

SHEFFIELD CITY COUNCIL

Report Of The Head Of Planning
To the Planning and Highways Committee
Date Of Meeting: 18/04/2017

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.

Case Number	17/00516/OUT (Formerly PP-05811796)
Application Type	Outline Planning Application
Proposal	Erection of 7 dwellinghouses
Location	Land To The East Of The Junction With School Street Station Road, Mosborough, Sheffield S20 5AD
Date Received	06/02/2017
Team	City Centre and East
Applicant/Agent	DLP Planning Ltd
Recommendation	Grant Conditionally

Time Limit for Commencement of Development

1. 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.

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 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 (c) Layout and (d) 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.

Approved/Refused Plan(s)

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

Drawing Number ST-SK-01 Rev B (in relation to access only)

Reason: In order to define the permission.

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

5. 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.

6. 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.

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. The demolition of the Dutch Barn shall not in any circumstances commence unless the Local Planning Authority has been provided with either:

- a) A licence issued by Natural England, pursuant to Regulation 53 of The Conservation of Habitats and Species Regulations 2010 authorizing the specified activity/development to go ahead; or

- b) A statement in writing from the relevant licensing body to the effect that it does not consider that the specified activity/development will require a licence.

Reason: In the interests of protected species.

9. One month before development commences and immediately prior to works commencing surveys shall be carried out of the development site to identify if any protected species have created any new habitats, the results of which shall be submitted to the Local Planning Authority. If new habitats are discovered then works must stop until the appropriate licences have been obtained from Natural England.

Reason: In the interests of protected species

10. Before any work on site is commenced a Woodland and Ecology Management Plan shall be submitted to and approved in writing by the Local Planning Authority and will include:

- a) Improvements to woodland area to the north of the site, including details of native planting to encourage foraging

- b) Short, medium and long term aims and objectives

- c) Management responsibilities

- d) An annual work programme and maintenance schedule

- e) Details of bat and bird boxes

- f) Details of lighting (to be kept to a minimum)

- g) Details of removal of Japanese Knotweed

The agreed Woodland and Ecology Management Plan shall be implemented at all times thereafter and any amendments shall first receive the written agreement of the Local Planning Authority.

Reason: In the interests of the amenities of the locality

11. The main development site shall be fenced off prior to any works starting on site. This fencing shall be retained until the development has been completed.

Reason: In the interests of protected species

12. No development shall commence until full details of measures to protect the existing trees to be retained, have been submitted to and approved in writing by the Local Planning Authority and the approved measures have thereafter been implemented. These measures shall include a construction methodology statement and plan showing accurate root protection areas and the location and details of protective fencing and signs. Protection of trees shall be in accordance with BS 5837, 2012 (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.

13. No development shall commence until details of the means of ingress and egress for vehicles engaged in the construction of the development have been submitted to and approved in writing by the Local Planning Authority. Such details shall include the arrangements for restricting the vehicles to the approved ingress and egress points. Ingress and egress for such vehicles shall be obtained only at the approved points.

Reason: In the interests of protecting the 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.

14. 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.

15. No development shall commence unless the intrusive site investigation works described in the coal mining risk assessment produced by GRM Development Solutions, dated 7th December 2016, have been carried out as recommended. The exact form of any intrusive site investigation including the number, location and depth of boreholes must be agreed with the Coal Authority's Permitting Team.

A report of the findings arising from the intrusive site investigations shall be submitted to and approved in writing by the Local Planning Authority. Where the investigations indicate that remedial works are required, a scheme of remedial works shall be submitted to and approved by the Local Planning Authority before the development commences and thereafter the remedial works shall be carried out in accordance with the approved details.

Reason: To ensure the safety and stability of the proposed development.

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

16. 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.

17. 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.

18. Details of a suitable means of site boundary treatment shall be submitted to and approved in writing by the Local Planning Authority before the development is commenced, or an alternative timeframe to be agreed in writing by the Local Planning Authority 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.

19. A comprehensive and detailed hard and soft landscape scheme for the site shall be submitted to and approved in writing by the Local Planning Authority before the development is commenced, or within an alternative timeframe to be agreed in writing by the Local Planning Authority.

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 amenities of the locality.

20. Prior to the removal/ heavy pruning of trees shown to have moderate potential for roosting bats (drawing 2 of report SLR Ref: 24.03164.00002), the trees concerned shall be subject to two dusk/dawn bat detector surveys between May to August inclusive. The surveys shall be submitted to and approved in writing by the Local Planning Authority prior to the works of removal/pruning being undertaken.

Reason: In the interests of protected species.

21. Unless shown not to be feasible and viable, 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.

22. Prior to that part of the development commencing, full details of the access road including, specification, surfacing and entrance feature shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved details.

Reason: In the interest of highway safety

23. Before the development is commenced, or an alternative timeframe to be agreed in writing by the Local Planning Authority, full details of suitable and sufficient car parking accommodation within the site shall have been submitted to and approved in writing by the Local Planning Authority and the dwellinghouses shall not be used unless such car parking accommodation has been provided in accordance with the approved plans and thereafter such car parking accommodation shall be retained for the sole use of the occupiers of the development hereby approved.

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

24. The development shall not be occupied unless turning space for vehicles has been provided within the site in accordance with the approved plans and thereafter such turning space shall be retained.

Reason: In the interest of the safety of road users

25. No demolition and/or construction works shall be carried out unless equipment is provided for the effective cleaning of the wheels and bodies of vehicles leaving the site so as to prevent the depositing of mud and waste on the highway. Full details of the proposed cleaning equipment shall be approved in writing by the Local Planning Authority before it is installed.

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

Other Compliance Conditions

26. Any proposed vegetation clearance must take place outside of the bird breeding season (March to August inclusive), unless a breeding bird survey is carried out by a suitably qualified ecologist and approved in writing by the Local Planning Authority

Reason: In the interests of local wildlife

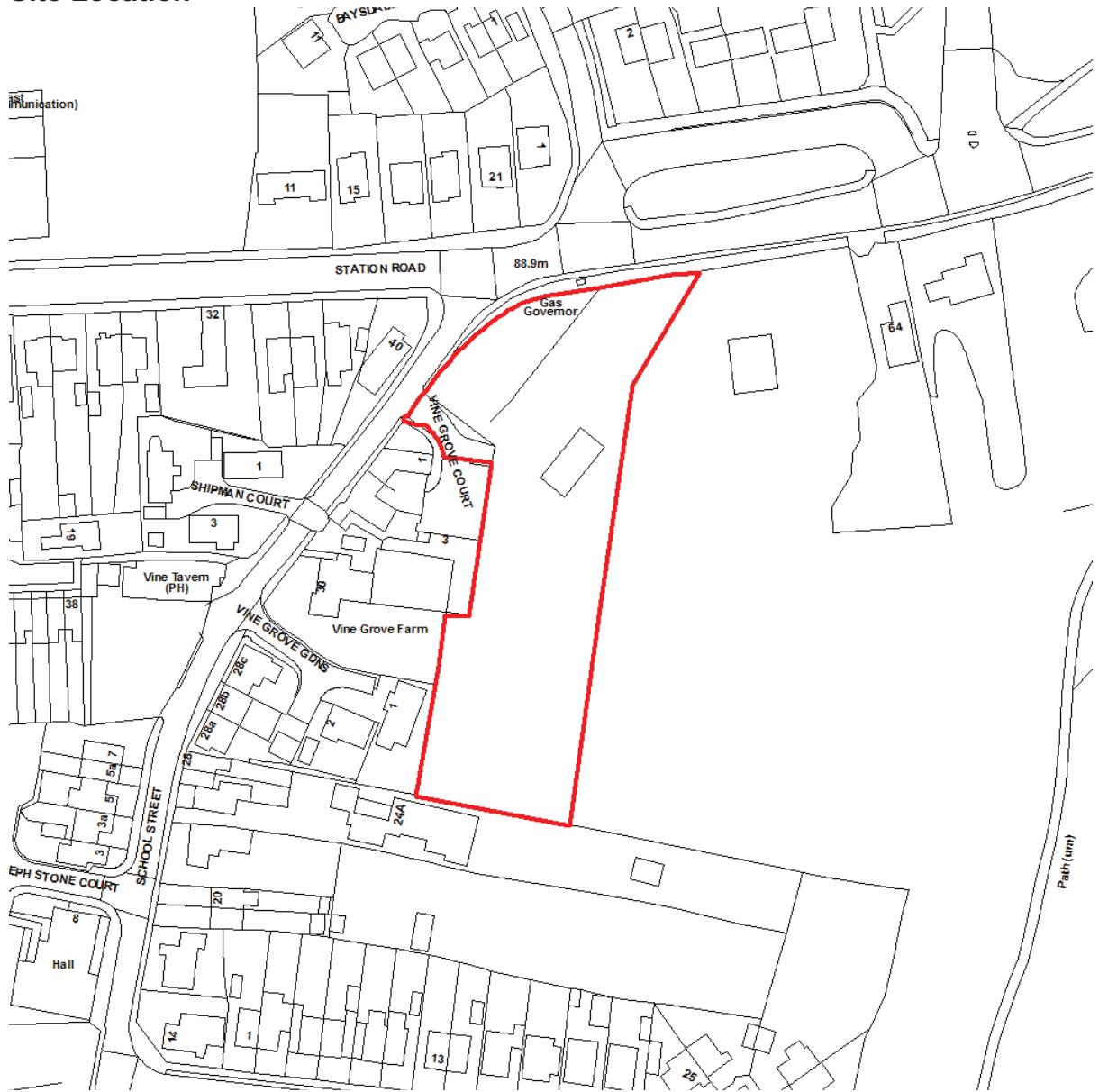
Attention is Drawn to the Following Directives:

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. The applicant is advised that the 'alternative timeframe' referred to in the conditions must be applied for in writing, by letter, to the original case officer and must be approved in writing by that case officer.
3. To ensure that the road and/or footpaths on this development are constructed in accordance with the approved plans and specifications, the work will be inspected by representatives of the City Council. An inspection fee will be payable on commencement of the works. The fee is based on the rates used by the City Council, under the Advance Payments Code of the Highways Act 1980.

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

4. As the proposed development abuts the public highway you are advised to contact the Highways Co-ordination Group on Sheffield 2736677, prior to commencing works. The Co-ordinator will be able to advise you of any pre-commencement condition surveys, permits, permissions or licences you may require in order to carry out your works.
5. 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, or a draft Liability Notice will be sent if the liable parties have not been assumed using Form 1: Assumption of Liability.

Site Location



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LOCATION AND PROPOSAL

The application relates to a parcel of land which runs from the corner of Station Road and School Street behind houses at Vine Grove Court and School Street. The land comprises part of the former Vine Grove Farm land holding, which has previously undergone some residential development.

The site is largely covered by native deciduous woodland, a number of self set trees and areas of dense scrub. A number of trees within and adjacent to the site are subject to Tree Preservation Orders. An open sided barn is located within the site and is proposed to be removed as part of the development.

The surrounding area is predominantly residential and is characterised by dwellings of varied styles, sizes and ages. However, the housing immediately adjacent to the site i.e. Vine Grove Court and School Street is constructed in a traditional style, reflecting the historic nature of the area.

The site is located in a Housing Area as designated in the adopted Sheffield Unitary Development Plan. It also forms part of the Green Network and is a Local Wildlife Site.

Outline planning permission is sought for the erection of seven dwellinghouses on a section of the site directly behind Vine Grove Court and Vine Grove Gardens. All matters except for access are reserved for future approval.

RELEVANT PLANNING HISTORY

Planning permission was granted through application 09/03921/FUL for redevelopment of the site for five dwellings. This permission was renewed in 2012 through application 12/03462/FULR. It is highlighted that the site area to which this application related was smaller than the current site. The increase in size is accounted for by increased use of land to the south behind properties on Vine Grove Gardens and 30 School Street.

Prior to the 2009 approval, an outline application (03/04063/OUT) was refused to develop the site owing to the impact on the green and open character of the site; protected species and development of a greenfield site being contrary to policy.

The key difference between the 2003 and 2009 application related to Policy changes in the Core Strategy which allowed for greater flexibility in the development of small greenfield sites.

Permission was also refused for a larger site area, which extended to the east of the current proposal, was 1.49 hectares in size and indicatively proposed 15 dwellings (97/00362/OUT and 00/00316/OUT). These applications were refused for various reasons, including the detrimental impact on the Green Link and Network; protected species and nature conservation; and the loss of mature trees and landscaping protected by a Tree Preservation Order.

SUMMARY OF REPRESENTATIONS

Eight letters of representation have been received; the points raised are detailed below:

Highways Issues

- The development does not provide suitable and safe access
- The scheme proposes 7 dwellings and therefore 14 associated vehicles. This will increase the risk of accidents
- There is no visitor parking and so visitors will park on the road
- Increased number of cars will create noise
- The planned developments will make the Moss Way/Station Road even more congested and dangerous than existing.

Ecology/Trees

- There is no detail regarding the improvement and management of the woodland area
- The tree survey highlights how lack of management of the woodland area has resulted in fly tipping, damaged trees and Japanese Knotweed
- The woodland area is currently occupied by foxes, badgers, bats, owls and other animals
- The building works will disturb the wildlife and erode the animals' natural habitat
- If the application is approved two thirds of the site will be developed, leaving just a small area for the protected species
- The brick kilns are not drawn correctly on the plans and need to be turned 45 degrees
- Knotweed needs to be prevented from spreading
- The previous approval was for 5 dwellings, this one is for 7 and is gradually eroding the green space

Anti-social Behaviour

- The proposed path adjacent to the garage on plot 1 will allow pedestrians to cut through from Station Road and increase littering, fly tipping and anti-social behaviour.
- The path will be lit and will be detrimental to wildlife
- Prior to the site being fenced off there was anti-social behaviour on the site
- In the last 12 months a 6 foot fence has been erected around the entire site, on enquiring it was confirmed this was to protect the species and keep people out
- The boundary fence should be amended to exclude the footpath next to the garages

Amenity Issues

- Concerned about the heights of plots 6 and 7 and how close they will be to neighbouring property

- The drawings do not show how high the houses are going to be. When a neighbouring house was built one of the conditions was that the ground level was excavated to keep the height of the building as low as possible
- If the same approach is not applied to plots 6 and 7 then they will be overbearing to neighbouring property and block light from the house and garden
- If windows are proposed for the gable end of the dwellings then there will be a loss of privacy
- In comparison to the previous approval the proposal is overbearing and not in scale for the area

Other

- Miller Homes are currently building 150 dwellings approximately 150 metres from the site, with 2 football pitches, a rugby pitch, training area, gym and bar being built next to Miller Homes site.
- Local GP surgery and schools are at bursting point and the proposal will lead to increased demand on these services
- There is a "gentleman's agreement" that the land shall not be developed

PLANNING ASSESSMENT

Principle of Development

The site is located within a Housing Area as designated in the adopted Sheffield Unitary Development Plan. Policy H10 sets out the preferred, acceptable and unacceptable uses in these areas and defines housing (C3) as the preferred use.

Despite its designation the site does appear to function as Open Space. As such an Open Space Assessment has been carried out; this shows that there is sufficient provision in the local area. Additionally, given that this site is not included in the Open Space Audit, its loss would not reduce the quantity. Therefore development will not reduce open space in the area and is not contrary to PolicyCS47. The development of the site would not deny local people access to a well-used open space and so does not conflict with CS47(c)

The draft Sheffield Development Framework Pre-Submission Proposals maps identifies the footprint of the previously approved site as falling within a Housing Area, and the rest of the site as Open Space. As this is not adopted it carries limited weight.

Policy CS24 seeks to maximise the use of brownfield sites, and states that no more than 12% of dwelling completions should be on greenfield sites between 2004/05 and 2025/26. Given that the site is only small it will not be harmful to achieving the target set out in CS24. Furthermore, the site is a logical extension to existing built form and is in a sustainable location close to local amenities and good public transport links.

Policy CS26 sets appropriate density levels for development, to ensure the efficient use of land. Within urban areas, such as the application site, it is anticipated that densities would be between 30 to 50 dwellings per hectare. Densities outside

these ranges are acceptable where they achieve good design, reflect the character of an area or protect a sensitive area.

The density of the built form will be just 17 dwellings per hectare, based upon the developable area of the site only. Although below the recommended density, it is recognised that there are various sensitive issues on this site and the scale of development is considered to be correct to ensure the various ecological and open space issues are suitably managed.

Design

UDP Policy H14 “Conditions on Development in Housing Areas” requires that

(a) New buildings and extensions are well designed and in scale and character with neighbouring buildings

Policy BE5 “Building Design” reinforces this and states that

(a) “...new buildings should complement the scale form and architectural style of surrounding buildings”

The application is outline with matters relating to design i.e. appearance, layout and scale reserved for future approval.

Nevertheless indicative plans have been submitted which illustrate the potential form the development could take. These show seven large two-storey/split level detached dwellings across the site, served by a shared access.

The surrounding area comprises a variety of housing of differing scale, appearance and age. As such it is considered that it will be possible to design a scheme for the site which would be acceptable in terms of appearance, scale and density and would not be harmful to the character of the surrounding area.

It is also noted that owing to the position of the site to the rear of existing dwellings, it will not be overly visible in any established street scenes.

In light of the above it is considered that a suitable design can be achieved in accordance with Policies H14 and BE5.

Amenity

Policy H14 states that development will be permitted provided that

(c)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”

As previously detailed, layout and scale are reserved matters. However, given the level differences across the site, additional information on levels of the proposed development was requested and have been submitted for consideration. This has

allowed the impact upon neighbouring dwellings to be better understood and assessed.

There are a number of dwellings to the south and west of the site and the impact of the proposed development on the amenity of these dwellings needs to be carefully considered.

No 3 Vine Grove Court is located directly on the west boundary of the site and will be positioned next to the access road. There are no main primary windows in the rear elevation of this property and so the development will not be overbearing or cause a loss of privacy to occupiers. The access road will be separated from the rear elevation of No. 3 by an average of 3.5 metres although the turning head will be closer. Vehicles using the access road will result in increased noise to occupiers, however the number of vehicles using this part of the access road will be limited and so it is not considered that unacceptable noise/disturbance will occur.

The access road itself will also be located adjacent to No.1 Vine Grove Court, taken from the existing access which serves 3 properties. There is a separation distance of approximately 6 metres between the side elevation of No.1 and the access road and there are a number of windows in the side elevation of this property. The increased use of the access road by vehicles associated with 7 dwellings will lead to increased movement, noise and disturbance to the side elevation of No 1. Nevertheless, the level of movement is still considered to be low. The access is in the same position as the previous approval for 5 dwellings and the increased use by two further properties will have a minimal impact.

The indicative layout indicates that plot 7 will be located in close proximity to 1 Vine Grove Gardens, however, it is worth noting that the approved plans for this dwelling (ref 05/04913/FUL) illustrate no main primary windows in the rear elevation. The dwelling has been designed this way in order to ensure that it does not prejudice the future development of adjacent land. The planning system cannot protect light and outlook to windows which rely on light and outlook from outside their own land.

The plans illustrate a separation distance of 7 metres to the single-storey garage and 13 metres to the two-storey gable. These distances are adequate to ensure that the proposal is not unacceptably overbearing or overshadowing.

The land rises to the south of the site. The information submitted illustrates that there will be a degree of excavation on the site to ensure the finished floor levels of dwellings are not set higher than dwellings on Vine Grove Court/Gardens.

A new dwellinghouse has recently been constructed on land to the rear of 24 School Street. This dwelling has no windows in the side elevation facing the site and so will not suffer adverse overbearing/overshadowing. Furthermore, it is considered that it will be possible to achieve adequate separation distances to ensure there is not a negative impact on the garden area etc. as illustrated by the indicative layout.

In light of the above, it is considered that an appropriate layout and scale can be achieved to ensure that there is not an adverse impact on neighbouring residents.

Access/Highways

Access is the only matter for which approval is sought at this stage. Following comments from the Highways Officer and Landscape Officer, the access into the site has been altered to a shared surface. The access will be to adoptable standards as it will serve more than 5 dwellings.

Each dwelling will be capable of providing adequate off-street parking such that the development will not increase on-street parking in the area.

A number of the objections received relate to concerns over the safety of the existing access. It is noted that the access with School Street is to remain as existing and has good visibility. The increase in vehicles using the access will be modest in comparison to the amount of traffic on the surrounding highways network. The Council's Highways Officer has not raised any concerns regarding the safety of the access.

Ecology

Part (b) of CS47 requires the retention of open space of high quality, heritage, landscape or ecological value. These requirements are echoed in GE11 which requires the protection and enhancement of the natural environment and nature conservation.

The site forms part of the Vine Grove Farm Site of Importance for Nature Conservation (SINC) one of 257 Local Wildlife Sites within the City and is also designated as a Local Wildlife Site.

UDP Policy GE13 "Areas of Natural History Interest" (synonymous with Local Wildlife Sites - LWS) states that

"Development which would damage Areas of Natural History Interest (LWS) will not normally be permitted".

Bats

A bat survey has been carried out and confirms that the Dutch barn on the site which is to be demolished as part of the proposal has a number of small bat roosts. It will be necessary to obtain a European Protected Species Licence prior to demolition of the barn. The ecological survey suggests that the surrounding area, including brick kilns which have roosts offer available alternative roosting options for the bats which currently inhabit the barn.

A number of trees within the site have moderate potential for roosting bats. The majority of these trees are to be retained; the few that are proposed to be removed will be subject to further bat surveys.

The brick kilns to the east of the site are known to have supported active bat roosts in the past and must therefore be safeguarded against damage/disturbance.

The application site provides a valuable foraging resource for the local bat population. The site has been monitored and it has been found that the area adjacent to the barn has high levels of bat activity.

The ecological report identifies that “Overall, foraging activity within the Site appears to be centred around the Dutch barn (Building B1) where a small number of common/ soprano pipistrelle bat roosts have been identified. Foraging levels in the surrounding woodland habitat within the Site were found to be lower in comparison. The importance of the woodland clearing in close proximity to the Dutch barn for foraging bats should be accounted for within the development proposals and the possible impact of street lighting considered. In order to provide new roosting opportunities for bats it is recommended that a proportion of the new properties associated with the planning application are designed to accommodate a range of in-cavity bat boxes, ‘bat tubes’ and/ or externally fitted bat boxes. Similarly a range of woodcrete bat boxes could be erected on trees, within the Site. These can be obtained from specialist suppliers such as the NHBS”

Badgers

A badger survey has been carried out and shows that the population appears to be lower than it has been in recent years. The number of sett entrances in recent use has fallen, and these now appear to be limited to two entrances approximately 50 metres from the site boundary. Recommendations are made as to how the local badger population can be supported, including tree planting.

The City Council’s ecologist has confirmed that the woodland area to the south (part of the Local Wildlife Site) maintains a reasonable size foraging territory”

Birds

The trees and shrubs within the site have the potential to support nesting birds. Any removal of vegetation in the main bird breeding season (March to August inclusive) will require a check for nesting birds by a qualified ecologist.

A large area of Japanese knotweed is present on site and will need to be removed and disposed of appropriately, prior to or during site clearance works.

A number of the recommendations within the report relate to the woodland area and kilns outside the red line boundary. It has been requested that the woodland is placed within a blue line boundary in order to ensure that the ecological mitigation suggested in the appraisal can be undertaken. A response to this request is still awaited.

The Council’s ecologist has assessed the report and recommended a number of conditions which should be included with any permission. It is also worth highlighting that permission has previously been granted for the site and included removal of the Dutch Barn. The ecological impact of the inclusion of land to the

south of the previous proposal for two additional houses will not have a materially harmful impact in terms of ecology.

Trees

Policy GE15 requires development to retain mature trees and not damage such trees.

The plans indicate the removal of three trees to the front of the site, necessitated by the location of the access road. This is acceptable as confirmed by the Council's landscape architect.

Given the outline nature of the application there is limited information on land level changes, retaining structures and siting of development. As such an accurate assessment of the impact on trees cannot be undertaken at this stage. Nevertheless, it is considered that the site could accommodate 7 dwellings without having a harmful impact on existing trees.

Tree protection measures will be conditioned as part of the application. These should show root protection areas in relation to the existing site context and include all excavation, changes in ground level, access and working areas.

Sustainability

Policies CS63, 64 and 65 of the Core Strategy as well as the Sustainability SPG set out the Council's approach to sustainable development. The policies require that development are designed sustainably from the outset to minimise their energy demands, ensure that they make the best use of solar energy, passive heating and cooling, natural light, and natural ventilation, minimise water consumption and that buildings are designed flexibly from the outset to ensure their long term sustainability. CS65 requires that 10% of the development's energy needs are provided from a decentralised low carbon or renewable source. The provision of renewable energy will be secured via condition.

CIL

The scheme is liable for a contribution under the Community Infrastructure Levy. The site lies within zone 3 where the CIL charge is £30 per square metre. The relevant information/forms relating to CIL have been submitted with the application.

Archaeology

An archaeological desk based assessment has been submitted with the application. This is the same report that was submitted with the previous application.

Consequently the conclusions are the same, that there is the potential for items of archaeological interest to be found on the site; a condition is recommended to secure further investigations.

Coal Mining

The site lies within a Coal Mining High Risk Area and so is supported by a Coal Mining Risk Assessment. The Coal Authority has commented and concurs with the results of the risk assessment. The coal mining legacy of the site potentially poses a risk to the proposed development and intrusive site investigation works should be undertaken prior to development in order to establish the exact situation regarding coal mining legacy issues on the site.

The Coal Authority recommends that a condition requiring the above investigation is attached to any approval.

