

SHEFFIELD CITY COUNCIL

Report Of The Head Of Planning  
To the Planning and Highways Committee  
Date Of Meeting:

LIST OF PLANNING APPLICATIONS FOR DECISION OR INFORMATION

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

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Case Number	15/02089/FUL
Application Type	Full Planning Application
Proposal	Erection of a two storey outbuilding to the rear of the dwelling house
Location	144 The Common, Sheffield, S35 9WN
Date Received	08/06/2015
Team	West and North
Applicant/Agent	Mr S Marshall
Recommendation	Refuse

Refuse for the following reason(s):

- 1 The Local Planning Authority considers that the design of the outbuilding, by reason of its prominence and massing would be out of character with the built form of the local area. It would therefore be contrary to Policy CS74 of the Core Strategy and Policy H14 of the Unitary Development Plan.

Attention is Drawn to the Following Directives:

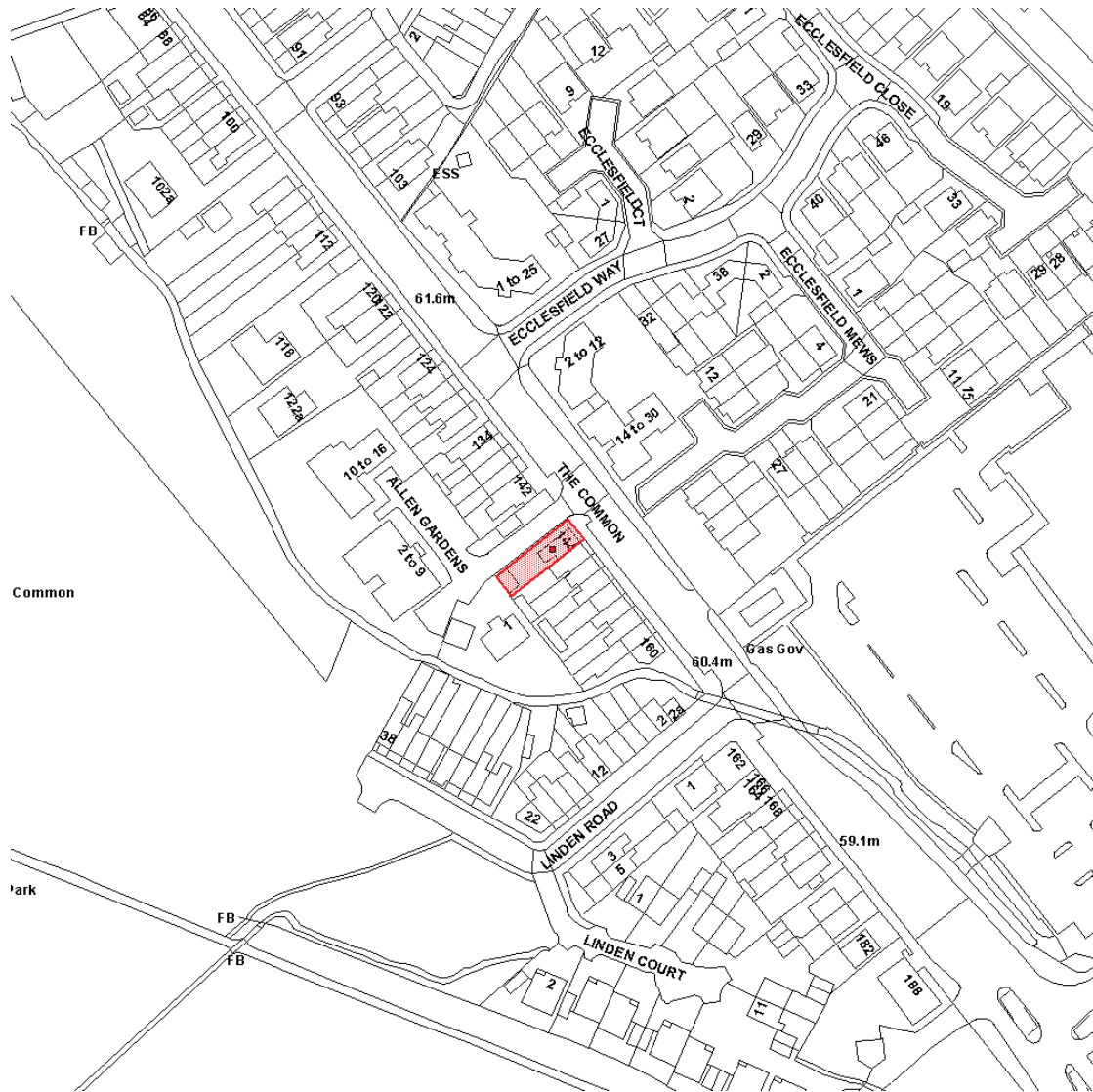
1. Despite the Local Planning Authority trying to negotiate in a positive and proactive manner during the life of the application the proposal has shown insufficient regard for policy requirement(s), so it has not been possible to reach an agreed solution.

