



SHEFFIELD CITY COUNCIL Planning and Highways Committee

Report of: Director of City Growth Department

Date: 17 December 2019

Subject: Applications under various acts/regulations

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Summary:

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

Recommendations:

Background Papers:

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.

Category of Report: OPEN

Application No.	Location	Page No.
19/03221/REM (Formerly PP-08034894)	Oughtibridge Mill Sheffield Site 22 - 24 Main Road Wharnccliffe Side Sheffield S35 0DN	11 - 30
19/02983/FUL (Formerly PP-07997512)	The Phoenix Green Gate Lane High Green Sheffield S35 3GS	31 - 48
19/03333/OUT	Garage Block Rear Of 14 To 22 Marlcliffe Road Sheffield S6 4AG	49 - 62
18/03937/OUT (Formerly PP-07351243)	Starkholme Buildings 3 Leyburn Road Sheffield S8 0XA	63 - 82
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HIGHWAYS COMMITTEE

SUPPLEMENTARY INFORMATION

APPLICATIONS UNDER VARIOUS ACTS / REGULATIONS – SUPPLEMENTARY INFORMATION

1. **Application Number: 19/03221/REM**

Address: Oughtibridge Mill, Wharncliffe Side, Sheffield, S35 0DD

Amended Conditions

Condition 1

The following drawings are to be added/amended to the list of approved plans:

Drawing No. 1929.T427/T321.01 (Parkin/Cannington – T427/T321 Elevations)
Drawing No. 1929.T427/T321.02 (Parkin/Cannington – T427/T321 Floorplans)
Drawing No. 1929.SG.01 (Large Single Garage)

The titles of several drawings have also been corrected following a review of the condition.

Condition 5

It is recommended that Condition No. 5 be deleted from the decision notice. This condition was attached on the advice of Barnsley MBC and states that all 'roads, other than agreed shared private drives, shall be constructed to an adoptable standard and offered for adoption on completion under (the provisions) Section 38 of The Highways Act (1980). It then goes on to say that prior to occupation, engineering and surface water drainage details shall be submitted for inspection and approval in writing by the Local Planning Authority'.

It is considered that this condition is unnecessary and would fail to meet the six tests of a planning condition as set out in the NPPF (Paragraph 55) as the works are covered by Section 38 of the Highways Act 1980. The condition will be replaced with the following Directive:

Roads, other than agreed shared private drives, shall be constructed to an adoptable standard and offered for adoption on completion under (the provisions) Section 38 of The Highways Act (1980).

Additional Directives

The following additional directives are recommended:

1. Where highway schemes require developers to dedicate land within their control for adoption as public highway an agreement under Section 38 of the Highways Act 1980 is normally required.

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 Turner
Highway Adoptions
Highways Maintenance Division
Howden House, 1 Union Street
Sheffield
S1 2SH

Tel: (0114) 273 4383

Email: stephen.turner@sheffield.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 formal permission under the Highways Act 1980 in the form of an S278 Agreement. Highway Authority and Inspection fees will be payable and a Bond of Surety required as part of the S278 Agreement.

You should contact the S278 Officer for details of how to progress the S278 Agreement:

Mr J Burdett
Highways Development Management
Highways Maintenance Division
Howden House, 1 Union Street
Sheffield
S1 2SH

Tel: (0114) 273 6349

Email: james.burdett@sheffield.gov.uk

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:-

Highway Co-Ordination
Sheffield City Council
Town Hall
Sheffield
S1 2HH

Telephone: 0114 273 6677
Email: highways@sheffield.gov.uk

4. 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 on the Council website here:

<https://www.sheffield.gov.uk/content/sheffield/home/roads-pavements/address-management.html>

The guidance document on the website includes details of how to apply, and what information we require. For further help and advice please ring 0114 2736127 or email 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.

2. Application Number: 19/02983/FUL

Address: The Pheonix, Greengate Lane, High Green

Clarification

The opening hours of the retail unit will be 0800 hours to 2000 (8am to 8pm) hours Monday to Friday and 1000 hours to 1600 hours (10am to 4pm) on Sundays and Bank Holidays, not 0100 hours to 1600 hours as written in the report (p.45).

3. Application Number: 19/03053/LBC

Address: The Court House, Castle Street, Sheffield S3 8LT

Historic England Representation

Historic England has responded to the second round of consultation. They do not object to the proposal, but ask the LPA to take their comments into account in determining the application.

They note that whilst the proposed design has not changed, additional information has been submitted to enable the impact of the proposals on the building's most significant spaces (cells, court rooms, judges' offices) to be understood.

They note that some of the panelling and balustrades in the court rooms will be retained, but they remain concerned that the loss of benches and other fixtures, as well as proposed alterations to the layout and sequence of spaces (subdivision of semi-circular lobby area and alterations to corridor leading to Court Room 1) will have an impact on to the legibility of these spaces, which they consider to be regrettable.

They support the principle and aims behind the proposal but remain unconvinced that the proposed uses for these spaces are the most appropriate.

They note, again, that the LPA should assess the proposal in line with the NPPF by weighing the harm to the heritage asset against the public benefits of the proposal including, where appropriate, securing its optimum viable use. In making that balanced judgement they ask the LPA to consider to what extent alternative uses could be viable and whether sufficient has been done to minimise the impact.

Officer Response

It is considered that these comments are very much in line with representations already received as a result of the second round of consultation (from the Victorian Society, Friends of the Old Town Hall and the Castlegate Preservation Trust) and Members are reminded that further additional information has been received since this time, clarifying the commitment to retain a good proportion of the benches and revising the proposals for the screens which subdivide the lobby area to ensure that the full impact of this space can still be appreciated in the future. Given that the building has been vacant for more than 20 years and the only proposals received previously have been for a nightclub use (in 2001) and given the deterioration that has occurred since then it is difficult to see what an alternative viable use could be that would be less harmful than the current proposal. The serviced apartments which will occupy the original courtyards will retain (with the exception of the benches) the vast majority of special features, including the galleried areas, which means that they will, in your officers' opinion still be entirely recognisable as former court rooms. Indeed, it is difficult to envisage how any other viable uses could be accommodated without having to make more substantial changes to these important interiors.