RESPONSE TO RECOMMENDATIONS

The majority of points raised have been addressed in the above report; those which have not are detailed below:

- There is concern that the footpath to Station Road may increase fly tipping and anti-social behaviour. It is highlighted that at this stage the application is outline only and so this path will not necessarily be proposed in the final scheme. A directive will be attached to any approval advising that this path is removed from the final scheme to protect the ecology of the site.
- The Community Infrastructure Levy is the mechanism to ensure that local infrastructure requirements are met
- The Miller Homes Development does not impact on the current proposal
- A gentleman's agreement has no bearing on the outcome of this application, particularly given the previous planning approval

SUMMARY AND RECOMMENDATION

The site is located within a Housing Area and therefore the principle of developing housing is acceptable.

The application is outline with all matters reserved except for access. As such the level of information submitted with the application is minimal.

Nevertheless, it is considered that it is possible to achieve an appropriate layout, scale and design such that the development will not be harmful to the character of the area, will not have a negative impact on the amenities of neighbouring properties and is acceptable with regards to ecological issues.

Although the site forms part of a green corridor and a local wildlife site, it is considered that with appropriate mitigation, the development will not have an adverse impact in ecological terms.

The scheme complies with relevant policies and is recommended for approval subject to the listed conditions.

Case Number	16/04750/RG3 (Formerly PP-05696990)
Application Type	Application Submitted by the Council
Proposal	Erection of three-storey building to form secondary school and sixth form including internal and external sports facilities, multi-use games area (MUGA), associated hard and soft landscaping works, fencing, provision of cycle parking and alterations to existing car park
Location	Part Of Former Bannerdale Site Across Road From 152 To 194 Carter Knowle Road Sheffield S7 2DY
Date Received	16/12/2016
Team	South
Applicant/Agent	DPP (Leeds)
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:
 - Landscape General Arrangement / BNDL-SCC-00-ZZ-DR-L-0002 Revision P07
 - Furniture Layout / BNDL-SCC-00-ZZ- DR-L-0005 Revision P06
 - Paving & Surfacing / BNDL-SCC-00-ZZ-DR-L-0006 Revision P05
 - Planting Drawing / BNDL-SCC-00-DR-ZZ-L-0007 Revision P05
 - Ground Floor GA Plan / BNDL-BBA-00-GF-DR-A-2001 Revision P06
 - First Floor GA Plan / BNDL-BBA-00-GF-DR-A-2001 Revision P06
 - Second Floor GA Plan / BNDL-BBA-00-GF-DR-A-2001 Revision P06

- Roof GA Plan / BNDL-BBA-00-GF-DR-A-2001 Revision P05
- Proposed Contours & Section Locations / BNDL-SCC-00-DR-ZZ-L-0011 Revision P01
- Site Elevation / BNDL-BBA-00-ZZ-DR-A-3010 Revision P03
- GA Site Sections / BNDL-BBA-00-ZZ-DR-A-4001 Revision P02
- GA Sections / BNDL-BBA-00-ZZ-DR-A-4002 Revision P03
- Courtyard Landscaping Typical Section / BNDL-SCC-00-ZZ-M3-L-003 Revision P02
- Existing and Proposed Sections / BNDL-SCC-00-ZZ-DR-L-0012 Revision P01
- Retaining Structures and Steps / BNDL-SCC-00-ZZ-DR-L-0004 Revision P02
- Window Detail Typical / BNDL-BBA-00-ZZ- DR-A-7701 Revision P01
- Tree Constraints Plan / BNDL-MMD-00-XX-DR-Y-0001 Revision P02
- Tree Protection Plan / BNDL-MMD-00-XX-DR-Y-0002 Revision P02
- Proposed Site Layout Plan / BNDL-SCC-00-ZZ-DR-L-0015 Revision P05

Reason: In order to define the permission.

Pre-Commencement Condition(s)

3. Any remediation works recommended in the approved Phase II Intrusive Site Investigation Report (scanned on 05 April 2017) 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.

4. 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 should 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 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.

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

5. A sample panel of the proposed masonry shall be erected on the site and shall illustrate the colour, texture, bedding and bonding of masonry and mortar finish to be used. The sample panel shall be approved in writing by the Local Planning Authority prior to the commencement of the building works and shall be retained for verification purposes until the completion of such works.

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

6. The proposed green roof(s) (vegetated roof system) shall be provided on the roof(s) in the locations shown on the approved plans prior to the use of the buildings commencing. The green roof shall be implemented in accordance with the details given in the 'IKO Green', SEDUM BLANKET GREEN ROOF document (as sent to Planning Officer on 21/2/17 by Agent), but shall include a wildflower and grass mix as opposed to a sedum blanket. The plants shall be employed for a period of 5 years from the date of implementation and any failures within that period shall be replaced.

Reason: In the interests of biodiversity.

7. The Local Planning Authority shall be notified in writing upon completion of the green roof.

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

8. Within six months of the commencement of development 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 have been entered into which will secure that such improvement works will be carried out before the school is brought into use.

Highway Improvements:

a) Springfield Avenue / Carter Knowle Road Junction Improvement (as per Appendix G of the Transport Assessment submitted with the application), and

b) Traffic Regulation Orders, Parking Restrictions and Zebra Crossing (as per Appendix H of the Transport Assessment submitted with the application)

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 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. A comprehensive and detailed hard and soft landscape scheme for the site shall be submitted to and approved in writing by the Local Planning Authority before the development is commenced or within an alternative timeframe to be agreed in writing by the Local Planning Authority and shall include details of replacement trees and additional street furniture.

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

11. 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.

12. 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.

13. 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) Windows

- b) Window reveals
- c) Doors
- d) External wall construction
- e) Brickwork detailing
- f) Entrance canopies
- g) Rainwater goods

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

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

14. 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.

15. Prior to the development being brought into use, a Community Use Agreement shall be submitted to and approved in writing by the Local Planning Authority, after consultation with Sport England. The Scheme shall include details of pricing policy, hours of use, access by non-school users/non-members, management responsibilities and include a mechanism for review. The approved Scheme shall be implemented upon commencement of use of the development.

Reason: To secure well managed safe community access to the sports facility, to ensure sufficient benefit to the development of sport and to accord with Policy.

16. The school shall not be brought into use until details of the fencing to be erected around the playing field, to include height, type and materials have been submitted to and approved in writing by the Local Planning Authority [after consultation with Sport England]. The fencing shall be erected in accordance with the approved details before the development is first brought into use and thereafter the fencing shall be maintained in accordance with the approved details.

Reason: To ensure the safe and efficient use of the playing field to ensure the fence does not have an unacceptable visual impact and to accord with Development Plan Policy .

17. Notwithstanding the information on the submitted plans, the school shall not be brought into use until revised details of the design and layout of the Multi Use Games Area, which shall comply with Sport England design guidance, have been submitted to and approved in writing by the Local Planning Authority after consultation with Sport England. The Multi Use Games Area

shall be constructed in accordance with the approved revised details thereafter.

Reason: To ensure the development is fit for purpose and sustainable and to accord with Development Plan Policy .

18. No development shall commence until a scheme to ensure the continuity of the existing formal sports use of the playing fields shown within the red edge on Drawing No. BNDL-SCC-00-ZZ-DR-L-0015 Revision P05 (as sent to Planning Officer by Agent on 28/3/17) during construction and installation of the playing field improvement works is submitted to and approved in writing by the Local Planning Authority, after consultation with Sport England. The scheme shall ensure that the sports facilities remain at least as accessible and at least equivalent in terms of size, usefulness, attractiveness and quality to the existing sports facilities and shall include a timetable for implementation. The approved scheme shall be implemented and complied with in full throughout the carrying out of the development.

Reason: To protect playing fields and sports facilities from damage, loss or availability of use and to accord with Development Plan Policy.

19. The school shall not be brought into use until a playing field improvement scheme for the playing field and football pitches shown on drawing number BNDL-SCC-00-ZZ-DR-L-0015 Revision P05 (as sent to Planning Officer by Agent on 28/3/17) has been submitted to and approved in writing by the Local Planning Authority after consultation with Sport England. The improvement scheme, undertaken by a turf grass agronomist, shall provide playing field of a sufficient quality to accommodate both the proposed curriculum use and the community use and will provide details of the following:
- (i) existing and proposed ground levels;
 - (ii) existing and proposed soil profiles;
 - (iii) measures to strip, store and re-spread soils to avoid soil loss or damage;
 - (iv) measures to dispose of/accommodate waste materials on the site;
 - (v) drainage measures including where appropriate under drainage;
 - (vi) proposed seeding, feeding, weeding and cultivation measures;
 - (vii) boundary treatment;
 - (viii) details of aftercare and maintenance arrangements to ensure that the pitches will pass the Football Association's Pitch Quality Standard test to a 'good' standard before the pitches are used.
 - (ix) installation of equipment (e.g. goal posts);

The playing field shall be improved in accordance with the approved scheme and made available for use before commencement of use of the new development

Reason: To ensure the playing field and pitches are improved to a quality to sustain both curriculum and community use and to ensure that the playing field is fit for purpose and to accord with Development Plan Policy .

20. No development shall commence until arrangements have been entered into to secure a financial contribution of £160,000 to be used for the provision of replacement facilities to mitigate the loss of playing pitches on the site at sites across the city identified as priority by the Sheffield City Council.

Reason: In the interests of replacing lost playing pitches.

21. 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.

22. 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.

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

23. The use of the MUGA facility shall not commence until a Management Plan has been submitted to and approved in writing by the Local Planning Authority. The Management Plan shall include, but not be isolated to, details of supervision of users and strategies to control noise output. A review of the Management Plan shall be submitted to and approved in writing by the Local Planning Authority annually and shall take account of complaints about noise and other issues, and any agreed measures shall be implemented within an agreed time schedule.

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

24. Prior to the commencement of development details of measures designed to mitigate against air quality impacts shall be submitted to and approved in writing by the Local Planning Authority. The approved measures shall be permanently implemented as a part of the development.

Reason; In the interests of delivering sustainable forms of transport, in accordance with Unitary Development Plan for Sheffield and Core Strategy Policies.

25. Notwithstanding the details of the approved drawings prior to the commencement of development, a revised drawing showing the provision of additional Electric Vehicle Charging Points and parking spaces for low emission vehicles shall be submitted to and approved in writing by the Local Planning Authority. The approved measures shall be implemented and be made available for use prior to the occupation of the development hereby approved.

Reason: In the interests of delivering sustainable forms of transport, in accordance with Unitary Development Plan for Sheffield and Core Strategy Policies.

26. Prior to the commencement of development details of dust control measures during the excavation and construction phase shall be submitted to and approved by the Local Planning Authority, in the form of a Construction Environment Management Plan. Thereafter the excavation and construction phase shall be carried out in accordance with the approved measures.

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

27. Prior to the occupation of any part of the development, a detailed Travel Plan(s), designed to: reduce the need for and impact of motor vehicles, including fleet operations; increase site accessibility; and to facilitate and encourage alternative travel modes, shall have been submitted to and approved in writing by the Local Planning Authority. Detailed Travel Plan(s) shall be developed in accordance with a previously approved Framework Travel Plan for the proposed development, where that exists. The Travel Plan(s) shall include:

1. Clear and unambiguous objectives and modal split targets;
2. An implementation programme, with arrangements to review and report back on progress being achieved to the Local Planning Authority in accordance with the 'Monitoring Schedule' for written approval of actions consequently proposed,
3. Provision for the results and findings of the monitoring to be independently verified/validated to the satisfaction of the Local Planning Authority.
4. Provisions that the verified/validated results will be used to further define targets and inform actions proposed to achieve the approved objectives and modal split targets.

On occupation, the approved Travel Plan(s) shall thereafter be implemented, subject to any variations approved in writing by the Local Planning Authority.

Reason: In the interests of delivering sustainable forms of transport, in accordance with Unitary Development Plan for Sheffield (and/or Core Strategy) Policies GE23, CS51 and CS66.

28. Prior to occupation of the development hereby approved, details shall be submitted to and approved in writing by the Local Planning Authority of a demarcated route to the cycle parking facilities through the service yard area. The development shall be carried out in accordance with these details thereafter.

Reason: In the interests of delivering sustainable forms of transport, in accordance with Unitary Development Plan for Sheffield (and/or Core Strategy) Policies T7.

29. Prior to the commencement of development details of a footpath replacing the existing route through the site shall be submitted to and approved in writing by the Local Planning Authority, the submitted details shall include information covering the final route, surfaces, and dimensions. The approved details shall be provided before occupation of the development hereby approved and retained thereafter.

Reason: In the interests of delivering sustainable forms of transport, in accordance with Unitary Development Plan for Sheffield (and/or Core Strategy) Policies T7.

30. The school shall not be used unless the car parking accommodation as shown on the approved plans has been provided in accordance with those plans and thereafter such car parking accommodation shall be retained for the sole purpose intended.

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

31. No demolition and/or construction works shall be carried out unless equipment is provided for the effective cleaning of the wheels and bodies of vehicles leaving the site so as to prevent the depositing of mud and waste on the highway. Full details of the proposed cleaning equipment shall be approved in writing by the Local Planning Authority before it is installed.

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

32. Prior to occupation of the development hereby approved, details of measures to cover management of Drop-Off and Pick-Up parking shall be submitted to and approved by the Local Planning Authority. These measures shall be designed to contain drop-off and pick-up parking within the site and shall include, but not be isolated to, annual correspondence to parents outlining available bays within the site and strategies dealing with the issue, monitoring by school staff within and outside of the site to encourage correct use of the allocated facilities, and the allowance of parking in any unused bays within the general car park by parents in these

circumstances. The agreed measures shall thereafter be permanently implemented.

Reason: In the interests of local highway safety.

33. Within three months of the school operating at both 50% and 100% capacity respectively, a survey and report shall be submitted to and approved in writing by the Local Planning Authority which shall review operation of the following signalled junctions:

Abbeydale Road / Archer Road / Bannerdale Road
Springfield Road / Abbeydale Road / Archer Road

The survey/report shall assess whether there is a need to make adjustments to the existing signal timings to improve traffic flow.

Any agreed improvements shall be carried out within three months of the respective survey/report being approved, or within an alternative timeframe to be first agreed in writing with the Local Planning Authority.

Reason: In the interests of local highway safety.

34. Notwithstanding the approved drawings, before the development is commenced, or within an alternative timeframe to be agreed in writing by the Local Planning Authority, full details of revised levels and gradients of the accessible ramp leading from the access road up to the building's main entrance, and of inclusive external seating with seatbacks and armrests shall have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the agreed details and thereafter such inclusive access facilities shall be retained.

Reason: To ensure ease of access and facilities for disabled persons at all times

35. 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.

36. Unless shown not to be feasible and viable, 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.

37. Prior to occupation of the development hereby approved the Mitigation and Optional Enhancements covered in Section 4.2 and 4.3 of the Mott McDonald - Preliminary Ecological Appraisal (September 2016) shall be carried out as appropriate as part of the development.

Reason; In the interests of biodiversity.

38. Prior to the commencement of development a document detailing methods for dealing with Japanese Knotweed shall be submitted to and approved in writing by the Local Planning Authority. The Japanese Knotweed shall thereafter be removed in accordance with the approved methodology.

Reason: In the interests of biodiversity.

39. Surface water discharge from the completed development site shall be restricted to a maximum flow rate of 4 litres per second

Reason: In order to mitigate against the risk of flooding

40. Before the development is commenced, 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.

41. No development shall commence unless details of a suitable means of site boundary treatment has been submitted to and approved in writing by the

Local Planning Authority. The development shall not be occupied 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.

42. No development shall commence until full details of measures to protect the existing trees, shrubs and hedges to be retained, have been submitted to and approved in writing by the Local Planning Authority and the approved measures have thereafter been implemented. These measures shall include a construction methodology statement and plan showing accurate root protection areas and the location and details of protective fencing and signs. Protection of trees shall be in accordance with BS 5837, 2012 (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.

43. No development shall commence until details of the means of ingress and egress for vehicles engaged in the construction of the development have been submitted to and approved in writing by the Local Planning Authority. Such details shall include the arrangements for restricting the vehicles to the approved ingress and egress points. Ingress and egress for such vehicles shall be obtained only at the approved points.

Reason: In the interests of protecting the 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.

44. The development shall not be used for the purposes hereby permitted, unless a scheme for the installation of equipment to control the emission of fumes and odours from the premises is submitted for written approval by the Local Planning Authority. These details shall include plans showing the location of the fume extract terminating one metre above eaves or ridge and shall include a low resistance cowl. The use shall not be commenced until the approved equipment has been installed and is fully operational.

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

Other Compliance Conditions

45. 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.

46. There shall be no floodlighting of the Multi Use Games Area facility.

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

47. The use of the Multi Use Games Area by members of the public and community groups shall be restricted to between 09:00 hours to 22:00 hours on any day.

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

48. The development shall not be used unless the cycle parking accommodation as shown on the approved plans has been provided in accordance with those plans and, thereafter, such cycle parking accommodation shall be retained.

Reason: In the interests of delivering sustainable forms of transport, in accordance with Unitary Development Plan for Sheffield (and/or Core Strategy) Policies T7.

49. 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.

50. Within one week prior to the commencement of development a badger survey shall be carried out, and any recommendations of the survey shall be adhered to and/or followed.

Reason; In the interests of biodiversity.

51. No deliveries to the building shall be carried out between the hours of 21:00 hours to 07:30 hours (on the following day) Mondays to Saturday and 18:00 hours to 09:00 hours (on the following day) on Sundays and public holidays.

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

Attention is Drawn to the Following Directives:

1. It is recommended that the improvement scheme is undertaken by a specialist turf consultant. The applicant should be aiming to ensure that any new or replacement playing field is fit for its intended purpose and should have regard to Sport England's technical Design Guidance Note entitled "Natural Turf for Sport" (2011) and relevant design guidance of the National Governing Bodies for Sport e.g. performance quality standards produced by the relevant pitch team sports, for example the Football Association.
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.
3. Informative: A model Community Use Scheme is available on the Sport England website www.sportengland.org
4. Construction and demolition works that are audible at the site boundary shall only take place between 0730 hours and 1800 hours on Monday to Fridays, and between 0800 hours and 1300 hours on Saturdays, and not at any time on Sundays and Public Holidays.
5. Plant and equipment shall be designed to ensure that the total LAeq plant noise rating level (including any character correction for tonality or impulsive noise) does not exceed 34dB(A) the LA90 background noise level at any time when measured at positions on the site boundary adjacent to any noise sensitive use.
6. The Applicant is hereby notified that Lift 1 is within the sports chair zone as defined by Sport England, and to demonstrate compliance with the Equality Act should measure 2000mm x 1400mm with 1200mm doors.

Site Location



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INTRODUCTION

The current planning application is for the provision of a new secondary school and sixth form building, with associated facilities. This would be within land currently serving as open space and car park.

The proposed school is intended to tackle an under-provision of secondary school / sixth form places within the south-west of the city. The submission of the application follows these key stages.

In February 2016 a Cabinet Report was approved which covered recommendations to meet the requirement for new primary and secondary places in the north-east and south-west of the city.

The report proposed the provision of new educational development which balanced various priorities for the Council, including provision of access to great, inclusive schools in all parts of the city, getting value for money, protecting green spaces and meeting housing needs.

The report summarised that births in Sheffield had increased by 25% since 2002, with 1000 more children per year entering Reception year. The Office of National Statistics shows population projections of a steady increase in births until 2023.

It was also identified that the south-west of Sheffield has an established pattern of young families moving in to the area, adding demand to existing high levels of demand for school places.

In the south-west of the city, secondary school places are under pressure, and additional places are needed from 2018-19 and beyond.

The report's recommendation was that the necessary steps were taken to commission a new secondary school (11-18 yrs) on the former Bannerdale school car park, giving an initial provision of 180 places in September 2018.

A further Cabinet Report was published in September 2016, covering the issue of the school at the Bannerdale site, revising the location of the new school. It instead recommended that the building be located on the western side of the existing access road. The revised location was considered to be the best possible layout and design of the school buildings, whilst ensuring that capital was targeted to the provision of the new school building rather than dealing with ground conditions below the car park.

This report was approved by the Cabinet as part of that meeting.

These reports made it clear that the proposals would be subject to due planning process including appropriate consultation and achieving planning permission. The current report covers the planning implications of these proposals.

LOCATION

The application site is located to the south of Carter Knowle Road.

To the north of the application site are residential properties and the Seventh Day Adventist Church. To the east of the site is open space associated with the Bannerdale Centre residential development, and some residential properties. To the south of the site is further open space and the main part of the Bannerdale Centre residential scheme. To the west is a further church building, with residential properties beyond that building.

The proposal would retain the vehicular access driveway off Carter Knowle Road. This would become the access road to the school and its car park area, and also to the Bannerdale Centre residential development.

The site is designated as being part of an Open Space Area, within the Adopted Sheffield Unitary Development Plan (UDP).

PROPOSAL

The application seeks planning permission for the construction of a 1200 place secondary school and sixth form facility. The intended opening date would be September 2018, with an initial intake of 180 Year 7 pupils. Full capacity would be reached by 2024. It is envisaged that there will be approximately 107 full-time equivalent staff (FTE), comprising 69 FTE teachers and 38 FTE support staff.

The building would be over three storeys and provide 9,758m² of floor space within a proposed footprint of 4,433m². It is arranged in a 'fingerblock' formation, involving a linear block fronting Carter Knowle Road and two projecting wings forming a courtyard area to the south. The sports hall is located at the western end of the building and along with the mixed-use games area (MUGA) both are in close proximity to the existing sports pitches in the western part of the site. These facilities would be usable by the community 'out of hours' and during school holidays. There are also hard and soft informal and social areas and planting / SuDS spaces. The car park would be reconfigured to include 142 car parking spaces (i.e. 107 for staff, 15 for sixth form students, 20 visitors and 10 accessible bays).

The building would comprise brickwork, timber cladding, glazing and glazed curtain walling. The building would be flat roofed, covered by a mix of green roofing and PV panels with plant equipment in a timber enclosure.

The proposal would involve the removal of a number of trees, but there would be replacements as part of a scheme-wide landscaping plan proposed as part of the scheme.

RELEVANT PLANNING HISTORY

00/01727/FUL; Construction of access road and car parking accommodation.
Temporary planning permission granted 11/6/01

06/02282/FUL; Construction of access road and car parking accommodation.
Application withdrawn 20/2/08

13/04206/RG3; Outline Consent granted for residential development, open space and landscaping.
Approved 12/3/16

16/04079/LU1; Application to establish the lawful use of land as a car park.
Granted Lawful Development Certificate 16/3/17

17/01012/REM; Erection of 65 dwellinghouses and associated works – Reserved Matters application connected to 13/4206/RG3.
Currently Undetermined

SUMMARY OF REPRESENTATIONS

Councillor Shaffaq Mohammed has submitted a representation, which can be summarised as:

- Current air pollution levels in vicinity exceed requirements. School will increase pollution.
- Traffic congestion is an existing major problem, especially around Carter Knowle Road and Bannerdale Road. Proposed school will add to issues.
- Loss of green space which is well used by community.
- Health concerns relating to pre-existing landfill site. Residents have concerns about lack of protection in open areas and gas escape to surrounding properties.

Carter Knowle and Millhouses Community Group

The Carter Knowle and Millhouses Community Group have submitted a thirteen page representation. This is summarised as:

Need for School Not Demonstrated.

- Only 7 of potential 25 feeder schools show an increase in intake. For example, Dobcroft School had a 20% out-of-catchment intake in Sept '16.
- 2017 intakes suggest that many new secondary places are needed across city, and not in SW.
- Need for new primary places doesn't distinguish between north and south. Birth rates have steadied since 2012, and are forecast to level after 2020.

Viability

- New school would compete against other established schools.
- School design is a basic level, restricted by location.
- “Restricted” designation selected to reduce outdoor space below standards against purpose of guidelines. Also no off-site provisions are proposed, also against guidelines.
- Landfill and contamination issues will deter parents.
- Inevitable associations to Abbeydale Grange School.

Open Space

- Open space loss is against policy (CS47 and NPPF).
- Planning Brief covered importance of open space given area's shortage.
- Car Park area is Open Space in law at time of representation completion.
- Cabinet Reports relating to school recognised importance of maintaining open space; promising a Green Space Framework, consideration of uses such as

sledging, access to high quality sports facilities and green space and a community use agreement. No Green Space Framework is provided, insufficient regard to sledging slope, footpath provision is inadequate, and no use agreement is provided.

-New facilities will be subject to an unclear community use agreement, there will be a charge for usage, areas will be less used due to car park and access road, and are not of sufficient quality to compensate for major loss.

-No integrated management of school open space with adjacent open space, contrary to previously stated intentions.

Contamination

-Absence of a remediation plan and consideration of costs

-Risk to local residents and future users and is against Council policy.

-Local engineers question: impact on costs, lack of mitigation measures, and change of risk classification to low to moderate.

-Risks of gases, and no assessment of capping of school on surrounding ambient air quality.

-No mitigation strategy has been put forward despite promises.

-Permission should only be granted if mitigation techniques are agreed. Standard condition/s are not appropriate.

-A Health Impact Assessment would be appropriate.

Traffic and Air Quality

-Documents conflict with earlier submissions, and include errors.

-Residential scheme at Bannerdale Centre site (20% more than outline planning permission) makes current modelling invalid.

-Unrealistic assumptions of pupil residence

-Without a sponsor, and until other schools' catchments are defined proposed school catchment area cannot be defined.

-No assessment of Carter Knowle Road junctions with Ecclesall Road / Abbeydale Road. Reductions of movements on Abbeydale Road are based on catchment assumptions.

