

Planning and Highways Committee

Tuesday 6 October 2020 at 2.00 pm

**To be held as an online video conference.
To access the meeting, click on the 'View
the Webcast' link below**

The Press and Public are Welcome to Attend

Membership

Councillors Jayne Dunn (Chair), Peter Rippon (Chair), Jack Clarkson, Tony Damms, Roger Davison, Peter Garbutt, Dianne Hurst, Alan Law, Bob McCann, Zahira Naz, Peter Price, Chris Rosling-Josephs and Andrew Sangar

Substitute Members

In accordance with the Constitution, Substitute Members may be provided for the above Committee Members as and when required.

PUBLIC ACCESS TO THE MEETING

The Planning and Highways Committee is responsible for planning applications, Tree Preservation Orders, enforcement action and some highway, footpath, road safety and traffic management issues.

A copy of the agenda and reports is available on the Council's website at www.sheffield.gov.uk. You may not be allowed to see some reports because they contain confidential information. These items are usually marked * on the agenda.

Recording is allowed at Planning and Highways Committee meetings under the direction of the Chair of the meeting. Please see the website or contact Democratic Services for details of the Council's protocol on audio/visual recording and photography at council meetings.

Planning and Highways Committee meetings are normally open to the public but sometimes the Committee may have to discuss an item in private. If this happens, you will be asked to leave. Any private items are normally left until last.

Further information on this or any of the agenda items can be obtained by speaking to Abby Brownsword on 0114 273 5033 or by emailing abby.brownsword@sheffield.gov.uk.

FACILITIES

N/A

**PLANNING AND HIGHWAYS COMMITTEE AGENDA
6 OCTOBER 2020**

Order of Business

- 1. Welcome and Housekeeping Arrangements**
- 2. Apologies for Absence**
- 3. Exclusion of Public and Press**
To identify items where resolutions may be moved to exclude the press and public
- 4. Declarations of Interest** (Pages 5 - 8)
Members to declare any interests they have in the business to be considered at the meeting
- 5. Minutes of Previous Meeting** (Pages 9 - 20)
Minutes of meetings of the Committee held on 25th August 2020 and 15th September 2020.
- 6. Site Visit**
To agree a date for any site visits required in connection with planning applications prior to the next meeting of the Committee
- 7. Applications Under Various Acts/Regulations** (Pages 21 - 22)
Report of the Director of City Growth
- 7a. Application No. 20/01895/RG3 - Land Bound By Carver Street, Wellington Street and Backfields (Block H2), Sheffield, S1 4FT.** (Pages 23 - 56)
- 7b. Application No. 20/00696/FUL - The Old School Medical Centre, School Lane, Greenhill, Sheffield, S8 7RL.** (Pages 57 - 80)
- 7c. Application No. 20/01480/OUT - 218 Wortley Road, High Green, Sheffield, S35 4LX.** (Pages 81 - 100)
- 8. Record of Planning Appeal Submissions and Decisions** (Pages 101 - 106)
Report of the Director of City Growth
- 9. Date of Next Meeting**
The next meeting of the Committee will be held on Tuesday 27th October 2020 at 2pm.

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ADVICE TO MEMBERS ON DECLARING INTERESTS AT MEETINGS

If you are present at a meeting of the Council, of its executive or any committee of the executive, or of any committee, sub-committee, joint committee, or joint sub-committee of the authority, and you have a **Disclosable Pecuniary Interest (DPI)** relating to any business that will be considered at the meeting, you must not:

- participate in any discussion of the business at the meeting, or if you become aware of your Disclosable Pecuniary Interest during the meeting, participate further in any discussion of the business, or
- participate in any vote or further vote taken on the matter at the meeting.

These prohibitions apply to any form of participation, including speaking as a member of the public.

You **must**:

- leave the room (in accordance with the Members' Code of Conduct)
- make a verbal declaration of the existence and nature of any DPI at any meeting at which you are present at which an item of business which affects or relates to the subject matter of that interest is under consideration, at or before the consideration of the item of business or as soon as the interest becomes apparent.
- declare it to the meeting and notify the Council's Monitoring Officer within 28 days, if the DPI is not already registered.

If you have any of the following pecuniary interests, they are your **disclosable pecuniary interests** under the new national rules. You have a pecuniary interest if you, or your spouse or civil partner, have a pecuniary interest.

- Any employment, office, trade, profession or vocation carried on for profit or gain, which you, or your spouse or civil partner undertakes.
- Any payment or provision of any other financial benefit (other than from your council or authority) made or provided within the relevant period* in respect of any expenses incurred by you in carrying out duties as a member, or towards your election expenses. This includes any payment or financial benefit from a trade union within the meaning of the Trade Union and Labour Relations (Consolidation) Act 1992.

*The relevant period is the 12 months ending on the day when you tell the Monitoring Officer about your disclosable pecuniary interests.

- Any contract which is made between you, or your spouse or your civil partner (or a body in which you, or your spouse or your civil partner, has a beneficial interest) and your council or authority –
 - under which goods or services are to be provided or works are to be executed; and
 - which has not been fully discharged.

- Any beneficial interest in land which you, or your spouse or your civil partner, have and which is within the area of your council or authority.
- Any licence (alone or jointly with others) which you, or your spouse or your civil partner, holds to occupy land in the area of your council or authority for a month or longer.
- Any tenancy where (to your knowledge) –
 - the landlord is your council or authority; and
 - the tenant is a body in which you, or your spouse or your civil partner, has a beneficial interest.
- Any beneficial interest which you, or your spouse or your civil partner has in securities of a body where -
 - (a) that body (to your knowledge) has a place of business or land in the area of your council or authority; and
 - (b) either -
 - the total nominal value of the securities exceeds £25,000 or one hundredth of the total issued share capital of that body; or
 - if the share capital of that body is of more than one class, the total nominal value of the shares of any one class in which you, or your spouse or your civil partner, has a beneficial interest exceeds one hundredth of the total issued share capital of that class.

If you attend a meeting at which any item of business is to be considered and you are aware that you have a **personal interest** in the matter which does not amount to a DPI, you must make verbal declaration of the existence and nature of that interest at or before the consideration of the item of business or as soon as the interest becomes apparent. You should leave the room if your continued presence is incompatible with the 7 Principles of Public Life (selflessness; integrity; objectivity; accountability; openness; honesty; and leadership).

You have a personal interest where –

- a decision in relation to that business might reasonably be regarded as affecting the well-being or financial standing (including interests in land and easements over land) of you or a member of your family or a person or an organisation with whom you have a close association to a greater extent than it would affect the majority of the Council Tax payers, ratepayers or inhabitants of the ward or electoral area for which you have been elected or otherwise of the Authority's administrative area, or
- it relates to or is likely to affect any of the interests that are defined as DPIs but are in respect of a member of your family (other than a partner) or a person with whom you have a close association.

Guidance on declarations of interest, incorporating regulations published by the Government in relation to Disclosable Pecuniary Interests, has been circulated to you previously.

You should identify any potential interest you may have relating to business to be considered at the meeting. This will help you and anyone that you ask for advice to fully consider all the circumstances before deciding what action you should take.

In certain circumstances the Council may grant a **dispensation** to permit a Member to take part in the business of the Authority even if the member has a Disclosable Pecuniary Interest relating to that business.

To obtain a dispensation, you must write to the Monitoring Officer at least 48 hours before the meeting in question, explaining why a dispensation is sought and desirable, and specifying the period of time for which it is sought. The Monitoring Officer may consult with the Independent Person or the Council's Audit and Standards Committee in relation to a request for dispensation.

Further advice can be obtained from Gillian Duckworth, Director of Legal and Governance on 0114 2734018 or email gillian.duckworth@sheffield.gov.uk.

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Planning and Highways Committee

Meeting held 25 August 2020

NOTE: This meeting was held as a remote meeting in accordance with the provisions of The Local Authorities and Police and Crime Panels (Coronavirus) (Flexibility of Local Authority and Police and Crime Panel Meetings) (England and Wales) Regulations 2020.

PRESENT: Councillors Jayne Dunn (Chair), Jack Clarkson, Tony Damms, Roger Davison, Peter Garbutt, Dianne Hurst, Alan Law, Bob McCann, Zahira Naz, Peter Price, Chris Rosling-Josephs, Andrew Sangar and Mike Chaplin (Substitute Member)

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1. APOLOGIES FOR ABSENCE

- 1.1 An apology for absence was received from Councillor Peter Rippon.
- 1.2 Councillor Mike Chaplin acted as substitute.

2. EXCLUSION OF PUBLIC AND PRESS

- 2.1 No items were identified where resolutions may be moved to exclude the press and public.

3. DECLARATIONS OF INTEREST

- 3.1 The Chair (Councillor Jayne Dunn) declared a personal interest in Agenda Item No. 8b. Application No. 20/01030/ FUL – Stepney Street Car Park, Stepney Street, Sheffield, S2 5TD, as she had a passing acquaintance with the applicant due to living in the same vicinity. Councillor Dunn confirmed that she had had no communication with the applicant and not formed an opinion or declared her position on the application prior to the meeting, therefore would take part in the discussion and voting thereon.

4. MINUTES OF PREVIOUS MEETING

- 4.1 The minutes of the meeting of the Committee held on 4th August 2020 were approved as a correct record.

5. SITE VISIT

- 5.1 **RESOLVED:** That the Chief Planning Officer, in liaison with a Co-Chair, be authorised to make any arrangements for a site visit, in connection with any planning applications requiring a visit by Members, prior to the next meeting of the

Committee.

6. PROPOSED CHANGES TO THE PUBLIC PATH NETWORK AT HUNSHELF BANK, STOCKSBRIDGE, SHEFFIELD

6.1 The Director of Culture, Parks and Leisure submitted a report to seek authority to process the Public Path Diversion Orders required for definitive public footpaths STO\2A and STO\3 at Hunshelf Bank, Stocksbridge, Sheffield S36 and the Creation Order required to convert public footpaths STO\2A, STO\3 and part of STO\1B, at Hunshelf Bank, Stocksbridge, to bridleways, conditional on successful completion of the Public Path Diversion Order.

6.2 Statutory Undertakers, Emergency Services and other relevant bodies had been consulted as well as Stocksbridge Town Council and the Peak District National Park Authority. No objections had been received.

6.3 **RESOLVED:** That:-

(1) no objections be raised to the proposed diversion of parts of definitive public footpaths STO\2a and STO\3, as shown on the plan included as Appendix A, subject to satisfactory arrangements being made with Statutory Undertakers in connection with any of their mains and services that may be affected;

(2) the proposal to make a Creation Order required to convert the existing footpaths, and those created following completion of the Diversion Order, into a bridleway, under the powers contained within Section 26 of the Highways Act 1980, as shown on the plan included as Appendix B, be approved;

(3) authority be given to the Director of Legal & Governance to take all necessary action to divert the footpaths under the powers contained within Section 119 of the Highways Act 1980;

(4) the Order be confirmed as an Unopposed Order, in the event of no objections being received, or any objections received being resolved;

(5) authority be given for the taking of all necessary action to make the Creation Order required to convert the existing footpaths, and those created following completion of the Diversion Order, into a bridleway, under the powers contained within Section 26 of the Highways Act 1980; and

(6) the Creation Order be confirmed as an Unopposed Order, in the event of no objections being received, or any objections received being resolved.

7. APPLICATIONS UNDER VARIOUS ACTS/REGULATIONS

7a. APPLICATION NO. 20/01278/FUL - HILLSBOROUGH PARK, MIDDLEWOOD

ROAD, SHEFFIELD, S6 4HD

- 7a.1 The Officer presented the report which gave details of the application and highlighted the history of the site and the key issues set out in the report.
- 7a.2 Mr. Joe McTague attended the meeting and spoke in support of the application.
- 7a.3 The Committee considered the report and proposed conditions having regard to the development plan, the National Planning Policy Framework and other relevant considerations as summarised in the report now submitted and also having regard to representations made during the meeting.
- 7a.4 **RESOLVED:** That an application for planning permission be GRANTED, conditionally, for the reasons set out in the report, now submitted, for the construction of an asphalt all-wheel bike track and learn to ride area, siting of 2 shipping containers for equipment storage and welfare facilities, provision of hard surfaced areas, benches, bike racks, signage, lighting columns and soft landscaping at Hillsborough Park, Middlewood Road, Sheffield, S6 4HD (Application No. 20/01278/FUL).

7b. APPLICATION NO. 20/01030/FUL - STEPNEY STREET CAR PARK, STEPNEY STREET, SHEFFIELD, S2 5TD

- 7b.1 An additional representation and the officer response and an additional condition were included within the Supplementary Report circulated and summarised at the meeting.
- 7b.2 The Officer presented the report which gave details of the application and highlighted the history of the site and the key issues set out in the report.
- 7b.3 The Committee considered the report and proposed conditions having regard to the development plan, the National Planning Policy Framework and other relevant considerations as summarised in the report and supplementary report now submitted.
- 7b.4 **RESOLVED:** That an application for planning permission be GRANTED, conditionally, for the reasons set out in the report and supplementary report, now submitted, including the additional condition, for the erection of an 8-storey residential building (use class C3) comprising 95 no. one-bed apartments, 1 no. two-bed apartment and 4 no. studios, with associated works, including hard and soft landscaping, parking, access and amenity space at Stepney Street Car Park, Stepney Street, Sheffield, S2 5TD (Application No. 20/01030/FUL).

7c. APPLICATION NO. 20/00159/FUL - FOOTBALL PITCH, HALLAM SPORTS CLUB, SANDYGATE ROAD, SHEFFIELD, S10 5SE

- 7c.1 This application was withdrawn by officers pending further consultations.

7d. APPLICATION NO. 19/02912/OUT - LAND WITHIN THE CURTILAGE OF INGFIELD HOUSE, 11 BOCKING HILL, SHEFFIELD, S36 2AL

- 7d.1 Details of an additional submission, additional representations and the officer response and an additional condition were included within the Supplementary Report circulated and summarised at the meeting.
- 7d.2 The Officer presented the report which gave details of the application and highlighted the history of the site and the key issues set out in the report.
- 7d.3 Councillor Julie Grocutt attended the meeting and spoke against the application.
- 7d.4 The Committee considered the report and proposed conditions having regard to the development plan, the National Planning Policy Framework and other relevant considerations as summarised in the report and supplementary report now submitted and also having regard to representations made during the meeting.
- 7d.5 **RESOLVED:** That an application for planning permission be GRANTED, conditionally, for the reasons set out in the report and supplementary report, now submitted, including the additional condition, for an outline application (Approval sought for access only, with all other matters reserved) - Infill of the site for residential development (up to 9 no. dwellings) at Land Within The Curtilage Of Ingfield House, 11 Bocking Hill, Sheffield, S36 2AL (Application No. 19/02912/OUT).

8. RECORD OF PLANNING APPEAL SUBMISSIONS AND DECISIONS

8. The Committee received and noted a report of the Chief Planning Officer detailing new planning appeals received and a planning appeal dismissed by the Secretary of State.

9. DATE OF NEXT MEETING

9. It was noted that the next meeting of the Committee would be held at 2.00pm on Tuesday 15th September 2020.

SHEFFIELD CITY COUNCIL

Planning and Highways Committee

Meeting held 15 September 2020

NOTE: This meeting was held as a remote meeting in accordance with the provisions of The Local Authorities and Police and Crime Panels (Coronavirus) (Flexibility of Local Authority and Police and Crime Panel Meetings) (England and Wales) Regulations 2020.

PRESENT: Councillors Jayne Dunn (Chair), Tony Damms, Peter Garbutt, Dianne Hurst, Alan Law, Bob McCann, Zahira Naz, Peter Price, Chris Rosling-Josephs, Andrew Sangar, Tim Huggan (Substitute Member) and Adam Hurst (Substitute Member)

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1. APOLOGIES FOR ABSENCE

- 1.1 Apologies for absence were received from Councillors Jack Clarkson, Roger Davison and Peter Rippon.
- 1.2 Councillor Tim Huggan acted as substitute for Councillor Roger Davison and Councillor Adam Hurst acted as substitute for Councillor Peter Rippon.

2. EXCLUSION OF PUBLIC AND PRESS

- 2.1 No items were identified where resolutions may be moved to exclude the press and public.

3. DECLARATIONS OF INTEREST

- 3.1 Councillor Jayne Dunn declared a discloseable pecuniary interest in Agenda Item No. 6g, Application No. 20/01966/CHU – Dixon Dawson Chartered Architects, 6 Moor Oaks Road, Sheffield, S10 1BX, as the owner of a similar business in the Broomhill area. Councillor Dunn declared she would leave the room and take no part in the discussion or voting thereon.
- 3.2 Councillor Andrew Sangar declared a disclosable pecuniary interest Agenda Item No. 6d Application No. 20/01702/FUL - D H Bowyer And Sons, 4 Brooklands Avenue, Sheffield, S10 4GA as he lived close to the application site. Councillor Sangar declared he would leave the room and take no part in the discussion or voting thereon.
- 3.3 Councillor Andrew Sangar also declared a personal interest in Agenda Item No. 6e, Application No. 20/01489/FUL – 83 Redmires Road, Sheffield, S10 4LB, as a local ward Member. Councillor Sangar declared that he had not given an opinion or declared his position on the application prior to the meeting, therefore would take part in the discussion and voting thereon.

4. SITE VISIT

- 4.1 **RESOLVED:** That the Chief Planning Officer, in liaison with a Co-Chair, be authorised to make any arrangements for a site visit, in connection with any planning applications requiring a visit by Members, prior to the next meeting of the Committee.

5. APPLICATIONS UNDER VARIOUS ACTS/REGULATIONS

5a. APPLICATION NO. 20/01437/RG3 - LAND BOUND BY CAMBRIDGE STREET, WELLINGTON STREET AND BACKFIELDS, SHEFFIELD, S1 4HP

- 5a.1 Application No's 20/01437/RG3 and 20/01438/LBCRG3 were presented to the Committee together, but the decisions were taken separately.

- 5a.2 A clarification and a replacement condition were included within the Supplementary Report circulated and summarised at the meeting.

- 5a.3 The Officer presented the reports which gave details of the application and highlighted the history of the site and the key issues set out in the reports.

- 5a.4 Mr. Robin Hughes attended the meeting and spoke in support of the applications.

- 5a.5 The Committee considered the report and proposed conditions having regard to the development plan, the National Planning Policy Framework and other relevant considerations as summarised in the report and supplementary report now submitted and also having regard to representations made during the meeting.

- 5a.6 **RESOLVED:** That an application for planning permission be GRANTED, conditionally, for the reasons set out in the report and supplementary report, now submitted, including the replacement condition reported, for the retention and refurbishment of existing buildings, demolition of associated structures and erection of new buildings to form a mixed use development comprising a communal hall with associated retail space, cafe, bar (Use Classes A1/A2/A3/A4/A5) flexible business, events and studio space (Use Classes B1/D1/D2) and associated works at Land Bound By Cambridge Street, Wellington Street and Backfields, Sheffield, S1 4HP (Application No. 20/01437/RG3).

5b. APPLICATION NO. 20/01438/LBCRG3 - LAND BOUND BY CAMBRIDGE STREET, WELLINGTON STREET AND BACKFIELDS, SHEFFIELD, S1 4HP

- 5b.1 This application was presented in conjunction with the previous application.

- 5b.2 The Committee considered the report and proposed conditions having regard to the development plan, the National Planning Policy Framework and other relevant considerations as summarised in the report and supplementary report now submitted and also having regard to representations made during the meeting.

5b.3 **RESOLVED:** That an application for planning permission be GRANTED, conditionally, for the reasons set out in the report and supplementary report, now submitted, for the retention and refurbishment of existing buildings, demolition of associated structures and erection of new buildings to form a mixed use development comprising a communal hall with associated retail space, cafe, bar (Use Classes A1/A2/A3/A4/A5) flexible business, events and studio space (Use Classes B1/D1/D2) and associated works at Land Bound By Cambridge Street, Wellington Street and Backfields, Sheffield, S1 4HP (Application No. 20/01438/LBCRG3).

5c. APPLICATION NO. 20/01301/OUT - HEPWORTH PROPERTIES LTD, EAST WORKS, STORRS BRIDGE LANE, SHEFFIELD, S6 6SX

5c.1 Additional comments were included within the Supplementary Report circulated and summarised at the meeting.

5c.2 The Officer presented the report which gave details of the application and highlighted the history of the site and the key issues set out in the report.

5c.3 Councillor Penny Baker, Nicky Rivers, Catherine MacKay, Andy Tickle, David Holmes and Robin Hughes attended the meeting and spoke against the application. The Committee Secretary read out a representation from Craig Gamble-Pugh who was unable to attend the meeting at short notice.

5c.4 Lauren Neary attended the meeting and spoke in support of the application.

5c.5 The Committee considered the report and proposed conditions having regard to the development plan, the National Planning Policy Framework and other relevant considerations as summarised in the report and supplementary report now submitted and also having regard to representations made during the meeting.

5c.6 **RESOLVED:** That Application No. 20/01303/OUT - the Hybrid Application for change of use of existing buildings to be retained, altered vehicular access from Loxley Road with secondary public transport access from Rowell Lane and associated works with outline approval (with all other matters reserved) for demolition of existing buildings and structures, provision of a residential led mixed-use development that will deliver up to 300 dwellings, reinstatement works, site remediation, green infrastructure, landscaping and associated infrastructure (Amended Description) at Hepworth Properties Ltd, East Works, Storrs Bridge Lane, Sheffield, S6 6SX be REFUSED for the reasons outlined in the report.

