



**SHEFFIELD CITY COUNCIL  
Planning and Highways Committee**

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**Report of:** Director of Development Services

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**Date:** 23/07/2013

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**Subject:** Applications under various acts/regulations

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**Author of Report:** John Williamson/Lucy Bond/Chris Heeley 2734218

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**Summary:**

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**Reasons for Recommendations**

(Reports should include a statement of the reasons for the decisions proposed)

**Recommendations:**

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**Background Papers:**

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**Category of Report:** OPEN

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Application No.	Location	Page No.
13/01603/RG3	Watermead Community Learning Centre Barrie Crescent Sheffield S5 8RJ	
13/01452/FUL (Formerly PP-02559558)	Newton Grange 1A Horner Close Sheffield S36 1LN	
13/01238/FUL (Formerly PP-02568570)	Former Cradock Road Depot Cradock Road Sheffield S2 2JW	
13/01146/OUT (Formerly PP-02561712)	Land Adjacent 2A Penistone Road Grenoside Sheffield S35 8QG	

SHEFFIELD CITY COUNCIL

Report Of The Head Of Planning  
To the Planning and Highways Committee  
Date Of Meeting: 23/07/2013

LIST OF PLANNING APPLICATIONS FOR DECISION OR INFORMATION

\*NOTE\* Under the heading "Representations" a Brief Summary of Representations received up to a week before the Committee date is given (later representations will be reported verbally). The main points only are given for ease of reference. The full letters are on the application file, which is available to members and the public and will be at the meeting.

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Case Number	13/01603/RG3
Application Type	Application Submitted by the Council
Proposal	Demolition of redundant school buildings and erection of new-build primary school with a capacity for 420 pupils, a 26 place nursery, associated external hard and soft landscaping, car parking and vehicle service facilities (Application under Reg 3 - 1992)
Location	Watermead Community Learning Centre Barrie Crescent Sheffield S5 8RJ
Date Received	08/05/2013
Team	West and North
Applicant/Agent	Bond Bryan Architects (Church Studio)
Recommendation	Grant Conditionally

Subject to:

- 1 The development shall be begun not later than the expiration of three years from the date of this decision.  
  
In order to comply with the requirements of the Town and Country Planning Act.
- 2 The development must be carried out in complete accordance with the following approved documents:

- 12-137(G07)200-D1 Shirecliffe Proposed GA Ground Floor Plan
- 12-137(G07)201-D1 Shirecliffe Proposed GA First Floor Plan
- 12-137(G07)202-D0 Shirecliffe Proposed GA Roof Plan
- 12-137(G08)200-D1 Shirecliffe Proposed GA Elevations
- 12-137(G08)201-D0 Shirecliffe Proposed GA Elevations
- 12-137(G09)200-D0 Shirecliffe Section 01
- 12-137(G09)201-D0 Shirecliffe Section 02
- 12-137(G09)202-D0 Shirecliffe Section 03
- 12-137(G09)203-D0 Shirecliffe Section 04
- 447-005S Shirecliffe General Arrangement Site Plan
- 447-006B Shirecliffe Section A-A
- 447-007B Shirecliffe Section B-B / C-C
- 447-011 Shirecliffe Location Plan
- 10680-1-A Shirecliffe Illuminance Plot,

unless otherwise authorised in writing by the Local Planning Authority.

In order to define the permission.

- 3 Details and samples of the following proposed external materials and finishes:

- Brick work
- Block work
- Canopies
- Roofing
- Cladding
- Glazing

shall be submitted to and approved in writing by the Local Planning Authority before that part of the development is commenced. Thereafter, the development shall be carried out in accordance with the approved details.

In order to ensure an appropriate quality of development.

- 4 Large scale details, including materials and finishes, at a minimum scale of 1:10 of the items listed below shall be approved in writing by the Local Planning Authority before that part of the development commences:

Windows  
 Window reveals  
 Eaves and verges  
 Entrances  
 Canopies  
 Rainwater goods  
 Cladding fixing

Thereafter, the works shall be carried out in accordance with the approved details.

In order to ensure an appropriate quality of development.

- 5 A sample panel 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 panel 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.

In order to ensure an appropriate quality of development.

- 6 There shall be no external rainwater goods unless otherwise agreed in writing with the Local Planning Authority.

In order to ensure an appropriate quality of development.

- 7 Details of all boundary treatments shall be submitted to and approved in writing by the Local Planning Authority before the development is commenced, or an alternative timeframe to be agreed in writing by the Local Planning Authority. The development shall not be used unless such means of boundary treatment has been provided in accordance with the approved details and thereafter such means of site enclosure shall be retained.

In order to ensure an appropriate quality of development.

- 8 Before the development is commenced, full details of the proposed servicing arrangements and times (including for example delivery of school dinners) shall have been submitted to and approved in writing by the Local Planning Authority, and thereafter adhered to.

In the interests of pedestrian safety and of the amenity of the locality.

- 9 During the construction period, a Travel Plan to reduce dependency on the private car, which shall include clear and unambiguous objectives and modal split targets, together with a time bound program of implementation, monitoring and regular review and improvement, shall be submitted to and approved in writing by the Local Planning Authority and thereafter implemented.

In the interests of reducing dependence on the private car by facilitating and encouraging the use of alternative modes of transport and in accordance with Council policy and PPG13.

- 10 The Local Planning Authority shall be consulted with and give prior approval in writing to any subsequent improvements or modifications to the Travel Plan, following the submission of progress performance reports as timetabled in the programme of implementation. All future owners/occupants of the site shall operate a Travel Plan and will adhere to the approved Travel Plan unless otherwise varied and agreed with the Local Planning Authority prior to occupation.

In the interest of reducing dependence on the private car by facilitating and encouraging the use of alternative modes of transport and in accordance with Council policy and PPG13.

- 11 Prior to any works commencing on site, full details of the following shall have been submitted to and approved in writing by the Local Planning Authority, and the construction works shall only be progressed in accordance with the approved details:
- Construction method statement.
  - Phasing of construction works.
  - Site safety and segregation.
  - Any temporary site access for construction traffic (possibly entailing removal of the road narrowing feature and replacement once the new school has been built).
  - Location of site compound and temporary car parking arrangements for contractors.
  - Haulage routes.
  - Times when construction works and movement of construction traffic will be restricted.
  - Wheel washing facilities

In the interests of traffic safety and the amenities of the locality.

- 12 The gradient of shared pedestrian/vehicular access shall not exceed 1:12 unless otherwise approved by the Local Planning Authority.

In the interests of the safety of road users.

- 13 Prior to works starting on site, a dilapidation survey of the highways adjoining the site shall be jointly undertaken with the Council and the results of which agreed in writing with the Local Planning Authority. Any remedial works will have been completed to the satisfaction of the Local Planning Authority prior to full occupation of the development.

In the interests of traffic safety and the amenities of the locality.

- 14 Notwithstanding the submitted plans, prior to the development becoming occupied, suitable and sufficient, secure and sheltered bicycle/motorcycle parking accommodation (plus storage/changing/shower facilities) shall have been provided in accordance with details that shall have been submitted to and approved in writing by the Local Planning Authority (ideally avoiding the use of "butterfly" systems which have a tendency to buckle wheels). Thereafter the bicycle/motorcycle parking shall be retained/maintained for the sole purpose intended.

In the interest of traffic safety and the amenities of the locality.

- 15 All vehicle and pedestrian areas within the site shall have been surfaced, sealed and drained to the satisfaction of the Local Planning Authority prior to occupation.

In the interests of traffic safety and the amenities of the locality.

- 16 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.

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

- 17 The development shall not be begun until the improvements (which expression shall include traffic control, pedestrian and cycle safety measures) to the highways listed below have either:

- a) been carried out, or;
- b) details have been submitted to and approved in writing by the Local Planning Authority of arrangements which have been entered into which will secure that such improvement works will be carried out before the development is brought into use.

Highway Improvement Works:

- Any accommodation works to general street furniture, including traffic signs, road markings, drainage and street lighting columns associated with the new access arrangements;
- Possible promotion of Traffic Regulation Orders in the local area (waiting/loading restrictions) and the making of Orders subject to usual procedures, including the provision of road markings and signs as necessary;
- Construction of shared vehicle/pedestrian access to the site from Barrie Crescent;
- Widening to two metres and resurfacing of the footpath connecting Barrie Crescent to Moonshine Lane;
- Provision of measures to assist pedestrians wanting to cross Moonshine Lane (possibly a zebra crossing).

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.

- 18 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.

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

- 19 Prior to the development becoming occupied, details shall have been submitted to and approved in writing by the Local Planning Authority of how the car parking accommodation will be managed and allocated, with the approved details thereafter being operated (including operation of barriers/gates & the times when access in and out of the car park will be restricted).

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

- 20 Notwithstanding the submitted plans, before the development is commenced, full details of the development sites security/boundary treatment (location) and interface with footpath running from Barrie Crescent to Moonshine Lane (avoiding the creation of blind spots or severance) shall have been submitted to and approved in writing by the Local Planning Authority. The security/boundary treatment shall have been carried out in accordance with the above-mentioned approved details prior to the school being brought into use.

In the interests of pedestrian safety.

- 21 The development hereby approved shall be constructed to achieve a minimum rating of BREEAM 'very good' and before the development is occupied (or within an alternative timescale to be agreed) the relevant certification, demonstrating that BREEAM 'very good' has been achieved, shall be submitted to and approved in writing by the Local Planning Authority.

In the interests of mitigating the effects of climate change, in accordance with Sheffield Development Framework Core Strategy Policy CS64.

- 22 No development shall commence until a report has been submitted to and approved in writing by the Local Planning Authority identifying how the following will be provided:

- a minimum of 10% of the predicted energy needs of the of the completed development being obtained from decentralised and renewable or low carbon energy.

Any agreed renewable or low carbon energy equipment, connection to decentralised or low carbon energy sources or additional energy efficiency measures 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, unless otherwise agreed in writing by the Local Planning Authority.



In order to ensure that new development makes energy savings in the interests of mitigating the effects of climate change, in accordance with Sheffield Development Framework Core Strategy Policy CS65.

- 23 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.

In the interests of the visual amenities of the locality.

- 24 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, 2005 (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 unless otherwise approved.

In the interests of the visual amenities of the locality.

- 25 Details of appearance and location of bat and bird boxes shall be submitted to and approved in writing by the Local Planning Authority and such features shall be installed prior to the development being brought into use.

In the interests of biodiversity.

- 26 No development shall commence until a Landscape and Ecological Management Plan, including short, medium and long term aims and objectives, management responsibilities and maintenance schedules for all distinct areas, has been submitted to and approved in writing by the Local Planning Authority. The Landscape and Ecological Management Plan shall thereafter be implemented as approved.

In the interests of biodiversity.

- 27 All teaching rooms shall be designed in accordance with the noise levels given in Building Bulletin 93 (BB93) and noise level from plant and equipment shall not exceed minus 5 dB(A) below background noise levels (L90) when measured at the nearest noise sensitive properties.

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

- 28 All development and associated remediation shall proceed in accordance with the recommendations of the approved Remediation Strategy by Waterman Structures Consulting Engineers, dated April 2013. 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.

In order to ensure that any contamination of the land is properly dealt with.

- 29 Upon completion of the 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 or any part thereof shall not be brought in to 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 Local Planning Authority policies relating to validation of capping measures and validation of gas protection measures.

In order to ensure that any contamination of the land is properly dealt with.

- 30 No externally mounted plant or equipment for heating, cooling or ventilation purposes, nor grilles, ducts, vents for similar internal equipment, shall be fitted to the building unless full details thereof have first been submitted to and approved in writing by the Local Planning Authority, and once installed such plant or equipment should not be altered without prior written approval of the Local Planning Authority.