-Greatest impacts on Bannerdale Road from between Abbeydale Road and Carter Knowle Road.

-Air Quality Assessment doesn't consider impacts on Carter Knowle Road junctions to Ecclesall / Abbeydale Road or Bannerdale Road / Abbeydale Road junction either, where air pollution exceeds legal limits.

-Actual monitoring has taken place at the Bannerdale Rd / Abbeydale Rd/ Archer Rd junctions, giving an annual average of 44 μm^3 (above legal limits), so modelled data should be disregarded.

-Council is required by legal judgements to take action to deal with exceedences of legal limits.

Loss of Amenity

-Building would be a visual obstruction, tree line is only in leaf for 6 months per year.

-Loss of views.

-Optimistic assumptions made about MUGA's evening use. Loss of tranquillity to surrounding green space.

Consultation

- Lack of community involvement prior to submission of application, frequent change of proposals.
- Only one direct public event was held, which targeted minimal involvement. Opposing comments have been given cursory responses in Statement of Community Involvement.
- Lack of consultation through planning process.
- No council engagement with members of local community who don't use English as 1st language.

Alternative

- Use of Bannerdale Centre site was refused consideration, given wishes to maintain site for housing. Would have addressed open space issue, problems of building on landfill, issue of restricted space, allow an improved design, reduced numbers accessing site, and reassured community that consultation was genuine

Conflicts of Interest

- Council is Education Authority, Planning Authority, and are also responsible for contaminated land.

A 2nd representation was received from the Carter Knowle and Millhouses Community Group, and this can be summarised as follows:

- Mercia Academy Trust were named as sponsor, and it was also announced that the whole of the south-west would be catchment. This undermines the Traffic Assessment and Air Quality Assessment.
- Increased car usage would lead to impacts on junction capacity's and air quality.
- Documents should be revised, alternatively application should be withdrawn.

Individual Neighbour Representations

38 neighbours were directly notified of the application, and seven site notices were placed at key locations in the site's vicinity. The application was also advertised in the Sheffield Telegraph.

There have been representations from 82 addresses within the local community objecting to the planning application. The representations make the following comments:

Design Issues

- Overdevelopment. Site and adjacent site are not large enough for a housing estate and new school.
- Overbearing. Imposing presence.
- Out of keeping with surrounding housing and ugly. Bricks not characteristic in area.
- Poor siting and layout. Uninspiring design resulting from funding restrictions caused by contamination issues.
- School is of minimum standard and is insufficiently sized, limiting value to the students. Site is not "Restricted" as per submitted statement, and isn't subject to space restrictions.

-Green outlook along Carter Knowle Road will be lost, and diminished further by tree loss.

Neighbour Amenity Issues

- Loss of privacy to Carter Knowle Road residents. Partial tree line won't prevent privacy loss.
- Loss of views.
- Noise and light pollution from playing courts.
- Materials are not finalised, so commenting difficult.
- Impacts on surrounding property values.
- Litter impacts

Land Contamination Issues

- Site deemed unfit for housing in 2013 due to contamination, but now a school is proposed. Even with mitigation, school's reputation would be harmed.
- Phase 1 Preliminary Risk Assessment identifies risks to school users/occupiers, off-site neighbours / residents, and the building itself and proposed mitigation measures haven't been provided.

Specific Risks include:

- landfill material
- elevated ground gases
- combustible gas
- methane concentrations of potentially explosive levels
- potential risk of gas migration beyond site
- soil and groundwater contamination
- potential contamination pathways identified
- asbestos detected
- excessive levels of substances having likely potential of significant harm to human health discovered.
- likely risk to foundations and water supply infrastructure
- foundations would need to be below level of made ground.
- These risks lead to a number of severe/adverse effects, which are given as likely.
- Risks from sites reduced from 'High' in 2013 surveys to 'Low' in latest documents.
- Report is based upon pre-mitigation situation, and issues should be investigated before progressing application as per NPPF.
- Success of mitigation is uncertain and a precautionary principle should be followed to avoid impacts on children's health.
- Building on landfill site increases cost of school, which cancels out gains from Bannerdale Centre sale.
- No exceedances of safety thresholds for open space are identified, so existing use as parkland poses little risk.
- School construction on landfill sites has led to litigation elsewhere.
- Question over responsibility of future gas monitoring.

General Health Issues

- No independent public health impact assessment has been submitted; despite concerns raised in air quality, transport and geo-environmental assessments.

Open Space Issues

- Proposal contravenes Core Strategy Policy CS47 and Planning Policy Guidance paragraph 74, given open space shortage in SW of city and loss of 19,192m² of accessible open space.
- Council policy only allows for loss of open space after compensation, via improvements to remaining space and provision of new facilities. Unclear if proposal would be sufficient.
- The open space was identified in Planning & Design Brief associated to the housing developments (agreed by Planning Committee in 2013) as being new/enhanced park open to community access. This followed lengthy community consultation.
- Despite submission statement application doesn't preserve open space for community enjoyment. (Tapton and King Edwards maintain access to their pitches).
- Loss of football pitches result in Sport England / FA objection, and should be retained.
- FA have withdrawn from partnership to form artificial pitches within site.
- No Community Use Agreement relating to playing fields, MUGA and sports hall is provided. Older residents, for example, potentially benefit from open space whereas they'd not benefit from sports facilities. Lack of confidence in any future agreement.
- Space existing and proposed as car park is actually green-space and proposal to make car park permanent is wrong.
- Reduction in greenspace and impacts on wildlife.
- Loss of trees will undermine open space
- Development should be directed to brownfield land instead.
- Sledging slope would be lost, when Council had previously given reassurances that this would be protected. Proposed fencing would be dangerous.
- Application states facilities will be open to public use, but an Academy will restrict / withdraw this.

Landscaping Issues

- Ramp, cycle path and pathway around football pitches will remove part of an ancient hedgerow and thicket which is valuable wildlife habitat.

Planning Brief Issues

- Brief followed two years of community consultation, and is a material planning consideration, and to ignore it represents maladministration and breaches community involvement.
- Brief stated any development on open spaces should show that it can be replaced within the site, and any loss of open space will not be permitted.

Drainage

- Site gets waterlogged. Surrounding properties on Carter Knowle Road experience flooding and subsidence.
- Flood Risk Assessment suggests risks of surface flooding, and identifies need to consider impacts on culverted watercourse, relationship to landfill, and the control of leachate.

Access and Mobility

- Ramp to playing fields is overly long and is secondary to steps.

Highways Issues

-Transport Assessment (TA) includes conflicting data on additional car movements, which differ from details in the Air Quality Assessment documentation.

Conclusions should be disregarded.

-TA is flawed because of:

-not sensitive to site's locality

-school catchment area isn't yet defined

-follows a notional area rather than known travel routes

-Silverdale School is used as a basis for modelling, and instead averages from a range of secondary schools should be used

-based on excessive numbers living within 1 mile of school

-underestimates level of extra car usage

-assessments were done in June when walking levels are high

-extra-curricular activity is over-estimated at 15%

-doesn't consider traffic increase from new houses

-bus use over estimated, services on Carter Knowle Road have reduced since approval of housing scheme and TA submitted with housing application identified site as not being well served by buses.

-level of assessment of visibility of pedestrian crossing is unclear,

-no assessment done of junctions of Carter Knowle Road with Ecclesall Road and Abbeydale Road, and they are subject to standing traffic

-TA inaccurately forecasts traffic conditions and doesn't provide any mitigation proposals

-Sustainable travel aims will not be met, over-provision of cars encourage private car use. A new school bus would add to traffic and pollution

-Local roads will be used for drop off / collection, instead of designated area. 6th form pupils will park on surrounding roads.

-Housing development is proposed to include 64 units and not 54 as previously implied.

-Assessment of 5 junctions is inadequate.

-Traffic movement every nine seconds at Carter Knowle Road in addition to existing movements

-Bannerdale Road is gridlocked at school peak times. Carter Knowle Road is a busy 'cut-through' from Abbeydale Road/Ecclesall Road, and is heavily parked when football and church takes place. Excessive movements at junction to Carter Knowle Road are estimated.

-Traffic projections show network will not accommodate movements.

-Parking near local homes is often difficult currently.

-Access is next to 2 bus stops and at a narrow point in road, and would be unsafe. Pedestrian crossing is the only highway improvement, and would lead to loss of on-street parking. Another pedestrian crossing should be provided at Springfield Avenue crossroads.

-Vehicular movements will harm character of Nether Edge.

-Residential development's construction traffic would create risks.

-Large car park may encourage car use.

-Cycle parking is poorly located.

-Improvements are required to allow crossing of Abbeydale Road

Footpath

- Existing route through site from Glenorchy Road (top of) to Spring Wood is being removed, and was expected to be designated a right of way.
- Application doesn't make clear the revised footpaths / public rights of way. Sports pitch access should be available without use of the main car park.
- Not sufficient space around perimeter of football pitches to provide a footpath.

Air Quality

- Proposal falls within an Air Quality Management Area. Councils are required to take action to reduce air pollution.
- An additional 329 vehicle movements (per day) will lessen air quality, which are already breaching legal limits.
- Cumulative impact of proposed and committed development in locality need to be assessed (residential development at Bannerdale Centre was previously said to lead to 530 daily movements, more than referred to in current assessments).
- Air Quality Assessment (AQA) is prepared by same organisation as the Transport Assessment so isn't independent.
- AQA also refers to a reduction of approximately 70 vehicles per day so is contradictory. AQA and TA include contradictory numbers on vehicle movements, and AQA is based on incorrect traffic data.
- Traffic reduction won't be achieved by encouragement as covered in Sainsbury's appeal decision which was dismissed due to impacts on air quality, and school traffic would be greater than traffic that would've been caused by larger supermarket.
- Housing Proposal at Bannerdale Centre site undermine assessment's findings.

Consultation Exercise

- Consultation wasn't properly advertised and was inadequate. Inadequacy is intentional, as most local stakeholders oppose the school. Information was poorly communicated.
- Community exhibition took place before currently submitted documents were available. It did not highlight contaminated nature of the land.
- No feedback from consultation/exhibition has been considered as part of application.

School Catchment / Operation of School Issues

- Most parents will continue to prioritise other schools, so won't be possible to fill school from locality. School will lack connection with community and cause increased traffic movements.
- Need for school / places hasn't been evidenced. Existing schools are very successful and have spare 'in-catchment' places.
- Catchment area hasn't been defined.
- Council uses a 'cake-slice' approach to school catchments in this part of city, and this hasn't been followed here.
- Silverdale have withdrawn as potential sponsor, and there is insufficient funding for it. School would not attract students given other schools, including an expanded Silverdale.
- School would also be unable to attract staff.
- Limited initial in-take will lead to isolation and lack of community etc.

- School would follow same experience as the unsuccessful Abbeydale Grange. Any failure will lead to site being made available for housing development in future.
- Not logical to demolish Abbeydale Grange, to then build a new school.

Alternative Suggestions

- School should be built at Bannerdale Centre site, instead of housing. Council must have been aware from population studies that a school would be required. Would avoid loss of green space and trees, impacts upon appearance of the area, minimise privacy issues and be a safer and cheaper construction.
- Silverdale and other existing schools should be expanded / invested in.

Other Issues

- Query if the housing application will be submitted before determination of current proposal. School and residential application should be considered at same Committee meeting.
- Despite the 2013 consultation the Abbeydale Grange site doesn't include any affordable housing and includes more units than was initially shown.
- Loss of property value.
- Main aspiration is to maximise revenue from private developers.
- Any future sponsor will wish to modify any approved drawings.

PLANNING ASSESSMENT

National Planning Policy Framework (NPPF)

The NPPF sets out the Government's planning policies for England and how these are expected to be applied. The key principle of the NPPF is the pursuit of sustainable development, which involves seeking positive improvements in the quality of the built, natural and historic environment, as well as in people's quality of life. The following assessment will consider these overarching principles.

Capacity Need

The NPPF (para 72) states that the Government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. It also states that great weight should be given to the need to create schools.

This reiterated the Department for Communities and Local Government's Policy Statement on Planning for Schools Development (August 2011), which states there should be a presumption in favour of the development of state-funded schools, that the Secretary of State will attach significant weight to the need to establish and develop state funded schools in determining applications and local authorities should make full use of their planning powers to support state funded school applications.

Policy CS43 (Schools) within the Sheffield Development Framework Core Strategy (CS), identifies a requirement to provide sufficient modern education facilities to meet identified needs.

The 2016 Cabinet Report identified births in Sheffield as increasing by 25% since 2002, with 1,000 more children per year coming into Reception. The peak in this regard was reached in 2012, as this year represented the largest birth cohort in the city since 1991. Subsequently there was a small (5%) reduction in child birth in 2013 and this has been followed by a levelling off in 2014 and 2015.

In addition to the demands placed on existing capacity by high birth rates, the south-west of the city also has an established pattern of young families moving in, adding to existing high levels of demand.

These factors result in secondary school places being under significant pressure, with additional places being necessary from 2018/19 and beyond. In short, the Cabinet Report recommended that an initial 180 secondary school places in the south-west of Sheffield should be made available from September 2018.

The Cabinet Report went on to conclude that going forward a total of 240 extra secondary places per year will be required by 2020 in the south-west of the city, with a potential for even further growth in the next decade.

The Cabinet Report approved the principle of providing 180 places per year at the new Bannerdale School, with any remaining capacity need to be accommodated within other existing school sites.

The alternative option of expanding all schools was not considered to leave flexibility for further expansion, and it would be unlikely that any future deficit would be able to be met by the provision of a new school in those circumstances.

It is therefore clearly demonstrated that there is the need for a secondary school within the south-west of the city. As a result, the proposal accords with Policy CS43 and the relevant aspects of the NPPF in this respect.

Land Use and Loss of Open Space

National Context

A key planning principle of the NPPF is the encouragement of the effective use of land by reusing land that has been previously developed (brownfield land). The car park constitutes brownfield land, which has been formally established through the recent approval of a lawful development certificate.

The area of the site for the proposed school buildings and associated space and facilities is currently open space and is therefore greenfield. This area is split into two distinct sections, which holds particular relevance for this part of the planning assessment.

The western section of this area constitutes two grass football pitches. The eastern section, which is separated from the western section by an embankment and trees, is currently grassed open parkland. This eastern section has however been used

for formal sport in the past ten years and has the potential to be used in this manner again going forward.

The NPPF (paragraph 73) states that existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:

1. An assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or
2. The loss resulting from the proposed development would be replaced by equivalent or better provisions in terms of quantity and quality in a suitable location; or
3. The development is for alternative sports and recreational provision, the need for which clearly outweighs the loss.

In this regard, there is considered to be a shortfall in open space provisions in the south-west of the city and the proposal is not for alternative sports and recreation provision. As a result, points 1 and 3 of NPPF paragraph 73 are not satisfied. In relation to Point 2 within paragraph 73, the existing two football pitches to the west of the site are to be retained and enhanced so they can cope with the increased use. In addition, a community use agreement will secure continued use by football clubs and this includes the use of the ancillary facilities, such as the changing rooms and toilets.

The loss of the former playing fields set to the east of the site raised an initial objection from Sport England owing to the lack of a suitable replacement. As a consequence detailed discussions have taken place with Sport England and it has been agreed that a payment of a £160,000 will be made to cover the provision of formal sport facilities elsewhere in the city. This is considered to suitably mitigate the loss of potential for the existing area to be used for formal sport in the future. Based on the above and subject to conditions Sport England have withdrawn their objection.

On this basis it is considered that the loss of the existing open space/playing fields would be suitably compensated through equivalent or better provisions and this section of the proposal is therefore within the spirit of the NPPF, with particular reference to paragraph 73.

-Local Context

In respect of the local policy context, the entire site is within an Open Space Area as defined by the Unitary Development Plan (UDP).

Policy LR5 (Development in Open Space Areas) within the UDP lists a number of criteria that must be met for the development of open space to be considered as acceptable. This includes a requirement that new development should not harm the character or appearance of the public space. The relevant criteria set out in LR5 are considered further within various sections of this assessment.

Policy CS45 (Quality and Accessibility of Open Space) within the CS states that safeguarding and improving open space will take priority over the creation of new areas.

Policy CS46 (Quantity of Open Space) within the CS states that as opportunities arise new open spaces will be created where a quantitative shortage of open space is identified in the local area.

Policy CS47 (Safeguarding Open Space) within the CS sets out the parameters against which the loss of open space must be considered.

Section a) of CS47 states that the loss of existing open space would not be permitted if it would result in a quantitative shortage of the relevant type of open space.

Section b) states that the loss of open space would not be supported if that open space is of high quality.

Section c) says that people in the local area should not be denied easy or safe access to a local park that is valued or well used.

Section d) states the development should not cause or increase a break in the green network.

Given that open space is underprovided locally and the scheme does not include a quantitative replacement of the lost open space, the proposal contravenes the relevant sections of the above policies, with a particular note to CS47 a).

Against this point it is relevant that the loss of open space has, as far as possible been minimised. The building's design minimises the footprint and doesn't include any unnecessary space within its curtilage in order to reduce land take. Within the school's secure fence line, approximately 85% of the area is hard and soft PE areas / social areas, pathways, access routes and habitat.

Also, the scheme does include improvements to sections of existing public open space outside of the secure fence line and within the application site. For example, the area to the north of the car park is currently of low quality and isn't maintained, whereas the application shows a wildflower meadow to be planted in this area, together with young and semi-mature trees, thus improving visual amenity and public access to this area.

In addition, the scheme includes new formal sports provision which the local community will have access to, most notably the MUGA and sports hall. The two existing football pitches will also be upgraded and the design gives secure and separate community access to these, albeit on a formalised basis. Changing room facilities are provided the fencing of the pitches gives a measure of protection from dog walkers, litter and debris.

Overall features such as the improved access to football pitches (by giving improved security and maintenance) and the provision of the MUGA facility, plus the qualitative improvements to some public open space in the application site are beneficial. However, they would not fully overcome the proposal's conflict with the relevant policies.

In relation to CS47 b), the existing outdoors sport facilities have been assessed as below average quality and will be upgraded as part of the scheme. The ecological value of the space to be lost is not considered to be high, and no heritage assets would be affected. Overall the space to be lost could not reasonably be considered as 'high quality'. There is therefore not considered to be a conflict with section b).

In regards to CS47 c) the community's use of the site for outdoor sports and recreational use is acknowledged. The sports pitches will be upgraded and available for public use outside of school hours and at weekends, when they're currently most used. Also the open space immediately beyond the southern boundary of the site will be retained as informal recreation space.

The existing other parks in the locality are at Chelsea Park, Millhouses Park and Meersbrook Park, however, each of these are not within 400m and therefore not in the local area. Therefore, whilst some access to recreation / sports facilities will be given the proposal would represent a conflict with part c) of CS47.

Relating to part d) of CS47, the development would not represent a break in the Green Network, as Spring Wood ancient woodland is located beyond the south of the application site, and would not be undermined by the proposal.

CS47 e) to g) give circumstances where development resulting in the loss of open space will be allowed, these include where equivalent or better replacement open space would be provided in the local area; or where the site is identified as surplus for its open function. It is not considered that this development would be compliant with these sections of Policy CS47.

Based on the above, it is clear there would be non-compliance with sections of local policy, most notably elements of Policy CS47 of the Core Strategy. The policy conflict will therefore need to be balanced against the other material considerations, most notably the need for a school.

Air Quality

NPPF at para 124 requires planning policies to secure compliance with EU limit values or national objectives for pollutants, taking into account cumulative impacts from other developments. Also planning decisions are required to ensure compliance with air quality action plans.

Policy GE23 (Air Pollution) within the UDP states that development will be permitted only where it would not locate sensitive uses where they would be adversely affected by sources of air pollution.

Policy CS51 (Transport Priorities) of the CS states that, one of the strategic priorities for transport is to improve air quality.

Policy CS66 (Air Quality) within the CS states that 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 Air Quality Action Plan 2015 was approved by Cabinet in July 2012, with one of the key action areas being the development of policies to support better air quality.

The application was submitted with an Air Quality Assessment (AQA), which considers issues such as current baseline conditions, future and cumulative impacts of the proposed school and other committed developments in the area and mitigation proposals. The AQA has been considered by the Council's Air Quality Officer and is viewed as being sound.

The AQA states that the application site, along with the rest of the city, is located in the Air Quality Management Area.

Operational Phase

The AQA identifies that during the operational phase, additional vehicles would be introduced to the local road network and the associated changes to traffic flows have potential to impact on air quality. In addition, the AQA notes that existing residents and the sites end users, including children, will be exposed to changes in local air quality conditions.

As a consequence, the AQA goes onto model the local air quality conditions for the opening year of 2018, while accounting for the full operational effects of the school, even though capacity won't be reached until 2023. This is felt to be the most robust approach given that background emissions will be higher in 2018 in comparison to 2023 owing to the development of new technologies and more stringent emission limits in the future. Two scenarios are presented for comparison in 2018:

1. Do Something Scenario, which summarises the background conditions with the development.
2. Do Minimum Scenario, which summarises the background conditions without the development.

The AQA shows modelled results at 19 locations within the vicinity of the school site and these are expressed as mean figures based on a one kilometre grid square. This modelling is produced by the Department for Environment, Food and Rural Affairs (DEFRA) and is a prediction of background pollution concentrations.

The modelling shows that all the relevant air quality objectives and limit values would not be exceeded at any of the 19 monitoring points in either scenario. A few examples include:

- Annual mean NO₂ concentrations of 18.8µg/m³ are modelled at the school's façade closest to Carter Knowle Road, and 20.9µg/m³ at the school playing field. These concentrations are well below the objective of 40µg/m³.
- At all 19 locations the annual mean NO₂ concentrations show only negligible increases in the Do Something Scenario, in comparison to the Do Minimum Scenario.
- Tables 11, 12 and 13 within the AQA show only a negligible impact on PM₁₀ and PM_{2.5} concentrations between the two scenarios. These levels remain well below the relevant objectives and limit values.

It is also noteworthy that diffusion tube monitoring results are provided for locations within the AQA study area. These are generally located at key large traffic junctions along Abbeydale Road and show exceedances of the annual mean NO₂ objective of 40µg/m³ at four monitoring points. Two of these points are located at the junction of Abbeydale Road and Springfield Road, while the other two are located at the Abbeydale Road junctions with Bannerdale Road and Carter Knowle Road respectively.

In considering this further, the AQA identifies that, as a result of providing a school in the location proposed the situation along Abbeydale Road in terms of vehicle movements and more general air quality is actually improved. This is because overall the development is expected to result in a reduction in traffic of approximately 70 vehicles per day along Abbeydale Road, owing to a shift from vehicle use to walking and cycling for pupils and staff who live in close proximity to the new school. At present these pupils and staff are driving to alternative schools.

Construction Phase

In relation to the construction phase, the risk of dust soling effects from the associated traffic, earthwork and construction is considered to be medium. It is therefore considered that with recommended mitigation, which would include a Construction Environmental Management Plan, any effects on surrounding residents would be kept within tolerable limits.

Mitigation

Suitable mitigation measures are proposed, which includes a Construction Environmental Management Plan to manage dust impacts during the construction phase.

Specific measures proposed for the operating phase to mitigate the impact of the development on local air quality include the implementation of a Travel Plan, which would include initiatives to encourage walking, cycling and public transport use, the use of electric vehicle charging points and the provision of dedicated parking spaces for low emission vehicles. These measures would be secured through planning conditions should Members be minded to approve the application.

Highway

The NPPF promotes the location of developments that generate significant movement to be where the need to travel will be minimised and the use of sustainable transport modes can be maximised.

Policy CS51 (Transport Priorities) of the CS, identifies strategic transport priorities for the city, which include containing congestion levels and improving air quality.

The application has been submitted with an accompanying Transport Assessment (TA) and Framework Travel Plan (FTP). These documents have considered a number of factors; including issues around junction capacity, trip generation, cumulative impacts, car parking and AM/PM drop-off and pick-ups.

The TA states that part of the former Bannerdale Centre car park will be retained providing 152 parking spaces, and include a drop-off / pick-up bays for up to 8 vehicles. 15 visitor spaces will also provided within the school car park. It is proposed that there will be barrier system controlling access to the car park during school hours.

Catchment

The TA points out that the area around Bannerdale School is a densely populated part of the city, with a notably higher number of school age pupils living locally compared to other schools. For example, the proposed Bannerdale School has 34% more pupils living nearby than the second most populous school in the area.

The TA was written before a catchment area for the proposed school had been defined and analysed distances travelled by pupils at existing secondary schools in the south-west of the city to create assessment criteria.

This analysis indicated on average 50% of pupils travel from within one mile, 40% live between one and two miles and 10% travel from greater than two miles. This distribution has been adopted as the distribution for Bannerdale School pupils, and simplified to assume 50% of pupils attending Bannerdale will travel from within one mile and 50% from greater than one mile.

It is noted that it has subsequently been confirmed there is to be no specific defined catchment area for the school. However, based on the amount of potential pupils living locally, and existing catchment/travel patterns for other schools in the area, the assumptions within the TA are still deemed as reasonable.

Junction Capacity

Surveys were undertaken in June 2016 (a “neutral month” with normal traffic flows, usage conditions and during school term time) at the following junctions:

- Springfield Avenue / Montrose Road / Carter Knowle Road
- Bannerdale Road / Carter Knowle Road
- Bannerdale Road / Archer Road / Abbeydale Road
- Springfield Road / Archer Road / Abbeydale Road

Using this survey data and projecting future usage at the junctions, both with and without the school, a capacity assessment of the junctions, including the school access to Carter Knowle Road, has been undertaken. This shows that:

- The site access / Carter Knowle Road junction would operate well within its theoretical capacity.
- Springfield Avenue / Montrose Road / Carter Knowle Road

The Springfield Avenue would go over capacity in the AM peak following construction of the school. This would likely occur for a short period, and be associated with the school run. The junction would operate within capacity on all other arms.

