

SHEFFIELD CITY COUNCIL

Report Of The Head Of Planning
To the Planning and Highways Committee
Date Of Meeting: 11/07/2017

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	17/01543/OUT
Application Type	Outline Planning Application
Proposal	Residential development as amended 16.6.17
Location	49 Pot House Lane Sheffield S36 1ES
Date Received	10/04/2017
Team	West and North
Applicant/Agent	Mr Peter Dimberline
Recommendation	Grant Conditionally

Time Limit for Commencement of Development

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

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

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

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

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

Approved/Refused Plan(s)

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

Drawing nos.

2017/02/01 Topographical Site Layout received on 12.4.17;

2017/02/02 Rev A Proposed Site Layout Showing Access received on 16.6.17;

Red-lined Location Plan received on 9.5.17.

Reason: In order to define the permission.

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

5. The submission of details of reserved matters shall be accompanied by an ecological report including an ecological survey and ecological assessment of the site. No site clearance or other works on site or felling of trees on the site shall take place unless in accordance with the recommendations of an ecological report that has been submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of biodiversity

6. 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.

7. Before the commencement of development a site investigation report regarding the coal mining legacy of the site shall be submitted to and have been approved in writing by the Local Planning Authority shall be submitted to and have been approved in writing by the Local Planning Authority. In the event that the site investigation report confirms the need for remedial works to treat the areas of shallow coal mine workings to ensure the safety and stability of the proposed development, a remediation strategy to secure the remedial works identified by the site investigation report shall be submitted to and approved by the Local Planning Authority. Thereafter the remediation works shall be carried out in accordance with the approved remediation strategy before development commences.

Reason: In the interests of the mining legacy of the site.

8. 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.

9. No development shall take place until details of the proposed means of disposal of surface water drainage, including details of any balancing works and off-site works, have been submitted to and approved by the local planning authority. Such works shall be achieved by sustainable drainage methods and should the design not include sustainable methods, evidence shall be provided to show why sustainable drainage methods are not feasible for this site. Furthermore, unless otherwise approved in writing by the local planning authority, there shall be no piped discharge of surface water from the development prior to the completion of the approved surface water drainage works.

Reason: To ensure satisfactory drainage arrangements.

10. 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.

11. No development shall begin until a scheme for the provision of affordable housing (as defined in Annex 2 of the National Planning Policy Framework (or any revocation or modification thereof in force from time to time)) which equates to 10% of the total gross internal floor area to be provided by the development has been submitted to and approved in writing by the Local Planning Authority. The scheme may provide for the provision of the affordable housing on a phase by phase basis. The development (and each phase thereof) shall be carried out in accordance with the approved scheme.

Reason: To secure the provision of affordable housing in accordance with Core Strategy Policy CS40.

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

12. 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.

13. 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.

14. 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

15. The development shall not be used unless the sight lines, measuring 2.4 metres x 90 metres, have been provided. When such sight lines have been provided, thereafter the sight lines shall be retained and no obstruction to the sight lines shall be allowed within the sight lines above a height of 1 metre

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

16. 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.

17. 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.

18. The dwellinghouses shall not be used unless all redundant accesses have been permanently stopped up and reinstated to kerb and footway and means of vehicular access shall be restricted solely to those access points indicated in the approved plans.

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

19. The dwellinghouses shall not be used unless details have been submitted to and approved in writing by the Local Planning Authority, showing how

surface water will be prevented from spilling onto the public highway. Once agreed, the measures shall be put into place prior to the use of the dwellinghouses commencing, and shall thereafter be retained.

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

20. The development shall not be begun until details have been submitted to and approved in writing by the Local Planning Authority of arrangements which have been entered into which will secure the reconstruction of the footways adjoining the site before the development is brought into use. The detailed materials specification shall have first been approved in writing by the Local Planning Authority.

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

Other Compliance Conditions

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

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

22. No tree or hedge, other than tree group G31 as identified in the Arboricultural Report dated February 2017 reference: AWA1787 prepared by AWA Tree Consultants, shall be removed or pruned without the prior written approval of the Local Planning Authority.

Reason: In the interests of the amenities of the locality, it is premature to remove or prune trees and hedges on the site without details of the site layout, other than removing those trees required to form the vehicular access off Linden Crescent.