2. The applicant is advised that this application has been refused for the reasons stated above and taking the following plans into account:

Elevations - received 9th June 2015

Plans - received 17th June 2015

Site Location



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## LOCATION AND PROPOSAL

The application relates to an end of terrace property on The Common. The property has a small front garden bounded by a stone wall and a larger rear garden. The property has a single storey extension to the side which also partly acts as a boundary to the site. A stone wall with trellising above offers boundary treatment to the rear garden area.

The surrounding area is residential in character with a number of stone terraced properties, some finished in render. Across the street there are some newer stone flats and dwellinghouses. To the rear of the dwellinghouse, there are some new build brick dwellings. There is also a hairdresser adjacent to the property across the Allen Gardens.

The application seeks retrospective planning permission for a two storey outbuilding to the rear of the dwellinghouse.

## RELEVANT PLANNING HISTORY

There is no planning history for this site.

## SUMMARY OF REPRESENTATIONS

Ecclesfield Parish Council has objected to the application on the grounds that it is out of character with neighbouring properties and it is overbearing in size.

## PLANNING ASSESSMENT

The property is located within a Housing Area, as identified by the Unitary Development Plan. Therefore, the following UDP policies are relevant to the application; BE5(c), H14(a) and H14(c). Also relevant to the application is Supplementary Planning Guidance (SPG) 'Designing House Extensions.

The Core Strategy further emphasises this, with policy CS74 'Design Principles' requiring development to respect and take advantage of unique design characteristics within the local Neighbourhood.

### Design Issues

Policy H14(a) states that in Housing Areas, development will be permitted provided that extensions are well designed and would be in scale and character with neighbouring buildings.

The dimensions of the building are as follows:

- 6.3 metres in length
- 3.4metres in width
- 4 metres to the ridge
- 3.6 metres to the eaves

- Sited 7.7 metres from the rear elevation of the existing dwellinghouse
- Sited 0.8 metres from the back boundary
- Sited 0.3 metres to boundary with 146 The Common
- Sited 0.5 metres to boundary with the road.

The outbuilding as proposed has been completed. It is a two-storey building which sits at the rear of the garden to 144 The Common. The building has been finished in matching render to the existing property. The roof is technically pitched, but visually is more representative of a flat roof. The pitch is considered a token effort to 'match' the surrounding pitched roofs.

The building is very prominent on the street and when viewed from The Common itself. Due to the first floor element, it sits approximately 2 metres above the boundary fence on either side. It is proposed to be ancillary to the dwellinghouse, however it appears larger than what is usually considered to attribute to ancillary accommodation within a curtilage area. It can be argued that with the building having two-storeys it can be seen as dwelling-like in form, albeit a small dwelling.

The main design issues are considered to be the form of the pitched roof, the eaves height and also the two-storey nature of the building.

It is considered the outbuilding is not in keeping with the local character or form of the local area, particularly given its prominence on the street scene.

#### Residential Amenity

Policy H14(c) states that in Housing Areas, development will be permitted provided 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.

Designing House Extensions SPG Guidelines 4-6 detail how the above policy is put into practice. These guidelines essentially require extensions to avoid overshadowing neighbouring property and maintain minimum levels of privacy.