As a result, highway improvement works have been identified to mitigate the forecast change in traffic volumes, including a flared entry to Springfield Avenue with a pedestrian refuge given the wider carriageway.

With the improvement works the junction is shown to operate within capacity.

- Bannerdale Road / Carter Knowle Road

This is shown to operate at over capacity with or without the proposed school. However, the proposed school would only contribute to marginal deterioration in the junction’s performance.

- Bannerdale Road / Archer Road / Abbeydale Road.

The 2023 scenarios show the school would have a pronounced beneficial impact on junction performance, with almost all arms showing a reduction in flow capacity and queue lengths. This is a result of the forecast reduction in longer distance pupil car trips along Abbeydale Road following the opening of the school.

- Springfield Road / Archer Road / Abbeydale Road.

The details show that the junction would operate close to or over capacity in virtually all scenarios, with or without the proposed school. The 2023 scenarios show a slight deterioration, however, some arms do show a slight improvement in the 4-5pm scenario. The changes are considered to be small and to not materially change the existing over-capacity situation.

This junction assessment has been reviewed and is considered to be acceptable. While there is little opportunity to make major alterations to junction layouts, it is recommended that the junction operation should be reviewed once the development is operational to establish whether it would be advantageous to adjust existing signal timings. A condition can be incorporated within any approval to require the review process to be undertaken and agreed when the school is at 50% and full capacity.

Trip Generation

The modal split in travel/transport modes assumed for Bannerdale School has been derived from studies/surveys at Silverdale School.

Car Trip Generation (combined pupils and staff) associated to the proposed school is forecast to be as follows:

- 0800-0900 Arrivals = 211.
- 1500-1600 Departures = 140.
- 1600-1700 Departures = 62.

The construction of the school is calculated to lead to a reduction of 8% in car trips compared to existing journeys to current schools, given they are further away.

This reduction in trip generation is a welcome output of the proposal, and as covered below it is considered important that a travel plan promoting additional non-car travel to the site is promoted.

Car Parking

The UDP guidelines for parking requirements would result in 152 car parking spaces, which aligns with the spaces provided within the proposed parking layout.

Therefore, the parking provision is at the higher end of what may be considered as acceptable. However, it is considered essential that the parking demand created

by the development is accommodated on site in order to avoid on-street parking within the vicinity. Consequently, the proposed parking provision is considered to be acceptable.

To ensure the level of parking provision does not encourage car journeys that could be made by other transport modes, it will be necessary that the school formulates and operates a very robust travel plan. The Framework Travel Plan indicates that provisionally this will be achievable, but it will be necessary to impose a condition securing the design and implementation of a more detailed plan. This will include the requirement to carry out monitoring and surveying to evaluate compliance with targets.

The TA also proposes Traffic Regulation Orders designed to prevent drop-off / picking up in the vicinity of the site, most notably Carter Knowle Road, which would potentially undermine highway safety. These measures would be supplemented by the on-site drop-off / collection point, to allow parents to safely drop off children at the site.

Drop-Off and Pick-Up Facilities

Eight standard drop-off / pick-up parking bays are provided within the main car park, with another 3 mobility bays for this purpose provided within the access road lay-by.

Drop-off will be able to be accommodated within these bays, as parents would not need to remain within the bay after dropping off their child.

Pick-ups would involve early arrivals at the site, which may potentially result in an excess demand for available spaces. The TA states that from 3-4pm 136 car trips connected to pupil departures would be expected, 15 of which would be sixth form pupils who'd parked in the car park for the day. This would leave an expected 121 parents picking up children during this period.

To prevent this number of cars causing an issue either on or off site, Traffic Regulation Orders are proposed. These would include additional single and double yellow lining along the southern side of Carter Knowle Road. The Framework Travel Plan also indicates that staff could supervise students at arrival and departure times, and this could include monitoring of car drivers' behaviour to ensure use of restricted areas was challenged. This could include information about use of designated drop-off and pick-up areas.

This will be supplemented by a condition requiring the agreement of a car park management document. This would be able to incorporate specific details about the drop-off and pick-up facilities and commit to regular leaflet provision for parents covering information about available facilities. As an example, leaflets would be able to advise that empty bays within the general car park were able to be used for collection purposes.

Overall, it is considered that subject to further agreement of details this issue would not lead to an on-street impact that would undermine highway safety.

Walking and Cycling Facilities

A new zebra crossing will be provided on Carter Knowle Road to the west of the school access junction, with a further new zebra crossing provided along the access road within the site.

The Carter Knowle Road zebra crossing is considered to be necessary to allow people arriving at the school along Carter Knowle Road from the west to safely access the school, given the lack of a footpath on the south of Carter Knowle Road to the west of the access road.

Cycle parking facilities will be provided on the northern service road in the school's perimeter. 72 cycle spaces will be included. Some concerns have been raised about the location of these spaces given potential conflict between cyclists and other vehicles using the service yard. To ensure safe access appropriate marking and demarcation of the approach to the cycle parking will be required by condition. It is also relevant that the service area would be fenced ensuring security of stored cycles. Overall, these measures would be considered to encourage increased cycling to the school and be considered acceptable.

Public Rights of Way

Concerns were raised about the loss of current footpath access from Carter Knowle Road to the park and woodland.

An amended drawing has been submitted showing a stepped access footpath from the north-west point of the site off Carter Knowle Road outside of the secure fencing leading to the southern perimeter of the application site. Further discussions are on-going to determine if this is acceptable to compensate for the removal of the path running through the application site at a point approximately opposite the junction of Carter Knowle Road and Glenorchy Road.

This new footpath may lead to the removal / pruning of some hedgerow along the western boundary and also limitations on the footpath's possible width. However, any issues arising from this would not be considered to give reason to resist the re-provision of a footpath route which is valued locally. The provision of this footpath route will be secured by condition.

Land Contamination

A Phase 1 Desk-Top Study was submitted with the application and subsequently a comprehensive Phase 2 Site Investigation has been provided.

The Environmental Protection Service has assessed this information and is satisfied with the extent of investigation and the conclusions regarding issues such as risks to human health and the environment.

The next step is the provision of a Remediation Strategy for the development, which would be secured through a planning condition should Members be minded

to approve the application. This future strategy would need to be approved before any development commenced on site.

Subject to the provision of a suitable Remediation Strategy, which, based on the submitted reporting, the EPS are satisfied will be forthcoming, the proposal is considered to be acceptable in relation to contamination issues.

Design Issues

The NPPF states that development should always seek to secure high quality design but decisions should not attempt to impose architectural styles or particular taste, albeit they should promote and reinforce local distinctiveness.

Policy BE1: Townscape Design within the UDP states that a high quality townscape will be promoted with a positive approach to conservation and a high standard of new design.

Policy BE5: Building Design and Siting within the UDP states that good design and the use of good quality materials will be expected in all new buildings.

Policy CS74: Design Principles within the CS states that high quality development will be expected, which would respect, take advantage of and enhance the distinctive features of the city.

Siting

The proposed school building would be located to the west of the access road on the lower portion of the site. The siting to the west of the access road is based on the more significant landfill being to the east (under the existing car park). It means the development is less prominent from the residential development site at the former Bannerdale Centre site. The mature boundary trees provide some natural screening of the building.

Layout

The building is set out with green space on all sides, allowing for a landscaped setting. The linear off-shots break up the visual appearance of the building, fostering the relationship with the open space.

The principal elevation of the building will face the access drive, although the elevation facing Carter Knowle Road includes a range of windows and doors to ensure architectural interest. The building's main entrance is close to the site access, so maximises opportunities for pedestrian travel and gives a strong connection with the wider area. The main entrance is also close to the car parking area, albeit across the access road.

The internal layout of the building has been driven by the educational requirements, and also the need to ensure community access to the MUGA and sports hall out of school hours. This arrangement is considered to be appropriate.

Massing and Appearance

The building is three storeys in height, reaching approximately 12.8 metres (at the elevation facing Carter Knowle Road) to a flat roof. As Carter Knowle Road rises from east to west, the western end of the building would be set approximately one storey below the level of Carter Knowle Road.

The massing of the building is considered to respect the character of the locality and the open space, and is acceptable.

The building would use brickwork, timber cladding and curtain walling. It also includes a number of features to ensure significant modelling and visual interest. Of note are the use of a range of window sizes, the staggered and dog-legged east-facing elevation, and the finger block approach facing the open space to the south.

Through the use of such features, it is considered that the overall appearance of the building is acceptable.

External Spaces

A number of concerns have been raised by local community members surrounding the limited amount of external space that will be available.

Building Bulletin BB103 is a Department for Education publication and covers the spaces needed within a proposed school site.

The site was described as being restricted within the Applicant's supporting statements, predominantly because of the need to limit the open space taken by the development. Whilst BB103 gives no specific thresholds for a restricted site, the rationale involved in arriving at this 'restricted' designation is accepted.

As a result of the 'restricted' status there are no specific guidelines directing the level of outdoor space which should accompany a school. Despite this, BB103 states that where there is limited outdoor space on site, pupils will need to be provided with access to suitable off-site provision. It also states that where space is at a premium a flexible approach will be needed, and consideration shall be given to providing the following elements in the following priority order:

- Hard informal and social areas. It is noted that the scheme provides 2,392 square metres of this type of space, exceeding the guidance level of 1,400 square metres where a site is not 'restricted'.
- Hard outdoor PE space.
- Soft informal and social area.
- Soft outdoor PE areas.

The hard informal areas proposed significantly exceed the guideline for unrestricted sites, whilst the other features would fall below the recommended areas for unrestricted sites.

As the hard informal and social areas is given highest priority within BB103, the shortfall in the other categories is not considered to present a reason to resist the proposal, given that the design retains as much publicly accessible open space as possible immediately beyond the site. As a result, no off-site provision is considered to be necessary and the external spaces within the proposal are considered to be acceptable.

Landscaping

Policy GE15 (Trees and Woodlands) within the UDP states that trees and woodlands will be encouraged and protected. This would be achieved in part by requiring developers to retain mature trees, copses and hedgerows, wherever possible, and replace any trees which are lost.

It is accepted that a number of trees will be removed, and others will potentially be undermined by the proposed MUGA retaining wall and the proposed access path. Given the clustered nature of the trees within one of the groups it is not possible to be precise regarding numbers, however, removed trees will be replaced elsewhere.

The removed trees in combination contribute to the value of the space, but their removal would not be considered to represent a reason to resist the granting of consent.

Replacement trees would be required to be provided and this will be secured through conditions on any approval. It is therefore considered that the proposal would be satisfactory in regards to Policy GE15.

Additional street furniture has been proposed within the amended drawings. There is scope for further additional furniture around the MUGA, and a condition to require this extra provision can be included if permission is granted.

Some further details would be required in relation to the green roof provision to ensure a wildflower and grass mix which better reflects local context and maximises biodiversity value, rather than a specified sedum blanket. This requirement can be incorporated in an appropriate condition.

Sustainability

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

In practice, to satisfy the main body of the policy non-residential developments should achieve a BREEAM rating of Very Good. CS64 has further requirements that may fall outside BREEAM, such as designing buildings flexibly from the outset to allow a variety of possible future uses.

Policy CS65: Renewable Energy and Carbon Reduction within the CS sets out objectives to support and require renewable and low carbon energy generation and

also to further reduce carbon emissions. Policy CS65 requires new developments to provide a minimum of 10% of their predicted energy needs from decentralised and renewable or low carbon energy unless it can be demonstrated that it is not feasible and viable. Reductions in energy use through 'fabric first' approaches are now also accepted.

CS65 did also require the generation of further renewable or low carbon energy, or the incorporation of design measures, sufficient to reduce the development's overall predicted carbon dioxide emissions by 20%. As this is now a requirement of Building Regulations it is no longer being sought as part of planning applications.

The building has been designed to achieve a BREEAM rating of Very Good, through the provision of measures such as sustainable materials, ecological enhancements, water conservation, separate waste and recycling facilities and minimised light and noise pollution amongst other things.

PV panels have been proposed as the appropriate method of meeting the 10% energy requirement. The main roof portion and eastern wing will be used for the panels.

The western wing will provide a green roof, which will not achieve the 80% roof coverage required by the Climate Change Supplementary Planning Document. The lesser provision is considered to be acceptable, as the range of PV panels prevents more green roof provision and other renewable technologies have been discounted as being inappropriate for the building.

Drainage

Policy CS67: Flood Risk Management within the CS states that the extent and impact of flooding should be reduced by incorporating a number of measures in developments. These measures include:

- Requiring the new development to limit surface water run-off.
- Ensuring buildings are resilient to flood damage.
- Promoting the use of sustainable drainage techniques.

Although the site is within Flood Zone 1 (low risk), as it is over one hectare, the application is accompanied by a Flood Risk Assessment. This lists a range of proposals, including attenuation measures and permeable surfacing, to manage and reduce the existing discharge rates from the site.

The FRA sets allowable discharge at 4 litres per second, and identifies that attenuation would be provided in the proposed courtyard of the building and via an attenuation pond at the east of the building.

A surface water connection to the existing water system along the access road has been proposed, which would then be discharged into the adjoining culvert.

The Environment Agency and the Lead Local Flood Authority have confirmed that they would have no objections to the proposal, subject to conditions.

Public Art

Policy BE12: Public Art within the UDP encourages public art as an integral part of the design of major developments.

There are considered to be many opportunities for public art to be included within the building or outdoor spaces, including the retaining wall to the MUGA, seating and street furniture or elements highlighting the pedestrian routes.

The integration of artwork into the building or landscape works would follow other successful precedents through the city. Public art is an important way of engaging the school and wider community in the building process and therefore some elements of the public art can be developed after the school is occupied following consultation between students, teachers and a public artist. This will be secured through a planning condition.

Neighbour Amenity Issues

Policy LR5 (Development in Open Space Areas) of the UDP, requires development to avoid resulting in over-development or harm to the character of an area and to ensure uses are compatible with surrounding land uses. As part of this, amenity impacts on neighbouring residents are required to be considered.

Policy GE24 (Noise Pollution) of the UDP requires development to not create noise levels causing a nuisance, and sensitive uses and noisy uses should not be located close together.

The proposed school building is separated from dwellings on the opposite side of Carter Knowle Road by at least forty metres and these houses are set to the north.

The school's roof level at the western end is broadly equivalent to the ridge level of the opposite housing. At the eastern end of the school the proposed roof level is approximately 3.7 metres above the ridge of the housing opposite. The Carter Knowle Road perimeter also features a line of trees, lessening the visual impact of the building.

Given the distance of separation and the orientation, the proposal is considered to avoid any overbearing or overshadowing impact on occupiers of the Carter Knowle Road properties opposite.

The elevation facing Carter Knowle Road features a number of windows, but many of these are to void areas forming double height spaces in the building so don't provide an outlook. The remaining windows are distanced sufficiently from the Carter Knowle Road properties to avoid causing overlooking and/or privacy impacts.

The Noise Assessment document notes that the proposed MUGA is partly set to the rear of the Sports Hall. The document states that it is not proposed to serve

this MUGA with floodlights. The MUGA would be available for use out of school hours from:

- 3:30pm until 10:00pm on weekdays during school terms.
- 9:00am until 10:00pm at weekends.
- 8:30am until 10:00pm during school holidays.

Obviously use during the full extent of these hours would only be possible in the summer months. The properties on Carter Knowle Road are the nearest to the MUGA and are located in excess of forty metres away. Voices of players will be expected to be the main noise source, which would be similar to noise sources associated with the current playing fields. Additionally community use would be managed to avoid excessive or antisocial noise.

It is however considered that the use of the MUGA for basketball will potentially lead to a more significant noise impact than indicated within the Noise Assessment. Therefore, in order to control the potential outcomes from this it is considered to be necessary to require management plans covering the MUGA which would be reviewed annually in order to take account of any implications/complaints which may arise.

The management plan would need to be a separate document to the Community Use Agreement document partly covering the MUGA, but would draw from the broader agreement document.

Plant would be required to be installed to ensure that noise did not exceed the existing evening background sound level.

Road traffic noise would not increase by a sufficient level to lead to an increase in noise levels.

Overall, the proposal is considered to have an acceptable impact upon the amenities of neighbouring occupiers.

Community Use

Policy CF1 (Provision of Community Facilities) within the UDP states that the provision of community facilities will be promoted. Several examples of when these would be particularly desirable are given and this includes when they would be located where there is a shortage and within the community they are intended to serve.

The building has been designed to facilitate out of hours usage by the community and public. The sports hall, activity suite, changing facilities, MUGA, hall, drama studio and dining facilities can be made secure to give access to only these parts of the building, although the entire school can be made available for community use if necessary/appropriate. The car park is also available for community use out of school hours.

The details of the use of these facilities, such as the timings and practical arrangements would be secured via a Community Use Agreement that would be required to be agreed by a condition on any approval.

Access Issues

Policy BE7: Design of Buildings Used by the Public within the UDP requires safe, equal and easy access for people with disabilities to buildings used by the public.

The building and site has been designed to facilitate access for all and this includes suitable mobility parking and drop-off facilities. Following discussions and amendments the internal arrangements are largely considered to meet relevant guidelines.

The external areas have been designed to provide access to the sports pitches which are set at a higher level. It is hoped that further improvements to the levels on the approach to the main access can be achieved and this is to be secured via a condition should Members be minded to approve the scheme.

Overall, the proposal is considered to be acceptable in regards to the relevant access policies.

Ecology

GE11 (Nature Conservation and Development) within the UDP requires the natural environment to be protected.

The submitted Preliminary Ecological Appraisal states that the trees proposed to be removed were assessed as having low potential for roosting bats. No evidence of badgers was recorded although a re-check should be carried out before construction begins, and any tree removal should ideally be outside the bird breeding season.

The recommendations are considered to be acceptable, and can be incorporated into a condition.

Archaeology

The site's historical use as a landfill site means it isn't of any archaeological interest.

Environmental Impact Assessment (EIA)

The requirement for the provision of an Environmental Statement under the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 as amended by the Town and Country Planning (Environmental Impact Assessment) (Amendment) Regulations 2015 was considered. This is because the proposed development is considered to be an Urban Development Project under Part 10, Schedule 2 of the Regulations.

After consideration of the selection criteria, a screening opinion was issued on 9 February 2017, which concluded that an Environmental Statement was not required to form part of the submission.

RESPONSE TO REPRESENTATIONS

The majority of matters raised in the representations have been addressed above. The following comments can also be made:

- Comments have been made about the proposal leading to the loss of views.

There is no right within planning for views to be preserved, however, the potential for the development to be overbearing has been assessed, as has impact on amenity.

- Property value is not a material planning consideration.

- Litter management would be the responsibility of the school and Street Force.

- A Health Impact Assessment (HIA) has not been submitted as part of the application. It was determined through the course of the assessment that the technical documentation submitted with the application relating to the issues connecting to health covered the issues in substantial depth overcoming any requirement for a HIA.

- The 2013 Planning Brief was completed prior to the need for a school becoming evident. Whilst it remains a material consideration, the need for a school is also a material planning consideration.

- Concern was raised that there were contradictions between the Transport Assessment and the Air Quality Assessment. The data involved in the apparent conflict are related to different points explaining the difference in the figures.

- Construction traffic involved in the residential development would be a site management issue relating to that particular scheme.

- The inclusion of 64 units and not 54 within the development at the Bannerdale Centre site has been picked up in additional documentation, where the additional journeys involved are negligible.

The now submitted reserved matters application actually includes 65 units, however, this was not apparent at the time of the completion of the additional documents. Despite this, a single additional dwelling is considered to have an insignificant impact upon vehicle movements etc.

- The TA and AQA have been prepared by the same company.

They have been assessed by relevant specialists and are considered to be acceptable documents.

- Parents' possible prioritisation of other schools ahead of the application school is not a material planning consideration.

- Concerns regarding the extent of the consultation exercise prior to the planning application is not a material planning consideration, although consultation did take place and a consultation exhibition / drop-in session was organised.

The notification regarding the planning application involved the placement of seven site notices, a press advert and over 35 direct letters. This accords with statutory requirements and the Statement of Community Involvement.

- Notwithstanding comments that the Bannerdale Centre should be the site of a school, the application is required to be assessed on its individual merits.

- Abbeydale Grange was surplus to requirements at the time of its closure / demolition. The residential development of that site is underway, and the current application has to be assessed on its merits.

- The Bannerdale Centre reserved matters housing application has only recently been submitted, so a determination at the same committee meeting is not possible.

- Any future amendment of the scheme by a school sponsor, or other parties, would be individually assessed.

-The Council is committed to facilitating housing provision and the use of the Bannerdale Centre and Abbeydale Grange sites for that purpose is in accordance with that.

-Preservation of the slope for sledging uses does not represent a material planning consideration.

SUMMARY AND RECOMMENDATION

A clear case for a secondary school within the south-west of the city has been demonstrated. This is a substantial material planning consideration, which is required to be given significant weight in reaching a decision.

The need for a school should be assessed against the loss of open space which would follow from the construction of the school.

The report demonstrates that on-balance the loss of the open space provision is justified by the overriding requirement for a school, taking into account the mitigation provided by the financial contribution to football facilities, the community access to on-site sports facilities and the improvements to the retained football pitches.

The school building's design is considered to be appropriate to its context within the open space and opposite existing housing. Appropriate detailing is proposed to ensure a good quality building.

Sufficient evidence has been submitted to demonstrate that the existing highways / junctions can cope with school journeys, drop-off / pick up requirements and parking.

The submitted Air Quality Impact Assessment has demonstrated that the significance of the development on local air quality will be negligible, avoiding any implications which would be considered to warrant a refusal. Mitigation measures would secure a near neutral impact.

The proposal would have an acceptable impact upon the amenities of neighbouring occupiers.

The proposal would achieve BREAAAM 'Very Good', and supply 10% of energy from renewable sources. A green roof would also be provided over part of the roof.

In summary, the proposal would deliver a much needed secondary school, without harming local highways or air quality. This would be considered to justify the non-compliance with policies relating to open space loss.

Consequently, the scheme is considered to be acceptable and conditional approval is recommended.

Case Number	16/04749/FUL (Formerly PP-05687023)
Application Type	Full Planning Application
Proposal	Demolition and site clearance, erection of 62 dwellings, with access, parking, open space, landscaping and associated works as amended 8.2.17, 6.3.17, 14.3.17 and 3.4.17
Location	Griffs Fireclay Works And Land To The North Of Griffs Works, Stopes Road, Sheffield S6 6BW
Date Received	16/12/2016
Team	West and North
Applicant/Agent	Planning Prospects Ltd
Recommendation	Grant Conditionally Subject to the completion of a Legal Agreement

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:

Plan	Rev	Name
4143 101		Location Plan
AY.219916.101	B	Planning Layout
AY.219916.105	B	Materials and Boundaries
AY.219916.106	B	Building Areas
4143-230		Entrance Details
4143/241		PV Orientation Layout
4143/238		Foul Pump Station
4143/225		Car Charging Location Points
4143/249		Finished Floor Levels

AY.219916.104		Site Sections
AY.219916.108		Site Sections
5164-L-101	C	GA Planting Layout
5164-L-102	C	Planting Layout
5164-L-103	C	Planting Layout
5164-L-104	C	Planting Layout
556 FGW01	G	Public Open Space Landscape Masterplan
556 FGW02	E	Public Open Space Planting Details
556 FGW03	A	Natural Play Areas
556 FGW04	B	Griffs Square Masterplan
5164 A 04.1		Tree Protection Plan West
5164 A 04.2		Tree Protection Plan East
4143/202.1		Public Open Space Sections (1 of 2)
4143/202.2		Public Open Space Sections (2 of 2)
AY.219916.110	A	NEM STONE ELEVATIONS
AY.219916.111	A	NEM STONE ALT ELEVATIONS
AY.219916.112	A	NEM BRICK ELEVATIONS
AY.219916.113		NEM PLANNING PLANS 1
AY.219916.114		NEM PLANNING PLANS 2
AY.219916.115	A	DUM STONE ELEVATIONS
AY.219916.116	A	DUM STONE ALT ELEVATIONS
AY.219916.117	A	DUM BRICK ELEVATIONS
AY.219916.118		DUM PLANS
AY.219916.120	A	STY 3 BLOCK ELEVATIONS
AY.219916.121	A	STY 3 BLOCK ELEVATIONS
AY.219916.122		STY PLANNING PLANS 1
AY.219916.123		STY PLANNING PLANS 2
AY.219916.124	A	KIM STONE ELEVATIONS
AY.219916.125	A	KIM STONE BRICK ELEVATIONS
AY.219916.126		KIM PLANS
AY.219916.127	A	ROY STONE ELEVATIONS
AY.219916.128		ROY PLANS
AY.219916.129	A	DAY STONE ELEVATIONS
AY.219916.130	A	DAY STONE ALT ELEVATIONS
AY.219916.131		DAY PLANS
AY.219916.132	A	HAY DAN1 STONE ELEVATIONS
AY.219916.133		HAY DAN1 PLANS
AY.219916.134	A	KIN BRICK ELEVATIONS
AY.219916.135	A	KIN BRICK (ALT ROOFLINE) ELEVATIONS
AY.219916.136		KIN PLANS
AY.219916.137	A	COD STONE ELEVATIONS
AY.219916.138	A	COD BRICK ELEVATIONS
AY.219916.139	A	COD PLANS
AY.219916.140		GARAGES 1 & 2 BLOCK
AY.219916.141		GARAGE 3 BLOCK
AY.219916.142		GARAGES 4 BLOCK
4143/231		Chimney Design

Reason: In order to define the permission.