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

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

3. As the proposed development abuts the public highway you are advised to contact the Highways Co-ordination Group on Sheffield 2736677, prior to commencing works. The Co-ordinator will be able to advise you of any pre-commencement condition surveys, permits, permissions or licences you may require in order to carry out your works.
4. 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.
5. By law, this development requires the allocation of official, registered address(es) by the Council's Street Naming and Numbering Officer. Please refer to the Street Naming and Numbering Guidelines and application forms on the Council website. For further help and advice please ring 0114 2736127 or email snn@sheffield.gov.uk. Please be aware that failure to apply for addresses at the commencement of the works will result in the refusal of statutory undertakers to lay/connect services, delays in finding the premises in the event of an emergency and legal difficulties when selling or letting the properties.
6. It is noted that your planning application involves the construction or alteration of an access crossing to a highway maintained at public expense.

This planning permission DOES NOT automatically permit the layout or construction of the access crossing in question, this being a matter which is covered by Section 184 of the Highways Act 1980, and dealt with by:

Development Services
Howden House
1 Union Street
Sheffield S1 2SH

For access crossing approval you should contact the Highway Development Control Section of Sheffield City Council on Sheffield (0114) 2736136, quoting your planning permission reference number.

7. 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.
8. The applicant is advised that Sheffield City Council, as Highway Authority, require that drives/vehicular access points be designed to prevent loose gravel or chippings from being carried onto the footway or carriageway, and that they drain away from the footway or carriageway, to prevent damage or injury.

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

You should apply for a consent to: -

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

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

10. You are required as part of this development, to carry out works within the public highway: As part of the requirements of the New Roads and Street Works Act 1991 (Section 54), 3rd edition of the Code of Practice 2007, you must give at least three months written notice to the Council, informing us of the date and extent of works you propose to undertake.