In the interests of the amenities of the locality and occupiers of adjoining property.

- 31 The multi-use games area and sports pitches shall only be used between the hours of 0800 and 2100 on Monday to Friday and between the hours of 0900 and 2100 on Saturdays and Sundays.

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

- 32 Before the development is commenced, or an alternative timeframe to be agreed in writing by the Local Planning Authority, full details of proposals for the inclusion of public art within the development shall have been submitted to and approved in writing by the Local Planning Authority. Such details shall then be implemented prior to the occupation of the development unless otherwise authorised in writing by the Local Planning Authority.

In order to satisfy the requirements of Policy BE12 of the Unitary Development Plan and to ensure that the quality of the built environment is enhanced.

- 33 The development permitted by this planning permission shall be carried out in accordance with the approved Flood Risk Assessment (FRA) compiled by Waterman Structures CE, dated April 2013, and the following mitigation measures detailed within the FRA: Finished ground floor levels to be set no lower than 125.7 metres above Ordnance Datum (AOD).

To reduce the risk of flooding to the proposed development and future occupants.

- 34 The development hereby permitted shall not be commenced until such time as a scheme detailing surface water drainage arrangements has been submitted to, and approved in writing by, the local planning authority. The scheme shall provide a 30% reduction in peak discharge from the site when compared to existing and be designed to store the calculated flows for a 1 in 100 year return period, with an allowance of 30% for climate change, without causing flooding to property or adjacent land. The scheme shall be fully implemented and subsequently maintained, in accordance with the timing/phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the Local Planning Authority.

To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site.

- 35 Surface water draining from areas of hard standing shall be passed through a trapped gully or series of trapped gullies, prior to being discharged into any watercourse, soak away or surface water sewer. The gully/gullies shall be designed and constructed to have a capacity compatible with the area being drained, shall be installed prior to the occupation of the development and shall thereafter be retained and maintained throughout the lifetime of the development. Clean roof water shall not pass through the gully/gullies.

To reduce the risk of pollution to the water environment.

- 36 The development shall not be carried out except in complete accordance with the details shown on the submitted drainage plans, "11499 / S / WM / 92 / 0001 / rev A05 dated 12/04/2013, 11499 / S / WM / 92 / 0002 / rev A03 dated 02/05/2013 that have been prepared by WatermanStructures.", unless otherwise agreed in writing with the Local Planning Authority.

In the interest of satisfactory and sustainable drainage.

- 37 No buildings/structures shall be erected within 6m of the watercourse.

To ensure satisfactory drainage arrangements.

- 38 No buildings/structures shall be erected within 3m metres of the public sewer.

To ensure satisfactory drainage arrangements.

Attention is drawn to the following directives:

1. You are advised to contact the Yorkshire Water Authority Board.
2. To ensure that the road and/or footpaths on this development are constructed in accordance with the approved plans and specifications, the work will be inspected by representatives of the City Council. An inspection fee will be payable on commencement of the works. The fee is based on the rates used by the City Council, under the Advance Payments Code of the Highways Act 1980.

If you require any further information please contact Mr S A Turner on Sheffield (0114) 2734383.

3. You are required, as part of this development, to carry out works within the public highway. You must not start any of this work until you have received a signed consent under the Highways Act 1980. An administration/inspection fee will be payable and a Bond required as part of the consent.

You should apply for a consent to: -

Highways Adoption Group  
Development Services  
Sheffield City Council  
Howden House, 1 Union Street  
Sheffield  
S1 2SH

For the attention of Mr S Turner  
Tel: (0114) 27 34383

4. As the proposed development abuts the public highway you are advised to contact the Highways Co-ordination Group on Sheffield 2736677, prior to commencing works. The Co-ordinator will be able to advise you of any pre-commencement condition surveys, permits, permissions or licences you may require in order to carry out your works.
5. By law, this development requires the allocation of official, registered address(es) by the Council's Street Naming and Numbering Officer. Please refer to the Street Naming and Numbering Guidelines and application forms on the Council website. For further help and advice please ring 0114 2736127 or email [snn@sheffield.gov.uk](mailto:snn@sheffield.gov.uk). Please be aware that failure to apply for addresses at the commencement of the works will result in the

refusal of statutory undertakers to lay/connect services, delays in finding the premises in the event of an emergency and legal difficulties when selling or letting the properties.

6. For advice on the preparation of School Travel Plans, contact Gay Horsfield (0114 273 5828) Transport Planning.
7. You are advised that the biodiversity information/ecological assessment provided as part of this application will be made available to Sheffield Biological Records Centre. This will assist in a key principle of the National Planning Policy Framework that planning policies and decisions should be based on up-to date information about the natural environment and other characteristics of the area by building up the data base of up-to-date ecological information and this will help in future decision making.
8. The scheme has been designed to emit 5.0lux maintained average luminance. Artificial lighting has significant impacts on animals and insects, disrupting activities such as the search for food and mating behaviour. Where lighting is necessary, the applicant should take into account: type of lamp (low pressure sodium lamps or high pressure sodium preferred), aim to avoid light spillage using hoods, cowls etc., the height of lighting column should be as short as possible, light levels should be as low as possible, and timing of lighting to provide some dark periods. The guidance recommends for pedestrian lighting low level lighting is utilised that is as directional as possible and below 3 lux at ground level. In addition the times during which the lighting is on should be limited to provide some dark periods. Roads or trackways in areas important for foraging bats should contain stretches left unlit to avoid isolation of bat colonies. These unlit stretches should be 10 metres in length either side of commuting route.

The Bat Conservation Trust in association with the Institution of Lighting Engineers (ILE) has produced a guidance document 'Bats and Lighting in the UK'. Further guidance is given in the document.

9. You are advised that the biodiversity information/ecological assessment provided as part of this application will be made available to Sheffield Biological Records Centre. This will assist in a key principle of the National Planning Policy Framework that planning policies and decisions should be based on up-to date information about the natural environment and other characteristics of the area by building up the data base of up-to-date ecological information and this will help in future decision making. Ideally data should be provided in ESRI shape file format.
10. You are advised to contact Power Grid.
11. From the 6th April 2008, the Town and Country Planning (Fees for Applications and Deemed Applications) Regulations 2008 require that all requests for confirmation of compliance with planning conditions require a fee payable to the Local Planning Authority. An application to the Local Planning Authority will be required using the new national standard

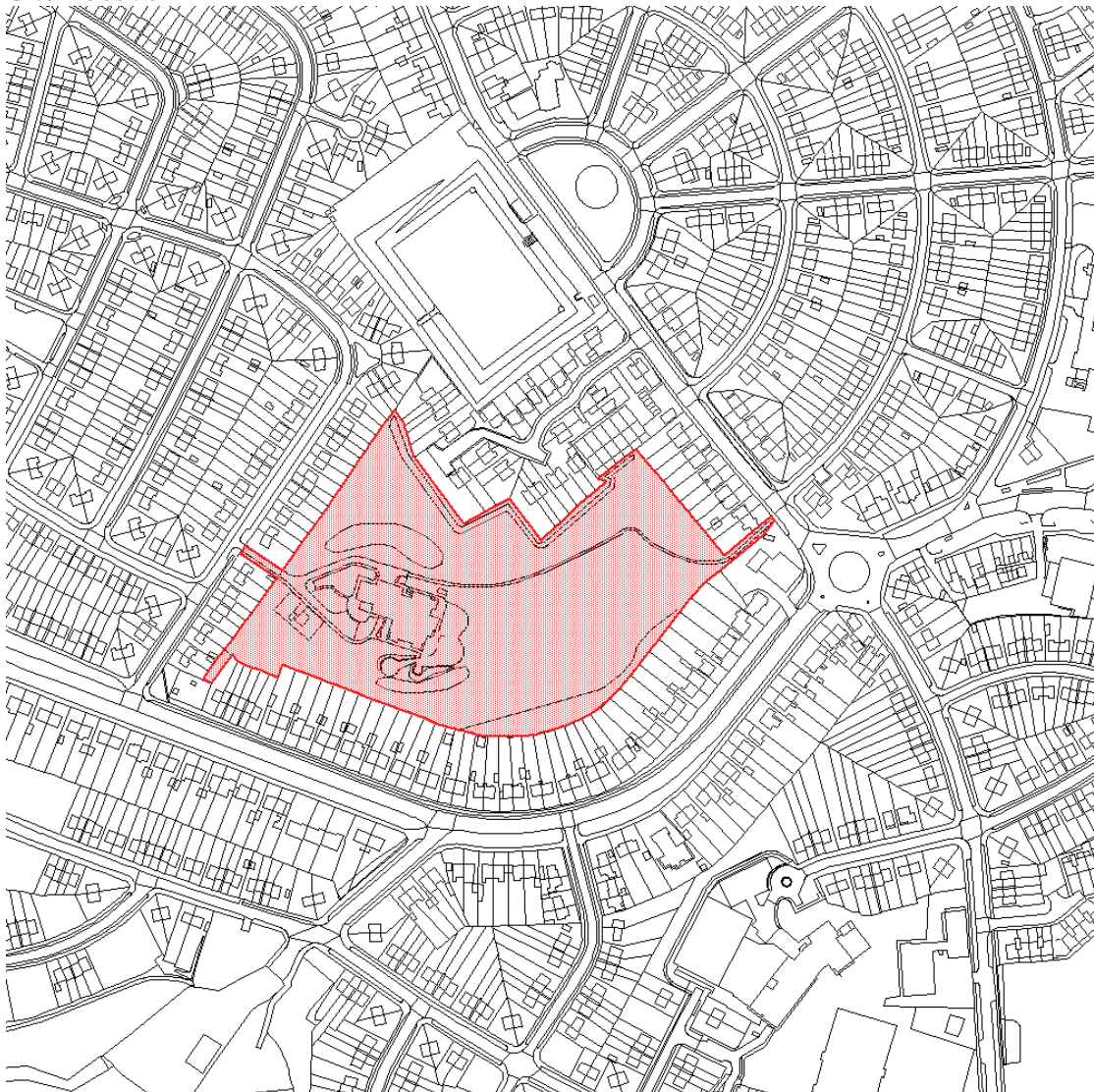


application forms. Printable forms can be found at [www.sheffield.gov.uk/planning](http://www.sheffield.gov.uk/planning) or apply online at [www.planningportal.gov.uk](http://www.planningportal.gov.uk). The charge for this type of application is £97 or £28 if it relates to a condition on a householder application for development.

For Listed Building Consent and Conservation Area Consent applications an application for confirmation of compliance with planning conditions is still required but there is no fee.

12. The Local Planning Authority has worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with a planning application.
13. The applicant is advised that Sheffield City Council Drainage Section should also be consulted regarding surface water drainage requirements for this site.

#### Site Location



The site is located within the Shirecliffe district of Sheffield. The application relates to the Watermead primary school which is former currently being used as a community and learning centre. The site is located off Barrie Crescent.

The site occupies an area of approximately 3.36 hectares. The main central area off the site, predominantly where the buildings are currently situated it is relatively flat, however the site does have a fall from north to south and from south to north, either side of the main buildings. To the northern side of the site is a public footpath which runs from Barrie Crescent to Moonshine Lane. Either side of the school buildings comprises of playing fields and sports pitched associated with the School. The site is enclosed by residential properties.