Guideline 5 states that unreasonable overshadowing and over dominance of neighbouring dwellings should be avoided. It was a concern that the building would be overbearing to the property to the rear. The outbuilding backs onto a neighbouring front garden, but is set approximately 6 metres from that property. It can be argued the outbuilding offers greater privacy to this neighbour, as it prevents any potential overlooking from the existing dwellinghouse's rear windows.

Furthermore, there are a number of small trees in this neighbouring garden which partly screens the outbuilding; nevertheless it is still a prominent structure on the boundary line. The garden area mentioned is to the front of the neighbouring property and therefore it is considered this is not the main amenity space, given this neighbouring property also has a rear garden. Given the above points, it is not considered the outbuilding is overly overbearing to this neighbour, nor is it considered to overbear 142 The Common either.

Guideline 6 states that extensions should protect and maintain minimum levels of privacy. There are two windows to the first floor level of the outbuilding, which face towards the rear elevation of the existing house. Having viewed the building on site, It is not considered that the outbuilding would cause any considerable overlooking issues to the neighbouring property at no. 142 The Common given they face directly towards the rear elevation of 144 The Common. It should be noted that there is a potential to view into the neighbouring rear garden, but considering it is ancillary accommodation (playroom) and the angle it sits in relation to the boundary line, it is not considered this would allow for clear views into the neighbouring amenity space. As mentioned previously, the outbuilding gives further privacy to the neighbouring front garden to the rear of the application site.

## RESPONSE TO REPRESENTATIONS

Ecclesfield Parish Council has objected on the grounds that it is out of character with neighbouring properties and it is overbearing in size. These issues have been discussed within the contents of the report.

## ENFORCEMENT

It is recommended that authority be given to the Director of Development Services or Head of Planning to take all necessary steps, including enforcement action and the institution of legal proceedings, if necessary, to secure the removal of the unauthorised outbuilding.

## SUMMARY AND RECOMMENDATION

It is considered that the outbuilding does not accord with policy H14 (a) of the Unitary Development Plan nor policy CS74 of the Core Strategy due to the design issues mentioned above. Following the above, the application is recommended for refusal and appropriate enforcement action.

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Case Number	15/00252/FUL (Formerly PP-03898155)
Application Type	Full Planning Application
Proposal	Construction of petrol filling station, kiosk, jet wash facility and associated works
Location	ASDA, Handsworth Road, Sheffield, S13 9LR
Date Received	23/01/2015
Team	City Centre and East
Applicant/Agent	Drivers Jonas Deloitte (Leeds)
Recommendation	Grant Conditionally

Subject to:

**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:

(PA) 01 rev a site location plan  
(PA) 02 rev b existing store layout  
(PA) 03 rev C proposed store layout  
(PA) 04 rev c proposed PFS plan  
(PA) 05 rev A Proposed PFS site elevations  
(PA) 06 Proposed PFS forecourt section  
(PA) 07 rev A proposed kiosk and elevations  
(PA) 08 rev A jet wash  
(PA) 09 rev A lighting column/cctv  
Parking numbers plan received 10th July 2015

Reason: In order to define the permission.

### **Pre-Commencement Condition(s)**

3. No development shall commence until the actual or potential land contamination and ground gas contamination at the site shall have been investigated and a Phase 1 Preliminary Risk Assessment Report 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).

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.

4. 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 prior to the development being commenced. 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.

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

5. 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.

6. Prior to the use of the petrol filling station commencing all works detailed in Environmental Noise Survey and Petrol Filling Station Noise Assessment, ref: RF85025/NIA, dated: 11/11/14, prepared by: Noise Solutions Ltd, which form part of a scheme of works to protect the occupiers of nearby dwellings from noise, shall have been implemented and thereafter retained in accordance with the details submitted to and approved in writing by the Local Planning Authority.

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

7. 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 prior to the development being commenced. 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.

8. 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 development shall not be brought into use until the Validation Report has been approved in writing by the Local Planning Authority. The Validation Report shall be prepared in accordance with Contaminated Land Report CLR11 (Environment Agency 2004) and 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.

### **Other Compliance Conditions**

9. Plant and equipment shall be designed to ensure total plant noise levels (including any +5dB correction for tonality or impulsive noise) do not exceed the LA90 (5 minute) background noise level at any time, when measured at positions on the site boundary adjacent to any noise sensitive use.