5d. APPLICATION NO. 20/01702/FUL - D.H. BOWYER AND SONS, 4 BROOKLANDS AVENUE, SHEFFIELD, S10 4GA

5d.1 Councillor Andrew Sangar had previously declared a Disclosable Pecuniary Interest in the application and left the meeting for the duration of the discussion and voting.

5d.2 The Officer presented the report which gave details of the application and highlighted the history of the site and the key issues set out in the report.

5d.3 James Eardley attended the meeting and spoke in support of the application.

5d.4 The Committee considered the report and proposed conditions having regard to the development plan, the National Planning Policy Framework and other relevant considerations as summarised in the report, now submitted and also having regard to representations made during the meeting.

5d.e **RESOLVED:** That an application for planning permission be GRANTED, conditionally, for the reasons set out in the report, now submitted, in relation to an Application under Section 73 to vary Condition 10. (hours of use restriction on outside seating) imposed by 19/01727/FUL (Change of use of retail shop (use class A1) to a micro pub (use class A4) including a retractable awning to shopfront and provision of a seating area) to allow the outside seating area to be used between 1130 and 2100 hours on any day for 12 months (amended description) at D H Bowyer And Sons, 4 Brooklands Avenue, Sheffield, S10 4GA (Application No. 20/01702/FUL).

5e. APPLICATION NO. 20/01489/FUL - 83 REDMIRE ROAD, SHEFFIELD, S10 4LB

5e.1 A supplementary condition was included within the Supplementary Report circulated and summarised at the meeting.

5e.2 The Officer presented the report which gave details of the application and highlighted the history of the site and the key issues set out in the report.

5e.3 Rob Crolla attended the meeting and spoke in support of the application.

5e.4 The Committee considered the report and proposed conditions having regard to the development plan, the National Planning Policy Framework and other relevant considerations as summarised in the report and supplementary report now submitted and also having regard to representations made during the meeting.

5e.5 **RESOLVED:** That an application for planning permission be GRANTED, conditionally, for the reasons set out in the report and supplementary report, now submitted, including the additional condition, for the demolition of dwellinghouse and erection of 9.No apartments and 3.No dwellinghouses with associated landscaping, parking, access works and boundary treatments at 83 Redmires Road, Sheffield, S10 4LB (Application No. 20/01489/FUL).

5f. APPLICATION NO. 20/01666/FUL - 131 ROCK STREET, SHEFFIELD, S3 9JB

5f.1 A note to disregard Directive No. 3 as it was irrelevant was included within the Supplementary Report circulated and summarised at the meeting.

- 5f.2 The Officer presented the report which gave details of the application and highlighted the history of the site and the key issues set out in the report.
- 5f.3 Andy Pickup attended the meeting and spoke in support of the application.
- 5f.4 The Committee considered the report and proposed conditions having regard to the development plan, the National Planning Policy Framework and other relevant considerations as summarised in the report and supplementary report now submitted and also having regard to representations made during the meeting.
- 5f.5 **RESOLVED:** That an application for planning permission be GRANTED, conditionally, for the reasons set out in the report and supplementary report, now submitted, for the use of dwellinghouse (Use Class C3) as a 7-bed House in Multiple Occupation (HMO) (Use Class Sui Generis), associated alterations including erection of dormer window to rear, rooflight to front and removal of ground floor rear access at 131 Rock Street, Sheffield, S3 9JB (Application No. 20/01666/FUL).

5g. APPLICATION NO. 20/01966/CHU - DIXON DAWSON CHARTERED ARCHITECTS, 6 MOOR OAKS ROAD, SHEFFIELD, S10 1BX

- 5g.1 Councillor Jayne Dunn had previously declared a Disclosable Pecuniary Interest in the application and left the meeting for the duration of the discussion and voting.
- 5g.2 Councillor Dianne Hurst chaired the meeting for the duration of the item.
- 5g.3 Further details including clarifications, additional representations, an additional objection with officer response, amended condition and an additional condition were included within the Supplementary Report circulated and summarised at the meeting.
- 5g.4 The Officer presented the report which gave details of the application and highlighted the history of the site and the key issues set out in the report.
- 5g.5 The Committee considered the report and proposed conditions having regard to the development plan, the National Planning Policy Framework and other relevant considerations as summarised in the report and supplementary report now submitted
- 5g.6 **RESOLVED:** That an application for planning permission be GRANTED, conditionally, for the reasons set out in the report and supplementary report now submitted, including the amended condition and additional condition, plus an additional directive regarding disabled access to the premises, for change of use from office to a beauty salon at Dixon Dawson Chartered Architects, 6 Moor Oaks Road, Sheffield, S10 1BX (Application No. 20/01966/CHU).

5h. APPLICATION NO. 19/00331/FUL - ADJACENT 59 DANIEL HILL MEWS, OPPOSITE 75 DANIEL HILL MEWS, ADJACENT 1 DANIEL HILL MEWS, OPPOSITE 6 DANIEL HILL MEWS, ADJOINING 83 DANIEL HILL MEWS, SHEFFIELD, S6 3JJ

5h.1 The Officer presented the report which gave details of the application and highlighted the history of the site and the key issues set out in the report.

5h.2 The Committee considered the report and proposed conditions having regard to the development plan, the National Planning Policy Framework and other relevant considerations as summarised in the report now submitted.

5h.3 **RESOLVED:** That an application for planning permission be GRANTED, conditionally, for the reasons set out in the report now submitted, for the retention of garage for use as cycle/motor cycle store (Garage 1), retention of triple garage (Garage 2), erection of a single garage and alterations to existing bin store (Garage 3), erection of single garage and provision of bin store and covered cycle store (Garage 4) and retention of a garden store (Store 1) at locations adjacent to 59 Daniel Hill Mews, opposite 75 Daniel Hill Mews, adjacent to 1 Daniel Hill Mews, opposite 6 Daniel Hill Mews and adjoining 83 Daniel Hill Mews, Sheffield, S6 3JJ (Application No. 19/00331/FUL).

5i. APPLICATION NO. 20/02573/FUL - 60 HIGHFIELD RISE, SHEFFIELD, S6 6BT

5i.1 The Officer presented the report which gave details of the application and highlighted the history of the site and the key issues set out in the report.

5i.2 The Committee considered the report and proposed conditions having regard to the development plan, the National Planning Policy Framework and other relevant considerations as summarised in the report now submitted.

5i.3 **RESOLVED:** That an application for planning permission be GRANTED, conditionally, for the reasons set out in the report now submitted, for the demolition of single-storey rear extension, erection of single-storey rear extension and provision of render to rear elevation of dwellinghouse at 60 Highfield Rise, Sheffield, S6 6BT (Application No. 20/02573/FUL).

6. RECORD OF PLANNING APPEAL SUBMISSIONS AND DECISIONS

6.1 The Committee received and noted a report of the Chief Planning Officer detailing new planning appeals received and a planning appeal dismissed by the Secretary of State.

6.2 The Committee's attention was drawn to the appeal allowed by the Planning Inspector for the Old Coroner's Court. The Inspector had allowed the appeal on the grounds that the design was considered sufficiently high quality and the benefits of the development outweighed the loss of the historic building.

7. DATE OF NEXT MEETING

- 7.1 It was noted that the next meeting of the Planning and Highways Committee would be held on Tuesday 6th October 2020 at 2pm.

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SHEFFIELD CITY COUNCIL Planning and Highways Committee

Report of: Director of City Growth Department

Date: 06/10/2020

Subject: Applications under various acts/regulations

Author of Report: Michael Johnson, Chris Heeley and Dinah Hope

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

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| Case Number | 20/01895/RG3 (Formerly PP-08691394) |
| Application Type | Application Submitted by the Council |
| Proposal | Erection of office building (B1a) with ancillary retail / café/ bar space (A1/ A2/ A3/ A4/ A5) and associated works |
| Location | Land Bound By Carver Street, Wellington Street and Backfields (Block H2) Sheffield S1 4FT |
| Date Received | 06/05/2020 |
| Team | City Centre and East |
| Applicant/Agent | Montagu Evans |
| Recommendation | Grant Conditionally |

Time limit for Commencement of Development

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

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

Approved/Refused Plan(s)

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

| | |
|-----------------------------|--------------------------------|
| HOH-FCBS-Z2-XX-DR-A-0001 P1 | H2 Existing Location Plan |
| HOH-FCBS-Z2-XX-DR-A-0010 P1 | H2 Site Plan |
| HOH-FCBS-Z2-B1-DR-A-0199 P1 | H2 Proposed Basement Plan |
| HOH-FCBS-Z2-00-DR-A-0200 P2 | H2 Proposed Ground Floor Plan |
| HOH-FCBS-Z2-ZZ-DR-A-0201 P1 | H2 Proposed Typical Level Plan |
| HOH-FCBS-Z2-07-DR-A-0203 P1 | H2 Proposed Upper Level Plan |
| HOH-FCBS-Z2-RF-DR-A-0204 P1 | H2 Proposed Roof Plan |
| HOH-FCBS-Z2-ZZ-DR-A-0701 P1 | H2 GA Section AA |
| HOH-FCBS-Z2-ZZ-DR-A-0702 P1 | H2 GA Section BB |
| HOH-FCBS-Z2-ZZ-DR-A-0751 P1 | H2 Site Sections |
| HOH-FCBS-Z2-ZZ-DR-A-0752 P1 | H2 Site Elevations |
| HOH-FCBS-Z2-ZZ-DR-A-0801 P1 | H2 Proposed West Elevation |
| HOH-FCBS-Z2-ZZ-DR-A-0802 P1 | H2 Proposed North Elevation |
| HOH-FCBS-Z2-ZZ-DR-A-0803 P2 | H2 Proposed South Elevation |

HOH-FCBS-Z2-ZZ-DR-A-0804 P2 H2 Proposed South Elevation
HOH-FCBS-Z2-ZZ-DR-A-0851 P1 H2 Bay Study West Elevation Office Building
HOH-ARUP-ZZ-XX-RP-D-9400 Drainage Strategy

Reason: In order to define the permission.

Pre-Commencement Condition(s)

3. Prior to the commencement of development (excluding demolition), a detailed Inclusive Employment and Development Plan, designed to maximise opportunities for employment and training from the construction phase of the development, shall have been developed collaboratively with Talent Sheffield and submitted to and approved in writing by the Local Planning Authority.

The Plan shall include a detailed Implementation Schedule, with provision to review and report back on progress achieved, via Talent Sheffield, to the Local Planning Authority. Thereafter the Plan shall be implemented in accordance with the approved details.

Reason: In the interests of maximising the economic and social benefits for Sheffield from the construction of the development.

4. Prior to the commencement of development a Construction Environmental Management Plan (CEMP), including details of the site accommodation, an area for delivery / service vehicles to load and unload, for the parking of associated site vehicles and for the storage of materials, shall be submitted to and approved by the Local Planning Authority. The CEMP shall assist in ensuring that all site activities are planned and managed so as to prevent nuisance and minimise disamenity at nearby sensitive uses, and will document controls and procedures designed to ensure compliance with relevant best practice and guidance in relation to noise, vibration, dust, air quality and pollution control measures.

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

5. No development, including any demolition and groundworks, shall take place until the applicant, or their agent or successor in title, has submitted a Written Scheme of Investigation (WSI) that sets out a strategy for archaeological investigation and this has been approved in writing by the Local Planning Authority. The WSI shall include:

- The programme and method of site investigation and recording.
- The requirement to seek preservation in situ of identified features of importance.
- The programme for post-investigation assessment.
- The provision to be made for analysis and reporting.
- The provision to be made for publication and dissemination of the results.
- The provision to be made for deposition of the archive created.
- Nomination of a competent person/persons or organisation to undertake the works.
- The timetable for completion of all site investigation and post-investigation works.

Thereafter the development shall only take place in accordance with the approved WSI and the development shall not be brought into use until the Local Planning Authority have confirmed in writing that the requirements of the WSI have been fulfilled or alternative timescales agreed.

Reason: To ensure that any archaeological remains present, whether buried or part of a standing building, are investigated and a proper understanding of their nature, date, extent and significance gained, before those remains are damaged or destroyed and that knowledge gained is then disseminated. It is essential that this condition is complied with before any other works on site commence given that damage to archaeological remains is irreversible.

6. Prior to the commencement of development (excluding demolition) detailed proposals for surface water disposal, including calculations to demonstrate a 30% reduction compared to the existing peak flow based on a 1 in 1 year rainfall event, for new build roof areas and private landscape, shall be submitted to and approved in writing by the Local Planning Authority.

An additional allowance shall be included for climate change effects for the lifetime of the development. Storage shall be provided for the minimum 30 year return period storm with the 100 year return period storm plus climate change retained within the site boundary. The development shall thereafter be carried out in accordance with the approved details.

Reason: In the interests of sustainable development and given that drainage works are one of the first elements of site infrastructure that must be installed it is essential that this condition is complied with before the development commences in order to ensure that the proposed drainage system will be fit for purpose.

7. Prior to the commencement of development (excluding demolition) outline details of the proposed surface water drainage design, including outline calculations and appropriate model results, shall be submitted to and approved by the Local Planning Authority. This shall include the arrangements and details for surface water infrastructure management for the life time of the development. The scheme shall detail phasing of the development and phasing of drainage provision, where appropriate. The scheme should be achieved by sustainable drainage methods whereby the management of water quantity and quality are provided. Should the design not include sustainable methods evidence must be provided to show why these methods are not feasible for this site. The development shall not be occupied until full details and calculations have been submitted and approved by the Local Planning Authority. The surface water drainage scheme and its management shall be implemented in accordance with the approved details. No part of a phase shall be brought into use until the drainage works approved for that part have been completed.

Reason: In the interests of sustainable development and given that drainage works are one of the first elements of site infrastructure that must be installed it is essential that this condition is complied with before the development commences in order to ensure that the proposed drainage system will be fit for purpose.

8. Prior to the commencement of development (excluding demolition) the improvements (which expression shall include traffic control, pedestrian and cycle safety measures) to the highways listed below shall 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 will 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:

(i) Backfields (partial closure to motor vehicles/ new link created to Carver Street, surfacing improvement between new link and Division Street and associated public realm works)

(ii) Provision for the movement of cyclists, pedestrians and motorised traffic along Backfields, (including the provision of direction signing), with the aim of providing interventions that deliver safe cycle routes in the vicinity of the development.

(iii) Partial closure of Carver Street, alterations to on street parking/servicing and public realm works

(iv) Partial closure of Wellington Street.

(v) Any accommodation works to traffic signs, road markings, repositioning street lighting columns, highway drainage and general street furniture deemed necessary as a consequence of the development.

(vi) All materials within public realm works and adopted highway in the vicinity of the development are to be in accordance with the Sheffield Urban Design Compendium.

(vii) Works to give pedestrians priority across the junctions of Backfields and Carver Street with Division Street.

(viii) Provision of vehicular turning facilities on the cul-de-sac section of Wellington Street.

Reason: 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, and in the interests of protecting free and safe flow of traffic on the public highway it is essential that this condition is complied with before any works on site commence.

9. 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.

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

10. Prior to the commencement of development (excluding demolition) a plan shall be submitted to and approved by the Local Planning Authority which identifies the threshold levels of each entrance along with a plan showing the adjacent public footpath levels. Thereafter the threshold levels shall be implemented in accordance with the approved plan prior to any of the units being occupied.

Reason: In the interests of facilitating inclusive access and ensuring that the development does not result in severe gradients within the public realm.

11. Prior to the commencement of development, any intrusive investigation recommended in the Phase I Preliminary Risk Assessment Report shall be carried out and be the subject of a Phase II Intrusive Site Investigation Report which shall have been submitted to and approved in writing by the Local Planning Authority. The report shall be prepared in accordance with Contaminated Land Report CLR 11 (Environment Agency 2004).

Reason: In order to ensure that any contamination of the land is properly dealt with and the site is safe for the development to proceed, it is essential that this condition is complied with before the development is commenced.

12. Prior to the commencement of development any remediation works recommended in the Phase II Intrusive Site Investigation Report shall be the subject of a Remediation Strategy Report which shall have been submitted to and approved in writing by the Local Planning Authority. The 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.

Reason: In order to ensure that any contamination of the land is properly dealt with and the site is safe for the development to proceed, it is essential that this condition is complied with before the development is commenced.

13. Prior to the commencement of development in the relevant area(s) of the site measures to protect the public water supply and sewerage infrastructure that is laid within the site boundary shall have been implemented in full accordance with details that have been submitted to and approved by the Local Planning Authority. If the required protection measures are to be achieved via diversion or closure of any water main or sewer, the developer shall submit evidence to the Local Planning Authority that the diversion or closure has been agreed with the relevant statutory undertaker and that prior to construction in the affected area, the approved works have been undertaken. The details shall include but not be exclusive to the means of ensuring that access to the pipes for the purposes of repair and maintenance by the statutory undertaker shall be retained at all times. Furthermore, unless agreed in writing by the Local Planning Authority, no trees shall be planted within 5 metres of any water main or sewer located within or adjacent to the site boundary.

Reason: In the interest of public health and maintaining the public water supply and sewerage infrastructure.

14. Prior to the commencement of development (excluding demolition) the improvements (which expression shall include traffic control, pedestrian and cycle safety measures) to the highways listed below shall 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 will 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:

Alterations to the local highway network to allow for the displacement of traffic away from the bottom section of Carver Street.

Reason: 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, and in the interests of protecting free and safe flow of traffic on the public highway it is essential that this condition is complied with before any works on site commence.

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

15. Before the first occupation of the relevant part of the development commences, Validation Testing of the sound insulation and/or attenuation works shall have been carried out and the results submitted to and approved by the Local Planning Authority. Such Validation Testing shall:
- a) Be carried out in accordance with an approved method statement.
 - b) Demonstrate that the specified noise levels have been achieved. In the event that the specified noise levels have not been achieved then, notwithstanding the sound insulation and/or attenuation works thus far approved, a further scheme of works capable of achieving the specified noise levels and recommended by an acoustic consultant shall be submitted to and approved by the Local Planning Authority before the use of the development is commenced. Such further scheme of works shall be installed as approved in writing by the Local Planning Authority before the use is commenced and shall thereafter be retained.

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

16. Upon completion of any 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 Validation Report shall be approved in writing by the Local Planning Authority prior to the first occupation of the development. The Validation Report shall be prepared in accordance with Contaminated Land Report CLR11 (Environment Agency 2004) and Sheffield City Council policies relating to validation of capping measures and validation of gas protection measures.

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

17. No loudspeakers shall be fixed externally nor directed to broadcast sound outside the building at any time. The specification, location and mountings of any loudspeakers affixed internally within a commercial unit to be used as a drinking establishment shall be subject to approval by the Local Planning Authority prior to installation and thereafter installed in accordance with the approved details.

Reason: In the interests of the amenities of adjoining occupiers

18. 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, including acoustic emissions data, have first been submitted to and approved in writing by the Local Planning Authority. Once installed such plant or equipment shall not be altered without approval of the Local Planning Authority.

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

19. Prior to the first occupation of the development a plan shall be submitted to and approved by the Local Planning Authority identifying the areas of public realm that shall be kept open for public access (which shall include a routes between Backfields and Wellington Street (to the east of the building) and Backfields and Carver Street (to the north of the building), and Carver Street and Wellington Street (to the west of the building) and Wellington Street and Carver Street (to the south of the building)) at all times along with a maintenance strategy for these areas. Thereafter the public shall be permitted unrestricted access to the approved areas at all times (subject to

any exceptions agreed within an approved written access strategy) and these areas shall be maintained in accordance with the approved maintenance strategy.

Reason: In the interest of the facilitating convenient pedestrian movement and the amenities of the locality.

20. A comprehensive and detailed hard and soft landscape scheme for the site, including proposed levels and cross section along with details of street furniture, a lighting scheme and sustainable urban drainage/water features for the public realm areas shall be submitted to and approved in writing by the Local Planning Authority before any above ground works commence, or within an alternative timeframe to be agreed in writing by the Local Planning Authority.

Reason: In the interests of the visual amenities of the locality and facilitating safe and convenient pedestrian access.

21. Large scale details, including materials and finishes, at a minimum of 1:20 of the items listed below shall be approved in writing by the Local Planning Authority before construction of that part of the development commences:

- Typical detail of plant screen
- Typical details Service doors
- Balustrade

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

Reason: In order to ensure an appropriate quality of development.

22. Prior to any construction above parapet level commencing details of an advertising strategy shall be submitted to and approved by the Local Planning Authority and thereafter the development shall be carried out in accordance with the approved strategy.

Reason: In the interests of the visual amenities of the locality.

23. Prior to first occupation of the development, cycle parking accommodation for 78 long stay spaces and 20 visitor spaces shall be provided. Details of the design of the stands and the location of the short stay spaces shall be submitted and approved by the Local Planning Authority before first occupation of the building. Thereafter, such cycle parking accommodation shall be retained.

Reason: In the interests of delivering sustainable forms of transport it is essential for these works to have been carried out before the use commences.

24. The agreed renewable or low carbon energy equipment, connection to decentralised or low carbon energy sources, or agreed measures to achieve the alternative fabric first approach, shall have been installed/incorporated before any part of the development is occupied, and a report shall have been submitted to and approved in writing by the Local Planning Authority to demonstrate that the agreed measures have been installed/incorporated prior to occupation. Thereafter the agreed equipment, connection or measures shall be retained in use and maintained for the lifetime of the development.

Reason: In order to ensure that new development makes energy savings in the interests of mitigating the effects of climate change and given that such works could

be one of the first elements of site infrastructure that must be installed it is essential that this condition is complied with before the development commences.