The notice should be sent to:-

Sheffield City Council
Town Hall
Pinstone Street
Sheffield
S1 2HH

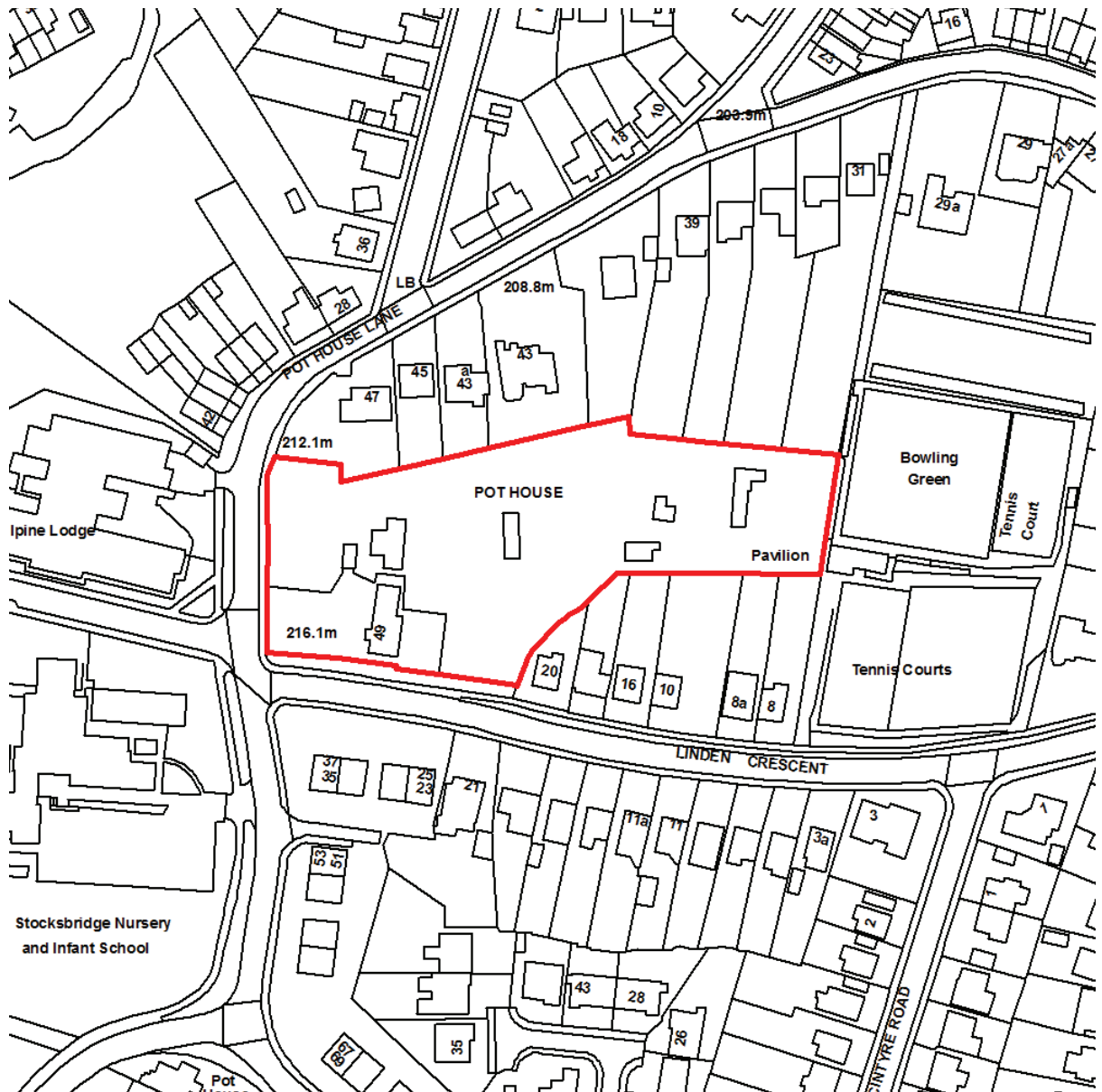
For the attention of Mr P Vickers

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

11. Before the development is commenced, a dilapidation survey of the highways adjoining the site shall be jointly undertaken with the Council and the results of which agreed in writing with the Local Planning Authority. Any deterioration in the condition of the highway attributable to the construction works shall be rectified in accordance with a scheme of work to be agreed with the Local Planning Authority.
12. The applicant is advised that there is a strip of land at the back of the adopted highway along the frontage of the site to Linden Crescent which is in the ownership of Sheffield City Council. The applicant is advised to contact the Council (c/o Angela Glentworth, Acquisitions & Disposals

Manager, Property Services, Sheffield City Council, Moorfoot, Level 3 East Wing, Sheffield) (tel 0114 273 5369) regarding obtaining the relevant consents for gaining temporary or permanent access over this land.

Site Location



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LOCATION

The site comprises approximately 0.58 hectares of land on the east side of Pot House Lane adjacent to its junction with Linden Crescent within the built-up area of Stocksbridge.

The site consists of a detached dwelling (no. 49 Pot House Lane which has a long garden to the front and a shorter garden to the rear), and 0.5 hectares of grassland on which are some outbuildings. Both the existing house at no 49 and the 0.5 hectares of grassland have separate vehicular accesses off Pot House Lane. A stone wall runs along the front boundaries of the site.

There are residential properties to the north and south of the site off Pot House Lane and Linden Crescent. On the west side of Pot House Lane is the Alpine Lodge Care Home which is opposite the site, and Stocksbridge Nursery and Infant School which is to the southwest of the site.

To the east of the site is a bowling green (Stocksbridge Friendship Bowling Club) and tennis courts (Stocksbridge Tennis Club).

PROPOSAL

The proposal involves the demolition of the existing dwelling and outbuildings and seeks outline planning permission for residential development of the site. The matters of access are included for approval at this outline stage. The other matters of appearance, landscaping, layout and scale are reserved for subsequent approval.

The proposal has been amended since its original submission to delete a proposed private drive access off Pot House Lane.

As amended, the proposed access arrangements comprise a new adopted access road off Linden Crescent and retention of the two existing private drive accesses off Pot House Lane.

The number and type of dwellings is not specified at this outline stage. The applicant has stated that any approval that is granted should allow for up to the density referred to in the Council's Planning Policy CS26, and that it will be designed to take into account the relevant standards of the South Yorkshire Residential Design Guide.

RELEVANT PLANNING HISTORY

There is no relevant planning history relating to this site.

SUMMARY OF REPRESENTATIONS

This application has been published by letters to neighbouring properties and by site notices.