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

10. The external PA system shall only be used in an emergency and shall only be played within the commercial use hereby permitted in such a way that noise breakout does not exceed the prevailing ambient noise level by more than 3dB when measured at the site boundary;
  - a) as a 15 minute LAeq, and;
  - b) at any one third octave band centre frequency as a 15 minute LZeq.

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

11. No deliveries to the building shall be carried out between the hours of 21:00 to 08:00 hours Monday to Saturday and 16:00 to 10:00 hours Sundays and Public Holidays.

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

12. No movement, sorting or removal of waste bottles, materials or other articles, nor movement of skips or bins shall be carried on outside the building within the site of the development between 21:00 hours and 08:00 hours Monday to Saturday and between 16:00 hours and 10:00 hours on Sundays and Public Holidays.

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

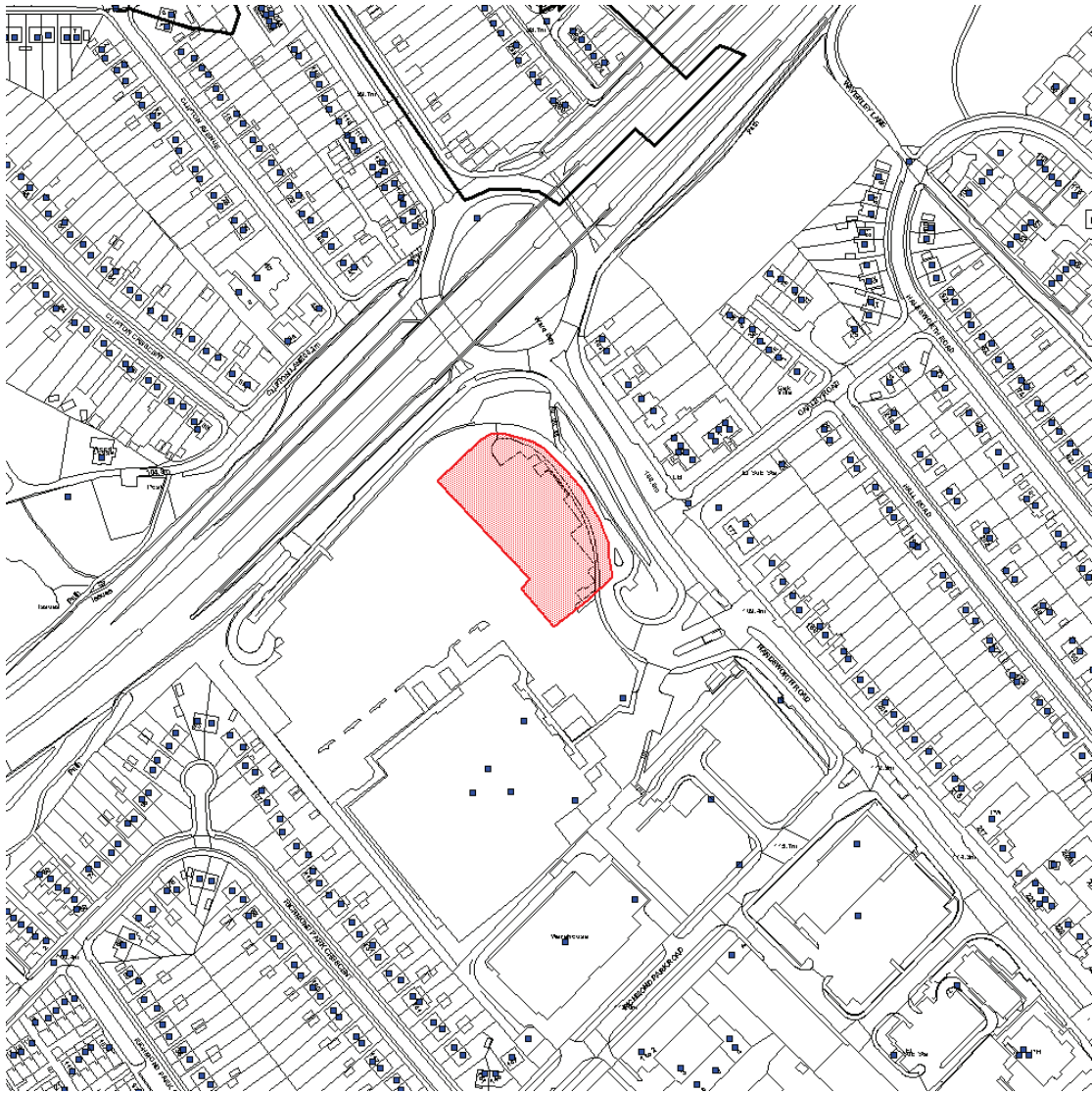
13. All development and associated remediation shall proceed in accordance with the recommendations of the approved Remediation Strategy. In the event that remediation is unable to proceed in accordance with the approved Remediation Strategy, or unexpected contamination is encountered at any stage of 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.