25. Details of all proposed external materials and finishes, including samples when requested by the Local Planning Authority, 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.

Reason: In order to ensure an appropriate quality of development.

26. Before any above ground works commence, or within 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.

Reason: 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.

27. Prior to the first occupation of the development, a Delivery Management Plan (DMP) shall be submitted for written approval by the Local Planning Authority. The DMP shall include permitted timings for deliveries and associated activities, and set out procedures and controls designed to minimise local amenity impacts from delivery noise, as far as reasonably practicable. All commercial deliveries then shall be carried out in accordance with the noise mitigation procedures and controls, as set out in the approved DMP.

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

28. Before the A3, A4, A5 (food and drink) uses hereby permitted commence, a scheme of sound attenuation works shall have been installed and thereafter retained. Such a scheme of works shall:

- a) Be based on the findings of an approved noise survey of the application site, including an approved method statement for the noise survey.
- b) Be capable of restricting noise breakout from the commercial use(s) to the street to levels not exceeding the prevailing ambient noise level when measured:
 - (i) as a 15 minute LAeq, and;
 - (ii) at any one third octave band centre frequency as a 15 minute LZeq.
- c) Be capable of restricting noise breakout and transmission from the commercial use(s) and any associated plant or equipment, to all adjoining offices to levels complying with the following:
 - (i) Offices: Noise Rating Curve NR35 (0700 to 2300 hours).

Before such scheme of works is installed full details thereof shall first have been submitted to and approved in writing by the Local Planning Authority.

[Noise Rating Curves should be measured as a 15 minute LZeq at octave band centre frequencies 31.5 Hz to 8 kHz.]

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

29. Prior to the installation of any commercial kitchen fume extraction system (within a unit being used for a food and drink use) full details, including a scheme of works to protect adjacent occupiers from odour and noise, shall first have been submitted to and approved in writing by the Local Planning Authority. These details shall include:
- a) Drawings showing the location of the external flue ducting and termination, which should include a low resistance cowl.
 - b) Acoustic emissions data for the system.
 - c) Details of any filters or other odour abatement equipment.
 - d) Details of the system's required cleaning and maintenance schedule.
- The approved equipment shall then be installed, operated, retained and maintained in accordance with the approved details.

Reason: In the interests of the amenities of the locality

30. Details of barriers to define the external seating areas in accordance with section 10.5 of BS 8300-1:2018 along with a management plan for storing the barriers and temporary seating inside the building when the relevant unit is closed shall be submitted to and approved by the Local Planning Authority prior to the external seating areas being used. Thereafter the approved details and management plan shall be implemented.

Reason: In the interests of facilitating pedestrian movement through and around the site and minimising the obstructions for mobility impaired people.

31. 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.

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

Other Compliance Conditions

32. The Travel Plan shall be implemented in accordance with the details and timescales contained within it.

Reason: In the interests of encouraging sustainable travel to the site.

33. The site shall be developed with separate systems of drainage for foul and surface water on site.

Reason; In the interest of satisfactory and sustainable drainage.

34. Movement, sorting or removal of waste materials, recyclables or their containers in the open air shall be carried out only between the hours of 0700 to 2300 Mondays to Saturdays and between the hours of 0900 to 2300 on Sundays and Public Holidays.

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

35. The approved landscape works shall be implemented prior to the first occupation of the development or within an alternative timescale to be first approved in writing by

the Local Planning Authority. Thereafter the landscaped areas shall be retained and they shall be cultivated and maintained for a period of 5 years from the date of implementation and any plant failures within that 5 year period shall be replaced.

Reason: In the interests of the visual amenities of the locality it is essential for these works to have been carried out before the use commences.

36. No doors (except sub-station doors or emergency exit doors) are to open into the adjoining public realm or adopted highway.

Reason: In the interests of pedestrian safety.

37. The commercial units within Use Classes A3, A4, A5, shall only be used by customers between 0730 hours and 0130 hours on any day

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

38. The steps within New Backfields and the landscaping areas shall be designed to meet the following standards:

- (a) Minimum going 300mm, maximum riser height 170mm
- (b) Distinguishable nosings which do not project
- (c) Continuous distinguishable easily grasped handrails at two levels on both sides - and within the width of the steps where necessary - extended horizontally over the landings in the direction of travel without creating an obstruction
- (d) Areas of corduroy hazard warning tactile paving within the top and bottom landings in accordance with 'Guidance on the use of Tactile Paving Surfaces'.

Reason: In the interests of facilitating inclusive access.

39. All development and associated remediation shall proceed in accordance with the recommendations of the approved Remediation Strategy. 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.

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

40. The development shall be implemented in accordance with the Risk Mitigation and Risk Reduction recommendations set out in sections 6.3 and 7.2 of the Coal Mining Risk Assessment.

Reason: In the interests of the safe development of the site.

41. There shall be no piped discharge of surface water from the development prior to the completion of the approved surface water drainage works.

Reason: To ensure that no surface water discharges take place until proper provision has been made for its disposal.

42. Prior to the first occupation of the development the following public realm works shall be implemented:
- (a) Upgrading of the footpaths and carriageway to Wellington Street including hard and soft landscaping;
 - (b) Upgrading of the footpath to Carver Street along the site frontage including hard and soft landscaping;
 - (c) New Backfields steps including hard and soft landscaping;
 - (d) New vehicular and pedestrian link between Backfields and Carver Street including service layby and hard and soft landscaping.

Reason: In the interests of promoting convenient and high quality pedestrian connections and in accordance with the comprehensive masterplan for the area and accommodating the traffic generated by the development.

Attention is Drawn to the Following Directives:

1. The applicant is advised that 'Talent Sheffield' is a Sheffield City Council initiative delivered through the Invest Sheffield and Opportunity Sheffield teams, to ensure that investors and developers in the City receive the support required to meet the commitments in the Inclusive Employment and Development Plan and deliver the maximum possible benefits to Sheffield people and its communities.
2. The Council's Environmental Protection Service are concerned that any food uses have adequate provision for kitchen exhaust to disperse. Their experience is that low level systems do not cope reliably with cooking types of medium to high risk odour potential, and frequently result in local amenity conflicts. The applicant is advised that only units with ready access to service risers or other means of achieving discharge of kitchen exhaust gases at height should be considered appropriate for food uses other than low odour risk uses, when assessed in accordance with the relevant guidance
3. You may need a Premises Licence under the Licensing Act 2003. You are advised to contact Sheffield City Council's Licensing Service for advice on Tel. (0114) 2734264 or by email at licensing@sheffield.gov.uk.
4. For larger commercial kitchens or cooking types where odour and noise risk is higher, reference should be made to the updated guidance document; 'Control of odour and noise from commercial kitchen exhaust systems' (EMAQ; 05/09/2018). Appendix 2 of the document provides guidance on the information required to support a planning application for a commercial kitchen
5. Plant and equipment shall be designed to ensure that the total LAr plant noise rating level (i.e. total plant noise LAeq plus any character correction for tonality, impulsive noise, etc.) does not exceed the LA90 background sound level at any time when measured at positions on the site boundary adjacent to any noise sensitive use.
6. In considering and devising a suitable Delivery Management Plan, useful reference may be made to the Department for Transport 2014 guidance document "Quiet Deliveries Good Practice Guidance - Key Principles and Processes for Freight Operators". Appendix A of the document provides general guidance, along with key points for delivery point controls, and driver controls.

7. The required CEMP should cover all phases of demolition, site clearance, groundworks and above ground level construction. The content of the CEMP should include, as a minimum:
 - Reference to permitted standard hours of working;
 - 0730 to 1800 Monday to Friday
 - 0800 to 1300 Saturday
 - No working on Sundays or Public Holidays
 - Prior consultation procedure (EPS & LPA) for extraordinary working hours arrangements.
 - A communications strategy for principal sensitive parties close to the site.
 - Management and control proposals, including delegation of responsibilities for monitoring and response to issues identified/notified, for;
 - Noise - including welfare provisions and associated generators, in addition to construction/demolition activities.
 - Vibration.
 - Dust - including wheel-washing/highway sweeping; details of water supply arrangements.
 - A consideration of site-suitable piling techniques in terms of off-site impacts, where appropriate.
 - A noise impact assessment - this should identify principal phases of the site preparation and construction works, and propose suitable mitigation measures in relation to noisy processes and/or equipment.
 - Details of site access & egress for construction traffic and deliveries.
 - A consideration of potential lighting impacts for any overnight security lighting.Further advice in relation to CEMP requirements can be obtained from SCC Environmental Protection Service; Commercial Team, Fifth Floor (North), Howden House, 1 Union Street, Sheffield, S1 2SH: Tel. (0114) 2734651, or by email at eps.commercial@sheffield.gov.uk.
8. The applicant is advised that vegetation clearance should take place outside the bird breeding season or be supervised by an Ecologist. The recommendations under 5.2 of the Ecology Assessment should be taken into account in the soft landscaping design.
9. The applicant is advised that noise and vibration from demolition and construction sites can be controlled by Sheffield City Council under Section 60 of the Control of Pollution Act 1974. As a general rule, where residential occupiers are likely to be affected, it is expected that noisy works of demolition and construction will be carried out during normal working hours, i.e. 0730 to 1800 hours Monday to Friday, and 0800 to 1300 hours on Saturdays with no working on Sundays or Public Holidays. Further advice, including a copy of the Council's Code of Practice for Minimising Nuisance from Construction and Demolition Sites is available from Environmental Protection Service, 5th Floor (North), Howden House, 1 Union Street, Sheffield, S1 2SH: Tel. (0114) 2734651, or by email at epsadmin@sheffield.gov.uk.
10. 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.

11. As the proposed development abuts the public highway you are advised to contact the Highways Co-ordination Group prior to commencing works:

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

They 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.

12. Before commencement of the development, and upon completion, you will be required to carry out a dilapidation survey of the highways adjoining the site with the Highway Authority. Any deterioration in the condition of the highway attributable to the construction works will need to be rectified.

To arrange the dilapidation survey, you should contact:

Highway Co-Ordination

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

13. 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

14. As the proposed development will involve the closing/diversion of a public path(s) you are advised to contact the Highway Records team as soon as possible with a view to the necessary authority being obtained for the closure/diversion of the path(s) under Section 257 of the Town and Country Planning Act 1990. This process can take several months to complete.

Principal Engineer, Highway Records
Highways Maintenance Division
Howden House, 1 Union Street
Sheffield
S1 2SH

Tel: (0114) 273 6301 or 273 6125
Email: highwayrecords@sheffield.gov.uk

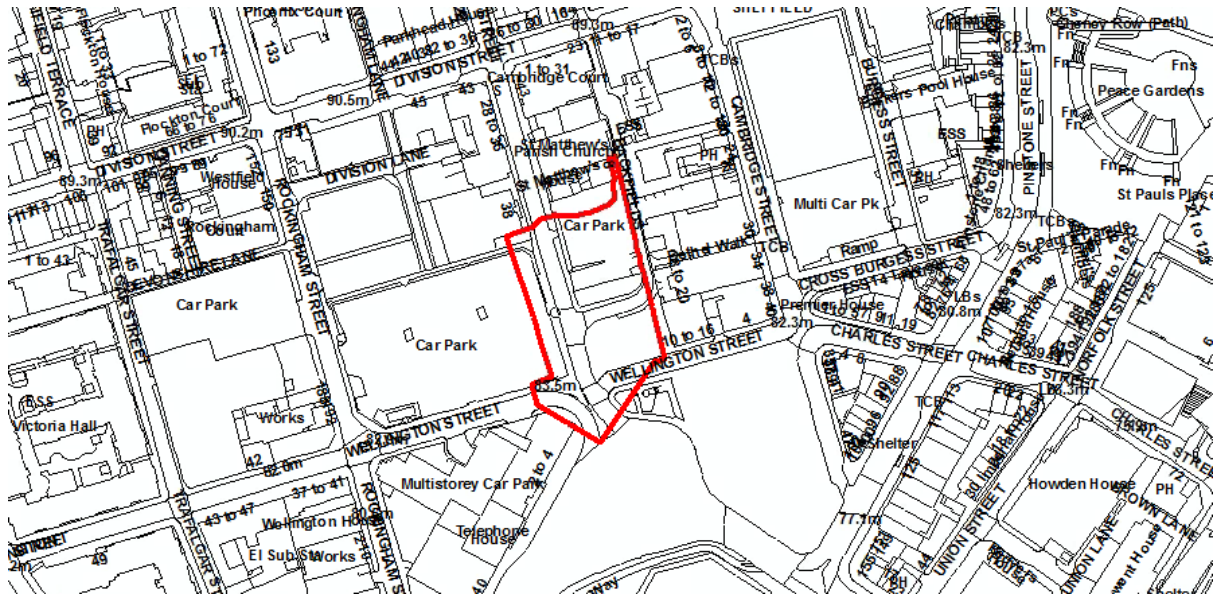
15. As the proposed development will involve the closing/diversion of a public highway(s) you are advised to contact the Highway Records team as soon as possible with a view to the necessary authority being obtained for the closure/diversion of the highway(s) under Section 247 of the Town and Country Planning Act 1990. This process can take several months to complete.

Principal Engineer, Highway Records
Highways Maintenance Division
Howden House, 1 Union Street
Sheffield
S1 2SH

Tel: (0114) 273 6301 or 273 6125
Email: highwayrecords@sheffield.gov.uk

16. The Local Planning Authority has dealt with the planning application in a positive and proactive manner and sought solutions to problems where necessary in accordance with the requirements of the National Planning Policy Framework.
17. South Yorkshire Police have recommended that the development is built to comply with Secured by design standards. The applicant is advised to give serious consideration to their recommendations which are set out in their comments which can be viewed on line.
18. The Coal Authority has recommended that should a piled foundation be proposed the Coal Authority would expect the pile designer to consider the potential of the shallow workings to impact on pile performance. In the light of the Coal Industry Act 1994, the applicant should ensure that a permit is obtained should intersection with coal workings be required. Should any previously unrecorded mine entry be encountered during development appropriate treatment will be required, in accordance with details agreed under a Coal Mining Permit.
19. The applicant is advised that Sheffield's Access Liaison Group consider revolving doors are unsuitable for inclusive access and the automatic sliding doors are the optimum solution.

Site Location



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Location and Proposal

The application site comprises of a former surface car park and part of the highways of Backfields, Wellington Street and Carver Street. To the north there is the Art House and St Matthews Church (grade II listed). To the east Leah's Yard (grade II* listed) and Block H3 of Heart of the City II (HOCII) which incorporates Bethel Sunday School (grade II listed), Henry's and Dina. To the south are the recently completed HSBC offices and to the west the former fire station site which is used as a public car park. The eastern boundary of the site adjoins the City Centre Conservation Area.

The site is known as Block H2 in the HOCII scheme and the application is proposing the erection of an 8/9 storey mixed use development. This consists of a basement for plant and staff facilities, a ground floor of 6 commercial units with flexible use for A1, A2, A3, A4 and A5 providing 707sqm net internal floorspace and an office reception. The upper floors will provide open plan offices with a net internal floorspace of 7,606 sqm whilst the top floor will incorporate an external terrace on the southern side of the building.

The scheme also provides substantial highway and public realm works which consist of truncating Backfields and providing a new link that connects with Carver Street north of the current connection. The southern section of Backfields is to become a new pedestrian street linking between Wellington Street and the new pedestrian street known as Albert Walk forming part of HOCII block H3. The southern part of Carver Street is also to be pedestrianised up to where it meets Wellington Street and further public realm works are proposed on Wellington Street which will link to the north side of Charter Square.

The new building will be rectangular shaped with the main elevations facing Carver Street and the pedestrianised street of New Backfields. All the ground floor frontages of the building will incorporate commercial units with entrances from all of the street frontages except the new Backfields link.

The building is to be faced in dark metal rain screen cladding both solid and perforated. It has been designed with double height glazing to the lower section which accommodates the commercial units. The upper floors have vertically orientated windows which span 2 or 3 floors. The design has a more solid appearance on the top two floors.

Relevant Planning History

The site was part of the permission for the New Retail Quarter (05/03933/OUT) The site was including in application 15/02917/OUT for a comprehensive retail-led mixed use scheme for a 7 hectare City Centre site which was endorsed by the Planning and Highways Committee in August 2016.

Changes to the retail environment required further reconsideration of the strategy for the site, culminating in the release of the proposals for the Heart of The City Phase 2 masterplan (HoCII). Block D of HoCII (Grosvenor House) has been completed and is occupied by HSBC. Block B (Laycock House) has permission for the conversion of Laycock House with a new build 8 storey block (18/04257/RG3). Block C (known as

Pepperpot) has been granted permission for retention of facades on Pinstone Street and part of Charles Street and Cambridge Street and erection of a seven story building behind for a mix of uses (18/04069/RG3). Block F located on the corner of Rockingham and Wellington Street (Kangaroo Works) has been granted permission for the erection of a mixed use development (19/01836/FUL) and construction is due to start later this year. Block H3, Cambridge Street and Wellington Street was granted permission at the last planning committee.

Representations

The applicant has submitted a Statement of Community Involvement (SCI). The main period of pre-application public consultation with local residents, businesses and community groups ran for just over six weeks from Thursday 12 March 2020 until Tuesday 28 April 2020.

A consultation leaflet that was sent to approximately 1,458 commercial and residential properties located within close proximity to the site.

A stakeholder briefing pack was distributed electronically to key stakeholders and political representatives.

A press release was issued to local media outlets to raise awareness of the consultation.

A dedicated webpage on the project website specifically for the public consultation containing detailed plans for Block H2, including a video, and a link to a feedback form.

A dedicated project email address and information line for people to ask questions and provide feedback was set up.

Posts on the project's Instagram and Twitter pages relating to the consultation were made.

Due to the Covid-19 pandemic 2 drop in public consultation events had to be cancelled. As a result more detailed information, including a full set of consultation boards and a consultation video, was added to the project website.

In total, 76 responses were received the feedback included many supportive comments. A wide variety of comments were made the main areas of interest related to building design, public realm, and access. Detailed analysis of the comments can be found in the SCI, a selection of the points raised include; There were different views on the design some felt the office design to be striking and that it would be a focal point agreeing that the scale is appropriate and in keeping with the HSBC block. The active frontages were welcomed and there was support for the modern materials, and deliberately varied framing. On the other hand some felt the design to be dated, not bold enough, that the building is too high and will overshadow the H3 block. There were comments that traditional materials should be used and the dark colour would be depressing.

In terms of the public realm there were comments that it should be distinctive, modern and high quality and that native planting and trees should be incorporated. In terms of access there were comments that the scheme should provide inclusive access and public space should be free to use. The development should have a pedestrian/cycle focus and there was support for the pedestrianisation proposed. There were concerns about blocking off Carver Street, that on street parking on upper Carver Street may be removed and there were requests for plenty of free parking.

The applicant has advised that the feedback has been taken into account in the development of the proposals. Given that the applicant has clearly undertaken a public consultation exercise which has influenced the scheme the SCI should be given some weight when determining the application.

Sheffield Conservation Advisory Group has commented that they are concerned at the height of the proposed building in relation to the sensitive historic frontage of Cambridge Street. The Group considered that a building that was no more than six storeys would be acceptable.

Historic England have commented that Block H2 borders the conservation area boundary and presents a scale and contemporary form that is in sharp contrast to the historic buildings within block H. This contrast of scale and age is a consistent theme within the city centre and a characteristic of the Heart of the City Masterplan which seeks to mix the new and old to create a varied and dynamic urban environment. This is particularly the case at the boundaries of the conservation area and this helps to maintain a distinction between the conservation area and its surroundings. The arrangement and materials of its elevations make for a distinctive building, avoiding the uniform regularity of many modern office blocks and this nods in a positive way to the variety inherent in the conservation area.

In summary they consider that the proposal reinforces a pattern where the City centre is defined by the new and the old and offers a quality of design that is better than some other similarly scaled buildings nearby. Paragraph 192 of the National Planning Policy Framework asks that consideration is given to the desirability for new development to make a positive contribution to local distinctiveness and this proposal accords with this recommendation. Therefore they have no objections to the application.

South Yorkshire Police have raised no objections to the proposal. They recommend that the development is built to comply with Secured by design standards. They draw attention to guidance which seeks to promote safety and security issues.

Planning Assessment

Land Use Policy

The site is in the Central Shopping area, identified as a key Development site and lies partly within the Business Area of the UDP.

Policy S3 – Development in the Central Shopping Area

Policy S3 'Development in the Central Shopping Area' says that shops, offices used by the public, food and drink outlets and housing are the preferred uses. B1 offices are acceptable as are community facilities and institutions (class D1) and Leisure and Recreation (class D2). Key development sites are sites where it is particularly important to attract office development and higher parking levels are allowed.

Policy S3 which promotes main town centre uses in the City Centre allows for some flexibility. It is considered to be in line with the NPPF and should be given significant weight. Key Development sites are defined in policy T22 and the parking standards have been superseded by the Car Parking Guidelines and therefore this policy has very limited weight.

All the proposed uses are either acceptable or preferred under this policy S3 therefore the proposal is in line with this policy.

Policy S10 – Conditions on Development in Shopping Areas

Policy S10 says that new development should not lead to a concentration of uses which would prejudice the dominance of preferred uses in the Area or its principal role as a Shopping Centre. By requiring a dominance of preferred uses Policy S10 does not provide the flexibility as required by the NPPF although it does allow some exceptions and therefore it has moderate weight. This proposal is in compliance with this policy as the development will support the role of the Central Shopping Area and not affect the current dominance of preferred uses (A1, A2, A3 and C3). There is no requirement for dominance of A1 retail uses because the site is not part of the Retail Core of the Central Shopping Area.