The proposed Primary School will accommodate 446 pupils incorporating foundation (nursery and reception), Key Stage 1(year 1 and 2), and Key Stage 2 (year 3, 4, 5 and 6). The proposed building is on the same footprint as the old school to minimise impact, the plans submitted show an 'L' shape building, which comprises of a one and a half-storey multi-purpose accommodation block and a two-storey teaching block. The school buildings are proposed to be located towards the east of the site with the main vehicular and pedestrian entrance being taken off Barrie Crescent. Landscaping and play areas are proposed to the south and west of the school building which will incorporate a tarmac games court and a grass sports pitch beyond.

The site falls within a Housing Area as allocated in the adopted Sheffield Unitary Development Plan and the playing fields are classed as Open Space. The proposed school building will support the regeneration and renewal of this area, which is supported by Sheffield Housing Company and the Shirecliffe Masterplan.

#### RELEVANT PLANNING HISTORY

There is no relevant planning history.

#### SUMMARY OF REPRESENTATIONS

2 letters have been received which do not raise any specific objections but have suggested retaining the mature trees on site. A further 5 letters of representation have been received which object to the proposed application. Objections are outlined below;

- loss of trees
- drainage issues
- flooding problems
- increase in volume of traffic
- more secure surroundings need
- loss of usable green space by enclosed fence

- increase of noise problems in particular with regards to traffic

Councillors of the Firth Park ward have made representations. No objections have been raised and support for the application has been highlighted.

Consultees

Sport England - no objections have been raised.

Northern Power Grid - no objections raised, directives suggested.

Environment agency - no objections raised, conditions suggested

SYPTTE- no objections raised

Yorkshire water- no objections raised. Conditions suggested.

Parks and Countryside - no comments made

## PLANNING ASSESSMENT

Principle of Use

The site lies within a Housing Area and as such UDP Policy H10 "Development in Housing Areas" suggests that housing as the preferred use and Community facilities and institutions (D1) as acceptable uses within housing Areas subject to compliance with relevant criteria set out in Policy H14.

Unitary Development Plan Policy CF1 "Provision of Community Facilities" encourages the provision of community facilities particularly where they would be located where there is a shortage, be easily accessible by public transport and be located within the community which they are intended to serve. The purpose of proposed new school is to accommodate the increase in pupils in the current primary catchment area and therefore the scheme complies fully with Policy CF1.

Core Strategy Policy CS43 "Schools" is also applicable, which states amongst other things that provision of sufficient modernised education facilities will be encouraged and the redevelopment of schools would be a welcome contribution of social infrastructure to this regeneration area. This area already has a shortage of primary school places and will contribute an additional 446 school places, critical to support the existing and new housing proposed for this catchment area (32 additional properties have been built recently and a further 96 are proposed by the Sheffield Housing Company). The proposed development is well situated in close proximity to established residential areas and provides an important community focus for the surrounding residential area. As such it is considered that the proposal complies with the objectives of CS43.

Design



Relevant policies in terms of design application are, Core Strategy Policy CS74, Design Principles states that "High-quality development will be expected, which would respect, take advantage of and enhance the distinctive features of the city", Policies H14, BE7 and BE5 of the Unitary Development Plan which require buildings to be well designed, use high quality materials and be of an appropriate scale are also applicable.

Plans submitted illustrate the proposed building to be of an 'L' shape structure, replacing the existing rectangular building and bringing some interest to the overall outlook in terms of its design and proposed palette of materials to be used.

The scheme has undergone minor amendments further to the suggested improvements by the Sheffield Design Panel. Some of these improvements include the to main entrance area and other alterations to the nursery and reception outdoor area.

The differentiation in heights across the building is viewed positively and along with the mono-pitch roofs provides a well-articulated and visually interesting roof scape. This articulation is further expressed in the elevations which have projecting elements including well designed canopy areas which will provide sheltered outside areas and effectively break up the massing of the building. The canopies have undergone design alterations throughout the course of the application and now incorporate brightly coloured side elevations which add visual interest to the scheme.

The main entrance into the school building from Barrie Crescent will be a 1 ½ storey element which will accommodate the main visitor's entrance, offices, kitchens, shared teaching areas and main school hall. There is a further two storey element to the north of the site, which is at right angles to the 1 ½ storey block and will mainly house the teaching rooms and the nursery area. The slight difference in height between the two blocks is gradual as the pitched roofs shown on the plans provides an interesting roof scape, which integrates well with the overall massing of the proposed building. The proposed elevations of the building also provide added interest, which include projecting elements including well designed canopy areas which will provide outside sheltered areas and as such will break up the figure of the building. The canopies have undergone design alterations throughout the course of the application and now incorporate brightly coloured fins to the side elevations which add visual interest to the scheme.

The plans include improvements to the public realm along the main public footpath located to the north of the site. The proposals include treatment to the footpath to emphasis its pedestrian nature, some planting of trees and the including of public art/signage to increase the presence of the school. This is considered acceptable and will read well in relation to the overall scheme.

The palette of materials comprises red brick, red fire born clay block work, kalwall panel system to the hall area and aluminium standing seam cladding. These materials are considered to be of appropriate quality (subject to approval of final samples) and will also reflect the predominant material in the locality which is red brick.

Owing to the location of the site the school will not be highly visible from public areas; nevertheless the design is considered to be appropriate to the area and will integrate well owing to the materials palette as described above.

A car park will be provided to the south-west of the site and a games pitch and sports pitch to the west of the school building, these will not have a harmful impact visually.

### Landscaping

Policy GE15 of the UDP "Trees and Woodland" requires the protection of trees and woodland through requiring development to retain mature trees and copses wherever possible and replace any lost trees.

A tree survey has been undertaken to assess the trees within the site. The report identifies the removal of several trees and the retention of others. Some loss of trees is necessitated by the proposed development; these are not protected by Preservation Orders and are not of such a quality that their loss will be harmful to the amenities of the area. The plans illustrate the planting of new trees within the site, to compensate for the loss of some of the trees and will be more appropriately positioned in relation to the development.

A habitat survey has been submitted in support of the application. This indicates a variety of diverse landscape habitats will be provided on the site including wetland planting, native species and non-indigenous species planting to provide a strong winter and spring interest, which will compensate for the deciduous period where many plants have little foliage. Wildflower meadows, spring bulbs and mixed species hedgerows are proposed. Such landscaping will produce a variety of habitats thus encouraging biodiversity.

The plans illustrate a mixture of hard and soft landscaping which will provide an attractive environment for the school and will include amongst other things a nature trail.

A condition will be imposed to submit final landscape drawings taking into account previous discussion with the landscape officer, which includes some replacement of the trees to be shown on plans and approved.

Details of fencing will be secured via condition; however the plans indicate existing palisade fencing to be retained and some additional similar type fencing to be provided along some areas of the site.

### Ecology

The bat survey has been submitted and a small roost site for pipistrelle bat. Found in order to demolish the building, a European Protected Species License (EPSL) is required which allows the bats to be disturbed without committing an offence. This license will require details of mitigation proposals, methodology and monitoring once work is complete. This will be imposed as a directive.

## Sustainability

Core Strategy Policy CS64 "Climate Change, Resources and Sustainable Design of Developments" requires all new non-residential buildings with a gross internal floor area of over 500 square metres to be designed to reduce emissions of greenhouse gases and use resources sustainably. The proposed development will achieve a BREEAM (Building Research Establishment Environmental Assessment Methodology) rating of very good. A pre-assessment has been carried out and indicates that the scheme will meet this target; as such the Policy CS64 will be complied with.

Policy CS65: Renewable Energy and Carbon Reduction of the Core Strategy, sets out objectives to support renewable and low carbon energy generation and also to further reduce carbon emissions. This policy requires all significant developments to (a) provide a minimum of 10% of their predicted energy needs from decentralised and renewable or low carbon energy.

Supporting submissions illustrate that the development will benefit from high levels of natural light, rain water recycling and natural ventilation, all of which will increase the sustainability of the development. The plans also indicate the installation of photovoltaic panels and solar thermals on the roof area. It is predicated that these will generate 11.5% of the total building energy. The development will also meet BREEAM very good standards as such the proposal complies with the objectives outlined in CS65.

## Highways

Policy H14 'Conditions on Development in Housing Areas' states that, "In Housing Areas new development will only be permitted where it would provide safe access to the highway network and appropriate off street parking and not endanger pedestrians."

The impact of the development on the local highway network has been considered within a Transport Assessment (TA) undertaken by Waterman Transport & Development Ltd. The TA also examines access to the site by non-motorised sustainable forms of transport.

Vehicle access to the school would be from Barrie Crescent, as was the case with the old school, via a short section of adopted highway passing between house No.'s 22 and 24 Barrie Crescent. The access is not significantly wide, and would be used by pupils (on foot), staff accessing their 32 space car park and service vehicles. Staff arrivals/departures and servicing would be staggered away from pupil arrival/departure times to avoid conflict. The access to the school from Barrie Crescent would be in the form of a shared surface. It is wide enough to accommodate the flow of single-file vehicle movements. Vehicle flow will be very tidal (morning arrivals and afternoon departures). As the length of drive/access is short and straight, the likelihood of two vehicles opposing each other is only slim. Consequently, the single-file running width for vehicles is not viewed as a problem. A footpath also runs across the site and connects Barrie Crescent to Moonshine

Lane. This path would be widened to 2 metres and resurfaced. The security gates to the school need to be carefully positioned so as not to sever the footpath. During the morning peak, Moonshine Lane can be tricky to cross. In order to encourage more walking from the east, the aim will be to provide a zebra crossing just below Southey Crescent (above the petrol station egress). If accommodation works to Statutory Undertakers equipment prove cost prohibitive, the 'fall-back' position would be to enlarge the size of the Moonshine Lane splitter island, to make it more pedestrian friendly. Controlled push-button pedestrian crossing facilities already exist on Herries Road just to the west of Barrie Crescent, plus on Herries Road opposite the shops near Herries Drive.

The school would be located within a densely populated residential area. There are 6,394 dwellings within a 1 mile radius of the site. Whilst Herries Road and Moonshine Lane are heavily trafficked, the above-mentioned proposed zebra crossing and existing push-button pedestrian crossings will provide safe connectivity, on the appropriate desire lines.

No child drop-off car parking spaces will be provided within the site. The aim will be to encourage walking from an early age. The School Travel Plan will be a strong tool in promoting the positive benefits of sustainable travel, to pupils, parents & teachers, possibly through the curriculum in subjects like geography. The option of running breakfast clubs will be discussed with the Head Teacher to help spread the peak hour arrivals to school. Cycle storage will be properly integrated into the designs (15 spaces to begin with). Latter year children might be assessed (via the Bikability Scheme) and advised which routes to school are most suited to their competency. With the school being favourably located to multiple bus services, Real Time Information display screens for buses might be situated in the school reception area.

Personal injury accidents have been studied along 6.5 kilometres of highway on the main routes surrounding the site (for the past 5 year period). During that period, 90 slight injuries were recorded, 9 serious injuries and zero fatal. Of these accidents, 19 involved pedestrians, 12 bicycles, with 8 motorcycles. Cluster of accidents are spread fairly evenly along the length of Herries Road, mainly at the junctions. The presence of school children in the area is already established by Longley Primary School and Watercliffe Meadow. The existing/proposed highways infrastructure is considered sufficient to accommodate the development proposal.

During demolition and construction, construction traffic would only be able to approach the site from Barrie Crescent. Conditions will be imposed which restrict the movement of plant during sensitive periods of the day. It's likely that the road narrowing feature in Barrie Crescent would need to be removed during construction. It would be replaced and refined once the new school has been built. For public safety purposes, subject to neighbour notification, the footpath connecting Barrie Crescent to Moonshine Lane may also need to be temporarily closed during construction. The surrounding public highway and footways in the vicinity of the development site will be maintained free from construction associated debris throughout the process.