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

3. No development shall commence until tree protection measures have been implemented in accordance with the details shown on approved drawings 5164 A 04.1 and 5164 A 04.2 and Appendix B to the Arboricultural Assessment (prepared by FPCR dated December 2016). The protected areas shall not be disturbed, compacted or used for any type of storage or fire, nor shall the retained trees, shrubs or hedge be damaged in any way. The Local Planning Authority shall be notified in writing when the protection measures are in place and the protection shall not be removed until the completion of the development unless otherwise approved.

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.

4. No development shall commence until a scheme providing full details of the proposed surface water drainage design, including calculations and appropriate model results, has been submitted to and approved by the Local Planning Authority. This should include the arrangements and details for surface water infrastructure management for the life time of the development. The scheme shall detail the measures, including calculations, to ensure that the surface water discharge from this brownfield site shall be reduced by at least 30% compared to the existing peak flow. 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 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.

5. No demolition and / or construction works shall be carried out unless equipment is provided for the effective cleaning of the wheels and bodies of

vehicles leaving the site so as to prevent the depositing of mud and waste on the highway. Full details of the proposed cleaning equipment shall be approved in writing by the Local Planning Authority before it is installed.

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

6. No development shall commence until details of the means of ingress and egress for vehicles engaged in the construction of the development have been submitted to and approved in writing by the Local Planning Authority. Such details shall include the arrangements for restricting the vehicles to the approved ingress and egress points. Ingress and egress for such vehicles shall be obtained only at the approved points.

Reason: In the interests of protecting the 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.

7. No development shall commence until a Construction Management Strategy has been submitted to and approved in writing by the Local Planning Authority. The Strategy shall include full details of the following:-

- Construction method statement.
- Phasing of construction.
- Any temporary site access for construction traffic.
- Location and details of screening to the site compound and temporary car parking arrangements for contractors.
- Haulage routes.
- Any times when construction works and the movement of construction traffic will be restricted.
- Location and details of the site screening/security hoarding.

The construction works shall only be progressed in accordance with the approved details.

Reason: In the interests of traffic safety and the residential and visual amenities of the locality.

8. No development shall take place, including any works of demolition, until details are submitted for written approval by the Local Planning Authority specifying measures to monitor and control the emission of dust during demolition and construction works. The demolition and construction works shall thereafter be carried out in accordance with the approved details through the demolition and construction phases of the development.

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

9. Further post-demolition intrusive investigations and risk assessments shall be carried out in accordance with the recommendations of the approved Lithos Report No. 1982/3A, and be the subject of additional Phase II

Intrusive Site Investigation Reporting which shall have been submitted to and approved in writing by the Local Planning Authority prior to construction works commencing, or in accordance with such other timetable that shall first have been submitted to and approved in writing by the Local Planning Authority. The reporting 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.

10. Remedial works as approved in the Lithos Report No. 1982/3A, together with any additional or revised remedial works, as determined by, and recommended in, the approved post demolition Phase II Intrusive Site Investigation Report shall be the subject of Remediation Strategy Reporting which shall have been submitted to and approved in writing by the Local Planning Authority prior to construction works commencing, or in accordance with such other timetable that shall first have been submitted to and approved in writing by the Local Planning Authority. The Reporting 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.

11. 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 has 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.

12. No development shall take place until further site investigation to establish both the precise locations and conditions of the mine entries within the site has been carried out in accordance with a methodology and timetable which has first been submitted to and approved in writing by the Local Planning Authority. The results of the site investigation shall be made available to the Local Planning Authority before any development begins, or in accordance with such other timetable that shall first have been submitted to and approved in writing by the Local Planning Authority. If any mine entries or land instability issues are found during the site investigation, a report specifying the measures to be taken to remediate the site to render it suitable for the development hereby permitted shall be submitted to and approved in writing by the Local Planning Authority. The site shall be remediated in accordance with the approved measures before development is commenced, or in accordance with such other timetable that shall first have been submitted to and approved in writing by the Local Planning Authority.

If, during the course of development, any unexpected hazards are found which have not been identified in the site investigation, additional measures for their remediation shall be submitted to and approved in writing by the Local Planning Authority. The remediation of the site shall thereafter incorporate the approved additional measures.

Final confirmation/validation of any remediation works undertaken within any phase of the development shall be submitted to the Local Planning Authority for approval prior to the occupation of any dwelling within that phase.

Reason: In accordance with the recommendations of the Exploratory Geo-environmental Appraisal submitted and to ensure that risks from land instability and mining related hazards to the future users of the land and neighbouring land are minimised, and to ensure that the development can be carried out safely without unacceptable risks.

13. No development, including any demolition works, shall take place until a Bat Survey has been repeated, in accordance with the recommendations of the approved Bat Survey, and has been submitted to and approved in writing by the Local Planning Authority. The revised Survey shall include full details of any all mitigation strategies and the development shall thereafter proceed in accordance with the approved details and recommendations.

Reason: In the interests of biodiversity.

14. Notwithstanding the details on the approved plans, before the development is commenced the final proposed building plot levels and roof ridge heights including site cross sections shall be submitted to and approved in writing by

the Local Planning Authority. Thereafter, the development shall be carried out in accordance with the approved details, or such alternative details as shall first have been submitted to and approved in writing by the Local Planning Authority.

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

15. Prior to works starting on site a dilapidation survey of the highways adjoining the site shall be jointly undertaken with the Council and the results of which agreed in writing with the Local Planning Authority. Any remedial works shall be completed in accordance with a scheme of work agreed in writing by the Local Planning Authority prior to full occupation of the dwellings, or in accordance with such other timetable that first shall have been submitted to and approved in writing by the Local Planning Authority.

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

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

16. Before the development is commenced, or an alternative timeframe to be agreed in writing by the Local Planning Authority, full details of proposals for the inclusion of public art within the development shall have been submitted to and approved in writing by the Local Planning Authority. Such details shall then be implemented prior to the occupation of the development, or in accordance with such other timetable that shall first have been submitted to and approved in writing by the Local Planning Authority.

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.

17. No dwelling shall be occupied until a Landscape and Ecological Management Plan, including short, medium and long term aims and objectives, management responsibilities and maintenance schedules for all distinct areas including details of the management trust to be established and the provision public access, has been submitted to and approved in writing by the Local Planning Authority. The Landscape and Ecological Management Plan shall thereafter be implemented as approved.

Reason: To ensure that an appropriate management plan is place for the landscaped areas and to ensure public access the open spaces is available at all times.

18. No development shall commence until either:-

a) improvement works to the highways specified below have been carried out to enable such highways to perform safely when subjected to the traffic which in the opinion of the Local Planning Authority will be generated by the development,

or

b) details have been submitted to and approved 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, or alternatively for the improvement works to be constructed in accordance with a timeline that shall first have been submitted to and approved in writing by the Local Planning Authority.

The Works:-

1. Review/promotion of Traffic Regulation Orders in the vicinity of the development site that are deemed necessary as a consequence of the development (waiting/loading restrictions) entailing advertising, making and implementing the Order in accordance with Traffic Signs Regulations & General Directions 2002 (with provision of signs/lines as necessary).

2. Any other accommodation works to traffic signs, road markings, lighting columns, and general street furniture deemed necessary as a consequence of development.

3. Provision of a new footway running in a westerly direction away from the new junction which serves the development site to the outbound bus stop on Stopes Road.

4. Resurfacing and drainage to the public footpath (footpath ref: BRA/74A) flanking the western (red-line) boundary of the application site for the length extending southwards as far as the south western corner of plot 34 marked on drawing AY.219916.101B.

5. Signing/lining to warn of pedestrians crossing Stopes Road;

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.

19. 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.

20. Prior to the occupation of any dwelling, evidence that all the measures included within the approved Travel Plan Revision A dated December 2016 prepared by Transport Consultants Ltd have been implemented or are committed shall have been submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of delivering sustainable forms of transport.

21. Full construction details of all internal footpaths, including step details with distinguishable nosing, corduroy paving and pedestrian handrails shall have been submitted to and approved in writing by the Local Planning Authority prior to the construction of the footings of the first dwelling, along with a timetable for their implementation. The paths shall be provided in accordance with the approved details and timetable.

Reason: In the interests of pedestrian safety.

22. The approved landscaping works shall be implemented prior to the development being brought into use, or within an alternative timescale to be first approved in writing by the Local Planning Authority. Thereafter the hard landscaped areas shall be retained and maintained for the lifetime of the development, and the soft landscaped areas shall be retained and cultivated and maintained for a period of 5 years from the date of implementation and any plant failures within that five year period shall be replaced unless otherwise approved by the Local Planning Authority.

Reason: To ensure the provision and retention of the said equipment.

23. The Local Planning Authority shall be notified in writing when the landscape works, or phase of 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.

24. No dwelling shall be occupied until all boundary treatments and enclosures (including screen fencing or walling) relevant to that dwelling have been erected in accordance with the details shown on the approved plans. Thereafter such screen fencing or walling shall be retained for the lifetime of the development.

Reason: In the interests of the residential amenities of the development.

25. Before any hard surfaced areas are constructed, full details of all those hard surfaced areas within the site shall have been submitted to and approved in writing by the Local Planning Authority. Such details shall provide for the use of porous materials, or for surface water to run off from the hard surface to a permeable or porous area or surface within the curtilage of the dwelling houses. Thereafter the hard surfacing shall be implemented in accordance with approved details.

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

26. No dwelling shall be occupied until the improvements (which expression shall include public transport infrastructure) to the items 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 first property is occupied.

Public Transport Infrastructure Improvements:-

1. The upgrade of the nearest outbound bus stop to the site to a specification to be confirmed by South Yorkshire Passenger Transport Executive, including any raised footway and tactile paving to assist boarding/alighting.

2. The installation of an inbound bus stop and shelter to a specification and location to be confirmed by South Yorkshire Passenger Transport Executive.

Reason: In the interests of improving public transport infrastructure and promoting more sustainable forms of transport.

27. Prior to the construction of any bus stop area or the erection of any structure required as part of condition no. 26, full details of the design of any area and any structures shall be first submitted to and approved in writing by the Local Planning Authority. Thereafter the approved details shall be implemented on site prior to the first occupation of any part of the development, or in accordance with such other timetable that shall first have been submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of the amenities of the locality and to ensure the appropriate quality of development.

28. The development shall not be used unless that part of the road providing access thereto (and the visibility splays onto Stopes Road) has been provided in accordance with details that shall first have been submitted to and approved in writing by the Local Planning Authority. The details shall include:-

- Full construction details
- Specification/materials
- Permeable paving details if appropriate
- Long-sections
- Cross-sections
- Street lighting; and
- Drainage details

Thereafter, the development shall be carried out in accordance with the approved details and retained.

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

29. Upon completion of any measures identified in any approved Remediation Strategy or any approved revised Remediation Strategy a Validation Report shall be submitted to the Local Planning Authority. The relevant part of 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.

30. The development shall not be occupied until, notwithstanding the details submitted, full details of all external lighting throughout the site, including details of light spillage and how the lighting will be designed to meet the guidance provided by the Institution of Lighting Professionals in their document GN01: 2011 'Guidance Notes for the Reduction of Obtrusive Light' has been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter continue in accordance with the approved details.

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

31. 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 the appropriate quality of development.

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

- a) Windows including screen venting detail
- b) Window reveals
- c) Doors (including front doors and garage doors)
- d) Eaves and verges
- e) External wall construction
- f) Entrance canopies
- g) Roof
- h) Ridge & valleys
- i) Parapet
- j) Rainwater goods
- k) Photovoltaic panels
- l) Street Furniture - including bollards, seats etc.

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

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

33. Details of the location, specification and appearance of all new services to the building (including meter boxes, outlets and inlets for gas, electricity, electric charging points, 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 ensure an appropriate quality of development.

34. Sample panels of the proposed masonry shall be erected on the site and shall illustrate the colour, texture, bedding and bonding of masonry and mortar finish to be used. The sample panels shall be approved in writing by the Local Planning Authority prior to the construction of any masonry for any dwelling and shall be retained for verification purposes until the completion of such works.

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

35. The development hereby approved shall be carried out in accordance with, and shall achieve as a minimum, all of the commitments specified in the Sustainability Statement prepared by FES Group (Ref No. 006400) Issue 1 dated March 2017. No dwelling shall be occupied (or within an alternative timescale to be agreed in writing with the Local Planning Authority) until appropriate certification, demonstrating that the minimum standard has been achieved has been submitted to and approved by the Local Planning Authority.

Reason: In the interests of mitigating the effects of climate change and to ensure sustainable development is achieved.

36. Each dwelling shall provide a minimum of 20% of the predicted energy needs of the completed dwelling from a decentralised and renewable or low carbon energy source and each dwelling shall also generate further renewable or low carbon energy or incorporate design measures sufficient to reduce the development's overall predicted carbon dioxide emissions by 40%, according to the principles set out in the submitted document headed Sustainability Statement (December 13, 2016).

Any agreed renewable or low carbon energy equipment, connection to decentralised or low carbon energy sources shall have been installed before any part of the development is occupied and a post-installation report shall have been submitted to an approved in writing by the Local Planning Authority to demonstrate that the agreed measures have been installed.

Thereafter the agreed equipment, connection or measures shall be retained in use and maintained for the lifetime of the development.

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.

37. No dwelling shall be occupied unless the car charging point related to that dwelling has been provided in accordance with the details identified on the approved drawing. The number of charging points provided across the development shall be at least 43 and once installed they shall be maintained and retained for the lifetime of the development

Reason: In the interests of mitigating the effects of climate change and to ensure sustainable development is achieved.

38. The proposed green roof(s) (vegetated roof system) shall be provided on the roof(s) in the locations shown on the approved plans prior to the use of the buildings commencing. Full details of the green roof construction and specification, together with a maintenance schedule shall be submitted to and approved in writing by the Local Planning Authority prior to foundation works commencing on site and unless otherwise agreed in writing shall include a substrate based growing medium of 80mm minimum depth incorporating 15-25% compost or other organic material. Herbaceous plants shall be employed and the plants shall be maintained for a period of 5 years from the date of implementation and any failures within that period shall be replaced.

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

39. The Local Planning Authority shall be notified in writing upon completion of the green roof.

Reason: To ensure that the local planning authority can confirm when the maintenance periods specified in associated conditions/condition have commenced.

40. No works relating to the creation of trenches or culverts or the presence of pipes shall commence until measures to protect badgers from being trapped in open excavations and/or pipe and culverts have been submitted to and approved in writing by the Local Planning Authority. Such measures may include, but are not limited to:-

a) creation of sloping escape ramps for badgers, which may be achieved by edge profiling of trenches/excavations or by using planks placed into them at the end of each working day; and

b) open pipework greater than 150 mm outside diameter being blanked off at the end of each working day.

Reason: In the interests of biodiversity.

41. Notwithstanding the indications on the approved plans, prior to construction works commencing on the site, or within an alternative timescale to be first approved in writing by the Local Planning Authority, full details of the hard and soft landscaping scheme for the embankment fronting Stopes Road, including the walkway to the front of the site shall be submitted to and approved by the Local Planning Authority.

Reason: To ensure the provision and retention of the said equipment.

42. No piped discharge of surface water from the application site shall take place until works to provide a satisfactory outfall, other than the local public sewerage, for surface water have been completed in accordance with details to be submitted to and approved by the Local Planning Authority.

Reason: To ensure that the site is properly drained, to prevent overloading, and to ensure surface water is not discharged to the foul sewer network.

43. The development shall be carried out in accordance with the Flood Risk Assessment (FRA) compiled by Eastwood & Partners dated December 2016 and the mitigation measures detailed in Section 2.3 of the FRA. The mitigation measures shall be fully implemented prior to occupation of the dwellings in accordance with the timing/phasing arrangements embodied within the scheme, or within any other period as may be agreed in writing by the Local Planning Authority.

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

44. No dwelling shall be occupied until evidence has been supplied to and approved in writing by the Local Planning Authority to demonstrate that that dwelling has an EPC A Rating for both Energy Efficiency and CO₂ emissions, in accordance with the Predicted Energy Assessments presented by the applicant to the Local Planning Authority on 13th December 2016.

Reason: In the interests of mitigating the effects of climate change and to ensure sustainable development is achieved.

Other Compliance Conditions

45. No part of the development shall be used unless the car parking accommodation serving that part of the development 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.

46. Unless otherwise indicated on the approved landscape plans (listed in Condition number 2) 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.

47. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (and any order revoking and re-enacting the order) no windows or other openings shall be formed in the elevations of the dwellings hereby permitted without the prior written approval of the Local Planning Authority.

Reason: In the interests of the visual and residential amenity of the development.

48. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (Amendment) (No.2) (England) Order 2015, 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 dwellings shall be constructed without prior planning permission being obtained from the Local Planning Authority.

Reason: In the interests of the amenities of occupiers of adjoining property, bearing in mind the restricted size of the curtilage, and in the interests of the visual amenities of the Green Belt.

49. Surface water and foul drainage shall drain to separate systems.

Reason: To ensure satisfactory drainage arrangements.

50. Surface water shall not discharge into a public foul sewer.

Reason: To ensure satisfactory drainage arrangements.

51. 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.

52. All built form and walls within the development, shown on the approved plans to be constructed in stone, shall be constructed in natural stone and any future improvements or maintenance to the parts of the development constructed in stone shall also use natural stone to match the stone approved for the construction of the development (including size, texture and colour). At no time shall artificial stone be used as a substitute.

Reason: In the interests of the visual amenities of the locality and to ensure the appropriate quality of development.

53. Any clearance of vegetation should take place outside of the bird breeding season (beginning of March to the end of August). If works are necessary during this period then a suitably qualified person (Ecologist) must check for nesting birds (including for nest construction) prior to the commencement of works.

Reason: In the interests of biodiversity.

54. All roofs within the development, shown on the approved plans to be constructed in slate, shall be constructed in natural slate and any future improvements or maintenance to the development shall also use natural slate to match the slate approved for the construction of the development (including size, texture and colour). At no time shall artificial slate be used as a substitute.

Reason: In the interests of the visual amenities of the locality and to ensure the appropriate quality of development.

55. Demolition and site clearance works shall proceed in accordance with the recommendations of the approved Lithos Consulting 'Geoenvironmental Appraisal Report No. 1982/3A (July 2015).

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

56. Notwithstanding the submitted details of the reconstructed chimney stack, the plaque stating '1945' on the existing chimney stack shall be incorporated onto the reconstructed chimney stack.

Reason: In the interests of the historic context of the site.

Attention is Drawn to the Following Directives:

1. The applicant is referred to the following documents of the Environment Agency, Guiding Principles for Land Contamination for the type of information that we require in order to assess risks to controlled waters from the site and guiding principles on groundwater protection are set out in document GP3 - Groundwater Protection Policy and Practice, which is intended to be used by anyone interested in groundwater and particularly those proposing an activity which may impact groundwater. GP3 is available on our website at:<https://www.gov.uk/government/publications/groundwater-protection-principles-andpractice-gp3>.
2. To ensure that the road and/or footpaths on this development are constructed in accordance with the approved plans and specifications, the work will be inspected by representatives of the City Council. An inspection fee will be payable on commencement of the works. The fee is based on the rates used by the City Council, under the Advance Payments Code of the Highways Act 1980.

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

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

You should apply for a consent to:-

Highways Adoption Group
Regeneration & Development Services
Sheffield City Council
Howden House, 1 Union Street
Sheffield
S1 2SH
For the attention of Mr S Turner
Tel: (0114) 27 34383

4. By law, this development requires the allocation of official, registered address(es) by the Council's Street Naming and Numbering Officer. Please refer to the Street Naming and Numbering Guidelines and application forms on the Council website. For further help and advice please ring 0114 2736127 or email snn@sheffield.gov.uk. 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

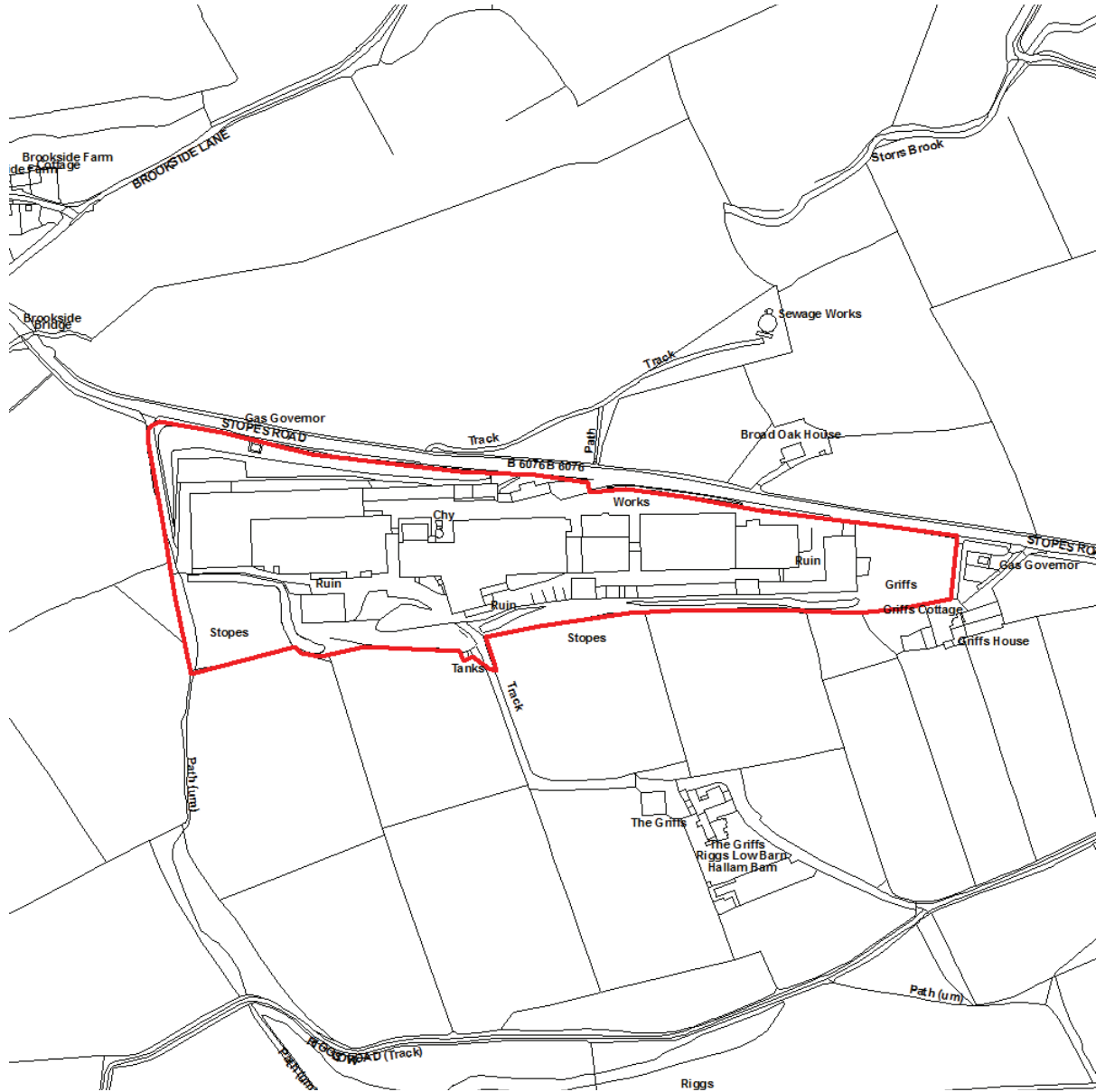
premises in the event of an emergency and legal difficulties when selling or letting the properties.

5. Green / brown roof specifications must include drainage layers, growing medium type and depths (minimum 75mm, but depends on system and type employed) and plant schedules. It should be designed to retain at least 60% of the annual rainfall. A minimum of 2 maintenance visits per year will be required to remove unwanted species (as is the case with normal roofs). Assistance in green roof specification can be gained from the Sheffield Green Roof Forum - contact Officers in Environmental Planning in the first instance: 2734198 / 2734196. Alternatively visit www.livingroofs.org or see the Local Planning Authorities Green Roof Planning Guidance on the Council web site.
6. The applicant is reminded that a Section 106 agreement is relevant to and accompanies this application.
7. 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, or a draft Liability Notice will be sent if the liable parties have not been assumed using Form 1: Assumption of Liability.
8. 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.
9. 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.
10. Construction and demolition works that are audible at the site boundary shall only take place between 0730 hours and 1800 hours on Monday to Fridays, and between 0800 hours and 1300 hours on Saturdays, and not at any time on Sundays and Public Holidays.

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

11. 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

The application site is located on Stopes Road in open countryside approximately 620 metres to the west of Stannington.

The site comprises the former Dyson Refractories industrial complex (also known as Griffs Works) which lies on the south side of Stopes Road (approximately 5ha) and a field on the northern side of Stopes Road (approximately 5.6ha).

The ground levels immediately surrounding the site generally decline from south to north towards the Storrs Brook.

The former industrial site on the south side of Stopes Road comprises buildings and associated office accommodation in a variety of building forms as well as several hard-standings. The most characteristic feature of the site, and one which is a local marker, is the red brick chimney towards the centre of the site, although this has been reduced in height from its original form. The site is currently in a state of abandonment and a number of the buildings have suffered from vandalism and damage from the elements. Several buildings on site are considered to be unsafe.