Policy IB7 – Development in Business Areas

In Business Areas business (BI) use is preferred and shops (A1), offices for visiting members of the public (A2) and food and drink uses (A3 and A5) are acceptable. Therefore the proposal is supported by this policy. The NPPF supports business areas however some of the areas may no longer be suitable given the Core Strategy policies therefore this policy has very limited weight.

Policies CS3 – Locations for office Development and CS4 – Offices in the City Centre

Policy CS3 promotes the City Centre as a location for office development and policy CS4 says that new large scale and high density office development will be concentrated in the City Centre Priority Office Areas which includes the Heart of the City. The proposal is in line with these policies as it delivers a substantial quantum of high quality offices. Policies C3 and CS4 represent a sequential approach to new office development which is in line with the NPPF and should be given significant weight.

Policy CS17 – City Centre Quarters

Policy CS17a applies to the Heart of the City Quarter and promotes the New Retail Quarter, the prime office and retail streets and main civic, arts and cultural buildings, with high quality public spaces within this part of the city. This policy supports the role town centres play at the heart of the local community and therefore accords with the NPPF and should be given significant weight. This proposal is supported by this policy as it is delivering a key part of the New Retail Quarter (now Heart of the City II) and providing a substantial amount of high grade offices.

Supplementary Planning Guidance

'Supplementary Planning Guidance for the New Retail Quarter' was produced in 2002. Although now mostly superseded by other planning documents, it explained the strategy for the redevelopment of Sheffield city centre and emphasised the importance of fully integrating the NRQ with other parts of the City Centre, taking account of pedestrian routes, visual links and the character of the surrounding area.

Draft City Centre Masterplan

Consultation on a new Draft City Centre Masterplan finished in 2018. The Plan is produced by the Council to promote the city centre as a great place to live, work and visit. It has not been prepared by the Local Planning Authority nor approved by the Planning and Highways Committee, and so it has no material weight in its own right but the context and evidence presented are considered to contribute to the decision making process.

The new Plan recognises that Sheffield city centre's retail offer remains uniquely unbalanced in comparison with local and regional demand and that the Heart of the City II Project offers an unparalleled opportunity to provide a fuller, higher quality retail offer as well as prestige office accommodation, residential accommodation and great public spaces.

It says that subsequent phases after the HSBC block will provide a complete range of retail spaces including smaller units for independents and specialists. There will be a high ratio of food and drink opportunities, as these form an integral part of today's shopping experience for many people. It will also provide opportunities for high density office employment.

The Heart of the City II master plan identifies block H2 as a visually striking zero carbon office building, taking inspiration from Sheffield's industrial past. This shows the latest landowner and developer investment intentions.

National Planning Policy Framework (NPPF)

Paragraph 85 of the National Planning Policy Framework says that planning decisions should support the role that town centres play at the heart of local communities. Paragraph 86 says that main town centre uses should be located in town centres then in edge of centre locations. The Glossary to the NPPF defines retail, leisure, restaurants, bars and pubs, health and fitness centres, office and culture and tourism development as main town centre uses.

HOC II is a key project in regenerating the City Centre and this site is highly significant in achieving this objective. The scheme will provide a wide mix of main town centre uses including high grade offices. It is therefore supported by the NPPF policies referred to above.

Heritage, Conservation, Listed Building issues

Policy Issues

Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 says that in deciding whether to grant planning or listed building consent the Local Planning Authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. With respect to conservation areas section 72 says that special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.

Paragraph 192 of the NPPF says that in determining applications, local planning authorities should take account of:

- a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
- c) the desirability of new development making a positive contribution to local character and distinctiveness.

Paragraph 194 says that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. Substantial loss or harm to a grade II listed building should be exceptional.

Paragraph 196 says that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use. The Planning Practice Guidance says that partial destruction of a heritage asset is likely to have a considerable impact but, depending on the circumstances, it may still be less than substantial harm.

UDP policy BE 16 'Development in Conservation Areas' says that permission will only be given for development within conservation areas which would preserve or enhance the character or appearance of the Conservation Area. It says that these principles will also be material considerations in considering proposals which would affect the setting of a Conservation Area or significant views into, or out of, the Area. It also states that redevelopment of sites which detract from a Conservation Area will be encouraged where it would enhance the character or appearance of the Area.

UDP policy BE19, 'Development affecting listed buildings' says that proposals for development within the curtilage of a building or affecting its setting, will be expected to preserve the character and appearance of the building and its setting.

Whilst both these policies seek to conserve heritage assets which is consistent with the NPPF they are more restrictive than the NPPF which establishes principles for considering development which has a harmful impact on heritage assets. Therefore these policies should be given moderate weight.

Significance

The application is outside of the Sheffield City Centre Conservation Area but adjoins it to the east and north. The Conservation Area comprises the historic core of the city that developed during the Georgian period. It developed into a largely industrial area during the nineteenth century and was further altered later in the century with a number of civic improvements and building schemes.

Leah's Yard is located to the north east of the site on Cambridge Street and is listed (Grade II*) the two former houses fronting Cambridge Street that date from the early nineteenth century. The complex has evidential value which allow an understanding of how the site developed. It has historical value as a surviving example of a little mesters workshop. It has some limited aesthetic and communal value.

St Matthews Church is located to the north of the site between Carver Street and Backfields and is listed grade II and was constructed in 1854-5. It is a typical mid-Victorian Anglican Church in the Gothic Style with fine Arts and Crafts fixtures and furnishings in the interior. The church and spire have aesthetic value as a landmark within the conservation area but it is mainly significant for its interior. It has historical value as the centre of the High Church worship in the nineteenth century city centre.

Bethel Chapel Sunday School is listed grade II and has later extensions at the rear. It is associated with the unlisted Chapel to north. The heritage statement argues that the Sunday School was listed principally for its association with the non-conformist Chapel which are an important aspect of social history. The external appearance of the Sunday School has aesthetic value.

Impact on the Conservation Area and Listed buildings

The scheme proposes a dramatic change in scale from that of the historic buildings in the conservation area. The key views where it will impact on the conservation area are views along Carver Street and also Charles Street and Cross Burgess Street. The images in the design and access statement show that the office building will rise significantly above the conservation area buildings on Cambridge Street when viewed from Charles and Cross Burgess Streets. However there are similar changes in scale between the HSBC block and the buildings on Wellington Street which are also within the Conservation Area and also around St Pauls Parade and Norfolk Street. The new buildings on the western part of the H3 block which are approximately four storeys high will also mediate between the old and new and help to ease the visual transition. Your officers concur with the views of Historic England that dramatic change in scale between sites on the edge of the conservation area helps to visually distinguish between the conservation area and its surroundings. This development will continue this character.

Given the setting of Bethel Sunday School is mainly defined by the buildings on Cambridge Street and those adjoining Bethel Walk and the new development proposed on the western part of Block H2 it is considered that the office building will not have a significant impact on the setting of Bethel Chapel.

The nearest part of Leah's Yard fronts on to Backfields where it most closely relates to the rear of the Art House. The views of the rear of the Leah's yard buildings are currently negatively impacted by a surface car park which occupies the site and the loss of built frontage. The public realm will provide reasonable separation between the office building and Leah's Yard such that the office building will not appear over dominant and the new and the high quality office building and public realm will result in the development contributing positively to its setting.

The change in scale along Carver Street is not quite as dramatic given the existing context of taller office buildings and the spatial separation between the office building and the Art House to the north. The Spire of St Matthews Church is taller than surround buildings and consequently it stands out as an elegant and dramatic local landmark. The office building will be lower than the Spire and the lower buildings either side of St Matthews church will remain as existing. Given this and the contrast between the architecture and materials of the church and the contemporary designed office it is considered that the Church will continue as a landmark feature in the street scene. The new office building will reinstate the lost street frontage to Carver Street and replace the unattractive open car park with a high quality building and public realm which will enhance the setting of the church.

The contrast in scale of the office building is not considered to have a harmful impact on the character of the conservation area given the quality of the development proposed and as it is located outside the conservation area and therefore helps to mark the difference between the buildings within and without the conservation area.

It is considered that it will provide an appropriate backcloth to buildings within the conservation area. By restoring the street frontage, replacing an unattractive site with a high quality building and public realm it is considered that the development enhances the setting both the conservation area and the listed nearest listed buildings. Therefore the proposal is considered to comply with parts a and c of paragraph 192 of the NPPF. It is also consistent with sections 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 by preserving or enhancing the setting of listed buildings and the character of the conservation area.

Design Issues

Policy

Policy CS 74 of the Core Strategy states High-quality development will be expected, which would respect, take advantage of and enhance the distinctive features of the city, its districts and neighbourhoods, including the distinctive heritage of the city, particularly the buildings and settlement forms associated with the metal trades (including workshops, mills and board schools) and the City Centre.

The policy states development should also:

- contribute to place-making, be of a high quality, that contributes to a healthy, safe and sustainable environment, that promotes the city's transformation;
- help to transform the character of physical environments that have become run down and are lacking in distinctiveness;
- enable all people to gain access safely and conveniently, providing, in particular, for the needs of families and children, and of disabled people and older people; and
- contribute towards creating attractive, sustainable and successful neighbourhoods.

The NPPF focuses on achieving well designed space and good design. This policy is consistent with paragraph 125 of the NPPF which says that plans at the most appropriate level, set out a clear design vision and expectations. Therefore the policy should be given significant weight.

Paragraph 127 of the NPPF says that planning policies and decisions should ensure that developments:

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

The application site is currently a car park and consequently Carver Street and part of Wellington Street lack enclosure. The office building will replace this unsightly site and reinstate the urban block with a high quality building.

The scheme will create active frontages to all sides by providing retail/food and drink uses with multiple entrances. These will activate the new public realm to Carver Street, Wellington Street and New Backfields. This along with the high quality public realm that is intended will create a strong sense of place. Connectivity will be maintained by providing a continuation of the Cambridge Street/Albert Walk/Lindley Square Link along the north side of the building.

In terms of the scale of the new office building the context consists of 3/5 storeys development along Carver Street, 2/3 storeys development on Backfields (4 storeys for the new Block H3 frontage) and 5/16 storeys for the Wellington Street frontage of the HSBC block and the Vita Student scheme. Massing diagrams have been submitted in the Design and Access Statement showing the office building in its

context from key views around the site. These show that the scale of the office building is appropriate to its context in that it will emphasise the difference of development inside and outside the conservation area. The increase in scale also responds well to the more civic scale of development and spaces to the south of the site and creating a scale of development that is demanded by the views along Charter Road and Wellington Street from the west.

The scale of development is mitigated by the detailed design. The building design has a clear bottom, middle and top which helps to break down its massing. The division between the bottom and middle of the building steps down with the topography of Carver Street and therefore responds to the historic townscape character and creates a more human scale. Some of the horizontal divisions in the building frame have also been designed to relate to the features of adjacent buildings.

The elevation treatment is contemporary with the highly glazed ground floor creating a welcoming and interesting street frontage. The office entrance is marked with a larger area of glazing. There is a strong rhythm of openings the width of which reduces on the upper floors resulting in pleasing proportions with a strong vertical emphasis. Different scale openings which depart from the regular grid have been introduced at key corners to create visual interest. The ground floor corner adjoining New Backfields has been splayed to invite exploration.

The main facing materials are glazing, and dark metal rainscreen cladding both solid and perforated. The metal cladding references Sheffield's industrial past. The quality of these materials will be critical to the success of the design and they will have to be submitted for approval. This dark coloured building will contrast with the pale coloured modern buildings around the site making it distinctive. Overall the design is considered to be high quality and whilst being assertive it will sit comfortably within its surroundings and make a bold addition to the street scene.

It is concluded that the design is consistent with the design guidance in both the Development Plan and the NPPF.

Landscaping

Although the landscaping has not been designed in detail it is proposed that the southern section of Carver Street adjoining the frontage of the site will be pedestrianised where spaces will be created for resting and socialising with opportunities for spill out from ground floor food and drink uses. The landscaping will take the form of an intimate arrangement of urban spaces producing enclosed garden rooms and taking advantage of the levels along the Carver Street frontage.

These spaces are likely to utilise water as part of the sustainable urban drainage scheme. A central square lined with an avenue of trees will help to mark the office entrance.

On Wellington Street at the southern end of block a landscaped and pedestrianised space is proposed that will link to the existing Charter Square space and through to

Wellington Street. Although this has yet to be designed in detail the plans show an oval shaped space incorporating planting and seating.

High quality materials will be used in the landscaping such as sandstone and granite paving. Textured stone walls will define spaces and wildlife planting and seating will be provided. The City Centre suite of street furniture will be utilised and art and craftsmanship incorporated into the paving and furniture.

Access and Movement

Policy

Core Strategy Policy CS51 sets out the Council's transport priorities. The strategic priorities for transport are:

- a. promoting choice by developing alternatives to the car
- b. maximising accessibility
- c. containing congestion levels
- d. improving air quality
- e. improving road safety
- f. supporting economic objectives through demand management measures and sustainable travel initiatives.

The objectives of this policy are consistent with the NPPF and therefore it should be given significant weight.

Policy CS61 'Pedestrian Environment in the City Centre' says a Pedestrian Priority Zone in which a high-quality environment will allow priority for the safe, convenient and comfortable movement of pedestrians within and through the area, will be established in various locations in the City Centre one of which is the Heart of the City.

The promotion of high quality pedestrian environment is consistent with the NPPF but the priority locations need updating in line with the Transport Strategy, therefore the policy should be given moderate weight.

Paragraph 103 of the NPPF says that significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.

Paragraph 110 says that applications should

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

Paragraph 111 says that all developments that will generate significant amounts of movement should be required to provide a travel plan and be supported by a transport assessment.

Existing Context

Carver Street is a one-way southbound route running between West Street and Wellington Street. On-street parking is available along the street. Cambridge Street provides a one-way link northbound from Cross Burgess Street to Division Street. Backfields runs in a southbound only direction parallel with Carver Street from Division Street, connecting westbound to Carver Street through the centre of the site.

Wellington Street runs in an east-west direction between Carver Street and Fitzwilliam Street. To the east of Carver Street, the road has been pedestrianised as part of the Project Cavendish scheme.

There are numerous cycle routes through the City Centre. The nearest suggested cycle routes are on Pinstone Street and Burgess Street.

The city centre has an extensive bus network there are bus routes near to the site on Pinstone Street (approx. 2 mins walk) and Furnival Gate (approx. 3 mins walk) and also on West Street which accommodates Supertram (approximately 3-4 mins walk). In total there are over 100 bus services every hour which serve stops close to the development site and provide access to numerous destinations.

There are currently approximately 9,000 off street car parking spaces across Sheffield city centre. Approximately 4,000 of these car parking spaces are within an approximate 400 metres radius of the site. The John Lewis car park is immediately to the east of the site (412 spaces) and the Wellington Street NCP car park to the south west of the site (449 spaces). On street parking is permitted on Carver Street and there is on street disabled parking on Cambridge Street and Cross Burgess Street with taxi parking on Burgess Street and one of the main City Centre taxi ranks on Barkers Pool. Loading is also allowed on Backfields.

Proposals and Assessment

Trip generation rates have been calculated separately for the retail/food and drink uses and for the office uses. These have then been discounted to take account of linked trips with other city centre land uses and the trips allocated to the different modes of transport based on TRICS data. This gives an estimate of the total predicted number of trips for each mode during the peak hours. The overall vehicle trip generation is considered relatively low with approx. 70 two way trips in the

weekday morning and evening peak hours and approx. 30 two way trips in the Saturday peak hour. As this will be distributed across a wide network of highways it is considered that the existing network can adequately accommodate the traffic generated.

Vehicular access to the offices will be to / from Division Street via Carver Street and Backfields. The southern sections of these roads will be pedestrianised and a new vehicular link provided to connect the northern sections immediately north of the building. A one-way anti-clockwise loop, southbound via Carver Street and northbound via Backfields, will be provided for vehicular access. Although outside of the application boundary it is also proposed to re-configure the northern section of Carver Street to provide a more attractive two-way road. Existing on street pay and display parking on Carver Street will be removed as part of the access and landscape proposals of the proposed Highways scheme. Two parking / loading bays will be re-provided on Carver Street to serve the existing office and St Mathew's Church. Access to these will be via Carver Street to/from Division Street with a turning head provided immediately north west of the Block H2 building to enable vehicles to u-turn.

There will be no parking within the site and the existing surface car park with 48 spaces will be removed along with some of the pay and display spaced on Carver Street. Parking demand will be served by existing car parks and on-street parking.

No parking provision is consistent with Councils parking guidelines which are intended to reduce car trips within the city centre where there are opportunities for access by other modes. The occupancy of City Centre car parks has been assessed pre Covid. This indicates that of the approximately 4000 parking spaces with 400m of the offices over 400 long stay spaces and 650 short stay spaces are available on a weekday. On a Saturday, there are over 1,000 long stay spaces and 900 short stay spaces available. The peak weekday car parking demand from block H2 is predicted to be 142 between 13:00-14:00hrs and the peak Saturday car parking demand is predicted to be 22 between 12:00-13:00hrs. It is considered that there will be sufficient capacity within existing car parks to accommodate the parking demand generated by the development.

Servicing of the building will be undertaken on street with a lay-by located immediately north of the building on the new highway connection between Carver Street and Backfields.

Access for service vehicles will be via the one-way anticlockwise loop from Division Street. Vehicles will access the site southbound via Carver Street and egress the site northbound via Backfields. From the lay-by deliveries and refuse will be trolleyed to/from the individual building entrances. Separate waste storage areas are provided for the office and retail uses within the upper ground floor of the building which have been sized to accommodate the predicted waste levels. These are located on the north side of the building so can be easily accessed from the service lay-bys.

The southern section of Carver Street and New Backfields adjacent to Block H2 will be pedestrianised to connect with the pedestrianised and landscaped Charter

Square as well as the recently pedestrianised sections of Wellington Street and Cambridge Street implemented as part of the Project Cavendish scheme. The link from Cambridge Street along Albert Walk through block H3 will be continued along the north side of the building through to Carver Street. It is considered that the expected pedestrian movements can be accommodated on the existing and proposed new high quality pedestrian infrastructure.

In terms of inclusive access the ground floor retail/food and drink and office will have level entrances from the surrounding streets. Ramps and short slopes will be designed within the proposed public realm to Carver Street to allow for inclusive access to the landscaped spaces (this has yet to be designed in detail). People with mobility impairments will be able to access Lindley Square in block H3 via Carver Street or the lifts within the Communal Hall of block H3, thereby avoiding the steps on New Backfields. There will be passenger lifts to all levels within the building. The nearest disabled parking will be on Cambridge and Division streets.

The proposed improvements to footpaths and the new areas of public realm which are all to be surfaced with high quality paving and provided with high quality street furniture will significantly enhance pedestrian access and the pedestrian environment.

Existing public transport will serve the development as described above. The site is very well located to promote usage of existing city centre bus, and tram services. Public transport use will be promoted by the travel plan. It is anticipated that the number of public transport trips can be accommodated on the existing bus and tram services.

The City Centre is well served by cycling infrastructure. Cyclists will be able to pass through the pedestrian areas around the site provided they dismount. Cycle access will be available from the north by Division Street and Carver/Backfields Streets. Cross Burgess Street and Cambridge Street allow for access to/from the east connecting to Pinstone Street, a signed cycle route. It is considered that the cycle trip generation can be accommodated on the existing cycle network. The scheme will provide 78 long stay secure cycle parking spaces inside the building along with shower and changing facilities and 20 short stay parking spaces in the public realm which is in excess of the Council's cycle parking guidelines.

The application proposal is well located to deliver the city's transport priorities of maximising accessibility and promoting choice by alternatives to the car (CS51). It fits well with policy CS61 in creating a high quality Pedestrian Priority Zone in the Heart of the City. It is supported by the NPPF in that it locates significant development where it can be made sustainable whilst giving priority to pedestrian and cycle movement and facilitating access by public transport.

Travel Plan

A travel plan has been submitted in support of the application. The objective is to encourage sustainable travel to and from the site. The lack of on site parking will be a big factor in promoting sustainable travel. The City Centre Car Club will be promoted for use by employees. Information board(s) or screen(s) will be provided at

appropriate locations within the site, such as the entrance lobby to the office. They will provide up-to-date information about the Travel Plan for employees.

The following measures are proposed in the travel plan:

Walking - The scheme itself will provide high quality pedestrian areas and connections with its surroundings. In terms of the travel plan, one large scale event will be held annually to promote the health benefits of walking. Walking routes will be displayed on the travel plan information boards/screens and the travel plan web site and advice provided on personal safety. Guaranteed rides home by taxi for employees in emergency situations will be the responsibility of individual employers.

Cycling – In addition to the cycle parking, shower and changing facilities referred to above information on cycle routes will be provided and one large scale event promoting cycling will be promoted annually. Cycle training will be provided and a user group established. Possible discounts on cycling equipment with a local retailer will be pursued.

Public Transport – Information will be provided on public transport services and discounted ticket options will be explored with SYPT. Individual employers will be encouraged to consider interest free loans for season tickets and provision of guaranteed rides home for staff in emergencies.

The travel plan sets targets for mode of travel for different uses. The targets will be monitored through surveys and mitigation proposed if the targets are not being met. The travel plan is considered to acceptable.

Sustainability

The scheme will develop a Brownfield site in a highly sustainably location where there is a high potential to access the site by sustainable means and for visitors to link trips with other city centre uses. It will also increase density in a highly accessible location.