Access

Policy H14 'Conditions on Development in Housing Areas' states that, "In Housing Areas new development will only be permitted where it would provide safe access to the highway network and appropriate off street parking and not endanger pedestrians."

Policy BE7 of the UDP also further emphasis that new buildings which are to be used by the public must be designed well, taking into account access facilities for the disabled, elderly and those with young children. The development has been designed to be fully accessible by disabled people, the elderly and those with young children. Amended plans have recently been received which show improvements to access, in particular the shared main access off Barrie Crescent. The plans are considered satisfactory and illustrate adequate access both internally and externally of the school.

#### Flooding

The site is not in a flood zone area.

#### Amenity

Policy H14 of the Unitary Development Plan "Conditions on Development in Housing Areas" states that development will be permitted where "the site would not be over-developed or deprive residents of light, privacy or security".

Residential properties enclose the site and generally comprise of two storey semi-detached dwellings.

Dwellings located south of the site on Herries Road namely No.534 to 516 are approx. 30-35m from the proposed school building. The school building and grounds are slightly elevated from the ground level of these dwellings by approx. 1.5m and are separated by some mature vegetation which runs along the southern boundary and the back of the garden area of the dwellings. The rear of No.536 to 546 Herries Road will face the proposed car park and will be approx. 24m from the car park. Landscaping including a nature trail and play areas will also separate the back garden of these dwellings and the proposed school building.

No.514 to 454 Herries Road will be set approx.70m from the proposed school building and approx.50m-80m from the proposed tarmac games court and the grassed pitch area. Note that these dwellings also slope away from the site significantly 1.5m. There are no proposals to provide floodlighting, which would require planning consent should they consider them at a later date. Nevertheless, the separation distance is sufficient to ensure that the development is not unacceptably overbearing, overshadowing or overlooking to residents to the south on Herries Road.

Details of the boundary fences will be conditioned to ensure they are of an appropriate quality and are not overbearing or overshadowing to neighbouring residential properties.

## Noise

Dwellings located on Barrie Crescent namely No.24 to30 are approx. 24m from the proposed school building and are separated by an existing public footpath. These dwellings will not have any detrimental impact to their living conditions in terms of overbearing or overshadowing to neighbouring residential properties due to the sufficient distance and the existing mature boundary treatment that separates the school building and the residential dwellings. No.18 to 22 Barrie Crescent will abut the boundary adjoining the proposed car park and bin storage area. These dwellings will be approx. 7m from the boundary, which will include fencing and landscaping, condition to be imposed.

Dwellings located on Moonshine Way are located approx. 40m from the proposed school building and approx. 25m from the games court and sports pitch. The separation distance is sufficient to ensure that the development is not unacceptably overbearing, overshadowing or overlooking to these residents located on moonshine Way.

No.124 to114 Moonshine Lane are located closer to the proposed sport pitch and will be approx.35m from the pitch. The separation distance is sufficient to ensure that the development is not unacceptably overbearing, overshadowing or overlooking to residents located on Moonshine Lane.

It is reasonable to assume that there will be increased noise as a result of children playing outside during break time and during sports lessons. Nevertheless, this noise will be mainly restricted to school opening hours, although the sports pitches may be used by the local community outside of school hours. The impact of such use is likely to be minimal; however a condition will be attached to ensure that the hours of use are not harmful to residential amenity.

## SUMMARY AND RECOMMENDATION

The proposed development complies with Unitary Development Plan policies H10, H14, CF1, BE5, BE7 and GE15 and Core Strategy Policies CS43, CS64, CS65, CS74 and the National Planning Policy Framework.

The proposed 'L' shape school building has been well designed and carefully developed around suggestions by council officers and the Sheffield Design Panel. The building is shown to be in two parts, housing the main service areas in one and the teaching areas in the other. An interesting palette of materials is shown which complement the area and illustrates a modern/contemporary approach to the proposed scheme, this together with the design of the overall building provide a visually attractive scheme.

The development also shows a high quality hard and soft landscaping scheme and improvements to the existing public footpath which runs along the site and north of the proposed school building. The scheme proposes the inclusion of a variety of habitat types which will increase biodiversity.



The development will not have an adverse impact on the amenities of nearby residential properties.

The scheme will employ a variety of sustainability features in order to achieve a BREEAM very good rating and comply with CS64, furthermore, 10% energy will be provided in accordance with CS65.

Some highway improvements have been shown to the main entrance areas of the site and conditions will be imposed to suggest further details to be submitted and approved for further improvements of Barrie Crescent and Moonshine Lane.

The development is not with a flood zone area.

The proposed scheme is considered acceptable and it is recommended that permission is granted subject to conditions.

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Case Number 13/01452/FUL (Formerly PP-02559558)

Application Type Full Planning Application

Proposal Demolition of care home and erection of 34 no. 2-bed apartments and 21 no. 1-bed apartments for elderly persons, with associated car parking and landscaping works (as email 04/07/13 and 10/07/13)

Location Newton Grange  
1A Horner Close  
Sheffield  
S36 1LN

Date Received 30/04/2013

Team West and North

Applicant/Agent Brewster Bye Architects

Recommendation GRA GC subject to Legal Agreement

Subject to:

- 1 The development shall be begun not later than the expiration of three years from the date of this decision.

In order to comply with the requirements of the Town and Country Planning Act.

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

QD768-190-01 rev A- Drainage area details  
QD768-03-01 rev A-Drainage Strategy  
002/11 (02) 010 rev A- Flat type A floor plan  
002/11 (02) 011 rev A- Flat type B floor plan  
002/11 (02) 012 rev A- Flat type C floor plan  
002/11 (02) 013 rev A- Flat type D floor plan  
002/11 (02) 014 rev A- Flat type E floor plan  
002/11 (02) 200 rev A-proposed elevation sheet 1(Manchester road and west side elevation)  
002/11 (02) 201 rev A-proposed elevation sheet 2 (south/rear elevation and east side elevation)  
002/11 (02) 005- proposed roof plan  
002/11 (02) 005- proposed roof plan  
002/11 (01) 300- proposed site sections  
002/11 (02) 004 rev A- proposed upper floor plan  
002/11 (02) 003 rev A- proposed site plan  
002/11 (02) 001- site location plan  
002/11 (02) 002- existing location plans

As per email received 04.07.13,

unless otherwise authorised in writing by the Local Planning Authority.

In order to define the permission.

- 3 The apartments 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.

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

- 4 The gradient of shared pedestrian/vehicular access shall not exceed 1:12 unless otherwise approved by the Local Planning Authority.

In the interests of the safety of road users.

- 5 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.

In the interests of the safety of road users.

- 6 The development shall not be used unless the cycle parking accommodation as shown on the approved plans has been provided in



accordance with those plans and, thereafter, such cycle parking accommodation shall be retained.

In the interests of delivering sustainable forms of transport, in accordance with the Transport Policies in the adopted Unitary Development Plan for Sheffield (and/or Core Strategy).

- 7 The development shall not be used unless details have been submitted to and approved in writing by the Local Planning Authority, showing how surface water will be prevented from spilling onto the public highway. Once agreed, the measures shall be put into place prior to the use of the development commencing, and shall thereafter be retained.

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

- 8 Before the development is commenced, or an alternative timeframe to be agreed in writing by the Local Planning Authority, full details of proposals for the inclusion of public art within the development shall have been submitted to and approved in writing by the Local Planning Authority. Such details shall then be implemented prior to the occupation of the development unless otherwise authorised in writing by the Local Planning Authority.

In order to satisfy the requirements of Policy BE12 of the Unitary Development Plan and to ensure that the quality of the built environment is enhanced.

- 9 Details and samples of the following proposed external materials and finishes:

- Brick work
- Roofing
- Glazing

shall be submitted to and approved in writing by the Local Planning Authority before that part of the development is commenced. Thereafter, the development shall be carried out in accordance with the approved details.

In order to ensure an appropriate quality of development.

- 10 Large scale details, including materials and finishes, at a minimum scale of 1:10 of the items listed below shall be approved in writing by the Local Planning Authority before that part of the development commences:

- Windows
- Window reveals
- Eaves and verges
- Entrances
- Canopies
- Rainwater goods
- Cladding fixing

Thereafter, the works shall be carried out in accordance with the approved details.

In order to ensure an appropriate quality of development.

- 11 A sample panel 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 panel 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.

In order to ensure an appropriate quality of development.

- 12 There shall be no external rainwater goods unless otherwise agreed in writing with the Local Planning Authority.

In order to ensure an appropriate quality of development.

- 13 The development hereby approved shall be constructed to achieve a minimum rating of BREEAM 'very good' and before the development is occupied (or within an alternative timescale to be agreed) the relevant certification, demonstrating that BREEAM 'very good' has been achieved, shall be submitted to and approved in writing by the Local Planning Authority.

In the interests of mitigating the effects of climate change, in accordance with Sheffield Development Framework Core Strategy Policy CS64.

- 14 No development shall commence until a report has been submitted to and approved in writing by the Local Planning Authority identifying how the following will be provided:

- a minimum of 10% of the predicted energy needs of the completed development being obtained from decentralised and renewable or low carbon energy.

Any agreed renewable or low carbon energy equipment, connection to decentralised or low carbon energy sources or additional energy efficiency measures 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, unless otherwise agreed in writing by the Local Planning Authority.

In order to ensure that new development makes energy savings in the interests of mitigating the effects of climate change, in accordance with Sheffield Development Framework Core Strategy Policy CS65.

- 15 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.

In the interests of the visual amenities of the locality.

- 16 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, 2005 (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 unless otherwise approved.

In the interests of the visual amenities of the locality.

- 17 No development shall commence until a Landscape and Ecological Management Plan, including short, medium and long term aims and objectives, management responsibilities and maintenance schedules for all distinct areas, has been submitted to and approved in writing by the Local Planning Authority. The Landscape and Ecological Management Plan shall thereafter be implemented as approved.

In the interests of biodiversity.

- 18 Details of all boundary treatments shall be submitted to and approved in writing by the Local Planning Authority before the development is commenced, or an alternative timeframe to be agreed in writing by the Local Planning Authority. The development shall not be used unless such means of boundary treatment has been provided in accordance with the approved details and thereafter such means of site enclosure shall be retained.

In order to ensure an appropriate quality of development.

- 19 Details of appearance and location of bat and bird boxes shall be submitted to and approved in writing by the Local Planning Authority and such features shall be installed prior to the development being brought into use.

In the interests of biodiversity.

- 20 The surface water discharge from the site is subject to a reduction of at least 30% compared to the existing peak flow. This should be achieved by sustainable drainage methods where feasible. In the event that the existing discharge arrangements are not known, or if the site currently discharges to a different outlet, then a discharge rate of 5 l/s/Ha is required. The detailed proposals for s.w. disposal, including calculations to demonstrate the reduction, must be submitted and approved by the Local Planning Authority prior to commencement of building."

In order to mitigate against the risk of flooding.

Attention is drawn to the following directives:

1. The proposed development lies within a coal mining area. In the circumstances applicants should take account of any coal mining related hazards to stability in their proposals. Developers must also seek permission from the Coal Authority before undertaking any operations that involves entry into any coal or mines of coal, including coal mine shafts and adits and the implementation of site investigations or other works. Property specific summary information on any past, current and proposed surface and underground coal mining activity to affect the development can be obtained from the Coal Authority. The Coal Authority Mining Reports Service can be contacted on 0845 762 6848 or at [www.coal.gov.uk](http://www.coal.gov.uk).
2. You are required, as part of this development, to carry out works within the public highway. You must not start any of this work until you have received a signed consent under the Highways Act 1980. An administration/inspection fee will be payable and a Bond required as part of the consent.