14 representations of objection have been received, including a letter from Angela Smith MP on behalf of a constituent, relating to the following matters:

- why the need for more housing;
- Pot House Lane is a narrow road, already busy and congested and a bottle neck for traffic, already having parking issues on Linden Crescent with parking from tennis and bowls clubs, some cars park on verges;
- a development of this intensity situated so close to a busy complex junction would have an unacceptable detrimental effect upon congestion in the area as well as presenting a number of serious highway hazards;
- increase number of cars, danger from new junction, could result in accidents, will create safety hazard;
- add to problem of parking on roadside, parking issues caused by new junction would create extra problems around an already dangerous junction around school drop off and pick up times;
- would push traffic further down Pot House Lane, four schools within a few minutes walk, already dangerous area for parents and children;
- would restrict ambulance access to Alpine Lodge nursing home and flats for the elderly;
- concern over positioning of houses to how much privacy and light would be lost, and overshadowing;
- disruption to the area is concerning, alteration to character of the area, quiet seclusion of this land enhances the area retain green oasis and wildlife;
- more risk of intruders from rear of property;
- plans do not show how many and type of houses/flats to be built, any building taller than two storeys would not be in keeping with the area;
- land would be better used as a parking area for the school, tennis club and bowls club, preferable to return to cattle and sheep grazing.

1 representation stating support some aspects and object to some aspects;

- support locating access off Linden Crescent, locating access onto Pot House Lane would further complicate this section of road;
- object to choice of location of private drive on Pot House Lane as requires removal of category B tree;
- lack of clarity regarding number of site access locations on Pot House Lane;
- support a development that has no detrimental impact on the streetscene.

Stocksbridge Town Council has resolved that concerns be expressed over the access/egress to the proposed site, particularly due to traffic congestion currently apparent during school drop off and pick up times.

PLANNING ASSESSMENT

Policy Issues

The Sheffield Local Plan includes the Core Strategy and the saved policies and proposals map of the Unitary Development Plan (UDP).

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.

Both the UDP and the Draft CPS Proposals Map identify the site as being within a Housing Area where housing is the preferred use in principle subject to satisfactory details. The proposal complies with UDP Policy H10 relating to development in housing areas.

The NPPF encourages the effective use of land by reusing land that has been previously developed. The majority of the site is grassland which does not constitute previously developed land. The private residential garden at no. 49 in this built-up area is also excluded from definition of previously developed land for the purposes of the Government's National Planning Policy Framework (NPPF). In this instance however, the site is in a sustainable location within the built-up area of Stocksbridge close to local facilities and a bus route, and whilst it is predominantly a greenfield site its development for housing purposes is considered acceptable in principle.

Core Strategy Policy CS47 relates to safeguarding open space. The 0.5 hectares of grassland is not designated as open space in the development plan and does not provide a public recreation facility. Whilst this part of the site is open in character it does not provide a significant environmental, social or economic benefit to the local community or a significant contribution to the setting of the surrounding built-up area. The land has little merit as open space and its loss is considered acceptable. It is considered that the proposal does not conflict with Core Strategy Policy CS47.

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.

The proposal would make a net contribution to the provision and supply of housing within the city.

Highway and Transportation Issues

UDP Policy H14 relates to conditions on development in Housing Areas including matters of highway safety.

The application site is in a sustainable location. There are local schools close to the site, and a parade of local shops at the southern end of Pot House Lane. The supertram link bus route (approximately 3 busses an hour during the day) runs along Shay House Lane to the east of the site and connects to the Stocksbridge town centre.

Some on-street parking currently occurs on Pot House Lane and Linden Crescent. The level of on-street parking increases during the dropping off and picking up times at the beginning and end of the school day. There are no accidents recorded within the Linden Crescent/Pot House Lane/Alpine road junction within the last five years.

Whilst there is an intensity of on-street parking on the site frontages at the beginning and end of the school day, such on-street parking is only for a short period of time. The proposed access onto Linden Crescent would achieve adequate forward visibility to enable it to function safely for vehicles and pedestrians.

It is considered that the proposed access and surrounding road network can accommodate the likely amount of traffic generated by the proposed development.

There are no highway objections to the principle of the development and its proposed access arrangements subject to appropriate conditions including securing specified sight lines at the access and sufficient on-site car parking accommodation.