In terms of the 3 overarching objectives of sustainable development defined in paragraph 8 of the NPPF. It will contribute to the economic objective by helping to support a strong city centre economy which is a key economic objective of the city at the same time as providing employment in construction and during the operational phase. It will contribute to the social objective – by adding to the range of retail/food and drink options in the City Centre which will support social and cultural well-being and a vibrant city centre. In addition the well overlooked and active street frontages will provide a well designed and safe environment with accessible open space. It will contribute to the environmental objective by enhancing the built environment, by making efficient use of land and by mitigating and adapting to climate change.

The development is to be designed to target BREEAM Excellent standard which is in excess of the requirement under the Council's Core Strategy Policy CS64.

Some of the sustainable design measures to be incorporated into the building design are as follows.

- High performance building fabric to reduce the need for heating and cooling.
- Opening windows for natural ventilation when conditions allow.

- Full height glazing to maximise natural light.
- High specification solar glazing to reduce negative solar gains.
- Open floorspace can be adapted to meet the needs of changing tenants
- Potential to adapt the building for residential use.
- Blue roof system to attenuate surface water run-off

Policy CS65 seeks to ensure that new developments meet 10% of their predicted energy needs from renewable or low carbon energy generated on site. Heating will be provided by low carbon air source heat pumps and a proportion of the electrical energy will be provided by PV panels. The applicant's submission shows that this will amount to just over 10% of the predicted energy needs which meets the objective of Core Strategy policy CS65 'Renewable Energy and Carbon Reduction'.

Archaeology

Archaeological reports carried out for earlier schemes have established that the area lies on the edge of the historic core of the city and can be expected to contain archaeological evidence relating primarily to expansion in the 18th and 19th centuries as well, potentially, as evidence for earlier activity on the fringe of the settlement.

Archaeological work in the southern area of the site has been carried out in relation to a condition on consent 16/03328/RG3. The work confirmed the survival of industrial archaeological evidence, principally relating to a former brass foundry and the Carver Works, used for file production and later bone working. The results were reported in:

"Sheffield Retail Quarter, Sheffield, South Yorkshire – Archaeological Strip, Map & Record", produced in 2017 for Turner & Townsend, on behalf of Sheffield City Council – Wessex project report 112721.02

As a result, no further archaeological work is required in the southern area of the site but work is still required in the northern area of the site. The South Yorkshire Archaeological Service has been in discussion with the applicant's agents and trial trenching on this part of the site would, in particular, test the area where there was a knife factory and - perhaps of greater significance – the area of a steelworks, with a melting house and casting shops, shown on historic mapping.

The proposed trial trenching results are not available to support this application therefore a condition is proposed to secure the necessary archaeological works. With this in place there is no archaeological reason to resist the proposal.

Amenity Impact

Whilst there are no sensitive uses near to the site at the moment residential uses may form part of the development on the former Fire Station Site opposite the proposed development.

In order to balance the desire to encourage the City Centre night time economy whilst safeguarding residential amenity for residents conditions are proposed that require sound insulation details to be submitted, control the level of amplified music and speaker noise, limit the operating hours for the food and drink units and require odour abatement equipment to be installed for commercial kitchens. A Construction Environment Management Plan condition will also mitigate the amenity impact during the construction period.

With these controls in place the amenity impacts should be mitigated to an acceptable level.

Ecology

An ecological appraisal has been submitted in support of the application which covers both block H2 and H3. The H3 site does not contain any buildings and is largely hard surfaced as a car park and site compound. There are limited areas of decorative planting around the periphery of the car park.

There are no ecological constraints to the development of this site other than clearance of the limited vegetation should take place outside the bird breeding season or clearance should be supervised by an ecologist. The ecological appraisal recommends that green roofs are considered and that new planting utilises species beneficial to pollinating invertebrates.

In this case it is not feasible to create a green roof as the roof areas are fully occupied by blue roofs for sustainable drainage, photovoltaic panels for renewable energy along with roof plant and roof terraces.

The public realm works proposed as part of the scheme incorporate new tree planting and landscaping and whilst the detailed design of these areas is not yet finalised it is expected that they will enhance the biodiversity of the site.

Ground Conditions

The site lies within a Coal Mining High Risk Area. The applicant has submitted a Coal Mining Risk Assessment and the Coal Authority has confirmed that they have no objections to the development subject to the recommendations of the report being followed.

A phase 1 land contamination assessment has been submitted which the land contamination officer is satisfied with. The reports find that further soil testing and ground gas monitoring is required. Conditions are proposed to control the further work needed to ensure safe development of the site.

Flood Risk and Drainage

The drainage strategy covers both block H3 and H2. The site is entirely impermeable. The surface water currently drains to the public sewers and is unrestricted. Core Strategy Policy CS67 requires that for Brownfield sites, surface

water discharge is limited to 30% less than the existing surface water runoff, based on a 1 in 1 year (30min) storm event.

In terms of the drainage hierarchy for surface water, the ground conditions and proximity of development means infiltration is not viable. The nearest watercourses and surface water sewers are too distant from the site. Therefore discharging to the existing combined sewers is the only viable option.

The new office building and public open spaces will have a controlled rate of discharge. The highways and soft landscaping will have unrestricted discharges but the landscaping will reduce run off and delay the discharge. Where restrictions to run-off are applied they will be at 70% of the existing rate of run off. Allowable run off rates have been calculated for blocks H2 and H3. As the office building covers the whole of the site the storage that is required in order to achieve the restricted run off rates on Block H2 will be provided by blue roofs on each of the roof levels. This will discharge to the public sewers in Carver Street and Backfields. Soft landscaping is to be provided along the southern section of Carver Street. Surface water run-off from the paving either side and within this landscaped area will be drained into the soft landscape that form rain gardens. In addition the water collected by the Backfields permeable paving will discharge into the soft landscaping. The surface water will be conveyed south along Carver Street via a series of channels, rills and swales with the lined rain gardens to discharge into the Wellington Street sewer.

The site lies within flood zone 1 and the risk of river flooding is low. The risk of surface water flooding and sewer flooding is also low. Therefore there are no concerns regarding flooding.

The Lead Local Flood Authority has no objections to the surface water drainage subject to the discharge to the combined sewer being acceptable to Yorkshire Water. Conditions are proposed requiring surface water run off to be reduced and full details of the surface water drainage proposals to be submitted for approval.

Local Employment

The Council's seeks to maximise the local employment and training benefits of major developments by encouraging applicants to work with Talent Sheffield to this end. The applicant has agreed to this and a condition is proposed requiring a local employment strategy to be submitted for approval.

Summary and Recommendation

This mixed use retail/food and drink and office development is supported by the Development Plan land use policies and consistent with NPPF policies. It will deliver high quality office space and commercial units in a sustainable location which will enhance the vitality and viability of the City Centre and support the local economy.

The new building and public realm will enhance the setting of the nearby listed buildings and conservation area and create civic scale architecture at a prominent location. The building design is of high quality and will make a positive and distinctive addition to the City Centre townscape.

The public realm works will improve the environment for pedestrians and cyclists and along with the active frontages on all sides of the building will create a strong sense of place and contribute to a secure environment.

The car free design and sustainable design features and transport measures contribute to this being a highly sustainable development.

Paragraph 11 of the NPPF says that there is a presumption in favour of sustainable development.

For decision-taking this means:

c) approving development proposals that accord with an up-to-date development plan without delay; or

d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or

ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole
Paragraph 12 of the NPPF says that the presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision making.

The application lies within the Central Shopping area in the Unitary Development Plan and adjoins the Sheffield City Centre Conservation Area and listed buildings. It is therefore considered that the land use policies relating to this site and the heritage and design policies are the most important policies for determining this application.

As described in the subject sections above these most relevant policies when considered as a collection are not out of date and the proposals are in line with these policies. As the most important policies align with the NPPF, section d) of paragraph 11 has not been applied in this instance.

Overall it is concluded that this is a high quality scheme that will contribute significantly to the regeneration of the city centre, enhance the setting of heritage assets and enhance the townscape of the City Centre. It is therefore recommended that planning consent be granted.

| | |
|------------------|---|
| Case Number | 20/00696/FUL (Formerly PP-08506326) |
| Application Type | Full Planning Application |
| Proposal | Alterations to allow use of medical centre (Use Class D1) as 5 dwellings (Use Class C3) including demolition of single-storey side lean-to, erection of single-storey side extension, formation of additional accesses and provision of rooflights, erection of 2 dwellings, associated access, parking and landscaping works |
| Location | The Old School Medical Centre School Lane Greenhill Sheffield S8 7RL |
| Date Received | 21/02/2020 |
| Team | South |
| Applicant/Agent | Crowley Associates |
| Recommendation | Grant Conditionally |

Time limit for Commencement of Development

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

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

Approved/Refused Plan(s)

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

18/028 P01 - Site Location Plan
18/028 P02 Revision C - Site Layout Plan*
18/028 P03 - New Build House Floor Plans
18/028 P04 Revision A - New Build House Elevations*
18/028 P05 - Proposed Ground Floor Plan (conversion)
18/028 P06 - Proposed First Floor Plan (conversion)
18/028 P07 Revision A - Proposed Elevations (conversion)*
18/028 P08 Revision A - Proposed Street Scene Elevation

All published by the Local Planning Authority 21st February 2020 except those indicated by '*' these being received by the Local Planning Authority 28th August 2020.

Reason: In order to define the permission.

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

3. No development shall commence until a report has been submitted to and approved in writing by the Local Planning Authority, identifying how a minimum of 10% of the predicted energy needs of the completed development will be obtained from decentralised and renewable or low carbon energy, or an alternative fabric first approach to offset an equivalent amount of energy. Any agreed renewable or low carbon energy equipment, connection to decentralised or low carbon energy sources, or agreed measures to achieve the alternative fabric first approach, shall have been installed/incorporated before any part of the development is occupied, and a report shall have been submitted to and approved in writing by the Local Planning Authority to demonstrate that the agreed measures have been installed/incorporated prior to occupation. Thereafter the agreed equipment, connection or measures shall be retained in use and maintained for the lifetime of the development.

Reason: In order to ensure that new development makes energy savings in the interests of mitigating the effects of climate change and given that such works could be one of the first elements of site infrastructure that must be installed it is essential that this condition is complied with before the development commences.

4. Before that part of the development is commenced, full details of the proposed external materials shall have been submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of the visual amenities of the locality.

5. No development (including demolition or other enabling, engineering or preparatory works) shall take place until a phasing plan for all works associated with the development has been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved phasing plan.

Reason: In order to define the permission and to assist with the identification of each chargeable development (being the Phase) and the calculation of the amount of CIL payable in respect of each chargeable development in accordance with the Community Infrastructure Levy.

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

6. 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 any above ground works commence, or within an alternative timeframe to be agreed in writing by the Local Planning Authority.

Reason: In the interests of the visual amenities of the locality.

7. Details of all boundary treatments either on the perimeter of the site, or providing subdivision of the site shall be submitted to and approved in writing by the Local Planning Authority before any above ground works commence, or within an alternative timeframe to be agreed in writing by the Local Planning Authority and the dwellings shall not be used unless such means of site boundary treatment has been provided in accordance with the approved details and thereafter such means of site enclosure shall be retained.

Reason: In the interests of the visual amenities of the locality.

8. A sample panel of all proposed masonry/stone 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.

Reason: In order to ensure an appropriate quality of development.

9. Large scale details, including materials and finishes, at a minimum of 1:20; of the items listed below shall be approved in writing by the Local Planning Authority before that part of the development commences:

- (a) External Doors
- (b) Windows
- (c) Window reveals
- (d) Fascias and finials
- (e) Rainwater goods
- (f) Bin Store

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

Reason: In order to ensure an appropriate quality of development.

10. Details of the location, specification and appearance of all new services to the building (including meter boxes, outlets and inlets for gas, electricity, telephones, security systems, cabling, trunking, soil and vent stacks, fresh and foul water supply and runs, heating, air conditioning, ventilation, extract and odour control equipment, pipe runs and internal and external ducting) shall be approved in writing by the Local Planning Authority before installation.

Reason: In order to protect the character of the original building.

Other Compliance Conditions

11. The Local Planning Authority shall be notified in writing when the landscape works are completed.

Reason: To ensure that the Local Planning Authority can confirm when the maintenance periods specified in associated conditions/condition have commenced.

12. The dwellings shall not be used unless the car parking accommodation for ten cars 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.

Reason: To ensure satisfactory parking provision in the interests of traffic safety and the amenities of the locality it is essential for these works to have been carried out before the use commences.

13. The approved landscape works shall be implemented prior to the development being brought into use or within an alternative timescale to be first approved by the Local Planning Authority. Thereafter the landscaped areas shall be retained and they shall be cultivated and maintained for a period of 5 years from the date of implementation and any plant failures within that 5 year period shall be replaced.

Reason: In the interests of the visual amenities of the locality.

14. The dwellings shall not be occupied unless the car parking areas of the site have been constructed of a permeable/porous material (including sub base). Thereafter the approved permeable/porous surfacing material shall be retained.

Reason: In order to control surface water run off from the site and mitigate against the risk of flooding.

15. The dwellings shall not be used unless all redundant accesses have been permanently stopped up and reinstated to kerb and footway, and any associated changes to adjacent waiting restrictions that are considered necessary by the Local Highway Authority including any Traffic Regulation Orders are implemented. The means of vehicular access shall be restricted solely to those access points indicated in the approved plans.

Reason: In the interests of highway safety and the amenities of the locality it is essential for these works to have been carried out before the use commences.

16. Additions to the existing boundary walls shall be constructed with matching courses in matching stone and shall be pointed to match existing.

Reason: In the interests of the visual amenity of the locality.

17. All the rainwater gutters, downpipes and external plumbing shall be of cast iron or cast aluminium construction and painted black.

Reason: In order to ensure an appropriate quality of development.

18. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2015, Schedule 2, Part 1 (Classes A to H inclusive), Part 2 (Class A), or any Order revoking or re-enacting that Order, no extensions, porches, garages, ancillary curtilage buildings, swimming pools, enclosures, fences, walls or alterations which materially affect the external appearance of the buildings shall be constructed without prior planning permission being obtained from the Local Planning Authority.

Reason: To ensure that the traditional architectural character of the Old School building is retained and there is no visual intrusion which would be detrimental to the amenities of the locality and also in view of the limited curtilages of all dwellings.

Attention is Drawn to the Following Directives:

1. The Local Planning Authority has dealt with the planning application in a positive and proactive manner and sought solutions to problems where necessary in accordance with the requirements of the National Planning Policy Framework.
2. 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.

3. The applicant should install any external lighting to the site to meet the guidance provided by the Institution of Lighting Professionals in their document GN01: 2011 "Guidance Notes for the Reduction of Obtrusive Light". This is to prevent lighting causing disamenity to neighbours. The Guidance Notes are available for free download from the 'resource' pages of the Institute of Lighting Professionals' website.
4. You are advised that this development is liable for the Community Infrastructure Levy (CIL) charge. A liability notice will be sent to you shortly informing you of the CIL charge payable and the next steps in the process.

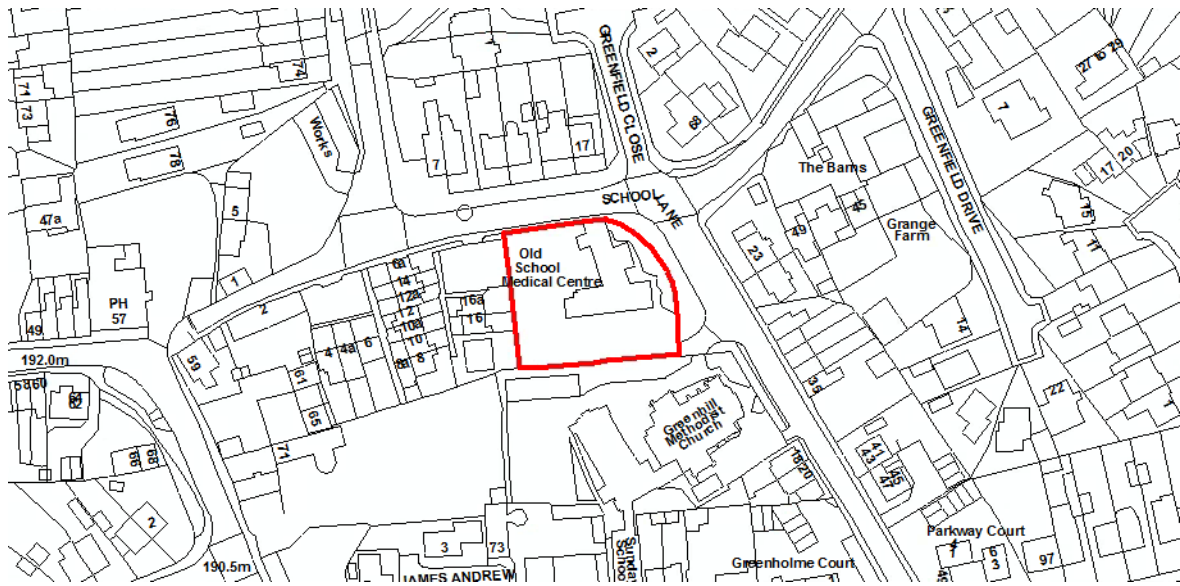
Please note: You must not start work until you have submitted and had acknowledged a CIL Form 6: Commencement Notice. Failure to do this will result in surcharges and penalties.

5. As the proposed development abuts the public highway you are advised to contact the Highways Co-ordination Group prior to commencing works:

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

They 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.

Site Location



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LOCATION AND PROPOSAL

The application relates to stone built, former medical centre constructed in the mid C19th as a school. The building lies at the junction of School Lane and Greenfield Road and sits within a curtilage which largely consists of vehicle hardstanding (car park) though there is an area of green space between the building and School Lane.

The building is single storey in the main though it features large roof gable features on the south elevation that rise to a domestic storey and a half. The original school house features a few minor extensions added at a later date on the west elevation.

The building was recently closed as a health centre in a merger with the function transferring to the medical centre at Dyche Close. The immediate locality has a residential character with a varied street pattern and several different built forms and eras of construction in evidence. Greenhill Methodist Church lies immediately adjacent the site to the south, this also being a stone built building dating from the early C19th.

The application seeks the following:

- Limited demolition of single storey lean-to extension;
- Erection of a single storey side extension;
- Subdivision of the internal spaces of the School House to create residential accommodation (5 dwellings – 4 x 2 bed, and 1 x 1 bed);
- The erection of 2 x 4 bed semi-detached houses within the curtilage of the former medical centre, these being two storey stone built properties with pitched roofs;
- Curtilage works in order to facilitate on-site car parking and external amenity space.

RELEVANT PLANNING HISTORY (post adoption of the UDP)

Permission was granted in 2000 (00/01447/OUT) for the erection of a two-storey building to form pharmacy, dentist and staff flat and provision of car parking accommodation

Permission was granted in 2003 (03/01147/OUT) for the erection of a two-storey building to form pharmacy, dentist and staff flat and provision of car parking accommodation

Permission was granted in 2006 (06/01896/OUT) for the erection of a two-storey building to form pharmacy, dentist and staff flat and provision of car parking accommodation

These permissions were not implemented

SUMMARY OF REPRESENTATIONS

9 representations have been received in response to the neighbour notification process, all objecting to the proposal, on the following grounds:-

Highways Matters

- the proposal will create highway safety issues for pedestrians
- inadequate off-street car parking
- the proposal removes one vehicular access and therefore the in/out arrangement for vehicles
- the proposal removes one vehicular access and therefore the in/out arrangement for vehicles
- the new car parking will result in excessive vehicle manoeuvring which will create noise nuisance for neighbouring residents through engine revving
- car parking spaces are too small
- the turning circle is inadequate
- the site currently reduces on-street car parking because it is used by residents and church goers
- the car park is used for local events and this function will be lost to the community

Design/Character/Layout Matters

- the historic character of the old school house is not just the building itself but the former playground which carries a wealth of memories for residents in the locality.
- new build elements are out of character with the School House
- will adversely impact on the setting/views of the nearby church and thereby the Conservation Area
- the new build houses are too high and will dwarf the School House
- will block public domain views of other buildings of character within Greenhill Conservation Area (14A School Lane)
- the layout is not characteristic of the area
- there is no provision for planting and landscape
- new homes will overshadow School House itself
- the layout is not characteristic of the area
- new houses have insufficient garden space
- will adversely impact on stone boundary wall
- there is no provision for waste/recycling bins
- the listed building should not be demolished
- the new build houses will overshadow the highway

Residential Amenity Matters

- the proposals will overlook Nos. 13 and 14A and 16A School Lane and its garden
- will block daylight to Nos. 11 and 13 School Lane and cast shadows over the front elevation
- the new car parking will result in excessive vehicle manoeuvring which will create noise nuisance for neighbouring residents through engine revving
- lighting of the car park will be intrusive to existing residents
- there is no screening between new dwellings and existing
- will adversely impact on private views

Other Matters

- the health centre should not be lost, particularly in view of the Covid-19 pandemic
- will impact on local wildlife
- will overlook School Lane
- the increase in hardstanding will lead to increased surface water run-off
- the planning statement is using insufficient housing supply in the city to justify over-development
- there is no need for more houses in the area
- the site should be used for public open space

PLANNING ASSESSMENT

Policy Context

National Planning Policy Framework

The National Planning Policy Framework (NPPF/Framework) sets out the Government's planning priorities for England and describes how these are expected to be applied. The key principle of the Framework is the pursuit of sustainable development, which involves seeking positive improvements to the quality of the built, natural and historic environment, as well as in people's quality of life. The following assessment will have due regard to these overarching principles.

