the provision of the northern car park. This was an application under Section 73 to vary condition 17. Car parking accommodation provision; as imposed by planning permission 17/00855/FUL.

17/00855/FUL: Planning permission was granted in June 2017 for the provision of two artificial sports pitches with 15m high floodlights and 3m high boundary fencing, the erection of a single-storey changing facility/management suite and covered spectator stand, the provision of car parks, coach drop off point/parking area, boundary fencing and alterations to existing vehicular access from Warminster Road.

16/01384/FUL: An application for the re-development of sports ground to provide an artificial (3G) sports pitch, 3m high boundary fencing, provision of car parking area, coach parking area, 8 x 15m flood lights, spectator accommodation, provision of acoustic screen and bund, access drive and alterations to means of access to Warminster Road was withdrawn in January 2017.

SUMMARY OF REPRESENTATIONS

The application has been advertised by neighbour notification letter and site notice, which has attracted 2 letters of objection from residents living at Nos. 130 and 134 Mount View Road, close to the proposed Pavilion egress point.

In summary, the objections raise concerns about:

1. Pollution

- Concern that traffic will be excessive and extremely close to properties.
- The turning point - towards the exit - is on a gradient and so pollution will rise.
- The proposals impact on the health of residents and their ability to enjoy their properties.

2. Noise

- Have experienced the noise from traffic and individuals during the temporary arrangements.
- Concern that the permanent arrangements will have a major impact on the privacy of properties. The current arrangement is just a track.

3. Light Pollution

- Concern about the impact of car headlights - especially when there are bottle necks and queues on the site.
- Concern about light from other sources - including lights and traffic lights on site.

4. Environmental Issues

- Concerns about the impact of light pollution on local wildlife - including bats that live

in trees on the site boundaries / adjacent properties.

5. Safety Concerns

- The adjacent properties are situated just metres away from the site and service track.
- It is understood that in the past a car has hit the fence and almost gone over it.

6. Council Website Issues

- Concern that the Council's website has been unavailable for the public to view and that this has restricted the public's consideration of the application.

PLANNING ASSESSMENT

The main material planning considerations in the assessment of this application are considered to be:

- Highway issues - including the impact of the proposed vehicle movements onto Warminster Road and the new internal traffic arrangements (i.e. car park).
- Residential amenity issues - including the impact of the proposed development on the surrounding residential environment.
- Visual amenity issues.

The above identified issues are now addressed, taking into account the policies described below.

Policy Position

The National Planning Policy Framework (NPPF) provides the Government's latest guidance on Planning matters at the national level.

Paragraph 11 of the NPPF advocates a presumption in favour of sustainable development and part (d) states that for decision making this means where there are no relevant development plan policies, or those policies most important for determining the application are out of date, permission should be granted unless:

- i. The application of the policies in the Framework that protects areas of assets of particular importance provides a clear reason for refusing the development;
- ii. Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole.

The majority of the sports ground lies in a designated Open Space Area as defined in the Unitary Development Plan (UDP), though the southern site frontage, adjacent Warminster Road lies in a designated Housing Area.

UDP Policy H14 (Conditions on Development in Housing Areas) seeks to protect residents from development that could harm their amenities, and to secure safe access to the highway network and appropriate levels of off-street parking. Policies

H14 as well as LR5 (Development in Open Space Areas) also expect new development to be in-keeping with the character of the area.

Assessment of Main Material Issues

The proposed alternative parking arrangements comprise of a scheme designed to allow the continued use of this valued sports facility because the original 79 space car park adjacent Newfield School has proved difficult to provide with no likelihood of it being provided in the near future. The applicant's previous expectation that negotiations / provision of the original car park would be completed in 18 months (from September 2018) have not been achieved.

In order to support the University's case, and at Officer request, their agents have put forward a statement which sets out what they consider to be the benefits of the proposed development over and above the previous schemes. This assessment considers these in the paragraphs below alongside the objections received from local residents.

1. Highway Issues

In addition to UDP Policy H14, paragraph 109 of the NPPF 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.