**Attention is Drawn to the Following Directives:**

1. The applicant should install any external lighting to the site to meet the guidance provided by the Institution of Lighting Professionals in their document "Guidance Notes for the Reduction of Obtrusive Light (GN01: 2011)". This is to prevent obtrusive light causing disamenity to neighbours. The Guidance Notes are available for download from the Institution of Lighting Professionals' website, or telephone (01788) 576492.
2. 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.

## Site Location



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## LOCATION AND PROPOSAL

The application site comprises of an Asda Supermarket, associated access and car parking. The site is located at the junction of Handsworth Road and the Sheffield Parkway.

Asda received planning permission in early 2014 to site a fully automated petrol filling station (PFS) on an adjacent but separate parcel of land in their ownership located on the corner of Handsworth Road and Richmond Park Road. Asda are now seeking an alternative solution to PFS provision within the existing store site.

This application seeks permission to erect a petrol filling station with kiosk and jet wash facility within the existing operational car park of the superstore adjacent to Handsworth Road.

Vehicular access to the site is currently gained from Handsworth Road via a signal controlled junction with a secondary access from the city bound slip road onto the Sheffield Parkway.

The application site is located in an allocated Fringe Industry and Business Area as defined in the Adopted Sheffield Unitary Development Plan.

The area surrounding the application site is mixed in character. The properties immediately opposite the site on Handsworth Road are primarily residential. Further to the south of the site on a higher plateau accessed from Richmond Park Road is a vacant parcel of land which has permission for an Asda PFS adjacent to which is a staff car park. The former Turner Business Park is located further along Richmond Park Road and accommodates an Aldi food store, a public house and a McDonald's drive thru restaurant.

## RELEVANT PLANNING HISTORY

10/04021/FUL – Reconfiguration of store car park, forecourt area and access road; creation of taxi lay-by; alterations to recycling area; provision of additional cycle parking and trolley bays, and associated works and landscaping – Granted Conditionally.

10/00273/FUL - Side extension, provision of additional mezzanine floorspace, alterations to car parking accommodation and associated works to supermarket - Withdrawn

07/04493/FUL - Extension to warehouse, erection of external stairway, erection of canopy, erection of single-storey extension to form home shopping pod, alterations to service yard, lengthening of existing pedestrian route and erection of boundary wall to service yard (In accordance with email dated 08.01.2008) – Granted Conditionally.

02/02805/LD2 - Installation of mezzanine floor (Application for Certificate of Lawfulness of Proposed Development) – Granted

On land adjacent to the superstore:-

13/04145/FUL - Erection of fully automated Petrol Filling Station (PFS) with jet wash facility and 12 additional staff parking spaces – Granted Conditionally.

#### SUMMARY OF REPRESENTATIONS

9 individual letters of representation have been received, 8 in objection and 1 in support. The issues raised are summarised as follows:

##### In objection

- Increase in traffic congestion in what is already a very busy area with existing traffic congestion issues.
- Increase in traffic pollution which is a health concern.
- Increase in light pollution and associated noise issues from the operation of the petrol station.
- Safety concerns from the tanks and petrol station being located in an elevated position which would be dangerous for the public, particularly given the proximity of the Sheffield Parkway.
- A number of applications have been made in the past for a petrol station.
- The petrol station will remove parking spaces which are already at a premium.
- No replacement parking is proposed.
- There are a number of other petrol stations in the area and another one is not needed.
- Increase in traffic will give rise to highways safety concerns as a number of people including school children cross the road in this area.
- Only 1 site notice was posted.
- The proposal will lead to an increase in litter which is already a problem associated with Asda.
- Safety concerns with the storage of such large quantity of fuel so close to residents.
- Inconsistencies between the Air Quality assessment and Transport assessment.