This former industrial site is generally set on a level platform cut into the hillside. At its eastern end the industrial site is generally at a similar level to the highway, but as the gradient of Stopes Road falls to the west the industrial site becomes gradually more elevated above the highway. A stone retaining wall and a mainly tree covered embankment front the western part of the site, whilst a flatter verge and lower stone retaining wall front the eastern part of the site.

There is a wooded area in the southwestern corner of the former industrial site and a treed hedgerow along its southern boundary.

The main entrance to the former industrial site from Stopes Road is off a short drive which is aligned at an acute angle to Stopes Road. A former access at the eastern end of the site has been closed.

The part of the application site on the northern side of Stopes Road comprises an open field through which Storrs Brook is culverted, with some trees along its frontage, and a wooded area in the north eastern corner where the brook emerges from the culvert.

The application site is surrounded by open fields with scattered mainly stone built dwellings, which add to the rural context for development. A public footpath runs alongside the western boundary of the former industrial part of the site, and on that part of the application site on the north side of Stopes Road a public footpath runs along the southeast boundary of the field.

PROPOSAL

This application has been amended since its submission to remove the previously proposed electricity substation, clarify planting details and adjust on-site turning areas.

The proposal seeks full planning permission for the demolition of the former industrial buildings and site clearance, and the erection of 62 dwellings with access, parking, open space, landscaping and associated works.

All the proposed dwellings would be erected on the former industrial part of the site on the south side of Stopes Road.

The open land on the north side of Stopes Road would be used to accommodate sustainable arrangements for the surface water draining from the site to the Storrs Brook.

For the avoidance of doubt there will be no dwellings constructed within the field on the northern side of Stopes Road.

RELEVANT PLANNING HISTORY

The last planning application by Dyson Industries Ltd for this site was made in 2001 for surfacing and landscaping to the then existing overflow car park on the north side of Stopes Road serving the works. This was granted full planning permission in 2002 (application no. 01/01622/FUL refers).

In May 2013, following a request by a planning consultant, the Secretary of State for the Department for Communities and Local Government issued a screening direction under regulation 6(4) of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 that the proposed residential development on 5 hectares of land on the former Griff works site, Stopes Road, Stannington is not EIA development within the meaning of the regulations (DCLG ref: NPCU/EIASCR/U4420/72010).

On 11th January 2016 full planning permission was granted subject to conditions and a legal agreement for demolition and site clearance, erection of 88 dwellings with access, parking, open space, landscaping and associated works. The legal agreement was required to secure an affordable housing contribution (application no. 15/00122/FUL refers).

On 25th January 2016 an application was made to modify the legal agreement for planning permission 15/00122/FUL and sought to review the planning obligation for affordable housing on the grounds that the provision of this contribution would make the scheme unviable. This application to modify was subsequently withdrawn in March 2016. In withdrawing the application, the applicant set out the background to, and their intention in, submitting the application to modify the s106. The applicants set out, in relation to the submission of the application that: "It is clear that we misjudged the approach in terms of how it would be received by Members. We are sorry for that, it was never our intention to "play the system",

and we want to reassure you and Members that we value open and transparent relationships. Again, therefore, we have two further choices. The first is to take a refusal on the s106BA application and, assuming that the Government extend the sunset provisions in the legislation, submit an appeal. The second is to take a step back, start with a clean slate, and seek to work with you towards an alternative solution for the site that is acceptable in planning, and viable. We hope that by taking the latter course the Council will recognise that we are committed to restoring trust and our positive relationship” (application no. 16/00341/MDPO refers).

SUMMARY OF REPRESENTATIONS

The application has been publicised by letters to individual properties, display of site notices and by newspaper advertisement.

16 representations of objection have been received relating to the following matters:

- whilst appropriate development or re-landscaping of this site is urgently needed the current proposal is inappropriate due to its scale, design, location within the Green belt, its proximity to the Peak District National Park;
- architectural style is wildly at odds with the rural nature of the valley.
- During the hours of darkness, the site is dark and blends in with the surroundings, the new street lights, security lights and lights from the dwellings will have a significant impact on the character of the area.
- The site is in an Area of High Landscape Value as well as Green Belt and is a true Green Corridor to the Peak Park.
- traffic will be significantly worse, inadequacy of the local road network to cope with the traffic it will generate when other approved proposals in Stannington are taken into account, increase traffic congestion in Malin Bridge, public transport would have to be revised; Parking provision is not adequate at the site. It is not within 400m of high frequency bus route or 800m of a tram as required by the Core Strategy.
- Primary school is 1.5 miles away, with a 60 mph road limit, many of which have no pavements.
- Site only has an hourly bus route or a 20 minute walk to Stannington.
- local facilities will be exhausted with increased pressure on health services from extra patients, places in small school, extra sewage and water, police station now miles away as such local people will suffer;
- number of houses not acceptable in a rural area, overdevelopment;
- creating infilling and ribbon development back towards built up area;
- does not address affordable housing anywhere near as advantageous as previous scheme, should construct affordable housing on the site;
- impact adversely on natural surroundings, intrusion into area of high landscape value, lost opportunity to reclaim and restore hillside;
- landowners should deal with the deliberate mess they have created in the Green Belt;
- the petition of 2015 is restated and wish them to be considered with this application;

- Surprised that the travel survey did not assess impact on road congestion from 3pm when schools finish.
- The bridge at the busy junction between Hollins Lane and Rivelin Valley Road was not assessed under the travel survey.
Only one car at a time can use Hollins Lane Bridge, extra traffic will increase this problem and increase travel times.
- There is an application for 42 houses at Greaves Lane and more houses will add to the problems stated.
- The number of houses has been reduced to 62 and no affordable housing included – clearly to maximise profits.
 - Affordable housing needs have not been addressed.
- Revised plans were submitted over Christmas when fewer objections are likely to be made, due to commitments.
- Wildlife has been identified on the site.
- The development does not meet the sustainable development criteria in the Core Strategy and City Policies and Site document.
- 60 dwellings are far too many for this small development.

Bradfield Parish Council objects and would recommend refusal of the application.

Loxley Valley Protection Society objects:

- the recommendation to grant application 15/00122/FUL came about when the planning balance was tipped in favour by the offer of an affordable housing contribution by the developer;
- the affordable housing contribution is a lot less (47% of the contribution for 70% of the proposed houses);
- if the current application is granted the affordable housing contribution should be paid before the development starts;
- the latest proposal is more up market offers little of average priced or more affordable and 2-bed homes;
- unsustainable location with limited public transport links to the built up area, unconvinced it will encourage walking, cycling;
- lead to prevalence of use of private vehicles, increase jams and bottle necks in local road system;
- the same pallet of unsuitable townhouses is proposed, the only bit of heritage is the chimney and that is to be reduced to a stump;
- reduction in trees to be retained particularly on north of the site where it fronts Stopes Road;
- there is a need for the developer to demonstrate very special circumstances for this inappropriate development in the Green Belt.

Rivelin Valley Conservation Group object:

- the proposal breaches the Council's statutory Green Belt policies although the National Planning Policy Framework allows development on previously developed Green Belt land in limited circumstances;
- does not meet sustainability criteria, that sustainability measures in the design and operation of the site outweigh other sustainable criteria is not accepted, a significant part of the journey to local services is uphill, no account of range of people who would need to walk;

- the design, layout and house types reflect an urban type development not appropriate in this location;
 - why is the affordable housing figure less;
- Given the steps taken by the same developer to modify the legal agreement under the previous permission, the Council should decide the current application with this background in mind;
- undermines process of public consultation on the Green Belt Review and on the new Local Plan;
 - extend opportunity for response beyond January.

Campaign to Protect Rural England object:

- objection to previous proposal that a substantial housing development in open countryside was inappropriate for the site still stands;
- functionally a housing development is very different from the previous use;
- amounts to a new hamlet in the countryside, the merits of that can only meaningfully be determined through the local plan process;
- establishes a worrying precedent for similar incursions;
- the development must be done in full collaboration with nearby communities, directly address their needs and aspirations for the area and must be of exemplary and innovative design;
- in considering previous application the Council was incorrect in interpretation of NPPF because it limits its analysis to impact on the openness to the visual impact, the built footprint has a dramatic functional effect on the openness, and the former factory pre dates the Green Belt designation and therefore the previous state is not relevant to the purpose of including land within the green Belt;
- the development will bring about a change in the characteristics of the site and its immediate surroundings, consequently the need to demonstrate very special circumstances for inappropriate development in the Green Belt does apply;
- take a dim view of the proposed £840,000 contribution because it is 47% of the previous one;
- a volume housebuilder solution is not appropriate to this sensitive location;
- the brownfield status does not override the need for the proposal to demonstrate very special circumstances;
- this application is a tweaked version of the previous scheme which was shown to be unsustainable with a dramatically reduced contribution to affordable housing.

The Peak District National Park Authority has stated:

- due to the siting of the development it is not considered that it would have a significant impact on the landscape, valued characteristics, or views in to or out of the National Park;
- also note that the proposed development is of a reduced scale compared to the approved scheme;
- as a result the Authority has no comments to make in regards to the proposal.

1 representation in support has been received relating to the following matters:

- currently an eyesore, attracts crime, site is dangerous;
- it will not spoil many people's views;
- the building of homes here is a positive move making use of an unused area;
- will lead to trade to local shops.

PLANNING ASSESSMENT

Section 38(6) of the Planning and Compulsory Purchase Act 2004 and Section 70(2) of the Town and Country Planning Act 1990 requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise.

The Government's planning policies contained in the National Planning Policy Framework (NPPF) is a material consideration in planning decisions.

The NPPF states that the purpose of the planning system is to contribute to the achievement of sustainable development (NPPF paragraph 6).

The NPPF (paragraph 14) states that at the heart of the National Planning Policy Framework is a presumption in favour of sustainable development. For decision making this means approving development proposals that accord with the development plan without delay; and where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless: any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole; or specific policies in the Framework indicate development should be restricted.

The Development Plan

The Sheffield Local Plan includes the Core Strategy and the saved policies and proposals map of the Unitary Development Plan (UDP). The Core Strategy was adopted in March 2009, the UDP was adopted in March 1998.

The Pre-Submissions version of the Draft City Policies and Sites (CPS) Document and Draft Proposals Map are also a material consideration albeit with limited weight given that the documents are not to be submitted to the Secretary of State.

The Council has recently, in November 2015, published The Sheffield Plan for public consultation purposes and whilst it will ultimately replace the Core Strategy, the UDP and the Draft CPS, at present The Sheffield Plan carries no weight in determining planning applications.

The UDP Proposals Map identifies the red-lined application site as being within the Green Belt.

The UDP Proposals Map also identifies the site as being within an Area of High Landscape Value.

The Sheffield Green Belt

The site is located within the Green Belt.

Policies GE1 to GE4 of the UDP relate to the Green Belt and are relevant to this planning application. Whilst these UDP policies pre-date the NPPF it is considered that they are in line with the NPPF and are considered relevant in the assessment of the proposed development.

The NPPF includes the Government's planning policies for the Green Belt. Section 9 (paragraphs 79 to 92) of the NPPF relates to Protecting Green Belt land.

NPPF (paragraph 79) states that "The government attaches great importance to Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and permanence".

NPPF (paragraph 80) states that the "Green Belt serves five purposes:

- to check the unrestricted sprawl of large built-up areas;
- to prevent neighbouring towns merging into one another;
- to assist in safeguarding the countryside from encroachment;
- to preserve the setting and special character of historic towns;
- to assist in urban regeneration, by encouraging the recycling of derelict and other urban land".

In respect of the first purpose of the green belt, the proposed development will not result in the unrestricted sprawl of large built up areas. The site is isolated, and the development does not propose to exceed the boundaries of the previously developed site and could not reasonably be considered to be 'unrestricted sprawl'. The proposed development will also not include any extension of built form either to or from the neighbouring settlements to enable a sprawl to be considered as occurring, and therefore the proposed development is considered to be satisfactory in this regard.

The location of the site means that the development proposed, if approved, would not result in merging with a neighbouring town.

With regards to the third purpose of safeguarding of the countryside from encroachment, whilst this proposal would result in built form, again it is arguably no greater encroachment than the existing industrial buildings and the proposed development would not facilitate the encroachment of development into the countryside in terms of the effect upon the physical openness of the Green Belt. The use of the site for housing rather than the current use will have a different impact upon the Green Belt, and consideration must also be reasonably given to the current derelict state of the site as an Industrial use and the future use of the site as an industrial use. Arguably, whilst it may be unlikely that the site would commence industry again due to the heavy dilapidation of the premises on site, its previous industrial use would be a material consideration weighing in favour of its re-use for industrial purposes albeit that any such application would have to be considered on its merits at the appropriate time. Such buildings are likely to have a similar impact and would be constructed in functional materials with plant and equipment and would likely be lit in darkness. Similarly, the existing site could be illuminated at night, under permitted development, and this would have a greater impact upon the openness of the Green Belt at night, which is where it is

considered that the argument of encroachment is greatest given that the site is now dark. The fall-back position, however likely this may be, must be given some consideration by the Local Planning Authority.

The argument is not that the development will not be visible at night, and that its impact will not resemble a small settlement, but equally the site is not obliged, under its current format, to be dark through the night. It is also noted that there will be limited screening through trees and as such would not blanket out all light. The provision of the ability to develop previously developed sites in the Green Belt in paragraph 89 of the NPPF must accept that redevelopment will imply a number of alternative uses. Similarly, in terms of the impact, it is recommended that the external lighting of the scheme (with the exclusion of the street lighting, which cannot be termed as nuisance and therefore not be under the control of the Council's Environmental Protection Service) be designed to meet the guidance provided by the Institution of Lighting Professionals in their document GN01: 2011 "Guidance Notes for the Reduction of Obtrusive Light (Obtrusive light includes light pollution and includes intrusive light, glare and sky glow) and this could be conditioned.

Again, the local planning authority would not presume to suggest that even taking account of these guidelines that the impact at night will not exist, but it does suggest that the impact could be reduced to a degree that the impact, compared to the fall back position of the current/former use of the site, would not have such an impact upon the openness of the Green Belt that the refusal of planning permission could be reasonably upheld. In respect of lighting at night more generally, it is also worthy of note that the site is not within the National Park, or within a Dark Skies area where the introduction of new lighting would merit much greater consideration.

The development is not close to the setting and special character of historic towns and so there will be no impact upon this fourth purpose of the Green Belt.

With respect to the fifth purpose listed, the development will arguably allow for the recycling of derelict land, although it is equally acknowledged that this is not urban land, even if the function is more commonly associated with an urban setting.

It is considered that within the spirit of the purposes of the Green Belt, the fundamental aim of which is to prevent urban sprawl by keeping the land permanently open and that the essential characteristic of Green Belts are their openness and permanence, that these would not be compromised by the development proposed on this previously developed site.

NPPF (paragraph 87) states that "as with previous Green Belt policy, inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances".

NPPF (paragraph 88) states that, "When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will not exist unless the

potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations”.

NPPF (paragraphs 89) states that local planning authorities should regard the construction of new buildings as inappropriate in Green Belt and lists the exceptions to this.

One of the exceptions listed in paragraph 89 of the NPPF is the limited infilling or the partial or complete redevelopment of previously developed sites (brownfield land), whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development.

The development is clearly a previously developed site within the Green Belt, and for the reasons set out above it is considered that ultimately the development would have no greater impact than the existing development on the openness of the Green Belt and the purpose of including land within it.

With regard to the development having no greater impact than the existing development it is firstly noted that the actual footprint of development will reduce. The existing developed footprint is approx. 24000 square metres whilst the developed footprint now proposed would be approximately 6000 square metres. The overall footprint of development will also be interspersed by green spaces which will further limit the expanse of development proposed, compared to the current form.

Whilst the dwellings will obviously be clearly visible as such, their nature and massing is not considered to have a greater impact upon the openness of the Green Belt than the existing development. This conclusion is informed by the submitted landscape and visual appraisal, an assessment on site of the proposed development and an examination of the existing massing and footprint of the buildings on site. These assessments also supplement and inform the assessment of the purposes of including land within the Green Belt.

Paragraph 81 of the NPPF also states that once Green Belts have been defined, local planning authorities should plan positively to enhance the beneficial use of the Green Belt including by improving damaged and derelict land.

The development site is currently in a derelict state, and whilst to a degree this is an accepted feature within the landscape, it is not a positive addition to the Green Belt, and the future long term retention of a derelict set of buildings could not be reasonably considered to be a positive feature of the Green Belt. This in itself is not a justification for development, but it is a consideration.

It is considered that the proposed development, and its impact in terms of the maintaining the openness of the Green Belt and the purpose of including land within it, when compared with the existing development is not inappropriate development within the Green Belt and is satisfactory with regards the aims of paragraphs 80, 81 and 89 of the NPPF.

Core Strategy Policy CS71 relating to 'Protecting the Green Belt' states that, countryside and other open land around the existing built up areas of the city will be safeguarded by maintaining the Green Belt. This policy also goes on to state that development needs will be met principally through the re-use of land and buildings rather than through expansion of the urban areas and villages. The supporting text to this policy (paragraph 12.2 of the Core Strategy) refers to this view complementing the priority to regeneration and the redevelopment of previously developed land and reflects the very high value attached by the people of the city to the openness of the surrounding countryside.

This development proposal would accord with the overall principle of Core Strategy Policy CS71 that development needs will be met principally through the reuse of previously developed land.

It is worth noting at this stage that the supporting text (paragraph 12.3 of the Core Strategy) refers to there being 'enough identifiable land within the city to meet the foreseeable needs for housing development.' At the time of writing the Council as local planning authority cannot demonstrate that there is a sufficient supply of housing to meet the city's needs. The latest update of the Council's Strategic Housing Land Availability Assessment (SHLAA) estimates that there is a shortfall of deliverable housing sites over the 5 year period. The SHLAA estimates that there is a 4.7 year supply of deliverable sites for housing in the city.

The policy further states in the supporting text (paragraph 12.5) that, "Anomalies in local boundaries will be rectified through the City Policies and City Sites documents, and the SDF Proposals Map, which will also designate sustainably located developed sites in the Green Belt as Major Developed Sites in the Green Belt, in accordance with Planning Policy Guidance Note 2." The Government's planning guidance in PPG 2 has since been deleted and the NPPF is now in place. The City Policies and Sites Document and the SDF Proposals Map have been consulted on but have not been taken forward and work is underway on a new Sheffield Plan. Major developed sites in the Green Belt have therefore not been designated and it is reasonable therefore to fall back to the NPPF and the Unitary Development Plan for guidance as to the appropriateness of development.

The Unitary Development Plan in respect of the Green Belt sets out in policies GE1, GE2, GE3, GE4 and GE5 the protection that will be offered to the Green Belt. UDP Policy GE8 seeks to ensure that development in Areas of High Landscape Value and on land conspicuous from Areas of High Landscape Value or the Peak Park protect and wherever appropriate enhance the appearance and character of those areas.

UDP Policy GE1 relating to 'Development in the Green Belt' essentially reiterates national guidance and states that development in the Green Belt will not be permitted where it will compromise the purposes of including land within the Green Belt. As is discussed earlier in this report, it is not considered that the proposed development will fundamentally compromise those aims.

UDP Policy GE2 relating to 'Protection and Improvement of the Green Belt landscape' states that, "In the Green belt measures will be taken to (a) maintain

and enhance those areas with a generally high landscape value; and (b) improve poor landscapes in priority area.”

The site is located within an area of high landscape value and could not reasonably be considered as a positive addition to this landscape. The removal of the derelict industrial site would result in an enhancement of the landscape. Whether the redevelopment of the site for residential is considered to be an enhancement is clearly a subjective view. However it is considered that the redevelopment scheme, as currently proposed, will result in the maintenance of the appearance of an area of high landscape value.

This opinion is based upon the scheme which is currently put forward and which would be constructed in primarily natural stone (with some brick houses close to the chimney), natural slate roofs, a high quality design and layout with clusters of buildings so as to more closely represent a small settlement and high quality open spaces interspersing the development. All these factors come together to create a sense of a quality development, which will sit well and respect the landscape in which it sits and therefore it is not considered that the development would be contrary to the aims of UDP Policy GE2.

UDP Policy GE3 relating to ‘New Building in the Green Belt’ states that “In the Green Belt, the construction of new buildings will not be permitted, except in very special circumstances, for purposes other than agriculture, forestry, essential facilities for outdoor sport and outdoor recreation, cemeteries, and other uses which would comply with Policy GE1.”

The supporting text to this policy also states that “No special provisions have been made in the Policy for existing major developed sites in the Green Belt. Development proposed on such sites will be considered against this and other relevant Policies and having regard to national planning guidance. The merits, or otherwise, of identifying such sites will be addressed at the next review of the UDP having regard to their impact on the openness of the Green Belt and on the environment.”

Clearly, since this this policy was adopted there has been no UDP review and major developed sites were not designated in the Core Strategy with this being deferred to the next stage of the local plan process. In this instance, and as per the policy referred to, it is appropriate that the development proposal be considered against those principles, as set out in the NPPF. The very special circumstances of this policy in relation to new buildings (i.e. housing in this instance) has been superseded by the NPPF, as a strong material planning consideration, which does not require very special circumstances to be demonstrated because, in accordance with paragraph 89, the partial or complete redevelopment of previously developed sites which would not have a greater impact on the openness of the Green Belt or the purposes of including land within it than the existing development, is not considered to be inappropriate development.

UDP Policy GE4 relating to ‘Development And The Green Belt Environment’ states that “The scale and character of any development which is permitted in the Green Belt, or would be conspicuous from it, should be in keeping with the area and,

wherever possible, conserve and enhance the landscape and natural environment.” The supporting text for the policy also states that, “The Government's national planning guidance states that the visual amenities of the Green Belt should not be injured by proposals for development within or conspicuous from the Green Belt. There is a need to ensure that any development that does take place in the Green Belt has regard for the existing character of the area and is appropriate in terms of siting, materials and design. Particular attention should be paid to conserving and enhancing the quality of the landscape and nature conservation sites, retaining the visual character of the location of any proposed development, and preventing pollution.”

The scale and character of the proposed development is, overall, considered to be in keeping with the area and conserves and enhances the landscape and natural environment through the removal of a derelict industrial site and the replacement with a housing development of an appropriate quality and which utilises natural materials and open spaces and landscaping to open up the space and provide a greener environment on site.

UDP Policy GE5 relating to “Housing Development In The Green Belt” states that, “New houses in the Green Belt, other than those needed to support agricultural and other acceptable uses, will be permitted only where this would involve either: (a) infilling of a single plot within the confines of an existing village, group of buildings or substantially developed road frontage; or (b) replacement of an existing house on the same site, providing that the new house is not significantly larger than the one it replaces.

This policy is considered to be out of date as it is not in accordance with the NPPF. The policy also relates to housing supply, and the current lack of housing supply for Sheffield also has a material bearing on this policy.

Overall, in terms of Green Belt policy at both a national and a local level it is clearly a key consideration that development should not have an unacceptable impact upon the openness and character of the Green belt, nor its permanence.

In respect of this application, it is summarised that the proposed development will not have a greater impact upon the Green Belt than the development which exists at present, nor will it ultimately compromise the purposes of including land within the Green Belt. The proposal will not harm this area of high landscape value.

Finally, the proposed development does not prejudice the permanence of the Green Belt nor set a precedent for the future development of the Green Belt on the basis that this application is for the development of a previously developed site and not a greenfield Green Belt site, which would be subject to other policy considerations as set out in the NPPF. The proposal complies with UDP Policy GE8.

Potential of the Site for Alternative Uses

The site is not needed to be retained for industrial use in policy terms as its loss to an alternative use would not conflict with Core Strategy policy CS5, as the site is not prioritised as a location for development of employment uses.

Visual Impact (Wider and Local)

A landscape and visual appraisal has been submitted with the application which aims to provide an assessment of the likely landscape and visual effects of the proposed development. This includes photographic analysis of key views of the site from surrounding locations, and an outline of the likely landscape and visual effects that would arise from the proposed development of the site.

At the construction stage the effects to the landscape will be short term and restricted in nature. The key impacts will include: demolition of existing buildings, the stripping and storage of topsoil, the construction of new buildings, infrastructure and the planting of public open spaces and structural landscape areas; the construction of new access point on Stopes Road; service connections to the site; the storage of materials and installation of a contractors compound; temporary traffic and pedestrian management arrangements; traffic movements into and out of the site; views of construction machinery; and lighting associated with construction and security.

It is considered that the location and design of any temporary site compounds, signage and perimeter screen fencing, combined with effective project management could minimise the potential landscape and visual effects during the construction phase.

It is also noted that the actual effects would vary subject to the location and intensity of the construction activity relative to the receptor. The properties or receptor closest to the site will be subject to the greatest effect, whereas those further away will be subject to a more limited effect due to the landform offering screening or simply through distance.

In terms of the operational effects of the proposed development, this would result in permanent change to the landscape. These permanent changes include: the demolition of existing buildings; the creation of a new vehicular access onto Stopes Road; introduction of 62 new houses, access road, lighting and their associated activity; introduction of new green infrastructure including public open space and structural boundary planting; and the introduction of new sources of light.

The receptors include the properties around Stopes Road and The Griffs, the public right of way network, public roads, and the local nature reserve at Loxley and Wadsley Common.

The appraisal concludes that effects to the site and immediate context are considered to be minor beneficial upon completion becoming minor/moderate beneficial in the longer term once the landscape proposals have matured.

The assessment report concludes that the impact upon the National Park will be negligible.