Proposed Access / Egress - Vehicle Movements

A Transport Statement Addendum has been submitted and, at your officers' request, further information has been provided about the anticipated vehicle movements on site which, if approved, will include use of the proposed one way system and the means of access / egress using Warminster Road.

Based on a worst case scenario, the information submitted confirms that:

- A. The busiest time of the week, overall, will overall continue to be Wednesday afternoons and specifically between 1530 to 1630 hours when it is anticipated that approximately 147 vehicles have the potential to leave the site. Such a peak in usage will occur once per week, 22 weeks of the year in co-ordination with the University's term times.
- B. The busiest evening of the week will be Tuesdays evenings (19:00 to 22:00 hours) when it is anticipated that a maximum of 145 vehicles have the potential to use the site over the three hour period. Currently, all pitches are available for 6-a-side football and hockey, and for full team games. The worst-case scenario is that each pitch is available for 1 hour booking thus generating the greatest amount of movements at the end of each hour.

Alternatively, it is acknowledged that full pitch and block bookings occur and, therefore, it is anticipated that movements would be less. Given that the sports pitches are already in place, it is conceivable that this level of usage

could occur every weekday evening if all pitches were to be booked, though in practice Tuesday and Wednesday evenings traditionally prove to be the most popular.

The current proposal provides access and egress from existing vehicle access points on Warminster Road. When compared with the original 2017 proposals (ref. 17/00855/FUL), which proposed that around 50% of the site's car parking be accessed from Lees Hall Road, it must be acknowledged that this new permanent arrangement would generate more vehicle movements onto and from Warminster Road.

However, it is also acknowledged that the proposed arrangement is not dissimilar to the temporary S73 application, which also restricted the site's vehicle access and egress points to Warminster Road, albeit in a different way to now proposed. This previous scheme also included a reduction in the car parking spaces (29 less) and, therefore, it could be argued that the movements attracted to the facility would have been marginally less than now proposed.

Nevertheless, following review, it is not anticipated that, in highway terms, the consolidation of all of the site's vehicle access / egress movements onto Warminster Road will result in a significant impact on the local highway network in either capacity or safety terms. In reaching this conclusion, it is considered that the proposed one-way system proposed is a positive addition as it will result in vehicles being able to enter the site at a single point of entry and move through the site freely. Any vehicles queuing on exit will not be hindered by those entering, and in turn those entering will not be restricted and will not impact on the free-flow of traffic on Warminster Road.

Furthermore, in light of the current issues at play, it is considered that the proposed use of Warminster Road for all vehicle movements must be seen as a highway benefit when assessed against the implications of not providing the required quantum of spaces. Indeed, rejecting the current proposal because of concerns about highway movements on Warminster Road would further extend the applicant's inability to provide 84 spaces (including disabled car parking), which would result in the development being in breach of Condition 17 of the original planning permission.

It is also significant that the proposed arrangements will now eliminate previous concerns expressed in relation to the previous proposals and the potential conflicts between the school use and sports facility entrance, resulting in potential congestion and additional traffic on the quieter residential roads (Lees Hall Road, Woodland Road and Harvey Clough Road).

However, in order to help manage vehicle movements within the site - and prevent excess queuing at the egress point leading onto Warminster Road - it is recommended that any positive recommendation of this application be subject to a condition requiring the submission of a car parking and vehicle movement management strategy.

Car Park Spaces

The design and capacity of the proposed new car parking area is considered to be

acceptable in highway terms. The total number of car spaces will equal the capacity approved as part of the original 2017 planning permission (79no.) and the number of disabled spaces will increase to 5no (originally 4no.). This is also a greater quantum of parking than provided as part of the temporary arrangements that have been in place recently.

As per the existing 78 space car park on the site, the proposed car parking area will be constructed from plastic grid reinforced grass. It will be set well away from residential properties in the northern part of the site (i.e. Mount View Road and Woodland Road) between the existing sports pitches and the existing artificial hockey pitch. There are, in reality, limited alternative options available, to provide car parking elsewhere on the site.