##### In support

- Asda are competitive of fuel prices which will drive down the price at other local petrol stations.
- The proposal will create a 24 hour convenience store and create several new job opportunities.

## PLANNING ASSESSMENT

### Policy Issues

Within the Unitary Development Plan the site is designated as a Fringe Industry and Business Area. The existing supermarket and car parking is an established use in the policy area.

Policy IB6 'Development in Fringe Industry and Business Areas' which identifies preferred, acceptable and unacceptable uses in the policy area identifies petrol filling stations as an acceptable use provided they are located on a Strategic Road. Handsworth Road is a Dual Carriageway which carries large volumes of traffic; however it is not identified in the UDP proposals map as a Strategic Road. As such in accordance with policy IB6 the proposed erection of a petrol filling station, which is a Sui generis use must be considered on its individual merits.

Petrol filling stations are often now considered integral parts of the retail offer of a large supermarket and as such there is not considered to be any objection in principle to accommodating a PFS alongside the existing operational supermarket subject to the consideration of highways, air quality, design and amenity issues.

### Design and Layout issues

Policy BE5 of the UDP relates to building design and siting and advises that good design and the use of good quality materials will be expected in all new developments. It seeks to achieve original architecture and a design on a human scale with varied materials that break down the overall mass of development. Policy CS74 of the SDF Core Strategy, which relates to design principles, advises 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. Policy IB9 (c) also seeks that developments are well designed with buildings and storage of a scale and nature appropriate to the site.

The existing car park is elevated above Handsworth Road and it is proposed to site the PFS within the northern corner of the car park adjacent to Handsworth Road. The existing site access from Handsworth Road will remain unaltered with some minor changes to the internal access road to accommodate access to the PFS. The PFS includes a small single storey service kiosk, a flat roofed canopy which provides cover to the 12 petrol pumps with ancillary jet wash facility.

Although the PFS will occupy an elevated position above Handsworth Road it will largely be viewed in the context of the existing superstore and established operational car park. The PFS is set back approximately 24 metres from the Handsworth Road frontage of the site behind the established site landscaping and existing internal service road, as such it is not considered to appear prominent or obtrusive in the street scene or to detrimentally affect the visual amenities of the locality. In light of the above the proposal is considered acceptable from a design perspective and complies with policies BE5, CS74 and IB9.



## Amenity Issues

Policy IB9 (b) seeks to ensure that development does not cause residents to suffer from unacceptable living conditions. The building is well separated from noise sensitive uses (residential properties). The closest residential properties are located on the opposite side of Handsworth Road.

Handsworth Road is a busy arterial route in the city and as such there are relatively high background noise levels in the area already associated with traffic and the existing operation of the superstore and other commercial uses in the area. The existing superstore operates 24 hours a day Monday from 0700 hours to Saturday 2200 hours and between 1000 and 1600 hours on a Sunday. The applicant is seeking flexibility to operate the PFS 24 hours a day with 'out of hours' service available through a 'pay an pump' facility. In addition to the main superstore there are other premises in the locality that operate on a 24 hour basis including a drive through restaurant. The proposed PFS is not considered to attract a significant number of new customers or generate a large volume of vehicles movements, particularly in the late evening or early morning that would give rise to any significant noise and disturbance issues.

Furthermore due to the location of the PFS within the existing store car park and the site's distance and separation from the closest noise sensitive residential properties which are located on the opposite side of Handsworth Road the operation of the PFS is not considered to give rise to any significant noise and disturbance issues.

Concerns have been raised with regard to increase in light pollution and associated impact on amenity of residents as a result of the development. The existing car park is already lit and any new lighting will be directional minimising any light spillage from the site. Handsworth Road and the adjoining Sheffield Parkway are also illuminated by established street lights and as such any new lighting is not considered to harm the amenity of residents. In view of the above the proposal is considered to comply with Policy IB9.