The proposal complies with UDP Policy H14(d).

Housing Density

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.

Whilst this is an outline planning application with the number of dwellings being reserved for subsequent approval, the location of the site within the urban area away from high frequency bus routes means that under Core Strategy Policy CS26 the development should achieve a density of between 30 and 40 dwellings per hectare.

Effect on the Amenities of Residents and the Locality

UDP Policy H14 relating to conditions on development in Housing Areas also includes matters of design and amenity. UDP Policy BE5 seeks good design in new developments and Core Strategy Policy CS74 relating to design principles also expects high quality development respecting distinctive features and heritage including townscape and landscape character.

There are residential properties adjoining and near to the site off Pot House Lane and Linden Crescent. It is considered that, subject to satisfactory details of the siting and appearance of the proposed dwellings at the submission of reserved matters stage, the site can be developed for residential purposes without causing significant harm to the living conditions of adjacent and nearby residents.

Whilst the proposed access would remove the current opportunity for on-street parking on this part of the frontage and could displace such on-street parking elsewhere it is considered that the consequent displacement of on-street parking would not significantly harm the living conditions of nearby residents.

The buildings on site are not of sufficient quality or value such that they should be retained as part of any future redevelopment of the site. The proposed demolition of buildings on the site is acceptable.

There are trees within and adjacent to parts of the site. The siting of the proposed access off Linden Crescent would require the removal of part of a row of Leyland cypress trees along this frontage. The re-use of the two existing drive accesses on Pot House Lane would not in principle affect nearby trees.

It is considered that the removal of the Leyland cypress trees on Linden Crescent is acceptable and would not harm the appearance of the streetscene or significantly impact on wildlife.

Ground Conditions and Drainage

A condition is recommended to secure appropriate drainage arrangements.

The site lies within a Development High Risk Area as defined by the Coal Authority. The applicant has submitted a Coal Mining Risk Assessment with this application.

The Coal Authority do not object to the proposed development and have recommended that a condition is imposed to secure site investigation works and any necessary remediation works prior to commencement of development.

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.

Affordable Housing

Core Strategy Policy CS40 expects developers of housing developments in all parts of the city to contribute to the provision of affordable housing from all new housing developments where practicable and financially viable. The Council's supplementary planning document (SPD) on CIL and Planning Obligations sets out circumstances where the Council may accept a commuted sum in lieu of an on-site contribution. Guideline GAH1 of the SPD requires a contribution to affordable housing on new developments where the site has a capacity for 15 or more dwellings.

The site lies in the Stocksbridge/Deepcar Affordable Housing Market Area where Guideline GAH2 of the SPD requires the level of affordable housing provision to be

10% of the gross internal floor area of the development or equivalent provision as agreed with the Council.

In this instance the number of dwellings is unknown at this outline stage and as such a condition is recommended to secure affordable housing should the site be developed for 15 or more residential units.

SUMMARY

The UDP identifies the site as being within a Housing Area where housing is the preferred use in principle subject to satisfactory details.

The proposal complies with UDP Policy H10 relating to development in housing areas.

The site is within a sustainable location within the built up area and whilst the majority of the site does not constitute previously developed land for the purposes of the NPPF in this instance the principle of the proposed development of the site for housing is acceptable.

The proposal would make a net contribution to the provision and supply of housing within the city.

Whilst there is an intensity of on-street parking on the site frontages at the beginning and end of the school day, such on-street parking is only for a short period of time. The proposed access onto Linden Crescent would achieve adequate forward visibility to enable it to function safely for vehicles and pedestrians. The proposed access and surrounding road network can accommodate the likely amount of traffic generated by the proposed development.

It is considered that subject to satisfactory details of the siting and appearance of the proposed dwellings at the submission of reserved matters stage the site can be developed for residential purposes without causing significant harm to the living conditions of adjacent and nearby residents.

The removal of the Leyland cypress trees on Linden Crescent is acceptable and would not harm the streetscene or significantly impact on wildlife.

The Community Infrastructure Levy (CIL) is applicable to this development.

As the number of dwellings is unknown at this outline stage, a condition is recommended to secure affordable housing should the site be developed for 15 or more residential units.