Internal Arrangement

The internal routes that are proposed to be used are already in-situ and whilst it is intended to enhance these as part of the proposed project, it should be recognised that these are not new routes being created. Furthermore, it is confirmed that vehicle speeds will be limited by the installation of speed humps.

It is noted that the submitted tracking details of the internal route indicate that manoeuvring will be tight in places. However, given that the route is away from the public highway and therefore will have no implications for the safety and movement of traffic on the local highway network, there are no objections raised and amendments to improve the route have not been requested.

The University has confirmed that the arrangement proposed is the best solution available. The layout follows liaison with local residents and is considered by the University to overcome conflicts and issues that have occurred when the temporary consent was in place and a two-way system operated around the site. The recognition and resolving of issues arising on site previously is considered to be a positive and proactive response, and one which is considered positively in light of the current proposal.

For the reason above, it is concluded that the proposed highways environment is acceptable. It is considered that safe access to the local highway is proposed and that there would not be an unacceptable impact on highway safety, and the residual cumulative impacts on the road network would not be severe. Therefore, the proposal is considered to be compliant with the relevant parts of the local / national policies and guidance described above.

2. Residential Amenity

A key material consideration in the assessment of this application is the impact of the alternative access arrangements on the residences that abut the site and - in particular - those properties situated immediately next to the access point and internal service tracks that are intended to be used on Warminster Road and Mount View Road. Owing to the arrangement of some of these properties and their short rear gardens, it is the case that several have their rear elevations overlooking the application site at close quarters.

As well as UDP Policy H14, paragraph 127 of the NPPF states - amongst other things - that planning decisions should ensure that development create places that promote health and well-being and a high standard of amenity for existing users.

Proposed Access / Egress Arrangements

In reaching a decision, it is necessary to balance the potential harm caused by the proposals to existing residential amenity alongside the operational needs and highway requirements of a sporting facility that is regarded as an important and positive recreational benefit to the University and wider community.

With regard to the proposed southern access point (between numbers 307 and 313 Warminster Road), the principle of using this for two-way vehicle traffic associated with the facility has previously been established. Also, positively, as part of these previous decisions this access has already been surfaced in smooth running tarmac and fencing and landscaping have been introduced to reduce noise / light pollution to help to reduce the impact on residential amenity at this point.

Furthermore, the one-way system now proposed will represent a change from the existing two-way system and the nature of vehicle movements at the junction with Warminster Road as well as reduce potential conflicts.

That said, Members are reminded that this access point can currently only be used by the sports facility until 1900 hours Monday to Friday and 1700 hours on Saturdays and Sundays, which is the time when the current sole grasscrete car park there at present is required to cease. This restriction was imposed by previous permissions to protect residential amenity by limiting vehicle traffic. The current application would change this arrangement and result in this access point operating as the facility's sole vehicle / pedestrian entrance for the entirety of its permitted opening hours (i.e. 0930 - 2200 hours Monday to Friday and 0900 - 1700 hours Saturday and Sunday). Logically, however, this would mean that use of the entrance is likely to finish prior to the start of the facilities final booking, which will therefore mean it is unlikely that disturbance will occur up to or after 2100 hours.

Taking all of the above into account, in spite of the additional hours of vehicle movements proposed adjacent to residential property, it is considered that the proposed one-way system will result in a reduction in vehicle movements at the later hour at what is now proposed to be the entrance point. Alongside mitigation measures previously installed, under earlier proposals, this will combine to create an appropriate amenity environment for the residential properties positioned at close quarters to an existing sporting facility.

With regard to the proposed northern egress point (between the Pavilion and number 279 Warminster Road), it is confirmed that there are historically no restrictions on the use of the existing pavilion car park or the service track that exists in the north/north-western parts of the site and leads to Warminster Road via the car park. Therefore, as concluded under previous applications, the proposed intensification of its use is, in theory, uncontrollable in planning terms. However, it is proposed to carry out works to widen and enhance the route which do require planning permission.

The widening of the route is acceptable in principle and in itself results in no amenity issues to adjacent residential properties, nor does it have an unacceptable impact in terms of visual amenity or impact upon the use of sports pitches.