## Highways

Policy IB9 part (f) seeks to ensure that new development is adequately served by public transport facilities and provides safe access to the highways network and appropriate off street parking. The applicant has submitted a transport assessment and separate justification in support of the application to demonstrate that the addition of the proposed PFS will not detrimentally affect the operation of the adjoining highway network or lead to a shortage of on-site car parking.

## Traffic generation

The format and layout of the proposed PFS is similar to that already approved on adjoining land under planning ref: 13/04145/FUL. The TA supporting this application identifies that the trip generation associated with the proposed PFS within the ASDA car park will be substantially lower than that generated by the permitted standalone PFS.

The TA identifies, based on data from other operational Asda stores with on-site PFS's and data from TRICS that approximately 70% of the trips to the PFS are not new trips on the network but are linked or associated with an existing shopping trip to the supermarket. The remaining 30% of trips are considered to be new fuel only trips generated by the PFS i.e not associated with an existing shopping trip. However a number of these new trips are considered to be pass-by trips from vehicles already on the network that visit the PFS as they pass by rather than purposely setting out to go to the PFS. The TA identifies that taking account of the deductions for pass by trips the PFS will generate 29 new trips in the weekday peak (1700-1800 Hours) and 43 in the weekend peak (1200-1300 hours), which is substantially less than the consented scheme which was anticipated to generate 97 trips in the evening peak and 100 during the peak weekend peak hour. The proposal therefore generates significantly less traffic or trips on the network than the consented PFS and therefore the proposal is not considered to give rise to any harmful highways issues or significant increase in congestion which would detrimentally affect to the operation of the highway network.

#### Parking and layout

The existing Handsworth Road signalised junction and Parkway slip road access will remain unchanged as part of the development. Minor alterations to part of the internal site access road are required to accommodate the entrance and exit to the PFS. These changes include the provision of a new dedicated lane into the PFS from the site access road, which in the event of a queue forming at the PFS will reduce the likelihood of vehicles affecting customers trying to gain access to the main superstore car park preventing queuing back through the signalised junction onto Handsworth Road.

Members may recall that Asda gained permission in 2010 (planning ref: 10/04021/FUL) to reconfigure the car parking in order to resolve issues with the inefficient layout, difficulties with manoeuvring and to provide an additional 86 car parking spaces due to a perceived shortage of customer car parking. These works increased site car parking provision to 702 spaces in total following which a further application was granted to enable a click and collect service to operate from the store which resulted in a minor reduction in overall parking provision.

In order to accommodate the proposed PFS 66 of the 86 parking spaces added under the 2010 application are now proposed to be removed. The applicants have undertaken car parking surveys in March, May and June 2014 and in April 2015 to establish the current demand for parking spaces at the store. The submitted data demonstrates that with the PFS in place over 100 spaces remain available for customers in the evening peak. The Saturday peak is typically considered to be the busiest time at the store and the survey data suggests that with the PFS in place between 36 and 92 spaces will still be available for customers. The applicants have stated that demand for car parking at the store has fallen since 2010 and as such the PFS can be accommodated without creating parking issues that would impact the operation of the adjoining highways network. The applicants have identified a number of issues that have led to a reduction in car parking demand at the store, including changes in shopping habits of customers, the introduction of a click and



collect service, the opening of other stores in the area and a reduction in trade at the store, these issues are explained in more detail below.

Asda have provided data to the council which shows that the total number of customer transactions at the store has fallen by 15,000 from 75,000 per week in 2010 to 60,000 per week in 2015, this drop in transactions would lead to an obvious reduction in demand for car parking provision on site as less customers come to the store. Since 2010 a new superstore has opened in the catchment area of the Handsworth store which has reduced customer numbers. The new Asda store at Mosborough is located within the secondary catchment area for the Handsworth store and as such the new Mosborough store has attracted customers who may have previously travelled to Handsworth to do their shopping. The supporting information for the application for the Mosborough store (10/04024/OUT) identified that the new store expected to divert up to 25% of convenience trade away from the Handsworth store. Netto conversions to ASDA at Manor Top and Queens Road may also have also resulted in some further trade diversion from the Handsworth store. The applicant has also identified that changes in shopping patterns including the growth of home delivery services which generates no customer trips to the store and the click and collect service which allows customers to order their shopping online and then simply drive to store at an allocated time for collection, which has resulted in fewer customers visiting the store, reducing parking demand.