You should apply for a consent to: -

Highways Adoption Group  
Development Services  
Sheffield City Council  
Howden House, 1 Union Street  
Sheffield  
S1 2SH

For the attention of Mr S Turner  
Tel: (0114) 27 34383

3. You are required as part of this development, to carry out works within the public highway: As part of the requirements of the New Roads and Street Works Act 1991 (Section 54), 3rd edition of the Code of Practice 2007, you

must give at least three months written notice to the Council, informing us of the date and extent of works you propose to undertake.

The notice should be sent to:-

Sheffield City Council  
2-10 Carbrook Hall Road  
Sheffield  
S9 2DB

For the attention of Mr P Vickers

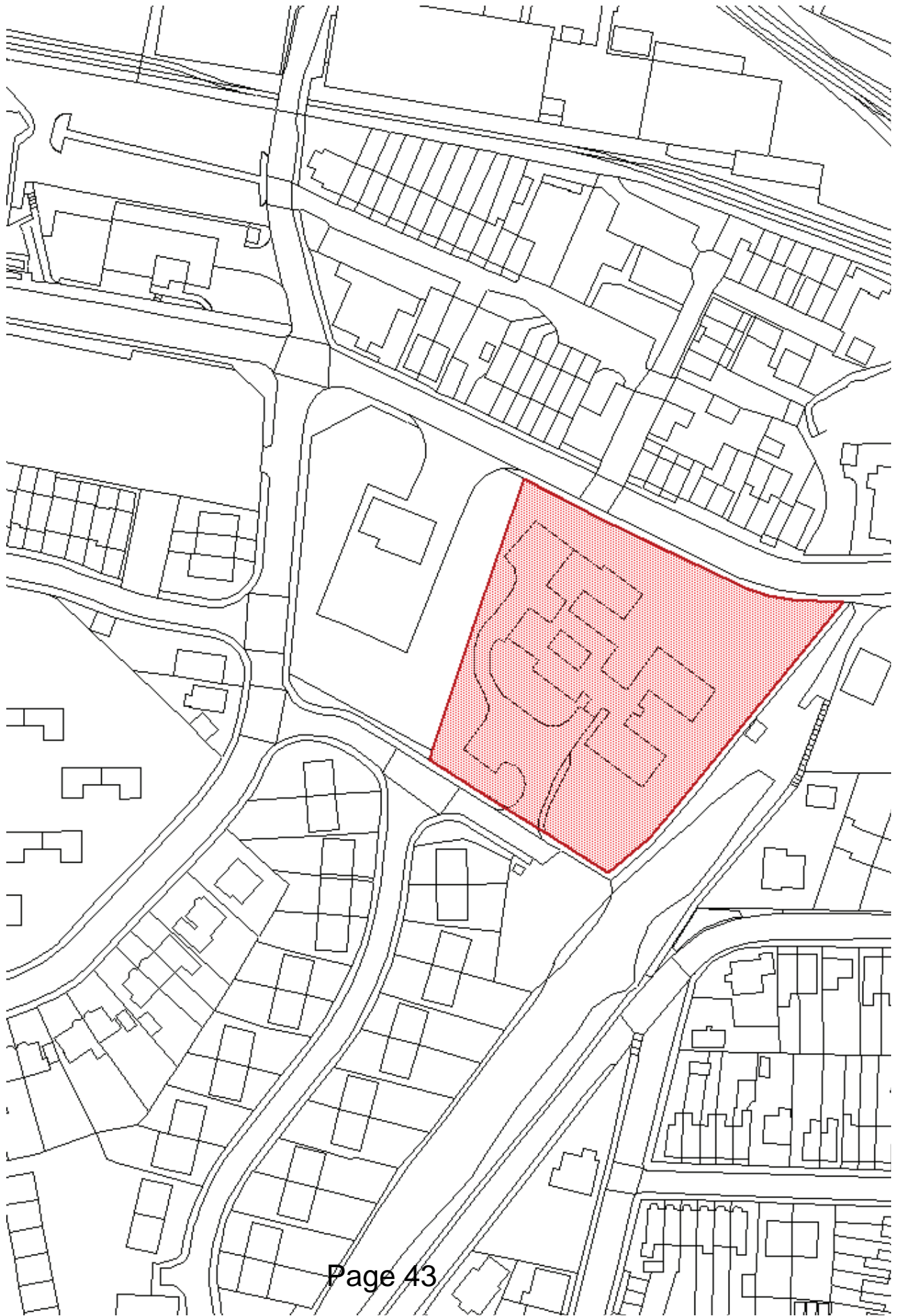
Please note failure to give the appropriate notice may lead to a fixed penalty notice being issued and any works on the highway being suspended.

4. The applicant is advised that Sheffield City Council, as Highway Authority, require that drives/vehicular access points be designed to prevent loose gravel or chippings from being carried onto the footway or carriageway, and that they drain away from the footway or carriageway, to prevent damage or injury.
5. As the proposed development abuts the public highway you are advised to contact the Highways Co-ordination Group on Sheffield 2736677, prior to commencing works. The Co-ordinator will be able to advise you of any pre-commencement condition surveys, permits, permissions or licences you may require in order to carry out your works.
6. By law, this development requires the allocation of official, registered address(es) by the Council's Street Naming and Numbering Officer. Please refer to the Street Naming and Numbering Guidelines and application forms on the Council website. For further help and advice please ring 0114 2736127 or email [snn@sheffield.gov.uk](mailto:snn@sheffield.gov.uk). Please be aware that failure to apply for addresses at the commencement of the works will result in the refusal of statutory undertakers to lay/connect services, delays in finding the premises in the event of an emergency and legal difficulties when selling or letting the properties.
7. Before the development is commenced, a dilapidation survey of the highways adjoining the site shall be jointly undertaken with the Council and the results of which agreed in writing with the Local Planning Authority. Any deterioration in the condition of the highway attributable to the construction works shall be rectified in accordance with a scheme of work to be agreed with the Local Planning Authority.
8. You are advised to contact The Environment Agency for further advice.
9. You are advised to contact Yorkshire Water Authority for further advice.
10. You are advised to contact SYPT- South Yorkshire Passenger Transport Executive for further advice.

11. You are advised to contact The Northern Power Grid for further advice.
12. Policy H16 requires developers to make contribution to provision or improvement of recreation space in the catchment area. As the proposal indicates 55 separate residential units, the developer will need to enter into an agreement for a financial contribution. A total of £10,763.50 is required.
13. From the 6th April 2008, the Town and Country Planning (Fees for Applications and Deemed Applications) Regulations 2008 require that all requests for confirmation of compliance with planning conditions require a fee payable to the Local Planning Authority. An application to the Local Planning Authority will be required using the new national standard application forms. Printable forms can be found at [www.sheffield.gov.uk/planning](http://www.sheffield.gov.uk/planning) or apply online at [www.planningportal.gov.uk](http://www.planningportal.gov.uk). The charge for this type of application is £97 or £28 if it relates to a condition on a householder application for development.  
  
For Listed Building Consent and Conservation Area Consent applications an application for confirmation of compliance with planning conditions is still required but there is no fee.
14. The Local Planning Authority has worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with a planning application.

Site Location





The site is located within the Stocksbridge district of Sheffield. The application relates to Newton Grange residential care, located off Horner Close and opposite Manchester Road, the building is currently unoccupied.

The site occupies an area of approximately 0.53 hectares. The site is relatively flat, with a slight incline at the front opposite Manchester Road and a sharp rise to the rear of the site, it occupies the existing buildings centrally, with substantial open-green areas enclosing the site. A car park is located to the southern side of the site off Horner Close; pedestrian access to the main buildings can be gained off Manchester Road. The site is enclosed by residential properties; some commercial buildings and a church are also in close proximity.

Planning consent is being sought for the demolition of the existing care home and the erection of 55 apartments which consists of; 34 no. 2-bed apartments and 21 no. 1-bed apartments for elderly persons, with associated car parking and landscaping works .

The site falls within a Housing Area as allocated in the adopted Sheffield Unitary Development Plan.

#### RELEVANT PLANNING HISTORY

There is no relevant planning history

#### SUMMARY OF REPRESENTATIONS

One letter of support has been received; The author is not a local resident.

4 letters of objections have also been received. Objections raised are outlined below;

- concern with overbearing/outlook impact due to eth height of the building
- concern with loss of tress and other demolition works prior to approval
- Highways problems with additional on street parking
- disturbance during building works
- other non-planning issues

A petition containing 19 signatures has also been received. Objections refer to height of the proposed building, loss of view and parking problems.

#### PLANNING ASSESSMENT

##### Principle of Use

The site lies within a Housing Area and as such UDP Policy H10 "Development in Housing Areas" suggests that housing as the preferred use and Residential



Institutions (C2) as acceptable uses within housing areas subject to compliance with relevant criteria set out in Policy H14.

Core Strategy Policy CS26 Efficient Use of Housing Land and Accessibility, suggests that a density of 50 to 80 dwellings per hectare is usually acceptable. As the site area is 0.53 ha, the minimum capacity of the site would be 27 dwellings with a maximum of 42 dwellings. However, as detailed on the proposed site plan, a proposal of 55 units would result in a density of approx. 105 dwellings per hectare, which would be higher than the preferred range. Nevertheless densities outside of these ranges can be allowed where they achieve good design, reflect the character of the area or protect a sensitive area; as the proposal is considered to be of an acceptable design and reflects the character of the area, the proposal in relation to this policy is considered acceptable.

### Affordable Housing

The proposed development is for the provision of housing for the elderly; Policy CS40 is relevant this requires new housing developments to contribute to the provision of affordable housing where practical and financially viable. The need for affordable housing has been acknowledged and confirmation has been provided by the applicant confirming that the apartments will be affordable.

### Design

Relevant policies in terms of design application are, Core Strategy Policy CS74, Design Principles states that "High-quality development will be expected, which would respect, take advantage of and enhance the distinctive features of the city", Policies H14, BE7 and BE5 of the Unitary Development Plan which require buildings to be well designed, use high quality materials and be of an appropriate scale.

Plans submitted illustrate the proposed building to be of an 'L' shape structure, replacing the existing rectangular building and bringing some interest to the overall outlook in terms of its design and proposed palette of materials to be used.

The scheme has undergone minor amendments further to suggested improvements. Some of these improvements include the main entrance area and other alterations to the internal layout and proposed materials.

The introduction of gable ended section along the frontage gives a regular rhythm and visual interest when viewed from the main street scene and breaks up the original flank elevation, which was previously suggested.

The proposed building is viewed positively and along with the break in the elevation with the gable end structures provides a well-articulated and visually interesting building.

The plans include improvements to the landscaped areas and the car park area, new pedestrian access from Manchester Road also is welcomed.

The palette of materials comprises Re-constituted Stone - Anstone Pitched Olde Heather Gold, Red Facing Brick - Ibstock Calderstone Claret, Roof tile - Russell Grampian Smooth Grey, Windows - Grey UPVC. These materials are considered to be of appropriate quality (subject to approval of final samples) and will also reflect the predominant material in the locality.

The design of the scheme is considered to be appropriate to the area and will integrate well owing to the materials palette as described above.

A car park will be provided to the rear of the site as current situation, with improvement to the entrance and the layout of the car park, this will not have a harmful impact visually.

### Landscaping

Policy GE15 of the UDP "Trees and Woodland" requires the protection of trees and woodland through requiring development to retain mature trees and copses wherever possible and replace any lost trees. A significant amount of trees are to be removed, with some hard and soft landscaping.