The documents comprising of the Councils Development Plan (UDP and Core Strategy) date back some time and substantially pre date The Framework.

Paragraph 12 of the Framework does however make it clear that a presumption in favour of sustainable development does not change the status of the development plan as the starting point for decision making. Where a planning application conflicts with an up-to-date development plan, permission should not usually be granted.

Paragraph 213 of the Framework provides that existing development Plan policies should not however simply be considered out-of-date because they were adopted or made prior to the publication of the Framework. Due weight should be given to them, according to their degree of consistency with the Framework. The closer a policy in the development plan is to the policies in the Framework, the greater the weight it may be given.

The assessment of this development also needs to be considered in light of paragraph 11 of the Framework, which states that for the purposes of decision making, where there are no relevant development plan policies, or where the policies which are most important for determining the application are out of date, planning permission should be granted unless:

- The application of policies in the Framework that protect areas or assets of particular importance provides a clear reason for refusing the proposed development, or
- Any adverse impacts of granting planning permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole.

This is referred to as the “tilted balance”.

In addition to the potential for a policy to be out of date by virtue of inconsistency with the Framework, paragraph 11 makes specific provision in relation to applications involving the provision of housing and provides that where the Local Planning Authority cannot demonstrate a five year supply of deliverable housing sites with the appropriate buffer (which for SCC is 5%, pursuant to para 73 of the Framework) the policies which are most important for determining the application will automatically be considered to be out of date.

Set against this context, the development proposal is assessed against all relevant policies in the development plan and the Framework below.

Key Issues for consideration

The main matters to be considered in this application are:

- The acceptability of the development in land use policy terms,
- The design, scale and mass of the proposal, and its impact on the existing listed building, conservation area and street scene,
- The effect on future and existing occupiers living conditions,
- Whether suitable highways access and off-street parking is provided,

The building lies within an allocated Housing Area as defined in the Unitary Development Plan (UDP) and within the Greenhill Conservation Area. There are no material changes to these designations in the Local Plan Draft Proposals Map.

The most relevant UDP and Local Plan Core Strategy policies for the purpose of determining these applications are:

BE1 (Townscape design)
BE5 (Building Design and Siting)
BE6 (Landscape Design)
BE9 (Design for Vehicles)
BE15 (Areas and Buildings of Special Architectural or Historic Interest)
BE16 (Development in Conservation Areas)
BE17 (Design and Materials in Areas of Special Architectural or Historic Interest)
BE20 (Other Historic Buildings)

H10 (Development in Housing Areas)
H14 (Conditions on Development in Housing Areas)
GE11 (Nature Conservation and Development)
GE15 (Trees and Woodlands)

Relevant Core Strategy Policies are:

CS22 Scale of the Requirement for New Housing
CS23 Locations for New Housing
CS24 Maximising the Use of Previously Developed Land for New Housing

CS26 Efficient Use of Housing Land and Accessibility
CS74 Design Principles

Principle of Proposed Use: Land Use

Policy H10 (Conditions on Development in Housing Areas) identifies housing (use class C3) as the preferred use of land in the policy area. As such the principle of the further development of this site for housing purposes is considered to accord with policy H10.

Housing Supply

The NPPF requires local authorities to identify a 5 year supply of specific 'deliverable' sites for housing. CS22 of the Core Strategy sets out Sheffield's housing targets until 2026; identifying that a 5 year supply of deliverable sites will be maintained. However as the Local Plan is now more than 5 years old, the Framework requires the calculation of the 5-year housing requirement to undertaken based on local housing need using the Government's standard method.

Sheffield has recently updated its housing land supply based on the revised assessment regime, and now has a 5.1 year supply of deliverable housing units.

Notwithstanding the above the Framework (paragraph 59) still attaches significant weight to boosting the supply of new homes. The provision of 7 additional dwellings would make a small, but still positive contribution to the City's obligation to maintaining a 5 year supply of housing land. This is attributed weight in the balance of this decision, particularity given how narrow the margin of provision regarding 5 year supply is.

Policy CS23 of the Core Strategy 'Locations for New Housing' states that new housing development will be concentrated where it would support urban regeneration and make efficient use of land and infrastructure.

Core Strategy Policy CS24 'Maximising use of Previously Developed Land for New Housing' seeks to try and ensure that priority is given to developments on previously developed sites. The site is small within an existing urban area and sustainably close to high frequency bus routes.

This approach is reflected in paragraph 117 of the Framework, which promotes the effective use of land and the need to make use of previously-developed or 'brownfield land'. Paragraph 118 (c) goes on to state that substantial weight should be given to utilising brownfield land within existing settlements.

The weight to be afforded to CS23 and 24 can be questioned as they are based on outdated housing need figures. However, they promote brownfield development which aligns strongly with the NPPF and therefore can be offered substantial weight.

The site is currently occupied by the former medical centre and by extensive hardstanding. The proposed development would therefore be on land that is previously developed.

As such it is concluded that the principle of developing this brownfield site is supported in policy terms.

The development of this small urban site for new housing is therefore considered compliant with the aims of policies CS23 and CS24, and paragraph 118 c) of the NPPF.

Sustainable Use of Land

National Planning Policy Framework (NPPF) at paragraph 123 identifies the importance of making sure developments make optimal use of each site and promotes increased densities in city and town centre sites and other locations that are well served by public transport. Para 123 c) states that local authorities should refuse applications which they consider to do not make efficient use of land, taking into account the policies contained in the NPPF.

Policy CS23 seeks to focus at least 90% of new dwellings in the main urban area and Policy CS24 gives priority to previously developed sites. The proposals are considered in accordance with these policies.

Policy CS26 specifies density ranges for new housing developments. Subject to protecting the character of an area, at least 40-60 dwellings per hectare are normally expected in Housing Areas such as this (the site lies within 400 metres of high frequency bus route in an urban area).

The above policies are reflected in the NPPF where paragraph 123 states that where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning policies and decisions avoid homes being built at low densities and ensure that developments make optimal use of the potential of each site. CS26 can therefore be considered to align with the aims of the NPPF and can be attributed significant weight.

The proposals represent a density of approximately 50 units per hectare. The proposed density therefore lies within the accepted range parameter specified in the Core Strategy. Such a density is not considered out of character with the locality.

Given the conclusions regarding scale and design (See Design section) and when considered in the round it is considered that the proposals accord with the spirit of Policy CS26 of the Core Strategy and the aims of the NPPF.

Housing Mix

The conversion proposal provides for one and two bedroom units. The proposed new build provides for two, four bedroom dwellings. There is no specific policy requirement for mixed house types in this scale of development but in any event the form and mix of accommodation is considered the most appropriate for the site.

Environmental considerations

The NPPF advises at Paragraph 127 that planning policies and decisions should ensure that developments:

- a) Will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; and
- b) Are visually attractive as a result of good architecture, layout and appropriate and effective landscaping; and
- c) Are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities); and
- e) Optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development.

Policies BE5, BE15 BE16 and BE17 of the UDP state that the new buildings should complement the scale, form and architectural style of surrounding buildings as well as preserve and enhance the conservation area within which they are sited.

Policy H14 states that new development should be (a) well designed and in scale and character with neighbouring buildings, and (c) not result in the site being over-developed.

Policy CS 74 (Design Principles) within the Core Strategy states that high quality development will be expected, which would respect, take advantage of and enhance the distinctive features of the city, its districts and neighbourhoods.

It is considered the relevant UDP and Core Strategy Policies align closely with the NPPF and, as such, they can be afforded substantial weight.

Demolition considerations

The single storey lean-to element earmarked for demolition is not considered to display significant architectural merit in its own right and its loss would not form the basis for a reason for refusal. No part of the Old School is listed

Character, scale and form considerations.

Chapter 12 of the NPPF requires good design, where paragraph 124 states that good design is a key aspect of sustainable development and should contribute positively to making places better for people. Paragraph 130 requires that planning permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area.

Paragraph 131 goes on to say that great weight should be given to outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally so long as they fit in with the overall form and layout of their surroundings.

These requirements closely reflect the aims of policies BE1, BE5 and CS74 so those policies can be afforded significant weight.

The locality is almost exclusively residential in character with semi-detached houses being the most dominant built form, though terraces and detached dwellings are also present. Streets such as Annesley Road, Greenhill Avenue, The Greenway and Stenton Road to the east and James Andrew Crescent to the west display a significant rhythm of street scene. However, buildings within the area enclosed by the loop of School Lane and Greenhill Main Road (which contains the site and the Methodist Church) and which originally formed the village green are set out in a far more haphazard fashion.

The prevailing scale of development is nonetheless two storeys in height with traditional proportions and pitched roofs dominant.

The conversion of the old school does not propose significant changes to the external envelope and those that are proposed are considered to represent a sympathetic approach to securing the long term viability of this character building.

The proposed new build houses would be two storeys in height with pitched roofs. They would be constructed in natural stone with slate roofs and have traditional fenestration patterns and detailing including prominent chimneys, gable end parapets and timber windows and doors throughout.

Against the backdrop of the existing environment both the proposed conversion and new build elements are considered entirely in character with the grain of development in the locality and are considered to satisfy policies BE5, H14 and CS74

Conservation Area considerations

The Core Strategy policy CS74 'Design Principles' requires development to enhance distinctive features of the area, and UDP policy BE5 'Building and Design Siting' expects good quality design in keeping with the scale and character of the surrounding area.

As the site lies within the Greenhill Conservation Area policies BE16 'Development in Conservation Areas' and BE17 'Design and Materials in Areas of Special Architectural or Historic Interest' of the UDP are relevant.

These policies require high quality developments which would respect and take advantage of and enhance the distinctive features of the city, its districts and neighbourhoods, and which also seek to preserve or enhance the character of conservation areas and the cities heritage.

Chapter 16 of the NPPF considers the conservation and enhancement of the historic environment and states that when considering the impact of a development on the significance of a heritage asset, great weight should be given to the asset's conservation, and (para 194) that any harm to the asset from development within its

setting should require clear and convincing justification. It further states that substantial harm to assets of the highest significance should be wholly exceptional.

This approach is reflective of the aims of policies BE16, and 17, and therefore these policies can be afforded significant weight.

It should be noted at this point that footnote 6 to paragraph 11(d) of the NPPF, referred to above and which identifies that where a development plan or its policies are out of date, planning permission should be granted unless 'policies to protect areas or assets of particular importance' provide a clear reason for refusing permission, applies to those within the NPPF, not the Council's Development Plan policies. It is also noted that in such cases where there is clear conflict with the heritage policies within the NPPF, the titled balance does not apply.

Paragraph 196 of the National Planning Policy Framework requires that where a development results in less than substantial harm to the significance of a designated heritage asset, such as a Listed Building or Conservation Area, this harm should be weighed against the public benefits of the proposal.

The former Board School (most recently the Old School Medical Centre) is considered of little architectural merit in the Greenhill Conservation Area Appraisal with its simple plan form and many tall windows. However, it is nonetheless considered a building of townscape merit and so its retention and conversion (to the preferred use within this Housing Area allocation) is considered appropriate and should secure the long term viability of the building itself. The curtilage works are considered to maintain, to a reasonable degree, the traditional layout of the school site with a significant portion of the former school yard maintained as hardstanding to provide off-street car parking.

The introduction of the two semi-detached houses does not conflict with any well established rhythm of street scene and the design and use of materials on these new dwellings is considered to be of good quality and should, at the very least, maintain the character of the Conservation Area but in all likelihood improve that character.

Whilst the proposed new build houses will achieve a slightly greater overall height than the school this will clearly not appear anomalous since all of the existing two storey houses in close proximity to the site achieve similar ridge heights.

Natural materials are to be employed for both facing and roofing of the new build houses and the extension to the former school house and once again this approach is considered consistent with maintaining the character of the Conservation Area.

The retention of the great majority of the boundary walls is welcomed since stone boundary walls represent a distinctive feature of the Greenhill Conservation Area. The only sections to be lost would be a short length in order to widen the vehicular access and the two small openings for pedestrian access to the semi-detached dwellings. A section of wall would be re-instated on School Lane.

In terms of key views the church to the south is not a listed building and the very marginal loss of views from the public domain on School Lane across the former

school yard towards this building are not considered a robust reason to resist the scheme. These vistas are not identified as 'key views and vistas' in the Greenhill Conservation Area Appraisal

Conclusions with regard to the heritage asset

It is considered that the proposal creates less than substantial harm to the identified heritage asset. The design of the new build elements displays good quality, and quality detailing and materials can be ensured through planning conditions.

Paragraph 196 of the NPPF states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

In this case the public benefits arise from the provision of additional housing to the city's housing stock, the bringing into viable long term use of the building of merit as a use which is the preferred use in this Housing Area and the short term economic benefits of job creation in construction.

Overall the proposals are considered to preserve the character of the Greenhill Conservation Area. In these circumstances, the proposals comply with Policies BE15, BE16, BE17, and, CS74 and the corresponding paragraphs of the NPPF.

Residential Amenity considerations

Paragraph 127 within the NPPF states that the planning system should always seek to secure a high standard of amenity for existing and future users.

H14 'Conditions on Development in Housing Areas' states that the site would not be over-developed or deprive residents of light, privacy or security, or cause serious loss of existing garden space which would harm the character of the neighbourhood; and

H15 'Design of New Housing Developments' states that the design of new housing developments will be expected to provide adequate private gardens or communal open space to ensure that basic standards of daylight, privacy, security and outlook are met for all residents.

These policies are therefore considered to align with the requirement of paragraph 127 so should be given significant weight.

The guidelines found in the adopted Supplementary Planning Guidance on Designing House Extensions are not strictly applicable in this instance owing to them relating to house extensions. However they do suggest a number of detailed guidelines relating to overbearing and overshadowing, privacy and overlooking, and appropriate garden sizes.

These guidelines include a requirement for two storey dwellings which face directly towards each other to have a minimum separation of 21 metres. Two storey

buildings should not be placed closer than 12 metres from a ground floor main habitable window, and a two storey extension built along site another dwelling should make an angle of no more than 45° with the nearest point of a neighbour's window to prevent adverse overshadowing and overbearing.

These guidelines are reflected in the South Yorkshire Residential Design Guide (SYRDG), which Sheffield considers Best Practice Guidance, but which is not adopted as Supplementary Planning Guidance.

Existing Residents

Overbearing, Overlooking and Overshadowing.

The Conversion

The windows in all aspects of the conversion achieve healthy separation distances to the nearest properties on School Lane. Since the building is already established (other than the proposed small single storey extension) there are no implications for overbearing or overshadowing.

The New Build Dwellings

The closest residential properties to this element of the scheme are those on the spur from School Lane to the west. The new properties would have main aspect windows in their rear elevations 9 metres distant from, and perpendicular to those in the rear elevations of Nos. 16 and 16A.

These considerations are felt to apply equally to considerations of overshadowing and overbearing. Supplementary Guidance guideline 5 requires that any structure of two storeys or more should not cut a 45 degree line scribed from the nearest main aspect windows in the front or rear elevation of the nearest adjacent dwellings.

Given the combination of separation distance and angled relationship between the existing and proposed dwellings at 16 and 16A it is not considered that there are any significant implications for inter-overlooking.

The proposals would be located to the north east of Nos.16 and 16A and therefore no overshadowing is likely.

Properties on the opposite side of School Lane achieve separation distances of 18-19 metres across the public highway and this arrangement is not significantly different to other facing properties in the locality (on School Lane and Greenhill Main Road) and significantly greater than many established terraced house areas across the city. It is not considered that a technical shortfall when compared to SPG guidelines (which ideally suggests a separation of 21 metres) represents a significant concern, particularly when this is across a public highway.

A separation distance of 18-19 metres to these properties is considered to negate any significant overbearing and overshadowing implications

Overall the proposals are not considered to introduce any adverse amenity impacts on existing residents

Future Occupants

The Conversion

Outlook/natural lighting/general amenity

The main habitable spaces within both the conversion and the new build dwellings should provide for acceptable levels of outlook and natural lighting.

The provision of external amenity space varies between 28 and 51 square metres across the conversion units but these are all small one and two bedroom units and each would benefit from some external space where sitting out can be accommodated. On the eastern boundary the boundary treatment is to be reinforced by a privet hedge and, once established, this should provide for a reasonable degree of privacy.

The New Build Dwellings

Outlook/natural lighting/general amenity

The main habitable spaces within both the conversion and the new build dwellings should provide for acceptable levels of outlook and natural lighting.

Private amenity spaces are provided to the rear of the dwellings and these vary from just under 60 square metres to just over 70 square metres in area thereby satisfying the requirements of Supplementary Planning Guidance.

Whilst these spaces will be somewhat overlooked by the first floor windows of No. 16 (at a distance of 9 metres) this relationship is not inconsistent with houses across the city and is not considered a robust reason to resist the scheme and represents a very marginal shortfall when compared to Guideline 5 of SPG which requires a separation distance of 10 metres.

In view of the above, the proposals are considered to comply with Policies H5(b), H14(c) and supporting Supplementary Guidance with regard to residential amenity

In summary therefore, in terms of overall living conditions for existing neighbouring and future residents, the proposals are considered acceptable and accord with the aims of UDP policies and paragraph 127 of the NPPF.

Highway considerations

The NPPF seeks to focus development in sustainable locations and make the fullest possible use of public transport, walking and cycling. Paragraph 109 of the NPPF states that 'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.'

Policy H14 states that new development or change of use will be permitted provided that it would provide safe access to the highway network and appropriate off-street parking and not endanger pedestrians

This policy broadly align with the aims of Chapter 9 of the NPPF (Promoting Sustainable Transport) although it should be noted that in respect of parking provision, the NPPF at paragraphs 105 and 106 requires consideration to be given to accessibility of the development, the development type, availability of public transport, local car ownership levels and states that maximum standards for residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or optimising density in locations well served by public transport.

The Council's revised parking guidelines set out maximum standards in accordance with Core Strategy Policy CS53, and for a 2-3 bedroom dwelling outside of the city centre 2 spaces are required as a maximum, with 1 space per 4 units for visitors.

The development is proposed to provide for 10 off-street spaces overall. These break down as follows:

- 2 each for each of the two semi-detached houses.
- 1 each for the one and two bedroom units in the conversion.
- 1 visitor space

This represents a shortfall on UDP parking guidelines. UDP guidelines suggest that a provision of one space per unit (for dwellings of two bedrooms or more) and one additional space for every four units should be provided (14-15 spaces in all) but more recent government guidance confirms that such standards should only be applied as maximum standards.

The scheme does however provide for parking for each unit (including the one bedroom unit) and an officer site visit confirms there is some scope for on-street car parking. The provided spaces measure 2.4 x 4.8 metres and although these represent minimum sizes this is considered satisfactory.

The site is also in an accessible location and is within walking distance of several local facilities.

On this basis, the proposal would be considered to meet Policies H14 (d) and CS53 and should not have a level of impact that would justify refusal of permission on highway safety grounds as required by the NPPF.

The Vehicular Access and manoeuvring

Officers consider that the visibility at the site access achieves appropriate site lines and that the likely traffic generation from the site can be accommodated without an adverse impact on road safety and in compliance with UDP Policies BE9 and H14(d).

The access is just under 3 metres in width and this is not ideal but this arrangement was satisfactory for the former use and even though two way flow will need to be accommodated this is not considered unacceptable given the low number of cars that can be accommodated in the car parking areas.

A refuse vehicle would not be able to manoeuvre within the site and so the waste management/bin storage area has been moved as close to the entrance as possible in order to facilitate waste management.

Renewable energy/Sustainability/Surface Water

Policy CS63 'Responses to Climate Change' of the Core Strategy sets out the overarching approach to reduce the city's impact on climate change. These actions include:

- Giving priority to development in the city centre and other areas that are well served by sustainable forms of transport.
- Giving preference to development on previously developed land where this is sustainably located.
- Adopting sustainable drainage systems.

These aims align with those of paragraphs 148, 150 and 153 b) of the NPPF and this policy can therefore be given substantial weight.

The site is in a sustainable location in respect of access to local amenities and public transport.

Policy CS64 'Climate Change, Resources and Sustainable Design of Development' sets out a suite of requirements in order for all new development to be designed to reduce emissions.

In the past residential developments were required to achieve Code for Sustainable Homes Level Three to comply with Policy CS64. This has however been superseded by the introduction of the Technical Housing Standards (2015), which effectively removed the requirement to achieve this standard for new housing developments.

Policy CS65 'Renewable Energy and Carbon Reduction' of the Core Strategy sets out objectives to support renewable and low carbon energy generation and further reduce carbon emissions.

New developments of five or more dwellings are expected to achieve the provision of a minimum of 10% of their predicted energy needs from decentralised and renewable, low carbon energy, or a 'fabric first' approach where this is deemed to be feasible and viable.

This policy is compliant with the aims of paragraphs 148, 150 and 153 of the NPPF and this policy can therefore be given substantial weight.

The supporting Design and Access Statement commits to this but does not mention specifics of how the 10% saving will be achieved and so details will need to be secured by condition.

Policy CS67 seeks to minimise surface water run-off from sites such as this though the site is too small to require a 30% reduction in run off rates compared to existing

The existing large areas of hardstanding and buildings are drained by a surface water network which discharges into a Yorkshire Water sewer.

The introduction of soft landscaping for both the conversion and the new build dwellings should reduce run off but policy CS67 also promotes reducing run off as far as possible through the introduction of permeable/porous surfaces for hardstanding. The use of such materials can be secured by condition.

Landscape Considerations

Policy GE15 'Trees and Woodlands' within the UDP states that trees and woodlands will be encouraged and protected.