The appraisal's conclusion that there would be no overriding adverse effects that should preclude the proposed development on landscape and visual grounds is accepted.

Impact upon the Peak District National Park.

The boundary of the Peak District National Park is approx. 1.5km west of the site and the site is wholly outside of the National Park. The physical separation and existing industrial buildings results in any effect the development may have on the Peak District National Park being considered limited.

The Peak District National Park authority has stated that, "Due to the siting of the development it is not considered that it would have a significant impact on the landscape, valued characteristics or views into or out of the National Park" and therefore have no comments to make on the development.

Housing Supply

The NPPF requires Local Planning Authorities to identify a 5-year deliverable supply of housing land (paragraph 47 of the NPPF).

The latest update of the Council's Strategic Housing Land Availability Assessment (SHLAA) estimates that there is a shortfall of deliverable housing sites over the 5 year period. The SHLAA estimates that there is a 4.7 year supply of deliverable sites for housing in the city.

Paragraph 49 of the NPPF states that, planning applications for new housing should be considered in the context of the presumption in favour of sustainable development, with relevant policies for the supply of housing not being considered up-to-date if there is not a demonstrable 5-year housing land supply.

Therefore, although Core Strategy Policy CS23 emphasises concentrating new housing development within or adjoining the main urban area of Sheffield, and the urban areas of Stocksbridge/Deepcar, greater weight has to be given to the shortfall in deliverable housing supply. That in turn then allows for consideration of housing in alternative locations, within the context of the presumption in favour of sustainable development.

Core Strategy policy CS24 aims to maximise the use of previously developed land for new housing, and this site would contribute towards achieving that aim.

The proposal would make a positive contribution to the supply of housing.

Housing Density and Type

Core Strategy Policy CS 26 relating to "Efficient Use of Housing Land and Accessibility" states that housing development will be required to make efficient

use of land but accepts that the density of new developments should be in keeping with the character of the area and support the development of sustainable, balanced communities.

The location of the property means that the development should achieve a density of between 30 and 40 dwellings per hectare. Whilst 62 dwellings on an overall site of 5ha results in a low density, the developable area of this site is significantly less than the overall extent of the site. Based on the developable area the proposal would achieve 30 dwellings per hectare.

It is noted that a number of objectors feel that the density of the site should be much lower to take account of the character of the area and the Green Belt and the capacity of the area. This is a valid consideration, which has been duly considered, but in this instance as the site is brownfield and Sheffield does not have a demonstrable supply of housing, it is considered appropriate that the site should meet the recommended density of the development, in order to help meet the need to supply housing for the city and assist in some way of reducing the pressure on other greenfield sites, which may arise in the future. It is also noted that at 30 dwellings per hectare that the development is at the lower end of the density recommended in policy CS26.

Core Strategy Policy CS 41 (Creating Mixed Communities) encourages development of housing to meet a range of housing needs. The development will provide 62 units through 10 different house types. These varying house types will yield: 4no. 2 bed dwellings, 7no. 3 bed dwelling, 24no. 4 bed dwellings and 27no. 5 bed dwellings and which will be distributed throughout the site.

These house types will allow the development to meet a range of housing needs and therefore satisfy CS41.

Highway and Transportation Issues

The applicant has submitted a Transport Assessment and Travel Plan in support of this application.

Core Strategy policy CS53 'Management of Demand for Travel' sets out a variety of ways in which the increased demand for travel will be managed across the City.

Stopes Road is a lightly trafficked road. There are bus stops on Stopes Road in the vicinity of the site. An approximate hourly daytime service operates on a circuitous route between Stannington and Hillsborough Monday to Saturday, and two-hourly on Sundays. A more frequent service also operates from Nethergate in Stannington.

The development is a brownfield development within the Green Belt, which by its very nature tends to be more car dependant than new residential development within already established urban areas. The Transport Assessment considers the development's impact not just from a trip generation perspective, but also sustainability and connections with local facilities, demonstrates compliance with national/local policy and the historic use of the site is also reviewed.

For the 62 dwellings, the Transport Assessment predicts for the AM weekday peak hour (8am-9am) 10 vehicular arrivals; 23 AM departures; and for the PM weekday peak hour (5pm-6pm) 21 PM arrivals; and 11 PM departures. This equates to 33 two-way AM peak hour movements, with the two-way PM peak being 32 movements.

The above-mentioned predicted arrivals/departures are all new trips on the local highway network. Recent automatic traffic count data (held by the Council obtained from traffic lights/signal sensors) showed that on Stannington Road entering Holme Lane, during the working week the number of AM peak hour vehicles fluctuated by 40. During the PM peak hour, away from Holme Lane into Stannington Road, the fluctuation across the week was 104 vehicles. Even with these fluctuations, the Holme Lane gyratory is working at capacity during the AM peak hour, less so during the PM peak. This was demonstrated for the modelling of the Holme Lane gyratory (a micro simulation) for the Forge Valley Community School planning application. In the morning and evening peak periods, queues are slow moving and building, demonstrating that the junction is at over capacity. The queues then subside and dissipate. The spike is a 20 minute period within the peak hour periods. This profile is normal behaviour across most junctions throughout the City.

With regards the previous use of the site and the traffic generation associated with this use, the Transport Assessment gives an indication of the vehicle movements that might be expected from the old use had it still been in operation. The results generated from this were 37 AM peak hour arrivals, 12 AM peak hour departures, 12 PM peak hour arrivals, and 66 PM peak hour departures. This is considered to be broadly comparable with the journeys which are predicted for the residential development of the site.

The arrivals and departures to/from the proposed development are within weekday fluctuations entering and leaving Holme Lane during the peak periods. As already stated, these are all new trips, which may result in some marginal (almost intangible) peak hour spread at the Holme Lane gyratory. It is not considered however, that the negative impacts of this are severe. Essentially the 20 minute spike referred to previously might occasionally be extended slightly.

With regard to the road network in the vicinity of the site, accident records show that in the last 5 years there have been no recorded injury accidents on Stopes Road between the junctions with Brookside Lane and Riggs Low Road. There have been 2 recorded injury accidents at the junction of Hollins Lane and Rivelin Valley Road. The accident data does not suggest that a magnitude, severity or trend of accident that would suggest the application should be refused on highway safety grounds.

Parking provision is provided either within the curtilage of each property through a driveway or garage or to the front/side/rear of the property. The overall level of parking provision for the development is considered to be acceptable.

A public footpath runs to the western boundary of the site, and this will not be adversely affected by the development. There are currently drainage issues to the west of the site where at times there is a significant amount of surface water. Measures to control surface water as part of the development should also help to address this issue.

With regards the connectivity with local facilities, the draft City Policies and Sites Document refers to the provision of facilities within a 1.2 km distance, however this document limited weight given that it is not to be submitted to the Secretary of State. The Institution for Highways and Transport suggests a recommended maximum walking distance for journeys on foot of 2 km.

Within the range of 1 to 1.5 km are a number of local facilities including educational, healthcare, library and retail units. Stopes Road is a bus route for service numbers 61 & 62 which operate on circular routes in different directions between Hillsborough Interchange and Bradfield (service 61 runs eastbound across the site frontage, service 62 runs westbound across the site frontage). There is an existing bus stop on the northern side of Stopes Road opposite the existing site access, whilst the existing bus stop on the south side of Stopes Road is approximately 200 metres to the west of the site. Bus stops further afield (1.4 km from the site in Stannington) carry service numbers 81 and SL2 serving a wider area. Conditions securing a new footway running in a westerly direction away from the new junction which serves the development site to the outbound bus stop on Stopes Road and upgrades to the bus stops are recommended.

To help reduce reliance on private car trips, a framework Travel Plan has been submitted. A Travel Plan Co-ordinator will be appointed, who will be in place prior to the site being marketed. The Co-ordinator will be responsible for: delivery of marketing measures, sourcing the correct information for each of the relevant measures, travel updates via e-mail and other social media, responding to travel issues/questions, managing the distribution of Travel Master Tickets to new residents, and co-ordinating the annual travel survey.

A mitigation budget will be provided to the Travel Plan Co-ordinator. Action Plan Measures contained within the framework are: produce travel information guide, launch community travel website, offer personalised journey planner, promote walking, promote cycling, provide suitable cycle parking facilities, promote cycle boost, promote and display public transport information, promote free 1 month Travel Master Ticket, promote car share, promote Eco-Driving, promote electric vehicle charging points, encourage home deliveries, and monitor/review Travel Plan via surveys.

In considering these matters, it is considered that the granting of planning permission will not adversely compromise the operation, performance or safety on the local highway network.

Overall the proposal is considered to be satisfactory with the aims of the NPPF and CS53 of the Core Strategy.

Sustainability of the Site

As is outlined above, the site is located between approximately 1 and 1.5 km away from local facilities. It is considered that as a result of the over-arching aim of sustainable development in the NPPF it would be pragmatic to seek mitigation of the effects of its relative isolation.

In this instance a higher standard of sustainability is offered throughout the site than would normally be required on a housing development, in accordance with the provisions of Core Strategy Policies CS64 and CS65(a).

Policy CS64 relating to 'Climate Change , Resources and Sustainable Design of Developments' states that all new buildings must be designed to reduce emissions of greenhouses gases and function in a changing climate. The policy goes on to state that developments will be required to achieve a high standard of energy efficiency; make the best use of solar energy, passive heating and cooling, natural light and natural ventilation and be designed to use resources sustainably.

Policy CS65 relating to 'Renewable Energy and Carbon Reduction' states that all significant developments will be required, unless it can be shown to not be feasible or viable, to (a) provide a minimum of 10% of predicted energy needs from decentralised and renewable or low carbon energy. These policies are also supplemented by the Council's Supplementary Planning Document on Climate Change.

In considering these policy requirements and the need to effectively mitigate against the impact of the development's location, a number of measures have been offered by the applicant.

The applicant's revised Sustainability Statement makes commitments to nine categories in respect of energy and carbon dioxide emissions, water consumption, environmental impact of materials, surface water run-off, waste management, pollution, health and wellbeing, management and ecology.

The measures include installing a suitable PV array to each dwelling to achieve an average energy reduction of 47% to 60%, reduction of carbon emissions in excess of 20%, measures to achieve reduction of internal water consumption, responsible sourcing of building and finishing elements, reduction and treatment of surface water run-off, implementing a site waste management plan and dedicated and provision of accessible composting facilities to all dwellings, installation of gas condensing boiler with NOx emissions of less than 40mg/kWh, acoustic betterment of 5dB above Building Regulations, provision of home user guides for operational issues on these measures, inclusion of green roofs to all garages and provision of bat boxes within the site.

In addition, 13 internal and 30 external connection points are proposed for charging electrical vehicles.

A number of the proposals are reliant upon the provision of PV panels which has been carefully balanced against the impact upon the Green Belt and the overall character of development.

The mitigation measures in this instance are particularly justified on the basis that the measures will deliver a reduction in greenhouse gases and overall energy consumption that one might typically see from a residential housing development such as this. This anticipated reduction in greenhouse gases post occupation will help to offset any increase in greenhouse gases that may arise as a result of increased car dependency given the location of the site and the topography of the area.

Indicative proposals have also been submitted to provide a sustainable urban drainage scheme for addressing surface water drainage. The benefits of this would be the creation of a new biodiversity habitat and a sustainable approach to surface water which in term will help reduce flood risk.

In light of the above the proposal is considered to accord with Core Strategy Policies CS64 and CS65 and the government's guidance contained in the NPPF.

Demotion and Historical Assets

The NPPF section 12 relating to 'Conserving and Enhancing the Historic Environment' sets out how local planning authorities should consider heritage assets.

UDP Policy BE22 relates to 'Archaeological Sites and Monuments' and states that sites of archaeological interest will be preserved, protected and enhanced. Where disturbance is unavoidable, the development will be permitted only if (a) an adequate archaeological record of the site is made; and (b) where the site is found to be significant, the remains are preserved in their original position.

South Yorkshire Archaeology Service has advised that the development of the application site has potential archaeological implications. SYAS advise that in the early 19th century, two brick works, Stannington Brick Works and Griffs Brick Works, were producing refractory bricks for the steel industry. These sites and their associated kilns, were developed and expanded over the 19th and early 20th centuries. The complex was massively expanded with new buildings in the 1940s to 1950s, and many of the original structures were demolished. However, it advised that there may be some survival of physical evidence of the earliest structures below-ground, which has not been considered in the submitted assessment report.

There is some potential for important remains to exist on this site and ground works associated with the development could destroy finds and features of potential archaeological importance. As such, a scheme of archaeological work is required to ensure any remains present on this site are recorded, as mitigation. SYAS have therefore recommended that an appropriate condition be applied to any consent which can secure the necessary archaeological investigation.

It is considered that the buildings on site are not of sufficient quality or value such that they should either in whole, or in part, be retained as part of any future redevelopment of the site. The tall chimney on the site is not listed and it is not considered to be appropriate to require its retention in full. The applicant has stated that for structural reasons the proposal includes the demolition and rebuilding of the chimney at a significantly reduced height.

There are no objections to the demolition of the buildings and chimney on the site. It is considered that subject to appropriate conditions the proposal satisfies the provisions of the NPPF and Policy BE22 of the UDP.

Design and Layout

UDP Policy BE5 relating to 'Building Design and Siting' expects good overall design and the use of high quality materials. Original architecture is encouraged, but new development should also complement the scale, form and architectural style of surrounding buildings.

Core Strategy Policy CS 74 (Design Principles) reiterates the expectation of high quality design as well as recognising that new development should take advantage of and enhance the distinctive features of the city. Amongst other items, this includes views and vistas to landmarks and skylines into and out of the City Centre and across the city to the surrounding countryside.

The Loxley Valley Design Statement also sets out how development should reflect and respect the character of the area.

The development consists of one main linear street ending in a cul-de-sac with smaller cul-de-sacs leading off. To the centre of the site there will be a turn in the road which will form a central 'square' and which will lead to the open space connecting through to the front of the site.

The overall layout has been designed so as to be similar to a new hamlet in terms of layout and rooflines. Given the size and scale of the site within the Green Belt, it is considered that this is the most appropriate design option for the site and one which will create new landscape character for the site, without resulting in a negative impact upon the Green Belt's openness and character.

Design Approach

The design approach to the development has sought to combine both traditional and contemporary. The development will comprise a mixture of two storey and three storey dwellings in the form of terraced, semi-detached and detached properties, and there will be 10 different house types with further material breakdowns and variations between the house types.

The overall layout will see the different house types scattered throughout the site, although the larger three storey properties will be more towards the centre of the site in terms of layout. Whilst, there are no three storey properties visible within the immediate local area, the three storey units proposed will be set within the overall

context of the development and will add some welcome variation in scale and help to articulate the roofscape. As such the dwellings are not considered to have an unacceptable impact upon the character and appearance of the site or the openness and character of the Green Belt.

The remaining house types comprising two storey properties including some which have a third storey within the roofspace are considered to be acceptable within the wider landscape context in terms of both scale and proportion.

The property design throughout the estate is a mix between contemporary and traditional, and this is considered to be an appropriate approach. The traditional elements of the dwellings will be seen in the use of stone and brick properties with traditional pitched roofs. The contemporary elements will be the use of projecting bay features, larger window openings with screening to vented window openings and box projecting windows and dormers.

Materials

The overall approach to design and the detail of this is considered to be acceptable in principle and will help achieve the high quality of design required by the relevant NPPF, Core Strategy and UDP policies.

The materials to be used will primarily be natural stone, red brick and natural slate. All these materials are considered to be acceptable in principle.

There will be 13 properties within the site which will have brick to them, with the actual amount of brick used dependent upon the house type. The majority of the brick units will have some stone detailing to them. These properties are grouped towards the centre of the site and none flank the northern boundary of the site. It is acknowledged that there is currently brick on site and therefore there is some precedent for this material choice, and when balanced against the overall harm to the Green Belt, it is considered that a small amount of brick is acceptable in principle.

With regards the use of stone, the overriding character of the area is natural stone built properties, which have, over time, weathered in to the landscape; therefore the use of natural stone and slate are considered the appropriate construction material for the majority of the properties. It is recommended that the use of natural stone and slate is conditioned, and this is considered to be reasonable to ensure appropriate quality.

The majority of the highways and footpaths will be tarmacked, although the areas to some of the cul de sacs, private drives and parking areas will be in contrasting materials such as paving or setts. This is considered to be acceptable in principle.

Site Enclosure

The overall enclosure of the site will be via a mix of estate railings and timber posts and rails towards the frontage of the site, with stone walls and copings over and screen fencing to the individual plots and stone retaining wall to the rear of the site.

This approach is considered to be acceptable in principle and will not have a detrimental impact upon the overall visual amenity of the site either at close range or at distance.

Ancillary Works

To the main open space area at the entrance to the site will be a foul water pumping station. The visible element of this will essentially comprise an area of hardstanding, two metal kiosks/cabinet and bollards to demarcate the area. It is accepted that this is a necessary site for its installation, and whilst it may not be an ideal location so close to the main entrance, it is equally not considered that the harm arising will be severe.

Open Space

UDP Policy H16 relating to 'Open Space in New Housing Developments' requires that the Applicant makes an appropriate contribution towards the provision or enhancement of public space on or within the vicinity of the application site.

Core Strategy Policy CS 45 (Quality and Accessibility of Open Space) states that safeguarding and improvement of open space will take priority over creation of new areas. Policy CS 46 (Quantity of Open Space) encourages that as opportunities arise, new open space will be created where a quantitative shortage of open space is identified and where it is required for extending the City's Green Network.

Open space has been included on site, in accordance with Core Strategy Policy CS46 at 10% of the site area. A path which will run to the frontage of the site will connect the site with the public footpath which runs to the western boundary of the site and will also continue along the frontage of the site at a raised level and will connect the site, the green spaces within it through the bus stop area and the main entrance.

The proposed provision of open space on the site is considered to be acceptable in terms of the amount to be provided and its acceptability with regards policy requirements.

The overarching landscape strategy is considered to be acceptable in principle, but it is considered appropriate that a condition is applied which requires full details of all hard and soft landscaping details including final species and numbers.

The developer has advised that the open space will be maintained by a Trust. In order to ensure that the management and maintenance provisions are appropriate it is recommended that a condition be applied which requires that full details of this are agreed prior to the development commencing.

The proposal is therefore considered to be acceptable with regards the provision of open space and the aims of UDP Policy H16, and Core Strategy Policies CS45 and CS46.

Residential Amenity

UDP Policy H15 'Design of New Housing Developments' expects the design of new housing developments to provide good quality living accommodation. This includes adequate private garden space or communal open space to ensure that basic standards of daylight, privacy, security and outlook are met. It also expects that walls or fences are provided around rear garden areas next to roads, footpaths or other open areas.

Whilst there are neighbouring properties to the subject site, none are in such close proximity that they would suffer from an unacceptable loss of privacy or overbearing such that the refusal of planning permission could be reasonably justified. It is noted that when the development is occupied there will be an increase in traffic, but it is not considered that the volume of this traffic would be so significant as to result in unacceptable harm to the amenity of existing residents.

The layout of the properties within the overall development is considered to be acceptable in terms of the potential impact upon privacy and the potential for dwellings to be overbearing to neighbouring properties or gardens.

The construction process may however, result in noise and dust disturbance to neighbouring properties. Whilst noise from construction works and the resultant potential for dis-amenity to neighbouring properties are controlled under separate legislation, it is recommended that a condition be applied to require full details of the measures to monitor and control the emission of dust during demolition and construction works and to ensure that these measures are carried through for the lifetime of the development. Again, it is considered that this should mitigate any dust disturbance to neighbouring properties.

Ecology

NPPF para 118 states that in determining planning applications, local authorities should aim to conserve and enhance biodiversity and should encourage opportunities to incorporate biodiversity in and around the development.

UDP Policy GE11 relating to 'Nature Conservation and Development' states that the natural environment will be protected and enhanced. Therefore, the design, siting and landscaping of development should respect and promote nature conservation and include measures to reduce any potentially harmful effects of development on natural features of value.

As part of the application submission, ecological surveys have been submitted for the site and it is noted that there are protected species within the development site boundary.

The ecological surveys also include mitigation measures including measures to either remove protected species found on site to appropriate other locations (which will be subject to licences from Natural England). It is recommended that a condition is applied to require works to be undertaken in accordance with the recommendations of the submitted reports and that further conditions are applied

to ensure that construction works do not propose a hazard to the protected species.

In accordance with the NPPF opportunities are also to be taken for the enhancement of biodiversity as part of development proposals and this will be achieved by means such as the provision of bat boxes as mitigation, the provision of green roofs to the garages (using sedum and wild flower mix) and areas of new open space and planting within the development.

The indicative proposals to provide a sustainable urban drainage scheme for addressing surface water drainage will have the benefit of creating a new biodiversity habitat.

Landscape and Trees

UDP Policy BE6 'Landscape Design' expects good quality landscaping in new developments and refurbishment schemes. Landscape work should provide an interesting and attractive environment as well as integrating with existing features and promoting nature conservation.

UDP Policy GE15 relating to 'Trees and Woodland' states that trees and woodland will be encouraged and protected. There is a requirement for developers to retain mature trees, wherever possible, and replace any trees which are lost.

The development will result in the loss of a number of trees (27) on the wooded bank to the frontage of the site, and 11 further trees on the fringe of the retained trees to the rear of the site.

Whilst the frontage trees currently offer some screening to the site, there is a need to regrade in part and ensure the stability of the bank along this frontage. The trees are not protected and given their quality it is unlikely that they would be worthy of a tree protection order.

In order to ensure the full protection of those trees to be retained on site, it is recommended that a condition be applied which requires their protection and full and final details of the root protection zones indicated in the submitted plan and report.

A comprehensive landscape scheme for the site is also proposed including the planting of 47 trees to compensate for those lost to accommodate the development. The landscaping and planting proposals are considered to be appropriate to the site and it is recommended that a condition be applied to secure the appropriate landscaping of the site.

In terms of the overall landscape proposals and the impact upon the trees on site, the development is considered to be satisfactory with regards the aims of UDP Policies BE6 and GE15.

Air Quality

Policy CS66 'Air Quality' states that action will be taken in all areas of the city to protect air quality.

UDP Policy GE23 (Air Pollution) states that development will be permitted only where it would not be located near sensitive uses where they would be adversely affected by sources of air pollution. Furthermore, Core Strategy Policy CS 66 'Air Quality' encourages action to improve air quality in all areas of the City, particularly where residents in road corridors with high levels of traffic will be exposed to levels of pollution above national targets.

The development as proposed would result in dust generation during the construction phase through demolition, earthworks, construction and track out as well as an increase in traffic movements in the local area. All of these actions are likely to have an impact on local air quality.

The air quality assessment of the proposed development predicts that the associated traffic impact of NO₂ and PM₁₀/PM_{2.5} concentrations respectively on the local area was not likely to be significant.

Notwithstanding the above, the whole urban area of Sheffield is an Air Quality Management Area (AQMA) and there is a need for some mitigation measures to be considered and where possible adopted as conditions particularly during the construction phase. Conditions to secure appropriate mitigation measures to reduce construction and vehicle exhaust emissions are recommended to help the development achieve a neutral impact upon local air quality. It is also noted that 43 charging points will be provided as part of sustainability offsetting.

Overall, the development proposal is considered to be satisfactory with regards the impact upon air quality and UDP Policy GE23 and Core Strategy Policy CS66.

Impact upon Local Amenities

UDP Policy CF5 (Community Benefits) states that planning obligations will be sought where they would enhance development proposals, provided that they are necessary, relevant and directly related to the development.

The subject site is in the school catchment areas of Bradfield Dungworth Primary School and Bradfield Secondary School. The proposed development is for 62 dwellings of two bedrooms or more.

Advice received on the previous application for 88 dwellings stated that Bradfield Dungworth Primary School has limited capacity but it could accommodate the forecast additional pupils in most pre-school cohorts, and that the same principle applies at Bradfield Secondary School and so could accommodate the forecast additional pupils in most cohorts.

Accordingly, it is reasonable to consider that there is sufficient capacity within the local area at the current time, and that in this regard the impact of the development is acceptable.

Mining Legacy

The application site falls within the defined Development High Risk Area in respect of coal mining and therefore features associated with coal mining need to be considered in relation to this application.

The Coal Authority has no objection to the proposal subject to the imposition of a condition requiring site investigation works prior to the commencement of development, and implementation of remedial works where needed.

Land Contamination

There are extensive remedial works required on this site including removal of asbestos.

The geo-environmental appraisal submitted identifies that further intrusive investigations are required post-demolition of the existing buildings (which have restricted access to a significant portion of the site), and that gas monitoring has been undertaken. Further investigation may result in the finding of further contaminants on site. In order to ensure however, that appropriate remediation of the site does occur then it is recommended that a full suite of land quality conditions are applied to any approval.

The location of the development means that noise for future occupiers of the site is unlikely to be a significant issue, such that the enhanced noise mitigation measures are required of the development.

In respect of the potential for light pollution, then it is acknowledged that the site is located within an exposed location and within a darker rural area (Zone E2) as categorised by the Institution of Lighting Professionals in their document, 'Guidance Notes for the Reduction of Obtrusive Light'. The lighting report submitted relates to street lighting only and is not therefore considered to be a potential nuisance issue under the remit of the environmental protection service. The planning balance of light in the Green Belt is discussed earlier in this report.

It is acknowledged that there will be other lighting around the site and that this has the potential for a greater degree of nuisance. In order to minimise the impact it is recommended that a condition be applied which requires external lighting to be in accordance with the guidance provided by the Institution of Lighting Professionals in their document GN01: 2011 "Guidance Notes for the Reduction of Obtrusive Light".