A condition will be imposed requiring the submission of landscape drawings indicating replacements for the trees to be removed and plans showing the hard and soft landscaping areas. It is intended that the landscaping scheme will show a variety of habitats thus encouraging biodiversity.

Details of fencing will be secured via condition.

### Ecology

An ecological report for the site has been submitted which shows no major ecological constraints. Conditions requiring further landscaping details and the maintenance of the site are suggested.

### Sustainability

The site is located on a main road which provides good public transport and is relatively close to the shopping area and associated facilities; as such the proposed scheme is considered to be within a sustainable location.

The development will provide a minimum of 10% of the predicted energy needs from renewable energy sources. Supporting submissions illustrate that photo voltaic panels will be used and will be located on south facing roof pitches. It is also indicated that the developer will meet the requirements for a 20% reduction in CO2 emissions through the use of renewable technologies as outlined above and the improvement in the thermal efficiency of the building fabric as necessary. The proposed scheme also provides cycle facilities and will encourage local employment initiative

A condition to submit a landscaping scheme to encourage biodiversity will also be imposed. As such Core Strategy Policy CS64 "Climate Change, Resources and Sustainable Design of Developments" and Policy CS65: Renewable Energy and

Carbon Reduction have been met. The development will also meet BREEAM very good standards as such the proposal complies with the objectives outlined in CS65.

### Highways

Policy H14 'Conditions on Development in Housing Areas' states that, "In Housing Areas new development will only be permitted where it would provide safe access to the highway network and appropriate off street parking and not endanger pedestrians."

The existing vehicular access to the rear of the site off Horner Close will be used to access this development. Plans show that the proposed car park will provide 17 car parking spaces which equates to 1 space per 3 units, as the car ownership of the future residents is generally low, this is considered acceptable and meets the objectives of the above policy and the parking guidelines.

As no staff will be working in the building, the developers have confirmed that additional bays are not required for staff parking. A buggy store (to house wheel chairs and electric mobility scooters) is located adjacent to the front entrance of the building, which also makes provision for secure cycle storage.

### Access

Policy H14 'Conditions on Development in Housing Areas' states that, "In Housing Areas new development will only be permitted where it would provide safe access to the highway network and appropriate off street parking and not endanger pedestrians." Adequate access is shown in terms of for the elderly, which is to an extent shown to mobility standards, nevertheless to ensure that this is fully complied with the legislation, conditions will be imposed to finalise details of access provisions.

Policy BE7 of the UDP also further emphasis that new buildings which are to be used by the public must be designed well, taking into account access facilities for the disabled and the elderly. The development has been designed to be fully accessible by disabled people, and the elderly. Amended plans have recently been received which show improvements to access, in particular the main building areas. The plans are considered satisfactory and illustrate adequate access both internally and externally of the building.

Core Strategy Policy, CS74(g) of in terms of providing safe and convenient access for disabled and older people in particular has also been met.

### Flooding

The site is not in a flood zone area. Surface water run-off is to be attenuated on site to ensure the level of discharge to the watercourse is restricted to an agreed level. Discussions are underway between the applicants and Yorkshire Water about the drainage need of the site. There are no drainage issues on site.

## Amenity

Policy H14 of the Unitary Development Plan "Conditions on Development in Housing Areas" states that development will be permitted where "the site would not be over-developed or deprive residents of light, privacy or security".

Residential properties enclose the site and generally comprise of two storey semi-detached dwellings.

Dwellings located on Horner Close consist of single storey bungalows and are situated at right angles No.1 Horner Close is the closest to the site and is located approx. 14m from the site boundary and approx. 40m from the closest part of the proposed building and over 100m from the furthest. The dwellings located on Horner Close are also slightly elevated from the site and as such, the separation distance is sufficient to ensure that the development is not unacceptably overbearing, overshadowing or overlooking to residents located to the rear of the site on Horner Close. The proposed car park is no different to the existing situation and although the number of spaces has slightly increased, it is considered that due the nature of the use the comings and goings of cars will not significantly affect the existing residents on Horner Close.

No. 8 Coronation Road is located to south east of the site and is approx. 30m from the proposed building along the eastern boundary. It is also separated by high mature vegetation; as such the proposed building cannot be significantly viewed from this dwelling. No.597 Manchester Road sits along the north-western boundary of the site and is approx. 10m from the site boundary and approx. 30m from the closest part of the proposed building. As such, the separation distance is sufficient to ensure that the development is not unacceptably overbearing, overshadowing or overlooking to this resident.

Opposite the site in question and on Manchester Road are predominantly terrace properties, with 1 converted commercial use and also a church building. The separation distances between the proposed building and the terrace properties located opposite are approx. 22m to 30m and as these properties are slightly below the ground level of the site by approx.1m, this is considered acceptable as detrimental harm will not be caused to the living condition of these occupiers in terms of overbearing, overshadowing or overlooking.

To the western boundary of the site is the Stocksbridge fire station, which will be approx.20m from the proposed building.

Details of the boundary fences will be conditioned to ensure they are of an appropriate quality and are not overbearing or overshadowing to neighbouring residential properties.

## Open space

Policy H16 requires developers to make contribution to provision or improvement of recreation space in the catchment area. As the proposal indicates more than 5 residential units, the developer will need to enter into an agreement for a financial contribution. A total of £10,763.50 is required.

## Public Art

The applicants have proposed that the Public Art element of the proposal be incorporated into the landscaped areas of the site. The principle of this is acceptable and so a condition is suggested to require the details of public art within the landscaped areas of the site to be submitted and approved.

## SUMMARY AND RECOMMENDATION

The proposed development complies with Unitary Development Plan policies H10, H14, BE5, BE7 and GE15 and Core Strategy Policies CS40, CS64, CS65, CS66, CS74 and the National Planning Policy Framework.

The proposed residential building has been well designed and carefully developed around suggestions by council officers. The building is shown to be in 3 parts, with a particular emphasis on a 'U' Shape building. An interesting palette of materials is shown which complement the area and illustrates a modern/contemporary approach to the proposed scheme, this together with the design of the overall building provide a visually attractive scheme.

The development also shows a high quality hard and soft landscaping scheme.

The development will not have an adverse impact on the amenities of nearby residential properties.

The scheme will employ a variety of sustainability features in order to achieve a BREEAM very good rating and comply with CS64, furthermore, 10% energy will be provided in accordance with CS65.

Some highway improvements have been shown to the main entrance areas of the site and conditions will be imposed to suggest further details to be submitted and approved.

The development is not within a flood zone area.

Policy H16 requires developers to make contribution to provision or improvement of recreation space in the catchment area. As the proposal indicates 55 separate residential units, the developer will need to enter into an agreement for a financial contribution. A total of £10,763.50 is required.

The proposed scheme is considered acceptable and it is recommended that permission is granted subject to legal agreement and conditions.

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Case Number	13/01238/FUL (Formerly PP-02568570)
Application Type	Full Planning Application
Proposal	Use of land as a highway contractors storage yard (Sui Generis), including siting of 3 portable buildings for storage and office accommodation, erection of new palisade boundary fence and gates, and installation of security lighting and CCTV cameras
Location	Former Cradock Road Depot Cradock Road Sheffield S2 2JW
Date Received	12/04/2013
Team	City Centre and East
Applicant/Agent	Mr G Garfitt
Recommendation	Grant Conditionally

Subject to:

- 1 The development shall be begun not later than the expiration of three years from the date of this decision.

In order to comply with the requirements of the Town and Country Planning Act.
- 2 The development must be carried out in complete accordance with the following approved documents:

Location Plan - 2013-01  
Property Block Plan as existing - 2013-02  
Property Block Plan as proposed - 2013-03  
Palisade Fencing Proposed - 2013-04  
Office & Storage Buildings Proposed - 2013-05

Details submitted by Applicant on 10th April 2013 and 24th April 2013,  
unless otherwise authorised in writing by the Local Planning Authority.

In order to define the permission.
- 3 The use shall cease and all buildings hereby permitted shall be removed on or before the 23rd July 2018.

The permanent use of the land as a contractor's yard would prejudice the satisfactory and long-term redevelopment of the land.

- 4 The site shall be used for the above-mentioned purpose only between 0800 hours and 1800 hours Monday to Friday and 0800 hours to 1300 hours on Saturdays. The site shall not be used on Sundays or Bank Holidays.

In the interests of the amenities of the locality and occupiers of adjoining property.

- 5 Notwithstanding the terms of the Town and Country Planning (Use Classes) Order 1987, or any statutory instrument revoking and re-enacting that Order, the site shall be used solely for the use hereby permitted and shall not be used for any other purpose.

In the interests of the amenities of the locality and occupiers of adjoining property.

- 6 No goods or materials of any description shall be stored or displayed wholly or partly outside the buildings within the site of the development.

In the interests of the visual amenities of the locality.

- 7 No externally mounted plant or equipment for heating, cooling or ventilation purposes, nor grilles, ducts, vents for similar internal equipment, shall be fitted to the building unless full details thereof have first been submitted to and approved in writing by the Local Planning Authority, and once installed such plant or equipment should not be altered without prior written approval of the Local Planning Authority.

In the interests of the amenities of the locality and occupiers of adjoining property.

- 8 Prior to installation final details of the proposed security lighting shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall be carried out in accordance with the approved details.

In the interests of the amenities of the locality and occupiers of adjoining property.

- 9 The existing mature trees located along the south and west boundaries of the site shall be retained, as detailed on Drawing Number 2013-03.

In the interests of the visual amenities of the locality and the amenities of occupiers of the adjoining properties.

Attention is drawn to the following directives:



1. You are required, as part of this development, to carry out works within the public highway. You must not start any of this work until you have received a signed consent under the Highways Act 1980. An administration/inspection fee will be payable and a Bond required as part of the consent.

You should apply for consent to: -

Highways Adoption Group  
Development Services  
Sheffield City Council  
Howden House, 1 Union Street  
Sheffield  
S1 2SH

For the attention of Mr S Turner  
Tel: (0114) 27 34383

2. The applicant is advised that Sheffield City Council, as Highway Authority, require that drives/vehicular access points be designed to prevent loose gravel or chippings from being carried onto the footway or carriageway, and that they drain away from the footway or carriageway, to prevent damage or injury.
3. As the proposed development abuts the public highway you are advised to contact the Highways Co-ordination Group on Sheffield 2736677, prior to commencing works. The Co-ordinator will be able to advise you of any pre-commencement condition surveys, permits, permissions or licences you may require in order to carry out your works.
4. The applicant should install any external lighting to the site to meet the guidance provided by the Institution of Lighting Engineers in their document "Guidance Notes for the Reduction of Light Pollution". This is to prevent obtrusive light causing disamenity to neighbours. The Guidance Notes are available from the Institute of Lighting Engineers, telephone number (01788) 576492 and fax number (01788) 540145.
5. The Local Planning Authority has worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with a planning application.
6. From the 6th April 2008, the Town and Country Planning (Fees for Applications and Deemed Applications) Regulations 2008 require that all requests for confirmation of compliance with planning conditions require a fee payable to the Local Planning Authority. An application to the Local Planning Authority will be required using the new national standard application forms. Printable forms can be found at [www.sheffield.gov.uk/planning](http://www.sheffield.gov.uk/planning) or apply online at



[www.planningportal.gov.uk](http://www.planningportal.gov.uk). The charge for this type of application is £97 or £28 if it relates to a condition on a householder application for development.

For Listed Building Consent and Conservation Area Consent applications an application for confirmation of compliance with planning conditions is still required but there is no fee.