This is supported through Policy BE6 'Landscape Design' which seeks at part (c) to integrate existing landscape features in the development including mature trees and hedges. The aim of these policies firmly aligns with the broad aims of Chapter 15 (Conserving and Enhancing the natural Environment) and specifically paragraph 175. As such these policies can be given significant weight.

The scheme would not result in the loss of any trees of significant public amenity value.

It is likely the new areas of domestic curtilage will be laid largely to grass but a fully detailed landscape scheme can be secured through condition. Details of boundary treatments will also be secured by condition

Ecology

Policy GE11 'Nature Conservation and Development' of the UDP requires development to respect and promote nature conservation, and aligns with paragraph 175 (d) of the NPPF which encourages opportunities to incorporate biodiversity improvements in and around developments so can be given significant weight.

The site is currently occupied by the former medical centre and a substantial expanse of hardstanding car park. There are garden areas located on the eastern flank of the site.

There is no evidence that protected species habitats are located on the site. Whilst the rather overgrown garden areas may support foraging for some species this is not a robust reason to resist the proposal.

The proposals will introduce new areas of garden and planting which will add to local biodiversity.

Air Quality

It is not considered that the proposed use will have an adverse air quality impact.

Pollutants and particulates are only likely to result from residents vehicular movements and, as identified in the above vehicle movements associated with the development will be low and would not be notably different from the previous use.

A further consideration in respect of air quality relates to dust during development and in order to tackle this, a planning condition is proposed to secure dust suppression measures for both the demolition and construction phases.

Loss of the Health Centre.

The health Centre has already closed as part of an NHS rationalisation. Policy CF2 of the UDP states that development which results in the loss of community facilities will be permitted if

- a) The loss is unavoidable and equivalent facilities would be provided in the same area or
- b) The facilities are no longer required

Since the health authority has moved the function to another facility in the area and deemed the current location surplus to requirements the loss of the health centre is not considered to conflict with Policy CF2.

Community Infrastructure Levy (CIL)

The Council has adopted a Community Infrastructure Levy (CIL) to provide infrastructure to support new development. Mostly CIL replaces some previous payments negotiated individually as planning obligations, such as contributions towards the enhancement and provision of open space (UDP Policy H16) and towards education provision (Core Strategy Policy CS43). In this instance the proposal is liable for CIL charges, at a rate of £50 per square metre (plus an additional charge associated with the national All-in Tender Price Index for the calendar year in which planning permission is granted, in accordance with Schedule 1 of The Community Infrastructure Levy Regulations 2010). The exact amount of this sum will be calculated upon receipt of detailed information regarding gross internal floor space.

RESPONSE TO REPRESENTATIONS

Matters relating to design, highway safety, ecology, landscape, the loss of the health centre and residential amenity have been dealt with in the main body of this report

External Lighting to the car park should conform to the guidelines of the National Institute of Lighting Engineers and a directive will be added to any permission in this regard

The Old School House is not listed

SUMMARY AND RECOMMENDATION

The assessment of this development proposal needs to be considered in light of paragraph 11 of the NPPF, which identifies that when making decisions, a presumption in favour of sustainable development should be applied.

This is a proposal for minimal extension and alterations in order to bring this former school into residential use which is the preferred use in this location and for the addition of a pair of semi-detached houses.

The overall architectural approach for the new build elements is considered acceptable and in terms of scale and massing the new build elements are considered to achieve a satisfactory balance between visual amenity and the desire to provide appropriate housing density.

The proposed conversion and new build elements being considered sympathetic to the street scene and the wider Conservation Area, are felt to cause less than substantial harm to the heritage assets and therefore it is appropriate to apply the 'tilted balance' in this case.

The long term use of the former school as a preferred use in this Housing Area is considered a major positive factor weighing in favour of the scheme and the provision of a further seven housing units overall would make a small but positive contribution to the city's housing supply at an acceptable density and would also contribute to the diversity of the housing stock in the area both of which amount to a public benefit.

Furthermore, given the push by Local Government for diverse, quality residential developments, the scheme is considered to fall within the overarching aims of the National Planning Policy Framework. The NPPF's presumption in favour of sustainable development supports the scheme as do those local policies which align with their counterparts within the NPPF.

The highways layout is considered acceptable and the proposed car parking is considered adequate given the highly sustainable location.

For the reasons described above, it is considered that it has been demonstrated that there are no significant adverse impacts as a consequence of this application being granted, and there will be a benefit to housing supply of granting permission for seven dwellings on the site.

Furthermore, it is considered that the relevant development policies that are most important for determining this application can still be afforded substantial weight as they accord with the corresponding sections within the NPPF.

It is considered that the proposals will result in less than substantial harm to the heritage asset (Conservation Area) and as such any such harm needs to be weighed against the public benefits which in this case include additional housing provision,

the effective and long term use of the building and the economic benefits of construction/refurbishment

When applying the 'tilted balance' to this application the positive factors represented by the scheme are considered to outweigh any marginal harm to the Conservation Area and any minor shortfalls in technical requirements for separation distance to neighbouring dwellings.

In conclusion, given the above it is therefore felt that, the scheme meets the relevant requirements of the NPPF and UDP policies BE1, BE5, BE9, BE15, BE16, and H14, and Core Strategy policies CS23, CS24, CS26 and CS74.

Overall, the proposals are considered acceptable and in accordance with the intention of the quoted policies. It is therefore recommended that planning permission be granted subject to appropriate conditions.

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|------------------|---|
| Case Number | 20/01480/OUT |
| Application Type | Outline Planning Application |
| Proposal | Demolition of dwelling and erection of 5 detached dwellings and provision of associated access (Outline application - Appearance, Landscaping and Scale - Matters Reserved) |
| Location | 218 Wortley Road High Green Sheffield S35 4LX |
| Date Received | 09/04/2020 |
| Team | West and North |
| Applicant/Agent | Mr Peter Dimberline |
| Recommendation | Grant Conditionally |

Time Limit for Commencement of Development

1. The development shall not be commenced unless and until full particulars and plans thereof shall have been submitted to the Local Planning Authority and planning approval in respect thereof including details of (a) Appearance, (b) Landscaping and (c) Scale (matters reserved by this permission) shall have been obtained from the Local Planning Authority.

Reason: Until full particulars and plans of the development (including details of the matters hereby reserved) are submitted to and approved by the Local Planning Authority they cannot agree to the development proceeding.

2. Application for approval in respect of any matter reserved by this permission must be made not later than the expiration of three years from the date of this decision.

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

3. The development shall be begun not later than whichever is the later of the following dates:- the expiration of two years from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the last such matter to be approved.

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

Approved/Refused Plan(s)

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

Proposed site plan ref: 2019/01/03 rev A.

Reason: In order to define the permission.

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

5. No development shall commence until full details of finished plot and floor levels have been submitted to and approved in writing by the Local Planning Authority, thereafter the development shall be carried out in accordance with the approved levels.

Reason: In the interest of the appropriate development of the site.

6. No development shall commence until a report has been submitted to and approved in writing by the Local Planning Authority, identifying how a minimum of 10% of the predicted energy needs of the completed development will be obtained from decentralised and renewable or low carbon energy, or an alternative fabric first approach to offset an equivalent amount of energy. Any agreed renewable or low carbon energy equipment, connection to decentralised or low carbon energy sources, or agreed measures to achieve the alternative fabric first approach, shall have been installed/incorporated before any part of the development is occupied, and a report shall have been submitted to and approved in writing by the Local Planning Authority to demonstrate that the agreed measures have been installed/incorporated prior to occupation. Thereafter the agreed equipment, connection or measures shall be retained in use and maintained for the lifetime of the development.

Reason: In order to ensure that new development makes energy savings in the interests of mitigating the effects of climate change and given that such works could be one of the first elements of site infrastructure that must be installed it is essential that this condition is complied with before the development commences.

7. No development shall commence until full details of the proposed surface water drainage design, including calculations and appropriate model results, have been submitted to and approved by the Local Planning Authority. This shall include the arrangements and details for surface water infrastructure management for the life time of the development.

The scheme should be achieved by sustainable drainage methods whereby the management of water quantity and quality are provided. If discharge to public sewer is proposed, the information shall include, but not be exclusive to:-

- a) evidence to demonstrate that surface water disposal via infiltration or watercourse are not reasonably practical;
- b) evidence of existing positive drainage to public sewer and the current points of connection; and

c) the means of restricting the discharge to public sewer to the existing rate less a minimum 30% reduction, based on the existing peak discharge rate during a 1 in 1 year storm event, to allow for climate change.

The scheme shall detail phasing of the development and phasing of drainage provision, where appropriate.

The surface water drainage scheme and its management shall be implemented in accordance with the approved details. No part of a phase of the development shall be brought into use until the drainage works approved for that part have been completed.

Reason: In the interests of sustainable development and given that drainage works are one of the first elements of site infrastructure that must be installed it is essential that this condition is complied with before the development commences in order to ensure that the proposed drainage system will be fit for purpose.

8. No development shall commence until full details of measures to protect the trees shown to be retained on Dwg No: 2019/01/03 Rev A, 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.

Reason: In the interests of protecting the identified trees on site. It is essential that this condition is complied with before any other works on site commence given that damage to trees is irreversible,

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

9. The development shall not be used unless all redundant accesses have been permanently stopped up and reinstated to kerb and footway, and any associated changes to adjacent waiting restrictions that are considered necessary by the Local Highway Authority including any Traffic Regulation Orders are implemented. The means of vehicular access shall be restricted solely to those access points indicated in the approved plans.

Reason: In the interests of highway safety and the amenities of the locality it is essential for these works to have been carried out before the use commences.

10. 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.

Reason: In the interests of highway safety and the amenities of the locality it is essential for these works to have been carried out before the use commences.

11. No above ground works shall commence until the highways improvements (which expression shall include traffic control, pedestrian and cycle safety measures) 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.

Highways Improvements:

Repositioning and widening of the site access from Wortley Road including any works necessary to relocate street lighting columns.

Reason: 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, and in the interests of protecting the free and safe flow of traffic on the public highway.

12. 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.

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

13. The development shall not be used unless 2.0 metres x 2.0 metres vehicle/pedestrian intervisibility splays have been provided on both sides of the means of access such that there is no obstruction to visibility greater than 600 mm above the level of the adjacent footway and such splays shall thereafter be retained.

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

14. Each dwelling shall be provided with a minimum of two off street parking spaces. These parking spaces shall have been provided prior to the occupation of the development and thereafter such car parking accommodation shall be retained for the sole purpose intended.

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

Other Compliance Conditions

15. Where access driveways give both vehicular and pedestrian access to a dwelling, the driveway shall be at least 3.2 metres in width.

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

16. The gradient of shared pedestrian/vehicular access shall not exceed 1:12.

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

17. Unless otherwise indicated on the approved plans no tree, shrub or hedge shall be removed or pruned without the prior written approval of the Local Planning Authority.

Reason: In the interests of the visual amenities of the locality.

18. The site shall be developed with separate systems of drainage for foul and surface water on and off site.

Reason: In the interest of satisfactory and sustainable drainage.

Attention is Drawn to the Following Directives:

1. The Local Planning Authority has dealt with the planning application in a positive and proactive manner and sought solutions to problems where necessary in accordance with the requirements of the National Planning Policy Framework.
2. You are advised that this development is liable for the Community Infrastructure Levy (CIL) charge. A liability notice will be sent to you shortly informing you of the CIL charge payable and the next steps in the process.

Please note: You must not start work until you have submitted and had acknowledged a CIL Form 6: Commencement Notice. Failure to do this will result in surcharges and penalties.

3. The applicant is advised that noise and vibration from demolition and construction sites can be controlled by Sheffield City Council under Section 60 of the Control of Pollution Act 1974. As a general rule, where residential occupiers are likely to be affected, it is expected that noisy works of demolition and construction will be carried out during normal working hours, i.e. 0800 to 1800 hours Monday to Friday, and 0800 to 1300 hours on Saturdays with no working on Sundays or Public Holidays. Further advice, including a copy of the Council's Code of Practice for Minimising Nuisance from Construction and Demolition Sites is available from the Environmental Protection Service, Howden House, Union Street, Sheffield, S1 2SH, tel. 0114 2734651.
4. Before commencement of the development, and upon completion, you will be required to carry out a dilapidation survey of the highways adjoining the site with the Highway Authority. Any deterioration in the condition of the highway attributable to the construction works will need to be rectified.

To arrange the dilapidation survey, you should contact:

Highway Co-Ordination

Telephone: 0114 273 6677

Email: highways@sheffield.gov.uk

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 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.

6. It is noted that your planning application involves the construction or alteration of an access crossing to a highway maintained at public expense.

This planning permission DOES NOT automatically permit the layout or construction of the access crossing in question, this being a matter which is covered by Section 184 of the Highways Act 1980. You should apply for permission, quoting your planning permission reference number, by contacting:

Ms D Jones
Highways Development Management
Highways Maintenance Division
Howden House, 1 Union Street
Sheffield
S1 2SH

Tel: (0114) 273 6136
Email: dawn.jones@sheffield.gov.uk

7. 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

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.

Where the notice is required as part of S278 or S38 works, the notice will be submitted by Highways Development Management.

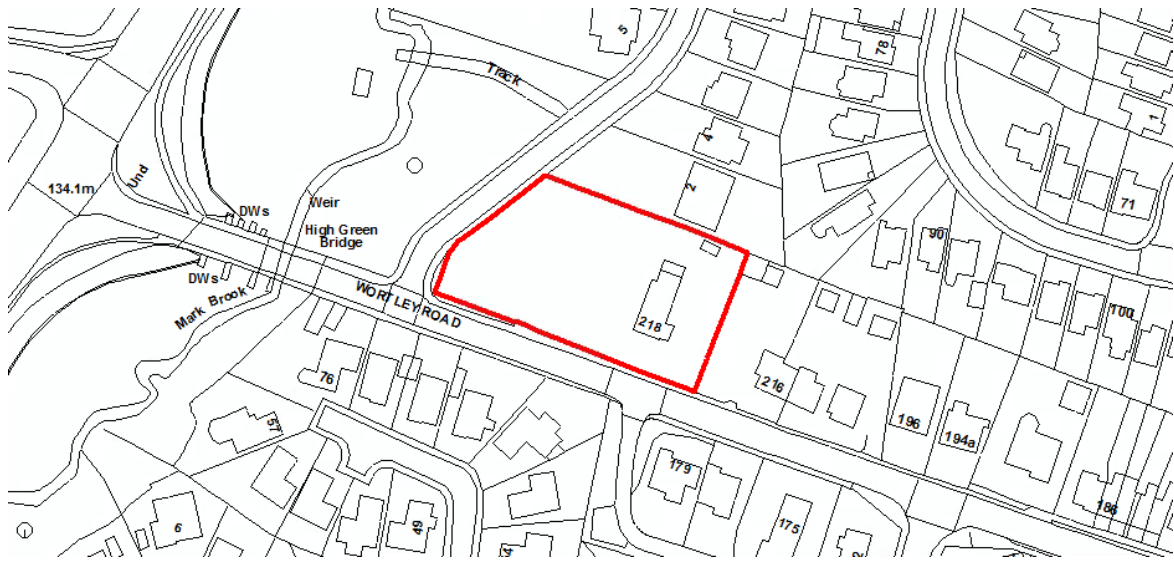
8. As the proposed development abuts the public highway you are advised to contact the Highways Co-ordination Group prior to commencing works:

Telephone: 0114 273 6677

Email: highways@sheffield.gov.uk

They 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.

Site Location



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LOCATION AND PROPOSAL

The application site is located on the corner of Wortley Road and Farlow Croft at High Green. The site is approximately 0.29 hectares and is occupied by a detached bungalow and enclosed on all sides by mature landscaping.

The Unitary Development Plan (UDP) proposals map indicates that the site is in an allocated Housing Area. To the north, south and east are residential properties. To the west, across Farlow Croft is an area of woodland which screens the site from the A61.

Outline planning permission is sought to demolish the existing bungalow and to erect 5 detached dwelling houses. Matters of access and layout are to be considered at this outline stage. Scale, appearance and landscaping are reserved for subsequent approval.

PLANNING HISTORY

19/01122/OUT - Demolition of dwelling and erection of 5 detached dwellings and provision of associated access (Outline application - Appearance, Landscaping and Scale - Matters Reserved) – withdrawn.

11/03556/OUT - Erection of 3 detached dwellinghouses – refused.

SUMMARY REPRESENTATIONS

15 representations have been received, all in objection to the scheme. The issues raised are summarised as follows:

- Inadequate consultation as a site notice was not displayed.
- The applicant has not engaged with the local community.
- Overdevelopment of site.
- Increased site traffic during the construction and operational phases of the development causes highways safety issues. There are records of multiple accidents at the junction of the A61 and Wortley Road.
- Insufficient parking for residents and visitors.
- Plots 1 to 3 could create a secondary access off Farlow Croft which would be dangerous, as would visitor parking on Wortley Road and Farlow Croft.
- The access road is incapable of accommodating service and emergency service vehicles.
- Increase in noise and disturbance during the construction period.
- Safety concerns with construction traffic which could impact the operation of the A61 at busy times.
- Yellow lines in Farlow Croft at the junction of Wortley Road would improve safety.

- Subsidence issues on Farlow Croft would be exasperated by construction traffic and ground works.
- There has been a previous refusal for 3 dwellings on this site (accessed from Farlow Croft). Council officers have also advised that the previous application resulted in an overdevelopment of the site.
- The development does not reflect the character of the area and is located forward of the building line of properties on Farlow Croft contrary to the guidance in the South Yorkshire Residential design Guide (SYRDG).
- The scale of the buildings is excessive.
- Ancillary buildings within the curtilage of the properties would affect the visual amenities of the locality.
- The local economy would not be supported by the development as indicated by the applicant.
- Restrictive covenants are in place regarding the development of the site.
- Other brownfield sites are available that could be developed first.
- Drainage capacity concerns and flooding issues.
- The height and position of plots 4 and 5 would result in overlooking.
- The development would be overbearing of neighbouring properties.
- The dwelling due to their size could be used as HMO's.
- The property has been constructed using Asbestos containing materials which pose health and safety concerns.
- The removal of trees and landscaping to the extent suggested would harm wildlife, including bats, birds, fox's, badgers, hedgehogs and a variety of other wildlife.

PLANNING ASSESSMENT

Policy Context

The National Planning Policy Framework (NPPF/Framework) sets out the Government's planning priorities for England and describes how these are expected to be applied. The key principle of the Framework is the pursuit of sustainable development, which involves seeking positive improvements to the quality of the built, natural and historic environment, as well as in people's quality of life. The following assessment will have due regard to these overarching principles.

The documents comprising of the Council's Development Plan (UDP and Core Strategy) date back some time and substantially pre date The Framework.

Paragraph 12 of the Framework does however make it clear that a presumption in favour of sustainable development does not change the status of the development plan as the starting point for decision making. Where a planning application conflicts with an up-to-date development plan, permission should not usually be granted.

The Framework (paragraph 213) also identifies that existing development plan policies should not simply be considered out-of-date because they were adopted or made prior to its publication. Weight should be given to relevant policies, according to their degree of consistency with the Framework. The closer a policy in the development plan is to the policies in the Framework, the greater the weight it may be given.

The assessment of this development also needs to be considered in light of paragraph 11 of the Framework, which states that for the purposes of decision making, where there are no relevant development plan policies, or where the policies which are most important for determining the application are out of date, planning permission should be granted unless:

- The application of policies in the Framework that protect areas or assets of particular importance provides a clear reason for refusing the proposed development, or
- Any adverse impacts of granting planning permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole.

This is referred to as the “tilted balance”.

In addition to the potential for a policy to be out of date by virtue of inconsistency with the Framework, paragraph 11 makes specific reference to applications involving housing. It states that where a Local Planning Authority cannot demonstrate a five year supply of deliverable housing sites with the appropriate buffer (which for SCC is 5%, pursuant to para 73 of the Framework) the policies which are most important for determining the application will automatically be considered to be out of date.

Set against this context, the development proposal is assessed against all relevant policies in the development plan and the Framework below.

Land Use

The site is in an allocated Housing Areas as defined in the UDP. Within these areas Policy H10 identifies housing (use class C3) as the preferred use of land. The principle of the development is therefore acceptable subject to the consideration of other relevant policies and material considerations.

Housing Land Supply

The Framework requires local authorities to identify a 5 year supply of specific 'deliverable' sites for housing. CS22 of the Core Strategy sets out Sheffield's housing targets until 2026; identifying that a 5 year supply of deliverable sites will be maintained. However as the Local Plan is now more than 5 years old, the Framework requires the calculation of the 5-year housing requirement to undertaken based on local housing need using the Government's standard method.

Sheffield has updated its housing land supply based on the revised assessment regime, and now has a 5.1 year supply of deliverable housing units in accordance with the requirements of the Framework. The government still however attaches significant weight to boosting the supply of new homes. An additional 5 dwellings would make a small, but positive contribution to the City's obligation to maintaining a 5 year supply of deliverable housing. This is attributed weight in the balance of this decision, particularly given how narrow the 5 year supply is.

Housing Density

Core Strategy Policy CS26 encourages making efficient use of land to deliver new homes at a density appropriate to the location depending on relative accessibility. The highest density of development is promoted in the most sustainable/accessible locations.