Although the parking demand during the peak hour on Saturday remains relatively high the applicant has demonstrated that adequate car parking provision will remain available for customers. Taking account of the evidence put forward regarding the reduction in customer transactions at the store and changes in shopping habits which has resulted in a drop in demand for car parking spaces at the site, it is considered that the loss of 66 of the 86 car parking spaces added in 2010 to accommodate the on-site PFS would not result in an unacceptable reduction in on-site parking provision. The proposal is not therefore considered to detrimentally affect the safe operation of the site or the operation of the adjoining highways network.

This proposal results in a car parking ratio of 1 space per 23 sqm gross floor area based on the store's current gross floor space of 14,780 sqm. The government has removed requirements for Local Planning Authorities (LPA's) to impose maximum parking standards. Current Council parking standards are under review but remain relevant to the consideration of this application. They currently require car parking provision for developments in excess of 7000 sq m gross floor area to be decided on their individual merits. In light of the issues discussed earlier the overall provision is considered acceptable for this site.

The applicant has submitted a tracking drawing demonstrating that suitable on-site turning provision is provided for tanker delivery and servicing of the site. The proposal is therefore considered to comply with policy IB9.

## Air Quality Issues

Policy CS66 of the Core Strategy also advises that action to protect air quality will be taken in all areas of the City and action to improve air quality will be taken across the built up area and particularly where residents in road corridors with high levels of traffic are directly exposed to levels of pollution above national targets.

The Council has presently designated an Air Quality Management Area (AQMA) for Nitrogen Dioxide (NO<sub>2</sub>) and particulate matter (PM<sub>10</sub>) for the whole of the urban area of Sheffield and Handsworth Road is an area that is considered to be particularly affected by road traffic pollution due to the volumes of traffic using Handsworth Road and the surrounding highways network. The applicant has submitted an air quality assessment in support of the application. Given the very limited increase in traffic generation and the minimal highways impact of the development, the proposal is not considered to have any detrimental impact on local air quality or cause a breach of any of the health based standards with regard to particulate matter and nitrogen dioxide. The proposal is therefore considered acceptable from an air quality perspective.

## RESPONSE TO REPRESENTATIONS

In relation to issues to do with litter in the area, the proposal is not considered to give rise to any specific increase in litter. Any issues associated with the current store are a management issue for the store operators.

The inconsistencies between the Air quality assessment and Transport assessment have been corrected through the submission of updated reports.

It is not the Council's role to prevent competition between petrol station operators or put limits on the number of petrol stations in a certain area.

Appropriate and safe construction of the PFS and storage of fuel will be secured through building regulations and other legislative controls outside the planning process.

Three site notices were posted outside the site on Handsworth Road and 37 individual neighbour notification letters were sent to directly affected properties.

## SUMMARY AND RECOMMENDATION

This application seeks full planning permission to erect a Petrol Filling Station (PFS) within the car parking area of ASDA Handsworth.

The site is in an allocated Fringe Industry and Business Area within the adopted UDP and the addition of a PFS to an established supermarket is considered acceptable in principle the main issues for consideration are highways, amenity, design and air quality.

The proposal will result in the removal of 66 car parking spaces from the site, however the applicant has provided evidence from car parking occupancy surveys

and identified that as a result of trade diversion to other stores and changes in shopping patterns that parking demand can be accommodated without harm to the operation of the site or adjoining highways network with the PFS in place. Traffic generation from the development is minimal and less than that previously approved in 2013 for an ASDA PFS on an adjoining site. The limited highways impacts ensure that the development does not detrimentally affect air quality.

The proposals do not give rise to any amenity issues for adjoining sensitive or residential uses the PFS is set back some 24 metres from the site frontage and appropriate landscaping is retained to the site perimeter to ensure that the development does not detrimentally impact upon the appearance of the street scene or the visual amenities of the locality.

Overall, it is therefore concluded that the proposed development is in accordance with current local and national planning policy and the application is therefore recommended for approval subject to conditions.

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