The intensification of the route's use has the potential to result in harm to amenity by reason of engine noise, car radios, lights and exhaust emissions as a result of cars queuing to exit the site.

It is considered that a management plan is the most appropriate means of controlling these impacts, alongside the existing measures undertaken by the applicant, such as installing high fencing adjacent to the properties most directly impacted and restricting the pavilion car park to use by match officials and disabled persons only.

It is expected that the management plan, which is recommended to be secured by conditioned, includes a strategy / mitigation measures to ensure queuing traffic to the rear of the residential properties is limited- and therefore the potential amenity implications listed above are also limited.

Whilst there will be some disturbance to the rear of these properties, the applicant has proposed a number of improvements and measures to mitigate this impact, and it is considered that the operation of the sporting facilities cannot reasonably, viably and safely continue without this access arrangement. The complications being faced by the applicant are noted and the benefits of this facility, as a sporting provision for the community and university, are recognised. It is considered that the management plan will offer suitable and reasonable mitigation to limit the harm to residential occupiers to create a balanced development proposal. Your officers, therefore, consider it reasonable to support the scheme in residential amenity terms.

3. Visual Amenity

The proposed car parking spaces themselves will be constructed from plastic grid reinforced grass and are set well away from residential properties. They will therefore have little visual impact.

The proposed alterations to the internal service tracks - including widening, speed reduction measures and re-surfacing required - will also have little visual impact, owing to the fact that a vehicle route already exists in these areas. Therefore, the new enhancements will be seen as additions to rather than as new features. Therefore, there are concluded to be no visual amenity concerns arising from the proposed development.

RESPONSE TO REPRESENTATIONS

It is considered that the concerns highlighted in the representations received have been addressed in the main body of this report.

With regard to ecology matters, it is not considered that the proposals will result in harm to local wildlife.

With regard to internet access, it is acknowledged that there can be periods when access to the Council's website can be restricted owing to IT issues. This is, unfortunately, unavoidable with all efforts made to address issues as soon as possible. The application has however been in the system for a number of months which has presented ample opportunity for such issues to be addressed and comments made.

It was not considered necessary to visit adjacent properties as part of the assessment of this application.

SUMMARY AND RECOMMENDATION

It is acknowledged that the proposals represent a shift from those arrangements that have been agreed as part of previous applications - both on a permanent and temporary basis - since 2017. This could be viewed as contradictory, compared with previous restrictions (i.e. hours in relation to access points) however, it is clear that the ability to utilise the originally proposed access and parking arrangements for the site is not now possible.

The new arrangements now proposed are less desirable in residential amenity terms owing to the fact that they mean that it is no longer possible to restrict vehicle movements around the dwellings beyond 1900 hours and instead, movements will continue until the facility closes at 2200 hours.

Notwithstanding this, it is considered that the amenity implications are, for the reasons set out in this report and, subject to the imposition of a condition requiring a management plan, acceptable.

In highway terms, the impact of the proposal on the operation of the local highway network is considered to be acceptable. The number of parking spaces will remain as per the approved provision and so no additional on-street car parking is expected as a result. The approval of this scheme will mean that there should be no displacement of parking onto the highway as a result of the use of the facility beyond the hours of operation for the car park, which would be a negative implication of refusing this proposal.

Indeed, the implications for refusing this proposal would be approximately 50% less car parking being available on site than originally approved in 2017. Therefore, if operation continued, the development would be in breach of Condition 17 of the original planning permission, which would effectively restrict University's ability to operate the site to its full capacity. In terms of operational capacity, it would limit the availability for external clubs and the community. This would be an inefficient and ineffective use and potential loss of a high-quality sport and recreational resource within the City.

In conclusion, this application, subject to appropriate conditions, is considered to be an acceptable solution to the current issue which prevents the implementation and use of previously proposed car parking. The proposals will enable the sports facilities to continue to be used at capacity for the University of Sheffield as well as for schools, sports clubs and community groups. Therefore, the proposed development

is concluded to be acceptable and satisfactory with regards the aims of both national and local planning policies.

It is therefore recommended that Members grant planning permission subject to the recommended conditions.