The policy is considered consistent with paragraph 122 of the Framework which promotes the efficient use of land subject to the consideration of a variety of factors including housing need, availability of infrastructure/sustainable travel modes, desirability of maintaining the areas prevailing character and setting, promoting regeneration and the importance of securing well designed and attractive places. The site is approx. 0.29 hectares and the 5 dwellings proposed represent a density of approximately 18 dwellings per hectare. This is reflective of the density and suburban pattern of development in the locality. The scheme is therefore considered to be acceptable from a density perspective.

Brownfield/Greenfield issues

The section of the site that accommodates the existing dwelling is classed as brownfield land. Garden areas of dwellings are however excluded from the definition of previously developed (brownfield) land, contained in Annex 2 of the Framework. As such the corresponding part of the site would be classed as greenfield land.

Core Strategy Policy CS24 identifies that no more than 12% of dwelling completions will be on Greenfield sites between 2004/05 and 2025/26. It goes on to say that, in the period to 2025/26, housing on Greenfield sites should also only be developed in certain circumstances, including on small sites in urban areas or larger villages where it can be justified on sustainability grounds, and on sustainably located larger sites within or adjoining urban areas provided annual monitoring shows that there is less than a five year supply of deliverable sites.

Completions of properties on Greenfield sites have not reached the 12% stated in CS24 and are closer to 5%. Moreover, the development is considered to be on a sustainably located small site which makes efficient use of land and does not harm the character of the area.

Unlike CS24, which stipulates a proportionate prioritisation of brownfield land, the Framework actively promotes the reuse of Brownfield or previously developed land but does not specifically advocate a 'brownfield first' approach. Given this, policy CS24 carries reduced weight.

Nevertheless, the proposals are considered to comply with both CS24 and the Framework, which places great emphasis on boosting the supply of homes.

Design

Chapter 12 of the Framework is concerned with achieving well-designed places and paragraph 124 identifies that good design is a key aspect of sustainable development.

Paragraph 127 of the Framework which is concerned with design sets out a series of expectations including ensuring that developments add to the quality of the area:

- are visually attractive as a result of good architecture, layout and landscaping;
- are sympathetic to the local character and surrounding built environment;
- establish and maintain a strong sense of place;
- optimise the potential of a site and create places that are safe, inclusive and accessible.

Policies CS74 of the CS and UDP policies BE5, H14 and H15 all seek to secure high quality developments which are of an appropriate scale and which enhance the character and appearance of the area. These policies are reflective of the aims of the Framework are considered to carry substantial weight.

The application is supported by a comprehensive set of plans which show the proposed layout of and access into the site, which are the only matters to be considered in detail as part of this outline application.

Details of the scale, appearance and landscaping of the site, which are reserved for subsequent approval are shown indicatively.

The site is located on a corner and despite it being elevated above the road, its prominence is reduced by the mature trees within and adjoining the site which screen it from the road, particularly when approaching from the west (along the A61).

The existing site access from Wortley Road will be modified to serve 5 detached dwellings via a private drive. The plans illustrate that the dwellings will back on to Farlow Croft and the boundary of No. 216 Wortley Road to the east.

It is not necessary (or possible) for the dwellings to directly front Wortley Road due to the change in level between the site and the road. The retention of the existing boundary walls and mature landscaping is considered more important in this instance as they contribute to the appearance of the street scene.

The adjacent dwelling No. 2 Farlow Croft is set well back from the road and as such plots 1, 2 and 3 are located forward of its front elevation. This is not considered to significantly harm the appearance of the street scene as the

proposed dwellings will largely be read in the context of Wortley Road and are screened from Farlow Croft by mature boundary treatment.

The layout is considered to be logical taking account of the site constraints and surrounding context.

The proposed dwellings are indicatively shown to be split level and cut into the site with accommodation in the roofspace. This approach reduces the overall scale of the dwellings and is an appropriate response to the sites sloping topography, which falls from east to west.

Indicatively the external appearance of the dwellings is modern and well considered. Further consideration of the external appearance of the dwellings is reserved for subsequent approval.

The application is accompanied by a tree survey. The site comprises of a well maintained domestic garden, containing hard surfaces, lawned areas, trees and other plants and shrubbery. The site is not covered by any statutory ecological designations or tree preservation orders (TPOs). The woodland to the west (outside the site) is protected by TPO and forms part of the Westwood Local Wildlife Site. It is unaffected by the scheme as it is located outside the site boundary on the opposite side of Farlow Croft.

The majority of the perimeter landscaping is to be retained. Dwellings have been positioned to avoid root protection areas and reduce the need to remove trees and hedging in the future for amenity reasons.

There are a variety of dwellings and smaller housing developments of different character in the locality. A small self contained development such as this is not considered to appear out of place.

The proposed layout and access to the site is considered acceptable from a design perspective. The external appearance, scale and landscaping of the site will be considered in detail as part of a reserved matters application.

Amenity

Paragraph 127(f) of the Framework identifies that development should create places with a high standard of amenity for existing and future users. Development should also be appropriate for its location taking account of the effects of pollution on health and living conditions, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development (paragraph 180).

Policies H14 (Conditions on Development in Housing Areas) and H15 (Design of New Housing Developments) are considered to align with the Framework as they expect new housing developments to provide good quality living accommodation to ensure that basic standards of daylight, privacy, security and outlook are met for existing and future residents. These local policies are therefore afforded weight.

The site is large enough to accommodate the proposed development without detrimentally affecting the amenities of adjoining properties. The submitted plans show this to be achievable.

There is a change in level across the site, however dwellings step down to reduce their overall scale and are orientated and positioned to prevent any harmful overlooking, overbearing or overshadowing from occurring.

Each of the proposed dwellings can be afforded a suitable private garden area. Suitable outlook and natural light will be available to ensure acceptable living conditions for future residents.

Vehicle movements associated with the development are not considered to give rise to any significant noise and disturbance due to the limited size of the development.

The proposal is acceptable from an amenity perspective.

Highways

The Framework (paragraphs 102 to 111) promotes sustainable transport. Paragraph 108 specifically requires that when assessing applications for development it should be ensured that a) appropriate opportunities have been taken up to promote sustainable transport modes given the type of development and the location, b) safe and suitable access to the site can be achieved for all users and c) any significant impacts from the development on the transport network or highway safety can be cost effectively mitigated.

Policy CS51 'Transport Priorities' within the CS sets out six strategic transport priorities for Sheffield and CS53 'Management of Demand for Travel' identifies a variety of ways in which increased demand for travel will be managed across the City. Policies H14 and H15 of the UDP, which are primarily concerned with housing development, expect it to be adequately served by transport facilities, provide safe access, appropriate parking and to not endanger pedestrians. It is considered that the aims and objectives of these local plan policies reflect those of the Framework and can be considered to have substantial weight in this context.

The site is in an established residential neighbourhood. There is a bus stop within 50 metres of the application site which facilitates access to Chapeltown (where rail services are available), Wath Upon Dearne and Sheffield City Centre. Some local shopping facilities are located approximately 300 metres to the west on Wortley Road. The development is considered to be sustainably located.

The Framework is clear that development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impact on the road network would be severe (paragraph 109).

The existing site access is located centrally within the Wortley Road frontage. Vehicle speeds are limited to 30 mph on this stretch of the road and there is good visibility to the east and west. To accommodate the development the site access is to be repositioned a few metres to the east and widened so that two vehicles can pass each other. The access is far enough away from the junction with Farlow Croft and the private drive on the opposite side of Wortley Road to prevent any conflict with existing turning movements.

The small amount of traffic generated by this development can be accommodated on the adjoining highways without affecting the safe and efficient operation of the network.

Each of the dwellings proposed are shown indicatively to have between 2 and 4 off street parking spaces (including garages). No specific visitor parking is proposed however visitors could readily be accommodated within the plots or on the private drive without affecting access to the proposed dwellings.

A bin storage area is located adjacent to the site access so a refuse vehicle can service the site from Wortley Road.

Taking account of paragraphs 108 and 109 of the Framework and relevant local policies the development is considered acceptable from a highways perspective.

Sustainability

Chapter 14 of the Framework deals with the challenges of climate change and identifies the planning system as playing a key role in reducing greenhouse gas emissions and supporting renewable and low carbon energy. Paragraph 153 of the Framework makes it clear that new development should comply with local requirements for decentralised energy supply unless it is not feasible and viable, and that buildings are designed to minimise energy consumption.

The Climate Change and Design Supplementary Planning Document and Practice Guide 2011 supports Policy CS63 of the Core Strategy which sets out the overarching approach to reducing the city's impact on climate change which includes prioritising sustainably located development well served by public transport, development of previously developed land and the adoption of sustainable drainage systems.

Policy CS64 of the Core Strategy seeks to ensure that new buildings are designed to reduce emissions of greenhouse gases through high standards of energy efficient design. Policy CS65 promotes renewable energy and carbon reduction and requires developments to provide a minimum of 10% of their predicted energy needs from decentralised and renewable or low carbon energy. An equivalent reduction in energy demands via a fabric first approach is now also accepted.

These local policies are considered to robustly align with the Framework and are afforded substantial weight.

For the reasons identified in the highways section of this report the site is considered to be sustainably located. As this is an outline application the applicant has not provided any detailed information on how they intend to comply with requirements of CS65. Details will therefore be secured by condition.

The development is considered acceptable from a sustainability perspective.

Drainage and Flooding

Core Strategy Policy CS 67 (Flood Risk Management) seeks to reduce the extent and impact of flooding and requires the use of Sustainable Drainage Systems or sustainable drainage techniques, where feasible and practicable.

Policy CS 63 (Responses to Climate Change) also promotes the adoption of sustainable drainage systems (SuDS).

The Framework seeks to ensure that areas at little or no risk of flooding are developed (Flood Zone 1) in preference to areas at higher risk (Flood Zones 2 & 3) it also seeks to reduce the effects of flooding through the use of sustainable drainage systems. CS 63 and 67 are considered compatible with the Framework in terms of reducing the impacts of flooding and therefore retains substantial weight.

The site is in Flood Zone 1 (the lowest risk of flooding) as such the management of surface water is the primary consideration. Yorkshire water has no objection to the scheme subject to conditions requiring the discharge of surface water to be reduced and managed sustainably where possible. There is a watercourse to the west of the site that could potentially take surface water discharge from the site. Further investigation is however required and a full drainage design will be provided as part of a reserved matters or conditions application.

Subject to appropriate drainage details being secured by condition, the proposal is considered acceptable from a drainage perspective.

Community Infrastructure Levy (CIL)

Sheffield has an adopted Community Infrastructure Charging schedule. The site falls within CIL Charging Zone 3. Within this zone there is a CIL charge of £30 per square metre, plus an additional charge associated with the national All-in Tender Price Index for the calendar year in which planning permission is granted, in accordance with Schedule 1 of The Community Infrastructure Levy Regulations 2010.

Affordable Housing.

Schemes of less than 15 dwellings are not required to provide or make any contribution towards the provision of affordable housing.

RESPONSE TO REPRESENTATIONS

It is considered that the development can be accommodated without harming the amenities of the adjoining properties, highway safety or the character of the area.

Those neighbours directly affected by the development were informed by letter. It was not considered necessary to erect site notices in this case. Property covenants are private matters.

The applicant will need to ensure that traffic and parking is managed appropriately during the construction period.

The impacts of the development do not necessitate the requirement to provide double yellow lines on Farlow Croft.

Any damage to the public highway as a result of ground works and construction traffic will need to be rectified by the developer. A dilapidation survey of the adjoining roads will need to be coordinated with the Council's Highways Section prior to the commencement of development. A directive will be added accordingly. Controls over the disposal of asbestos are covered by separate legislation. The application is for dwellings (use class C3). There is no evidence to suggest that the houses would be used as a HMO.

Details of scale, external appearance and landscaping are reserved for subsequent approval and are not considered any further as part of this outline application. Emergency service and refuse collection vehicles can service the site from Wortley Road.

All other issues are covered in the main body of the report.

SUMMARY AND CONCLUSION

This application seeks outline planning permission to demolish an existing bungalow and erect 5 detached dwellings houses. Matter of access and layout only are to be considered as part of this application. The external appearance, scale and landscaping of the site are reserved for subsequent approval.

Any development within the existing garden area will not be on previously developed land, but is on a sustainably located small site in the urban area as allowed by policy CS24. Moreover, completions of properties on Greenfield sites have not reached the 12% stated in CS24 and are closer to 5%.

The area contains various housing developments of differing age and character. The site is capable of accommodating a small self contained development such as this, without negatively affecting the character and appearance of the area. The mature boundary treatment which screens the site from the road and contributes to the appearance of the street scene will be retained. The amenity and living conditions of future residents and existing residents adjoining the site will remain satisfactory.

The adjoining highways are capable of accommodating the moderate increase in vehicle movements generated by the development without detriment to highway safety. Appropriate parking can be provided for residents.

It is considered that the most important local policies in the determination of this application, which in this case revolve around housing land supply, highway related impacts, design, amenity and landscape impacts, do, when considered as a collection, align with the Framework. As such section d) of paragraph 11 is not applied in this instance.

It is recommended that outline planning permission is granted conditionally.

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SHEFFIELD CITY COUNCIL Planning & Highways Committee

Report of: Director of City Growth Department

Date: 6 October 2020

Subject: RECORD OF PLANNING APPEALS
SUBMISSIONS & DECISIONS

Author of Report: Marie Robinson 0114 2734218

Summary:

List of all newly submitted planning appeals and decisions received, together with a brief summary of the Inspector's reason for the decision

Reasons for Recommendations

Recommendations:

To Note

Background Papers:

Category of Report: OPEN

DEVELOPMENT SERVICES

REPORT TO PLANNING & HIGHWAYS COMMITTEE 6 October 2020

1.0 RECORD OF PLANNING APPEALS SUBMISSIONS AND DECISIONS

This report provides a schedule of all newly submitted planning appeals and decisions received, together with a brief summary of the Secretary of State's reasons for the decisions.

2.0 NEW APPEALS RECEIVED

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| <p>(i) An appeal has been submitted to the Secretary of State against the delegated decision of the City Council to refuse planning permission for erection of 2no. dwellinghouses with associated parking at site of land between 94 & 98 Wheel Lane Grenoside Sheffield S35 8RN (Case No 19/03073/FUL)</p> |
| <p>(ii) An appeal has been submitted to the Secretary of State against the delegated decision of the City Council to refuse planning permission for replacement timber windows to the front and side elevations of the dwellinghouse, erection of a rear conservatory to main dwellinghouse, alterations and extensions to coach house to form self-contained ancillary living accommodation with garage and 2 front dormer windows and provision of new gates to existing pedestrian and vehicular entrances at 44 Ashland Road Sheffield S7 1RJ (Case No 19/04071/FUL)</p> |
| <p>(iii) An appeal has been submitted to the Secretary of State against the delegated decision of the City Council to refuse planning permission for erection of 20.0m high monopole and associated equipment cabinets to replace existing 17.0m high monopole and associated equipment cabinets at St Aidan's Drive And St Aidan's Road Sheffield S2 2NH (Case No 19/04395/FULTEL)</p> |
| <p>(iv) An appeal has been submitted to the Secretary of State against the delegated decision of the City Council to refuse planning permission for erection of a single-storey front/side extension and erection of a rear dormer to dwellinghouse at 9 Hollow Gate Sheffield S35 1TZ (Case No 20/01244/FUL)</p> |
| <p>(v) An appeal has been submitted to the Secretary of State against the delegated decision of the City Council to refuse planning permission for provision of rear timber fence and gate to storage area and provision of decking with timber balustrade, ramp and handrail to rear yard area at Sport Shack 706 Chesterfield Road Sheffield S8 0SD (Case No 20/00994/FUL)</p> |

(vi) An appeal has been submitted to the Secretary of State against the delegated decision of the City Council to refuse planning permission for use of residential accommodation (Use Class C3- dwellinghouses) as a HMO - (Sui-Generis), replacement windows and doors, provision of new means of vehicular access with off-street car parking accommodation and removal of a tree at 35 Glen Road Sheffield S7 1RA (Case No 20/00667/FUL)

(vii) An appeal has been submitted to the Secretary of State against the delegated decision of the City Council to refuse planning permission for continuation of use of land for the purpose of storage (Use Class B8 - Storage or Distribution) (Application under Section 191) at land adjacent to the former Bell Hagg Public House Manchester Road Crosspool Sheffield S10 5PX (Case No 19/03033/LU1)

(viii) An appeal has been submitted to the Secretary of State against the delegated decision of the City Council to refuse planning permission for Removal of a 11.70m high monopole and associated equipment cabinets and erection of 20m high monopole with associated equipment cabinets at Telecommunications Mast Adjacent Pavilion Angram Bank Recreation Ground Foster Way Sheffield S35 4GE (Case No 19/03872/FULTEL)

3.0 APPEALS DECISIONS – DISMISSED

(i) To report that an appeal against the delegated decision of the Council to refuse planning permission for erection of two-storey rear extension to dwellinghouse at Azaan House 18 Fentonville Street Sheffield S11 8BB (Case No 19/04599/FUL) has been dismissed.

Officer Comment:-

The Inspector identified the main issues as being the effect of the development on the character of the area and the living conditions of the existing and neighbouring occupiers.

He felt the two storey flat roofed extension would not be sympathetic to the original form of the dwelling or the surrounding area and would be highly visible from Fentonville Street. This negative impact would be exacerbated by its scale. He concluded it would adversely impact on the street scene and the host dwelling.

In respect of living conditions the extension would leave only 15 sqm of private external amenity space, well below the Council's guidelines leading to poor living conditions for the dwelling's occupants.

In addition he felt that the extension would unreasonably overshadow the neighbouring occupants (21 Croydon Street) creating an unacceptable and overbearing impact.

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| <p>He noted the appellant's desire to increase the size of the property to accommodate additional family members but explained personal circumstances rarely outweigh material planning concerns as the impact remains long after the circumstances no longer apply.</p> <p>He dismissed the appeal citing conflict with policies H14 of the UDP, SPG guidelines and para 127 of the NPPF.</p> |
| <p>(ii) To report that an appeal against the delegated decision of the Council to refuse planning permission for removal of existing 14.7m monopole and erection of 20.0m Phase 7 monopole with associated equipment cabinets at land adjacent Berkeley Precinct 451 Ecclesall Road Sheffield S11 8PN (Case No 19/02956/FULTEL) has been dismissed.</p> |
| <p>Officer Comment:-</p> <p>The Inspector identified the main issues as being the impact on the character and appearance of the area, and upon an identified community facility.</p> <p>In terms of character and appearance, the relatively low rise, open nature of this section of Ecclesall Road was noted.</p> <p>He noted also the 20m mast would replace an existing mast of 14.5m but would be a considerably taller, wider and bulkier feature. He therefore agreed with officers that this, along with associated cabinets would be a prominent and obtrusive feature in the street scene contrary to policy BE14, CS74 and para 113 of the NPPF.</p> <p>The community facility was noted as being an area of hardstanding used by the public for occasional displays. However the inspector concluded there was no evidence it was maintained for public use, and did not agree with officers that this was a basis for resisting the proposal.</p> <p>The Inspector noted the benefits of enhanced 5G provision but did not feel sufficient evidence had been provided of the need for the facility in this location.</p> <p>In concluding the Inspector considered the harm outweighed the benefits of the enhanced 5G provision and dismissed the appeal.</p> |
| <p>(iii) To report that an appeal against the delegated decision of the Council to refuse planning permission for Retention of erection of boundary fence at 126 Sandford Grove Road Sheffield S7 1RT (Case No 20/01098/FUL) has been dismissed.</p> |
| <p>Officer Comment:-</p> <p>The Inspector identified the main issue as being the effect of the fence on the character and appearance of the area.</p> |

The fence (already erected) was noted to stand up to 3m above footpath level owing to the topography of the area, and was noted as being in significant contrast to neighbouring lower boundary treatments.

The Inspector agreed with officers that the fence represented a prominent and incongruous feature in the street scene in conflict with policies BE5, H14, SPG guidelines 1 and 2 and para 127 of the NPPF.

He noted the appellants reference to a need to provide security and a history of vandalism at the property but these did not outweigh the harm and he dismissed the appeal.

4.0 APPEALS DECISIONS – ALLOWED

(i) To report that an appeal against the committee decision of the Council to refuse planning permission for erection of two-storey side extension, single-storey front extension and stepped access to rear of dwellinghouse at 40 Dobcroft Avenue Sheffield S7 2LX (Case No 20/00376/FUL) has been allowed.

Officer Comment:-

The Inspector identified the main issue as being the effect of the development upon the character and appearance of the host dwelling and the street scene.

He noted the two storey extension would contain a hipped roof, and be built flush with the front of the existing dwelling. He also noted it would be built up to the common boundary between the application site and no.42 Dobcroft Road where a very similar extension is being constructed, such that there would be a gap of only a few centimetres.

When viewed from an angle he accepted officers view that the properties would read as a terrace of 4 properties but felt that on front elevation the 'v' shape created by the roof form would be visible and reduce the terrace effect.

He accepted the Council's view that along Dobcroft Avenue a number of situations arise where a terrace has been created with flush, full width two storey extensions, however he considered this was so evident that it represented the norm and that other set back extensions disrupted this rhythm. He did not therefore find conflict with SPG guidance or policies BE5 and H14 of the UDP or para 127 of the NPPF and allowed the appeal.

5.0 CIL APPEALS DECISIONS

Nothing to report

6.0 ENFORCEMENT APPEALS NEW

Nothing to report

7.0 ENFORCEMENT APPEALS DISMISSED

Nothing to report

8.0 ENFORCEMENT APPEALS ALLOWED

Nothing to report

9.0 RECOMMENDATIONS

That the report be noted.

Colin Walker
Interim Head of Planning

6 October 2020