The proposal complies with UDP Policies H10 and H14. Conditions are recommended to secure compliance with Core Strategy Policies CS26 and CS40.

RECOMMENDATION

It is recommended that outline planning permission is granted subject to conditions.

Case Number	17/01281/FUL (Formerly PP-05898036)
Application Type	Full Planning Application
Proposal	Demolition of existing dwellings, former pavilion and store building and erection of 138x dwellinghouses including new highway access, car parking, open space and landscaping
Location	Sheffield Hallam University Norton Playing Fields Derbyshire Lane Sheffield S8 8LJ
Date Received	24/03/2017
Team	South
Applicant/Agent	DLP Planning Ltd
Recommendation	G Conditional Subject to 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:

- 0209 - 01 Site Layout Plan Revision J
- 0209 - 02 Enclosures Plan Revision G
- 0209 - 03 Character Areas Revision J
- 0209 - 04 Street Scenes Revision D
- 0209 - 05 Planning Layout Revision D
- 0209 - 06 Site Sections Revision E
- 0209 - 07 Tracking Layout Revision C
- 0209 - Character Area 1 House Type Booklet Revision F
- 0209_C1_TW_01A
- 0209_C1_SN-AF_01

- 0209_C1_SN-AF_02
- 0209_C1_WA/SN_01
- 0209_C1_TO_01
- 0209_C1_BU_01B
- 0209_C1_RE_01
- 0209_C1_WE_01A
- 0209_C1_SG_01
- 0209_C1_DG_01
- 0209 - Character Area 2 House Type Booklet Revision F
- 0209_C2_CH_01A
- 0209_C2_ED_01B
- 0209_C2_YA/SN-AF_01
- 0209_C2_YA/SN-AF_02
- 0209_C2_SN-AF_01B
- 0209_C2_SN_01
- 0209_C2_SN_02
- 0209_C2_TO_01
- 0209_C2_DA_DA_01A
- 0209_C2_MA_01
- 0209_C2_ES_01
- 0209_C2_HA_01
- 0209_C2_AS_01
- 0209_C2_AS_02A
- 0209_C2_RE_01A
- 0209_C2_RY_01
- 0209_C2_WE_01
- 0209_C2_WE_02A
- 0209_C2_ST_B_01
- 0209_C2_BM_01
- 0209_C2_SG_01
- 0209_C2_DG_01
- 0209 - Character Area 3 House Type Booklet Revision E
- 0209_C3_TW_01
- 0209_C3_YA_01C
- 0209_C3_YA_02
- 0209_C3_BG_01
- 0209_C3_YA/SN-AF_01B
- 0209_C3_YA/SN-AF_02B
- 0209_C3_YA/SN-AF_03
- 0209_C3_YA/SN-AF_04
- 0209_C3_WA/SN_01
- 0209_C3_DA_01A
- 0209_C3_DA_DA_01A
- 0209_C3_KI_01
- 0209_C3_MA_01
- 0209_C3_ES_01
- 0209_C3_HA_01
- 0209_C3_BU_01
- 0209_C3_AS_01
- 0209_C3_RE_01

- 0209_C3_WE_01A
- 0209_C3_ST_01
- 0209_C3_BM_01
- 0209_C3_SG_01
- 0209_C3_DG_01

Reason: In order to define the permission.

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

3. 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.

4. 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.

5. Supplementary to that reported under report ref: 40180-004, Issue 2, dated 1/10/16, an intrusive investigations and risk assessment as required by the Environmental Protection Service, 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 commencing. The Report shall be prepared in accordance with Contaminated Land Report CLR 11 (Environment Agency 2004).

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

6. 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.

7. Prior to any phase of the development commencing a detailed Employment and Training Strategy for that phase, designed to maximise local opportunities for employment from the construction phase of development, shall have been submitted to and approved in writing by the Local Planning Authority.

The Strategies shall include a detailed implementation plan, with arrangements to review and report back on progress achieved to the Local Planning Authority. Thereafter the Strategies shall be implemented in accordance with the approved details.

Reason: In the interests of maximising the economic and social benefits for local communities from the proposed development.

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

8. The dwellings 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.

9. Before the first dwelling is occupied 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.

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.

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. 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:

- Eaves
- Verges
- Window Reveals
- Rain Water Goods

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

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

13. 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.