Flood Risk Issues

Core Strategy Policy CS67 relates to Flood Risk Management and, in part, seeks to ensure that more vulnerable uses (including housing) are discouraged from areas with a high probability of flooding.

The site falls within Flood Zone 1, which means it has a low risk of flooding. The size of the site means however, that a Flood Risk Assessment has been provided and upon the advice of the Environment Agency, it is recommended that development be developed in accordance with the Flood Risk Assessment and the mitigation measures contained within it. Therefore, there are no significant flood risk implications generated by this application that cannot be resolved by the imposition of an appropriate condition, and the development is therefore satisfactory in terms of Core Strategy Policy CS67.

Drainage

Core Strategy Policy CS67 'Flood Risk Management' sets out that the extent and impact of flooding will be reduced by a number of means including: requiring developments to significantly limit surface water runoff, requiring the use of sustainable drainage techniques on sites where this is feasible and practicable and promoting sustainable drainage management in rural areas.

Indicative proposals have been put forward for addressing surface water drainage. These include an area of permeable paving within the site and works on land on the north side of Stopes Road to manage run off quantity and quality before ultimately discharging into the watercourse, Storrs Brook. The benefits of this would be the creation of a new biodiversity habitat and a sustainable approach to surface water which in term will help reduce flood risk.

The visual impact of this would be minimal. The impact in the short term through construction and the establishment of the structures is likely to be greater than the long term, but ultimately it is not considered to be detrimental to the openness and character of the Green Belt.

Subject to the imposition of this condition, it is considered that the proposal is satisfactory with regards the aims of policy CS67.

Yorkshire Water has commented that they have no objection to the development proposal subject to appropriate conditions.

Public Art

UDP Policy BE12 (Public Art) encourages the provision of the public art works of in places that can be readily seen by the public and as an integral part of the design of major developments. A scheme of works would likely be expected to reference the history of the site, and a condition would provide the developer with the opportunity to consider the best opportunity for including public art within the site.

Community Infrastructure Levy

The Community Infrastructure Levy (CIL) is applicable to this development. The site lies within CIL Zone 3 where the contribution is £30 per sq m. The funds generated through CIL will be used in connection with strategic infrastructure needs. Based on the information submitted, the CIL contribution in this instance is approximately £263,940.

Affordable Housing

Core Strategy Policy CS 40 (Affordable Housing) states that, in all parts of the city, new housing developments will be required to contribute towards the provision of affordable housing where practicable and financially viable. The Council's Community Infrastructure Levy and Planning Obligations Supplementary Planning Document (December 2015) includes guidance on affordable housing provision. The site lies within an area where there is a required level of contribution of 10% towards affordable housing provision.

The Planning Statement submitted by the applicant states that the ability to provide affordable housing has been carefully considered having regard to scheme viability in the manner required by City Council policy. The applicant's property consultants undertook a financial appraisal of the scheme in consultation with the District Valuer prior to the formal submission of the application and further discussions have taken place between the applicant's consultants and the District Valuer as part of the consideration of this application.

The applicant's financial appraisal is based on the current proposal for 62 dwellings and has reviewed sales revenues, build costs and abnormal costs associated with the proposed development. Since the previous planning application on this site in 2015, the applicant has undertaken further analysis of the site which has revealed an increase in abnormal costs as the extent of contamination was significantly worse than expected which has been a significant factor in the applicant's redesign of the scheme.

The District Valuer Services (DVS) has provided an independent opinion to the Council on the viability information provided by the applicant.

DVS conclude that a planning compliant scheme reflecting a 10% contribution towards affordable housing of £1,532,751 is not viable.

DVS have however concluded that the scheme is viable in providing an £840,000 contribution towards affordable housing (5%).

The applicant's consultants had considered that the affordable housing contribution sought by the District Valuer (£840,000) would, in their view, result in a negative land value and in order to achieve a positive land value the scheme would need to achieve sales revenues above what they consider reasonable and would then still only deliver a land value less than what they consider to be an appropriate benchmark.

The applicant and the land owner have reflected on this, and the wider debate around and approach to the affordable housing contribution attached to the permitted scheme. Whilst their independent commercial advice is cautionary, they have decided that in this particular case it would be appropriate to accept the recommendation of the District Valuer.

An affordable housing contribution of £840,000 is offered by the applicant.

A legal agreement will be required to secure the affordable housing contribution. The applicants have submitted a draft legal agreement for consideration.

SUMMARY

All the proposed dwellings would be erected on the former industrial part of the site on the south side of Stopes Road.

The open land on the north side of Stopes Road would be used to accommodate sustainable arrangements for the surface water draining from the site to the Storrs Brook.

The UDP Proposals Map identifies the red-lined application site as being within the Green Belt and an Area of High Landscape Value.

It is considered that the redevelopment of this previously developed site would not compromise the purposes of the Green Belt.

The site is isolated, and the development does not propose to exceed the boundaries of the previously developed site and could not reasonably be considered to be unrestricted sprawl, and would not result in merging with a neighbouring town. Whilst this proposal would result in built form, again it is arguably no greater encroachment than the existing industrial buildings and the proposed development would not facilitate the encroachment of development into the countryside in terms of the effect upon the physical openness of the Green Belt. The development is not close to the setting and special character of historic towns and so there will be no impact upon this fourth purpose of the Green Belt. The development will allow for the recycling of derelict land, although it is equally acknowledged that this is not urban land, even if the function is more commonly associated with an urban setting.

The proposal would not compromise the purposes of the Green Belt contained in NPPF paragraph 80.

NPPF (paragraphs 89) states that local planning authorities should regard the construction of new buildings as inappropriate in Green Belt and lists the exceptions to this. One of the exceptions listed in paragraph 89 of the NPPF is the limited infilling or the partial or complete redevelopment of previously developed sites (brownfield land), whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development.

It is considered that the proposed development, and its impact in terms of the maintaining the openness of the Green Belt and the purpose of including land within it, when compared with the existing development is not inappropriate development within the Green Belt and is satisfactory with regards the aims of paragraphs 80, 81 and 89 of the NPPF.

In respect of this application, it is considered that the proposed development will not have a greater impact upon the Green Belt than the development which exists at present, nor will it ultimately compromise the purposes of including land within the Green Belt. The proposal will not harm this area of high landscape value.

The proposed development does not prejudice the permanence of the Green Belt nor set a precedent for the future development of the Green Belt on the basis that this application is for the development of a previously developed site and not a greenfield Green Belt site, which would be subject to other policy considerations as set out in the NPPF.

It is considered that the granting of planning permission will not adversely compromise the operation, performance or safety on the local highway network. In order to make the development wholly acceptable in highway terms however, it is recommended that conditions are imposed to include measures for the safety of junctions as well as considering means for controlling speed on the highway.

The latest update of the Council's Strategic Housing Land Availability Assessment (SHLAA) estimates that there is a shortfall of deliverable housing sites over the 5 year period. The SHLAA estimates that there is a 4.7 year supply of deliverable sites for housing in the city. The proposal would make a positive contribution to the supply of housing.

There are no objections to the demolition of the buildings and chimney on the site. It is considered that subject to appropriate conditions the proposal satisfies the provisions of the NPPF and Policy BE22 of the UDP.

The proposed density, layout, design and landscaping proposals are appropriate for this development and its location. Whilst several trees are to be retained as part of the scheme, the proposal includes the removal of trees on the site's frontage and to the rear of the site. The landscape scheme includes the planting of additional trees.

In order to overcome the effects of its remote location, and the likely car dependency, a higher standard of sustainability is offered throughout the site than would normally be required on a housing development, in accordance with the provisions of Core Strategy Policies CS64 and CS65(a).

There is some potential for important remains to exist on this site and ground works associated with the development could destroy finds and features of potential archaeological importance. As such, a scheme of archaeological work is required to ensure any remains present on this site are recorded, as mitigation.

It is considered that the buildings on site are not of sufficient quality or value such that they should either in whole, or in part, be retained as part of any future redevelopment of the site. The tall chimney on the site is not listed and it is not considered to be appropriate to require its retention in full. The applicant has stated that for structural reasons the proposal includes the demolition and rebuilding of the chimney at a significantly reduced height.

There are no objections to the demolition of the buildings and chimney on the site.

Whilst there are neighbouring properties to the site, none are in such close proximity that they would suffer from an unacceptable loss of privacy or overbearing such that the refusal of planning permission could be reasonably justified. It is noted that when the development is occupied there will be an increase in traffic, but it is not considered that the volume of this traffic would be so significant as to result in unacceptable harm to the amenity of existing residents. The layout of the properties within the overall development is considered to be acceptable in terms of the potential impact upon privacy and the potential for dwellings to be overbearing to neighbouring properties or gardens.

The ecological surveys note that there are protected species within the development site boundary and include mitigation measures including to either remove protected species found on site to appropriate other locations (which will be subject to licences from Natural England). There are no ecological objections subject to appropriate conditions.

The Coal Authority has no objection to the proposal subject to the imposition of a condition requiring site investigation works prior to the commencement of development, and implementation of remedial works where needed.

In order to ensure that appropriate remediation of land contamination of the site occurs it is recommended that a full suite of land quality conditions are applied.

The Environment Agency and Yorkshire Water have commented that they have no objection to the flood risk and drainage issues associated with this development proposal subject to appropriate conditions.

The Community Infrastructure Levy (CIL) is applicable to this development. The site lies within CIL Zone 3 where the contribution is £30 per sq m. The funds generated through CIL will be used in connection with strategic infrastructure needs. Based on the information submitted, the CIL contribution in this instance is approximately £263,940.

The site lies within an area where there is a required level of contribution of 10% towards affordable housing provision.

The DVS has independently reviewed the scheme and has advised that the development is viable with an affordable housing contribution of £840,000 which equates to a 5% provision of affordable housing, along with a full CIL contribution of approximately £263,940.

A legal agreement will be required to secure the affordable housing contribution. The applicants have submitted a draft legal agreement for consideration.

Overall, the proposal is considered to ultimately be satisfactory with regards the NPPF and policies CS26, CS40, CS41, CS45, CS46, CS53, CS64, CS65, CS66, CS67, CS71 and CS74 of the Core Strategy, Policies GE1, GE2, GE3, GE4, GE5, GE8, GE15, GE23, BE5, BE6, BE12, BE22, H7, H15, H16 and CF5 of the Unitary Development Plan, the SPDs on Climate Change and Affordable Housing, the Loxley Valley Design Statement and CIL.

RECOMMENDATION

It is recommended that planning permission is granted subject to conditions and a legal agreement.

Case Number	16/03776/FUL (Formerly PP-05533008)
Application Type	Full Planning Application
Proposal	Demolition of existing dwelling and erection of 2 detached dwellinghouses (amended plans and description)
Location	40 Walkley Crescent Road, Sheffield S6 5BB
Date Received	05/10/2016
Team	West and North
Applicant/Agent	7 Hills Architectural Design Ltd
Recommendation	Grant Conditionally

Time limit for Commencement of Development

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

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

Approved/Refused Plan(s)

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

- (a) Proposed site plan Dwg No: 02
- (b) Proposed Plans and Elevations Dwg No: 01 rev A

Reason: In order to define the permission.

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

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

3. 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.

Other Compliance Conditions

4. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (and any order revoking and re-enacting the order) the front elevation of the garage shall not be built up or infilled at any time and shall be available for the parking of a vehicle at all times.

Reason: In the interests of highway safety and securing appropriate provision of car parking.

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. 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, 2 -10 Carbrook Hall Road, Sheffield, S9 2DB: tel. 0114 2734651.
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. 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, Howden House, 1 Union Street, Sheffield, S1 2SH: Tel. (0114) 2734651, or by email at epsadmin@sheffield.gov.uk.

4. By law, this development requires the allocation of official, registered address(es) by the Council's Street Naming and Numbering Officer. Please refer to the Street Naming and Numbering Guidelines and application forms on the Council website. 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.

Site Location



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LOCATION AND PROPOSAL

The application relates to a vacant dilapidated two storey dwelling house and associated garden area which is located on the north side of Walkley Crescent Road.

The existing dwelling is located towards the site frontage with a large garden area to the side and rear of the existing house. The site is enclosed to the street by the existing dwelling house and a two metre high stone wall.

Full planning permission is sought for the erection of two detached dwelling houses. During the course of the consideration of the application the scheme has been amended to reduce the number of properties from three to two.

The site is identified on the Unitary Development Plan Proposals Map as being within a Housing Area.

RELEVANT PLANNING HISTORY

No relevant planning history.

SUMMARY OF REPRESENTATIONS

Consultations were carried out on the originally proposed scheme and all relevant neighbours and objectors to the original proposal were also reconsulted following the submission of the amended plans.

A total of 53 letters of representation have been received in the relation to the originally proposed scheme and the revised scheme. The representations received include comments from Councillor Olivia Blake and Councillor Neale Gibson-Abo-Anber. Multiple addresses have also sent more than one letter of representation.

- Three storey dwellings are too high.
- The height of the dwellings would impact the amenities of residents in terms of affecting existing outlook, daylight, sunlight and give rise to overlooking and overbearing.
- Loss of views.
- The scheme would lead to overlooking of neighbouring garden areas resulting in a loss of privacy.
- Although the scheme has been reduced it still represents an overdevelopment of the site.
- A daylight and sunlight report should be prepared to assess the impact on neighbouring properties as there are significant level differences.
- Right to light issues.
- Frontage parking pushes the dwellings back causing overlooking issues.
- A store room proposed in the new dwellings could be converted to a bedroom.
- Inadequate parking provision and manoeuvring space for 6 vehicles given the narrowness of the road.
- Already a very busy road and additional cars will exacerbate the situation.

- Parking and manoeuvring on street and into existing drives is already difficult and will be further exacerbated by the development, which could potentially affect highway and pedestrian safety.
- Other developments in the area with inadequate parking have caused highways issues.
- Bin lorries and emergency services will have difficulty accessing the site.
- If the garage is used for storage only one car parking space will be provided.
- The building line on the site frontage should reflect the neighbouring dwellings.
- Houses of this style will affect the character of the area and stone should be used.
- The demolition of Armthorpe cottage would be a great loss to the area and the existing dwelling could be retained and a new dwelling could be constructed alongside it.
- The building should be retained as demolition is contrary to adopted UDP and Core Strategy policy.
- Walkley is an area of special character.
- The development fails to recognise established separation distances and does not reflect the established scale of properties in the area.
- The proposal would be contrary to the South Yorkshire Residential Design Guide.
- The additional houses would affect the character of the street.
- The proposed materials are out of character.
- Trees should be cut back so they don't overhang boundaries.
- A tree survey is required to establish the quality of the trees.
- Some of the boundaries are owned by neighbouring properties
- Drainage issues.
- Potential impacts on retaining walls associated with the construction of the dwellings.
- Boundary walls have collapsed and are in need of repair.
- Parts of the property boundary are not in the applicant's ownership.
- Inadequate consultation has been carried out.
- Officer should conduct a site visit.
- Historic coal mining issues may affect ground stability.
- Potential for bats within the building.
- Residents are aware of interest in renovating the existing property.
- Velux windows should be provided on the site frontage instead of dormers to reduce overlooking.
- Loss of historic building.
- Disruption during construction.
- Bin storage should be provided.

PLANNING ASSESSMENT

Policy Issues

National Planning Policy Framework

The National Planning Policy Framework (NPPF) sets out the Government are planning policies for England and how these are expected to be applied. The key principle of the NPPF is the pursuit of sustainable development, which involves seeking positive improvements in 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.

Principle of Development

The site is identified on the Unitary Development Plan Proposals Map as being within a Housing Area. UDP Policy H10 sets out that within such areas housing is the preferred use.

The development of the garden land associated with the site is technically classified as Greenfield. Core Strategy Policy CS24 prioritises the development of previously developed land requiring that no more than 12% of dwelling completions should be on Greenfield sites between 2004/05 and 2025/26. At present this scheme would not compromise this target from being achieved.

The Council cannot currently demonstrate that there is a sufficient supply of housing to meet the city's needs. The latest update of the Council's Strategic Housing Land Availability Assessment (SHLAA) estimates that there is a shortfall of deliverable housing sites over the 5 year period with only a 4.7 year supply of deliverable sites for housing in the city.

It is noted that the site is small however it is considered to be located in an established sustainable residential neighbourhood and the redevelopment of the site for two dwellings will contribute towards delivering the Council's housing targets. In light of the above the principle of redeveloping this site for two dwelling houses is considered acceptable.

Density

Core Strategy Policy CS 26 (Efficient Use of Housing Land and Accessibility) states that housing development will be required to make efficient use of land but accepts that the density of new developments should be in keeping with the character of the area and support the development of sustainable, balanced communities. It sets out appropriate density ranges for different locations depending on accessibility and states that exceptions can be made to the density range where the proposal achieves good design, reflects the character of an area or protects a sensitive area.

The site is near (200 metres) to a District Centre and is near to high frequency bus routes. Therefore the core strategy identifies that housing density should range between 30- 80 dwellings per hectare. However the supporting text to the policy does set out that high densities are not acceptable where they would be out of character with the rest of the area.

The proposed development is considered to be reflective of the established pattern and density of the development in the area and is therefore considered acceptable in this regard.

Design and Layout.

Policy BE5: Building Design and Siting within the UDP states that in all new developments there should be a comprehensive and co-ordinated approach to the overall design. BE5 goes on to state that in large-scale developments materials should be varied and the overall mass of building broken down. Policy CS74 of the CS, 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 CS74 also advises that any new development should respect the topography of the City, views and vistas and the townscape and landscape character of the particular area with their associated scale, layout, form and building style and materials.

Section a) within Policy H14: Conditions on Development in Housing Areas within the UDP states that new buildings in Housing Areas should be in scale and character with neighbouring buildings.

Demolition of existing building

Policy BE20 of the UDP states that the retention of historic buildings that are of local interest but not listed will be encouraged wherever practicable. In terms of character there are dwellings of varying style, appearance, age and design in the locality which creates a very varied street scene. Whilst noting that the existing dwelling is constructed in stone and is in excess of 100 years old the property is not in a conservation area, is not in an area of special character and is not listed and as such there is no overriding reason to insist on the retention of the building or in fact any policy basis to resist the demolition of the property.

Layout and Siting

The building line along Walkley Crescent Road is varied a lot of the older properties on Walkley Crescent Road are located close to the back edge of pavement including the terraced properties immediately opposite the site. The more modern properties in the street are set back to accommodate parking provision and front garden areas.

The existing dwelling on site is located close to the back edge of pavement and stands approximately 3 metres forward of the front elevations of the neighbouring properties No.24 and 42 Walkley Crescent Road. The new dwellings are proposed to be set back to more closely reflect the siting and position of the adjoining dwellings in order to accommodate the required off street parking provision. The properties continue to address the street and parking will be integrated so it does not dominate the frontage as is the case on other more recent developments in the area. In light of the above the layout of the site and siting of the dwellings is considered acceptable.

Scale

The properties either side of the site are two storeys in height, and whilst the streetscene is generally characterised by two storey properties the scale and

height of these dwellings varies greatly due the differing age, style and design of the properties. The submitted plans demonstrate that the proposed dwellings would only be marginally taller (approximately 0.6 metres) than the existing dwelling on site and taking account of the varying scale and heights of building in the street scene the proposed dwellings do not appear out of character and are not considered to be of an excessive scale.

Appearance

The replacement dwellings are of a contemporary design and incorporate large window openings and modern detailing. The dwellings are to be faced in red brick which is considered appropriate given that a number of other properties in the immediate vicinity, including the dwellings either side of the site are faced in similar materials. Parts of the existing stone walls which enclose the site will be retained, repaired and reduced in height where necessary to afford visibility and a new reclaimed stone wall will be provided on the site frontage.

Landscaping

A majority of the existing site landscaping has been cleared and due to the height of the existing boundary wall there is not considered to be any landscaping on site that is significant public amenity value. There are a number of mature trees adjacent to the rear boundary a large majority of which are indicated on the proposed plans to be pruned, reduced in height and retained. The trees will not be visible from the street once the dwellings are constructed however the retention of these mature species is welcomed as they provide some immediate mature landscaping for future residents as well as providing some welcome screening of the properties to the rear

In light of the above the proposed design, layout, scale and landscaping of the scheme is considered acceptable and proposal is considered to comply with the relevant local and national policy in this regard.

Amenity

Section c) within Policy H14: Conditions on Development in Housing Areas within the UDP states that new development sites in such areas should not be over-developed or deprive residents of light, privacy or security. The proposed new dwellings are to be set back from the road frontage in order to accommodate off street parking provision which results in the dwellings being sited roughly in line with the front elevations of No.24 and 46 Walkley Crescent Road which is considered to reduce any potential overshadowing of the adjoining properties. The position of the properties will actually increase the amount of natural light the front elevations of the adjoining properties receive particularly No. 42 as the existing dwelling which is set substantially forward of the existing properties will be removed.

There would be a distance of approximately of 29m between the upper floor windows of the proposed dwellings and the rear elevation of existing dwellings on Walkley Bank Road, which even taking account of the significant change in levels

between the site and Walkley bank Road the proposal is not considered to result in any unacceptable overlooking, overbearing or overshadowing of adjoining dwellings or their associated garden areas.

The relationship between the proposed dwellings and the terraced properties on the opposite side of Walkley Crescent Road is considered acceptable and reflects the general pattern of development in the area. The proposal will actually increase the separation distance to the properties on the opposite side of the street (to 16 metres) as a result of the demolition of the existing building on site.

The site is relatively level with only a very slight fall in the topography towards the northern (rear) boundary of the site. Existing tree planting is to be retained along the rear boundary which will provide some welcome, although not essential screening to the site. A new 1.8 metre high fence is to be provided to all boundaries of the rear gardens to prevent and potential overlooking of adjoining garden areas.

No 24 and 46 Walkley Crescent Road have windows in the side elevation overlooking the application site; however these windows are either secondary windows or provide light to non-habitable rooms such as landings and bathrooms and the proposal could not be resisted on the basis that adjoining properties rely and outlook and natural light for land that is not within their control. The position siting and design of the proposed dwellings is not considered to result in any harmful overlooking, overshadowing or overbearing of adjoining properties.

The proposed dwellings benefit from appropriate outlook and natural lighting and suitable sized private garden areas are provided for each of the properties.

In light of the above the proposal is considered to be acceptable from an amenity perspective and complies with policy H14.

Highways

Section d) within Policy H14: Conditions on Development in Housing Areas within the UDP states that new development should provide safe access to the highway network and appropriate off-street parking and not endanger pedestrians.

Two off street parking spaces inclusive of an integral garage are provided for each dwelling which is considered acceptable for 4 bedroom dwellings houses and will minimise the proliferation of on street parking associated with the development. Permitted development rights will be removed to prevent garages from being built up to ensure that appropriate car parking can be provided. The driveways of each property are a minimum of 3.5 metres wide which will afford adequate manoeuvrability should on street parking occur on the opposite side of the street.

In light of the above the proposal is not considered to give rise to any harmful highways issues or safety concerns and as such is considered to comply with policy H14.

Mobility Housing

There is no longer any requirement to provide any form of mobility housing within new developments following the publishing of the Governments Housing Standards review as this is now covered by separate legislation.

Ecology

A key principle of the NPPF is to conserve and enhance the natural environment. The planning system should contribute to and enhance the natural and local environment by minimising impacts on biodiversity and providing net gains in biodiversity where possible, contributing to the Government's commitment to halt the overall decline in biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures.

Policy GE11 'Nature conservation and development' of the UDP seeks to protect and enhance the natural environment ensuring that the design, siting and landscaping of development respects and promotes nature conservation and includes measures to reduce any potentially harmful effects of development.

Local residents have identified the presence of bats in the immediate locality and the potential for bats to be using the existing building. Following discussions with the Councils Ecology Service the applicant is in the process of commissioning a preliminary bat roost assessment to establish the potential for bats to be roosting in the building and the need for any further survey work or mitigation. The findings and implications of the assessment will be identified to members as part of a supplementary report prior to committee

Community Infrastructure Levy (CIL)

The Community Infrastructure Levy was introduced in July 2015 and replaces all other financial contributions, with the exception of affordable housing. The site is located in the Zone 3 charging area and the adopted charging schedule (June 2015) identifies a levy of £30 per square metre is required. The applicant has completed the additional CIL information form and has indicated that the net additional floor space created is 174 sq m.

RESPONSE TO REPRESENTATIONS

Rights to light are private non planning matters.

There is no right to a view across anyone's land in planning legislation.

Issues to do with noise and disturbance during the construction period are dealt with under separate legislation.

There are not considered to be any drainage issues associated with the development any disturbance of historic natural land drains is a private matter.

The existing retaining wall to the rear of the site is not considered to be affected by the development.

The site is not in a coal mining referral area.

Public has been carried out in accordance with the Councils Statement of Community Involvement (SCI).

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

There is adequate room to accommodate off street storage of bins.

A site visit has been undertaken by officers.

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

SUMMARY AND RECOMMENDATION

Planning permission is sought for the erection of two dwelling house on the site of an existing dwelling house and associated with the garden area.

The proposal would not result in an overdevelopment of the site and would be in keeping with the surrounding area. Materials would be similar to those of the neighbouring dwellings and it is considered that the development would not have a harmful impact upon the character and appearance of the Area of Special Character.

The new dwellings would not give rise to unacceptable levels of overlooking or overshadowing and would raise any highway safety concerns.

It is considered that the development would accord with provision of the Unitary Development Plan the aims of Core Strategy as well as guidance contained within the National Planning Policy Framework.

It is recommended that planning permission is granted conditionally.