Site Location



The application site is situated on the south side of Cradock Road, within close proximity of its junction with City Road. The site is a rectangular parcel of land that is currently vacant and in deteriorating state - subject to vandalism and apparent tipping. It was last used as a Depot by the Council's Parks' Department and is currently being sold by Kier on behalf of the Council.

In terms of surroundings, the site is surrounded by a variety of uses due to its location close to City Road. This includes commercial and residential.

Beyond the southern boundary of the site there is traditional Council housing arranged in either semi-detached or terraced forms. The neighbouring properties to the south have their gardens abutting the application site. The site is screened from the application land by a strong boundary of tall conifer trees.

To the north of the site are terraced properties that address City Road and have their rear garden areas abutting the site's northern side boundary. A number of these properties have commercial activity at ground floor level but residential accommodation exists above these units.

To the immediate north east of the application site is Oliver's Tyres which is a small part-worn tyre garage/yard. Members are advised that it is unclear as to whether this use has ever received planning permission as there is no recent permission for this use. However, aerial photographs from 2002 appear to suggest that this use (or similar activity) could have been in use at this time, which is longer than 10 years ago and therefore potentially immune from enforcement action.

This application seeks planning permission to change the use of the existing site. It is intended to use the land as a storage yard and for the servicing of vans. As part of the works the applicant will clean up the site, resurface it, and erect three new portable buildings for use as an office (1 x unit) and storage units (2 x units). It is also proposed to renovate the existing buildings on the site and secure the site with new boundary fencing, gates, CCTV cameras and lighting.

The applicant has indicated that the land is required to support the work that they have acquired on the Sheffield Streets Ahead PFI project. It is advised that they provide specialist surfacing operatives (labour only) to 'Bardon Contracting' who are part of the 'Aggregate Industries Company' who are working with 'Amey PLC'.

Members are advised that this application seeks consent to use the site for a period of five years. The Applicant states that at the end of this period it is their intention to apply for planning permission to develop the site for housing.

#### RELEVANT PLANNING HISTORY

There is no relevant planning history associated with this site.

## SUMMARY OF REPRESENTATIONS

The application has been advertised by neighbour notification letter.

No representations have been received.

## PLANNING ASSESSMENT

### Policy Issues

The application site is located within the City Road Mixed Use Area in the Council's Unitary Development Plan (UDP) and accordingly Policy MU2 'City Road Mixed Use Area' is relevant.

The applicant has clarified that the proposed use of the site will be to carry out simple general maintenance on their own vehicles - including replacing, modifying and repairing elements such as bulbs, wiper blades, flashing lights, chevrons and windscreens. More extensive works and servicing will occur at garages away from the site. Furthermore, the items proposed to be stored in the storage cabins will be hand tools such as vibrating plates, saws, personal health and safety equipment, wheel barrows etc. It is explained that the company does not currently own or operate heavy plant.

Following this clarification, it is concluded that the intended use of the site falls within the definition of a contractor's yard because it is proposed to involve a mixture of activities relating to storage (tools), small-scale repair of machinery/vehicles/tools and the administrative activities. Case law dictates that builders' and contractors' yards with similar characteristics to those proposed hold a sui generis use classification, which does not fall within any of the classes within the Use Classes Order and is a use on its own.

Policy MU2 sets out a number of uses that are classed as 'Acceptable' and 'Unacceptable'. The sui generis use hereby proposed does not fall within the list of uses and, therefore, the proposal must be assessed on its individual merits. It is noted, however, that similar uses such as 'General Industry (B2)', 'Warehouse and Open Storage (B8)' and 'Garage and transport depots' are classed as unacceptable because of their likely impact on the surrounding residential uses and issues relating to the creation of heavy vehicle traffic and the creation of an unattractive frontage. These unacceptable uses and their similarity to the application proposal are noted and must be a material planning consideration in the assessment of this application. However, it is considered necessary to recognise the previous/established use of the existing site as a former depot/yard used by the Council's Parks' Department, which is also a sui generis use. It would appear that this last use has not occurred on site for a number of years but the site could be re-used for this purpose without the need for consent.

In light of the above, it is considered that the acceptability of this application must be derived from the nature of the use and its effect on the designated area in which it is located and the nearby housing.

## Temporary Nature of Use

The applicant has stated within their submission that the site is required as a yard in relation to their works on the PFI project. It is advised that this site offers an ideal location for the business. A letter has been submitted with the application from Bardon Contracting who state that they sub-contract the applicant's workforce as part of their work on the Amey PFI Project. Discussions with Amey direct have confirmed that Bardon Contracting are an approved contractor. Therefore, it could be argued that there is a defined need for the yard as a facility to aid the works that are currently occurring to improve the quality of the City's roads.

The applicant is currently in the process of purchasing the land from the Council and this is subject to planning permission being granted. As described above, their submission states that a temporary five year permission would be acceptable and there is an intention to building houses on the site in the future, subject to the necessary consents. The construction of housing on the land is a future use that is consistent with existing and emerging policies for vacant land in this area.

## Amenity Issues

UDP Policy MU11 relates to 'Conditions on Development in Mixed Use Areas' and states that a change of use will be permitted provided that (b) it would not cause residents or visitors to suffer from unacceptable living conditions, including air pollution, noise, other nuisance or risk to health or safety.

There is residential accommodation existing beyond both side elevations of the application site. Following liaison with the Environmental Protection Service, it is concluded that the proposed yard does not generate such amenity concern as to warrant refusal. The yard exists at present and it is considered that the activities proposed - including the minor repair of vehicles as well as repair/servicing of plant and storage - will not be so problematic for the surrounding neighbours.

It is also welcomed that the proposed hours of use will be restricted to between 08:00 hours to 18:00 hours Monday to Friday, up to 13:00 hours on Saturdays, and no use on Sundays or Bank Holidays. The background noise levels in and around the vicinity of City Road are generally quite high during these hours and, therefore, it is not anticipated that there will be a significant conflict between the uses. Furthermore, it is considered that the characteristics of the boundaries are such that they will help screen the appearance of the site from the surrounding properties.

Overall, the proposal is considered to be compliant with the relevant part of Policy MU11, subject to relevant conditions.

## Appearance Issues

Policy MU11 (d) states that development should be well designed and of a scale and nature appropriate to the site with the overall aim of promoting good design to enhance the character and appearance of the area.

The existing site is not attractive and it simply appears as a derelict/potentially problematic site. A positive aspect of the proposal is the intention to replace and repair the site frontage (fence and gates) to make it more secure and improve its appearance. Given the nature of the site boundary (concrete panels in front of palisade fencing) it is considered that the public view of the internal areas will be restricted.

In terms of the new buildings proposed, it is considered that their siting is acceptable and will generate no design/appearance issues. The repair works to the existing large building on the site will help to secure a building that currently appears quite vulnerable to vandalism.

Overall, the proposal is considered to be compliant with the relevant part of Policy MU11.

#### Highway Issues

Policy MU11 (f) states that development should provide safe access to the highway network and appropriate off-street parking.

The site has an existing access with splayed vehicle entrance. The highway officer has considered the application and concluded that the proposal raises no objections, subject to a number of directives being added to any approval.

Overall, the proposal is considered to be compliant with the relevant part of Policy MU11.

#### SUMMARY AND RECOMMENDATION

This site has previously been used as a Council depot but it is no longer in use and is in a poor state of repair and maintenance. It could, however, be re-used for this previous purpose again without the need for planning permission.

Presently, there are no other proposals for the land and the current application intends to use the site as a contractor's yard with small-scale vehicle servicing for the next five years (temporary). As part of the use, there is an intention to secure and occupy the site as well as improve its state/appearance. Hours of use are to be restricted to daytime hours when background noise levels are at their highest and the activities described in the Applicant's supporting statements appear to be relatively low-key and small scale. There is no intention to store large machinery or a high volume of vehicles on the site and all plant/equipment is intended to be stored inside buildings.

It is acknowledged that this application could be regarded as unacceptable because the characteristics of the use are closely associated with some of the 'unacceptable' uses listed in Policy MU2. The uses listed are generally unacceptable because of their anticipated impact on the surrounding residential uses and due to the potential impact of heavy vehicle traffic and the creation of unattractive frontages. However, for the reasons given above it is concluded that the application will not generate such negative issues and, instead, it is felt that the

proposal will help to improve the site's use and appearance for the period proposed.

In light of the above, and assessing this application on its individual merits against relevant policies MU2 and MU11, it is concluded that the proposal is acceptable at this location for a temporary period of five years with the restricted hours of use and other conditions proposed.

Therefore, it is recommended that Member's grant this application, subject to conditions, for a temporary period of five years.



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Case Number	13/01146/OUT (Formerly PP-02561712)
Application Type	Outline Planning Application
Proposal	Erection of a dwellinghouse (Resubmission following 12/01009/OUT)
Location	Land Adjacent 2A Penistone Road Grenoside Sheffield S35 8QG
Date Received	03/04/2013
Team	West and North
Applicant/Agent	Tatlow Stancer Architects
Recommendation	Refuse

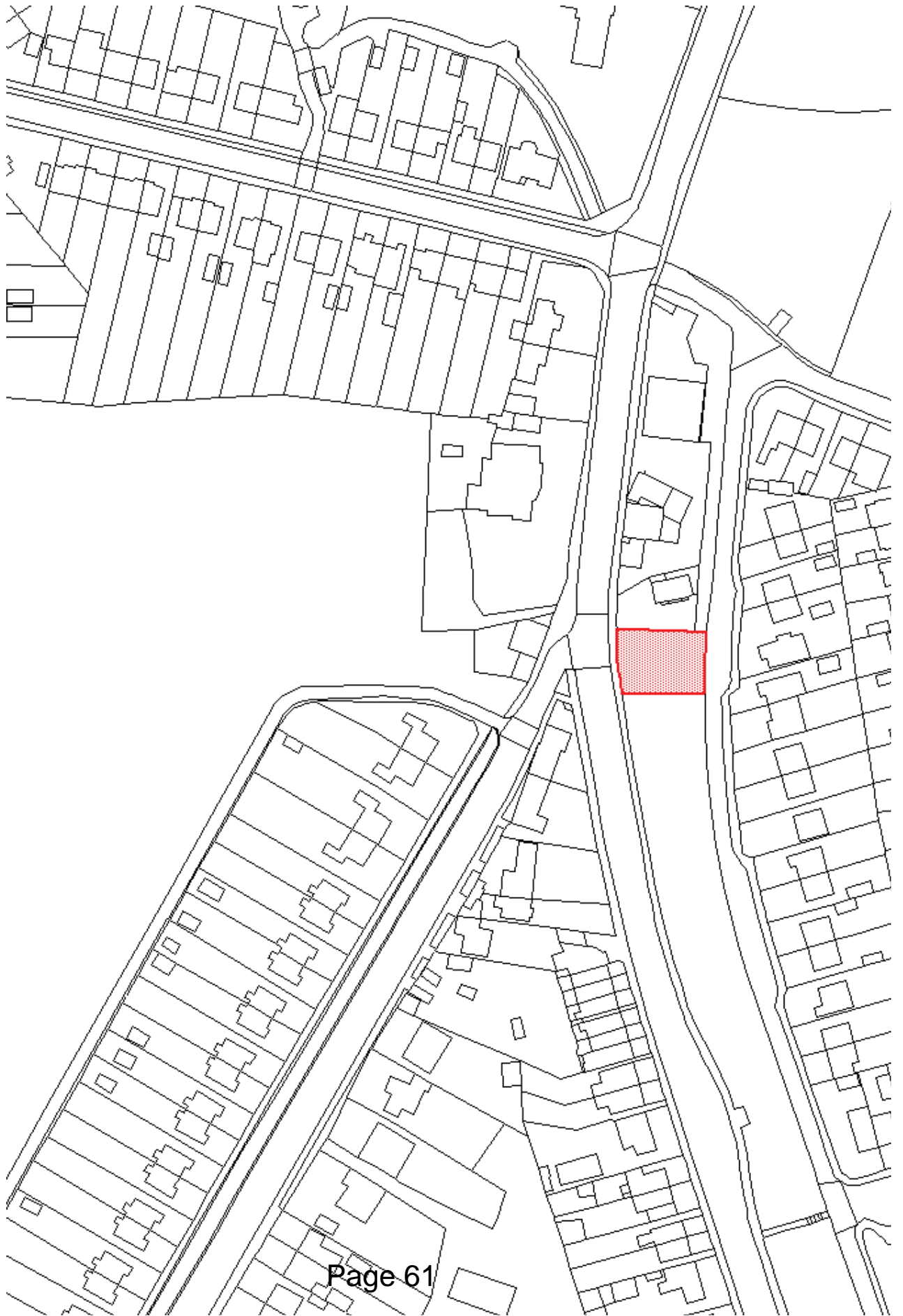
For the following reason(s):

- 1 The proposed development of the site is considered to be inappropriate development on this piece of Open Space Area under terms of Policy LR5 and GE15 of the Unitary Development Plan and Policy CS47 and CS75 of the SDF Core Strategy.