14. Before the development commences full details of the pedestrian link / emergency access shall be submitted to and approved in writing by the Local Planning Authority, and thereafter such facilities shall be implemented and shall be retained

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

15. Prior to that part of the development commencing, full details of the proposed surfacing for all highways and private driveways shall have been submitted to and approved by the Local Planning Authority. Thereafter the

approved details shall be implemented prior to the occupation of individual dwellings

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

16. 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.

17. 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.

18. No piped discharge of surface water from the application site shall take place until works to provide satisfactory outfall for surface water have been completed in accordance with details submitted to and approved in writing by the Local Planning Authority.

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

19. Large scale details at a minimum of 1:20 of all boundary treatments shall be submitted and approved in writing by the Local Planning Authority before that part of the development commences. Thereafter, the works shall be carried out in accordance with the approved details and be retained.

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

20. 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.

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. No removal of vegetation should take place between 1st March and 31st August inclusive, unless a competent ecologist has undertaken a careful detailed check of vegetation for active bird's nests immediately before vegetation is cleared and provide written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any written confirmation should be submitted to the local planning authority.

Reason: In the interests of biodiversity

Other Compliance Conditions

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

Reason: In the interests of the safety of road users

24. The gradient of the access road/driveway shall not exceed 1:20 for the first 10 metres from the highway and thereafter shall not exceed 1:12.

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

25. Before the first occupation of the Plots 23, Plot 24 and Plot 2 hereby permitted the window at first floor level serving en-suites and landings shall be fitted with obscure glazing to a minimum privacy standard of Level 4 Obscurity and any part of the windows that is less than 1.7 metres above the floor of the room in which it is installed shall be non-opening. The windows shall be permanently retained in that condition thereafter.

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

26. 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.

27. With the exception of mid-terraced properties, all service/meter boxes shall be located on the side elevations of dwellings.

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

28. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2015, Schedule 2, Part 1 (Classes A to D inclusive), Part 2 (Class A), or any Order revoking or re-enacting that Order, no extensions, new windows, porches, garages, 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 the visual amenities of the site.

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

Reason: In the interest of satisfactory and sustainable drainage.

Attention is Drawn to the Following Directives:

1. 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.

2. You are required as part of this development, to carry out works within the public highway: As part of the requirements of the New Roads and Street Works Act 1991 (Section 54), 3rd edition of the Code of Practice 2007, you must give at least three months written notice to the Council, informing us of the date and extent of works you propose to undertake.