Attention is drawn to the following directives:

1. Despite the Local Planning Authority wishing to work with the applicant in a positive and proactive manner, based on seeking solutions to problems arising in relation to dealing with a planning application, it has not been possible to reach an agreed solution in this case.

Site Location



The site is located within the Grenoside district of Sheffield and is situated on a strip of land between Penistone Road and Rojean Road. The site was originally set aside for road widening and by default has become leftover open space. It is not public owned but is privately owned by the applicant.

Outline planning consent is being sought for the erection of a dwellinghouse on land adjacent to 2A Penistone Road with all matters of layout, access, scale, appearance and landscaping reserved for future consideration. As a consequence, no detailed plans have been submitted albeit that an indicative block plan showing the location of the proposed dwelling and written confirmation that the dwelling will be 2 storeys high (8metre in height maximum) has been submitted. The proposed site area is approximately 331m<sup>2</sup> in total (0.0331 hectares).

#### PLANNING HISTORY

12/01009/OUT- erection of a dwellinghouse- This application was withdrawn, after the agent was advised that the application would not be supported, due to the site circumstances and concern regarding the loss of open space and the existing mature trees located on site.

#### SUMMARY OF REPRESENTATIONS

A petition containing 301 signatures has been received and a letter from a representative of the local community has also been received outlining objections. A total of 63 letters of objections have been received, 3 of which are from same authors of 3 different address. Objections raised are summarised below-

- contrary to objectives outlined in UDP and in particular Policy H14, regarding impact on neighbouring dwellings and also H15 removal of trees;
- highway implications particularly on Rojean Road (including parking, pedestrian danger, emergency service access);
- loss of open space and 'green city/land';
- removal of mature TPO trees;
- out of character with locality and neighbouring residential properties;
- no change to current application from previously withdrawn application;
- potential problems of flooding;
- will set precedent for future builds on this open space;
- site not large enough to accommodate the proposed development;
- loss of light to neighbouring dwellings;
- loss of natural flora and fauna;
- loss of natural habitat;
- site is used by local residents for enjoyment and as such will be lost;
- loss of privacy to neighbouring dwellings;
- potential noise problems of future occupiers of the proposed dwelling;
- request a site visit by members;

- question agent's design and access statement, which relates to the site not being publicly owned space;
- ample other sites in the city which are available to build;
- potentially unsafe environment;
- large amount of excavation works will be required;
- general disturbance from building works;
- other non planning issues (loss of view, devaluation of dwellings).

Grenoside Conservation Society have also written outlining concerns and objecting. Objections raised are summarised below-

- loss of green open space;
- loss of valuable amenity space;
- submitted design and access statement is misleading as 2a Penistone Road is situated on a higher level and not in line with the proposed dwelling;
- loss of mature tree;
- development will not increase biodiversity;
- highway implications on Rojean Road;
- request for application to be heard at Area Board.

Councillor Hooper and MP Angela Smith have also written with objections, which are summarised below-

- loss of valuable green open space;
- neighbouring occupants have taken ownership of the site, by regularly maintaining the site;
- site is part of the 'green finger' into the city from the north and should remain so;
- support local residents and other organisations concerns;
- highway implications on Rojean Road;
- contrary to aims of policy GE10, H15 and H14 of the UDP.

Ecclesfield Parish Council- support objections raised by local residents

## PLANNING ASSESSMENT

The site is located within an Open Space Area as designated within the Sheffield Unitary Development Plan. The site is not in a Flood Risk Zone. The submitted proposal has not been significantly altered from the proposals submitted previously (Ref 12/01009/OUT), which was withdrawn as noted above.

Principle of Development

Policy

The site is located within an Open Space Area as designated within the Sheffield Unitary development Plan.

As the development proposal involves the loss of open space as defined in the adopted Core Strategy, it will be assessed against criteria set out in policy CS47 (safeguarding open space)

The existing site has been identified as being amenity green space of average quality, an assessment of local provision has shown that there is a under provision of both informal and formal open space in the immediate area, resulting in an overall quantitative shortage. The loss of this piece of open space would therefore be contrary to part (a) of CS47. Due to the location and nature of the space, its loss would also be contrary to part (c) of CS47, as it would result in the loss of a small informal open space that is valued by people living in the local area.

Development of this piece of open space would also be contrary to LR5 (Development in open space) (b) as it would result in a significant loss of mature trees. It could also be contrary to (d) by making the space ineffective as an environment buffer, and (i) as it could harm the character of the area.

The site is also a gateway route into the city centre as advised CS75 (Improvements to gateway Routes into and through the city), the proposed development will have a negative impact on the quality of the street scene and as such will be contrary to policy CS75.

The loss of this piece of opens space would not be acceptable under CS47, CS75 and LR5.

#### Indicative Layout

The proposal is shown to be accommodated across some 15 metres of the fairly long strip of open space and is adjacent to an existing dwelling at No.2a Penistone Road. The two nearest residential proprieties, which are immediately opposite the site, are located at No.9 and No.7 Rojean Road. The dwellings on Rojean Road are generally angled away from the main highway; both the named properties are also angled away from the main elevation of the proposed dwelling. As such No.7 will be approximately 23m from the proposed dwelling and No.9 will be approximately 21m from the proposed dwelling. No.87 Penistone Road also faces the application site and the proposed dwelling will be approximately 26-27m from No.87 Penistone Road; this is the only dwelling that directly faces the proposed dwelling on Penistone Road.

No. 2a Penistone Road is the nearest neighbouring property, which is located adjacent to the site. This dwelling is also situated at an angle to the main highway on both Penistone Road and Rojean Road and is elevated from the site in question. The agent has shown the proposed dwelling to be approximately in line with the elevation of No.2a Penistone Road facing Penistone Road. It will, however, be set back in from the elevation of No.2a Penistone Road, which faces Rojean Road by approximately 3 metres. This property has its main front elevation facing the site in question.

Although a maximum of 21m is normally required between the main elevations of dwellings, in this case, the dwellings on Rojean Road and in particular No.11, is set at an angle, and at a distance of approximately 19m. This is considered not to cause significant detrimental harm to the living conditions of the occupiers of No.11 Rojean Road in terms of loss of light, overbearing or loss of privacy.

The proposed site layout illustrates the boundary to the rear garden sitting directly at the back of pavement on Penistone Road and it will be visible from the junction of Blacksmith Lane directly opposite. This raises concerns with regard to the effect on the quality of the local environment created; it is also considered that it could potentially set an unwelcome precedent for additional proposals of a similar nature along this linear strip of Open Space adjacent to Penistone Road.

The current green space, although historically not intended as such, has matured into a pleasant green strip between the housing fronting onto Rojean Road and Penistone Road. The gradual sloping topography and mature trees give both amenity value and help reduce the relative noise levels and visual impact of the high volumes of traffic currently travelling along Penistone Road.

In addition, although this proposal could be judged as having a minimal impact on the open space as a whole, the precedent that could be set is of concern. Furthermore, when considering the width of the land available and the quality of environment created by high traffic volumes, housing proposals on this strip of land are unlikely to be able to create frontage development along Penistone Road that could prove acceptable in design terms.

There is also significant concern over the impact that the proposal will have on the quality of the street scene along this section of Penistone Road, particularly as it is an identified gateway route into the city centre as advised in Policy CS75 (Improvements to gateway Routes into and through the city) of the SDF Core Strategy.

As such it is considered that the layout is not acceptable and is contrary to policy CS75 and CS47 of the core Strategy and LR5 of the UDP.

#### Scale and Appearance

In principle a two storey residential development within this area is considered generally acceptable, provided it meets with the criteria outlined above. The area entails predominantly two-storey dwellings and as such the proposed development would be appropriate in this instance. Supporting submissions do not indicate the proposed materials or the appearance of the proposed dwelling, this matter is reserved.

#### Landscape Impact

It is considered that the green space is an important visual amenity space, providing a green buffer from the busy A61 Penistone Road and to some extent, helping to improve air quality to the neighbouring properties. The development would require the removal of a TPO tree (808/388 T1). This tree, a mature Norway Maple, is in good health and forms part of an avenue of 30 protected trees. It is considered that this tree has a high amenity value and should be retained. As such the proposal will be contrary to the aims of Policy GE15 of the UDP, which suggests amongst other things that mature trees will be encouraged to be protected and retained.

Previously the agent has suggested that the dwelling and associated private garden would increase biodiversity and be more beneficial than any 'Green Corridor'. However, it is considered that the amenity value of the open green space and mature tree far outweighs the small area of garden that would be remaining after the construction of the property and potential associated access paths/steps, parking area and boundary fencing.

It is not clear from the outline application how trees that could otherwise screen the site from long views when travelling along Penistone Road from the city centre may be affected. Removing the existing foliage to accommodate this new building would leave the side gable of the house and the side boundary exposed in long views from Penistone Road, to the detriment of the Penistone Road gateway route.

#### Access

There are no highway objections in principle to the development although it is advised that a 2 metres wide highway verge (grassed) runs along the western side of Rojean Road. The agent has included the verge within the red-line boundary of the application site but it is advised that this could be amended by re-siting the dwelling further back into the site to give sufficient drive length, taking account of the verge and revising the red-line boundary. Rojean Road is also quite narrow; making turning in and out of drives a little challenging, particularly if other cars are parked opposite the drive. Increasing the width of the drive would make the turning manoeuvre in/out much easier but there is no objection to the access in principle.

#### SUMMARY AND RECOMMENDATION

The existing site has been identified as being amenity green space of average quality, an assessment of local provision has shown that there is a under provision of both informal and formal open space in the immediate area, resulting in an overall quantitative shortage. The loss of this piece of open space would therefore be contrary to part (a) of Policy CS47 of the Core Strategy. Due to the location and nature of the space, its loss would also be contrary to part (c) of CS47, as it would result in the loss of a small informal open space that is valued by people living in the local area.

Development of this piece of open space would also be contrary to LR5 (b) of the UDP as it would result in a loss of a mature tree. It could also be contrary to (d) by making the space ineffective as an environment buffer, and (i) as it could harm the character of the area.

The proposed layout is also considered to be contrary to policy SC74.

The loss of this piece of Open Space would not be acceptable under CS47, CS75, LR5 and GE15.