The notice should be sent to:-

Sheffield City Council
Town Hall
Pinstone Street
Sheffield
S1 2HH

For the attention of Mr P Vickers

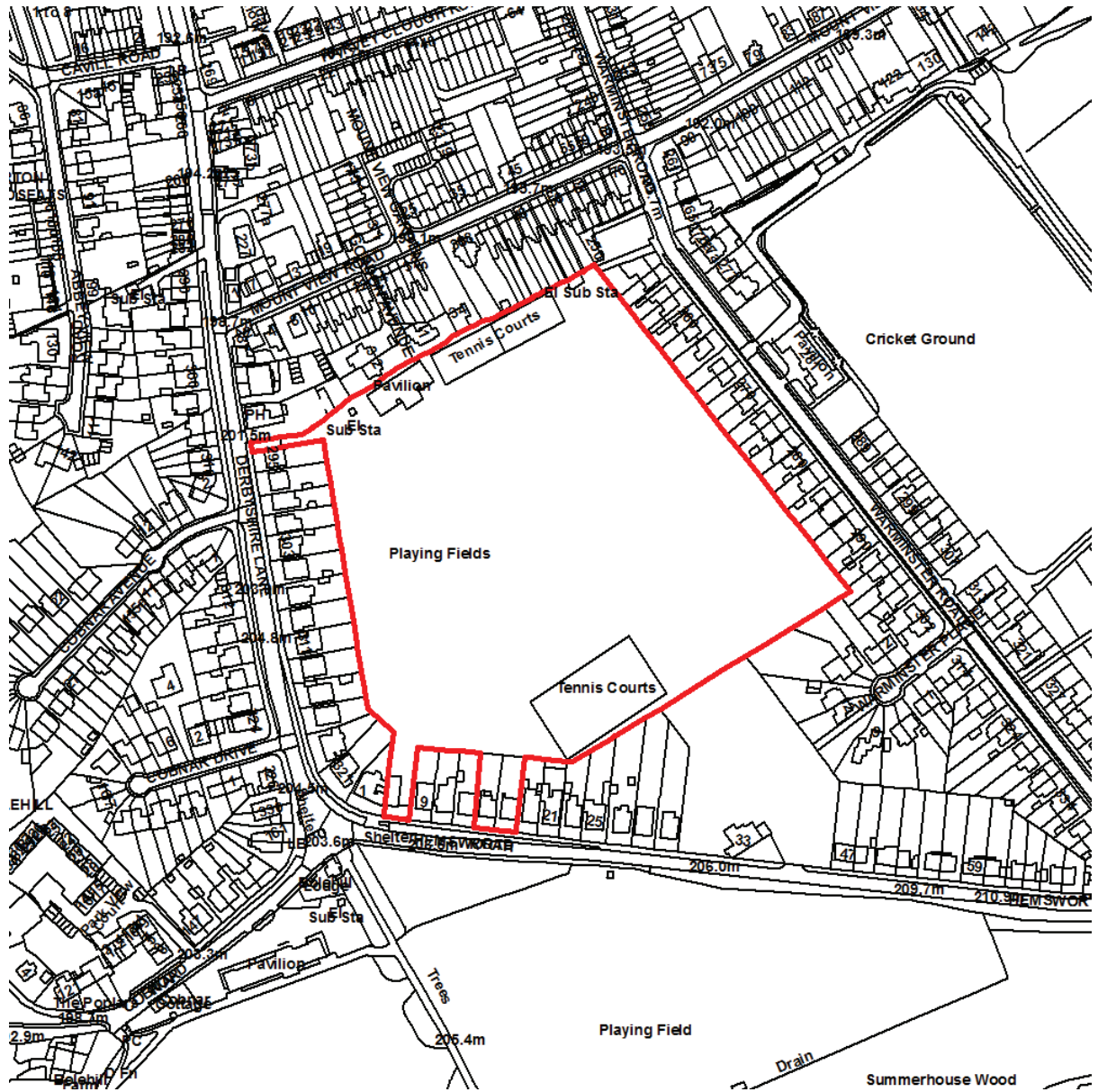
Please note failure to give the appropriate notice may lead to a fixed penalty notice being issued and any works on the highway being suspended.

3. The applicant is advised that noise and vibration from demolition and construction sites can be controlled by Sheffield City Council under Section 60 of the Control of Pollution Act 1974. As a general rule, where residential occupiers are likely to be affected, it is expected that noisy works of demolition and construction will be carried out during normal working hours, i.e. 0800 to 1800 hours Monday to Friday, and 0800 to 1300 hours on Saturdays with no working on Sundays or Public Holidays. Further advice, including a copy of the Council's Code of Practice for Minimising Nuisance from Construction and Demolition Sites is available from the Environmental Protection Service, 2 -10 Carbrook Hall Road, Sheffield, S9 2DB: tel. 0114 2734651.
4. Before the development is commenced, a dilapidation survey of the highways adjoining the site shall be jointly undertaken with the Council and the results of which agreed in writing with the Local Planning Authority. Any deterioration in the condition of the highway attributable to the construction works shall be rectified in accordance with a scheme of work to be agreed with the Local Planning Authority.
5. By law, this development requires the allocation of official, registered address(es) by the Council's Street Naming and Numbering Officer. Please refer to the Street Naming and Numbering Guidelines and application forms on the Council website. For further help and advice please ring 0114 2736127 or email snn@sheffield.gov.uk. Please be aware that failure to apply for addresses at the commencement of the works will result in the refusal of statutory undertakers to lay/connect services, delays in finding the premises in the event of an emergency and legal difficulties when selling or letting the properties.

6. 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.
7. 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.
8. 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.
9. The Local Planning Authority has dealt with the planning application in a positive and proactive manner in accordance with the requirements of the National Planning Policy Framework. The Local Planning Authority considered that it wasn't necessary to have detailed discussions in this case.
10. The Phase 2 Geotechnical and Geo-environmental Site Investigation: Hemsworth Road, Norton, Sheffield, ref: 40180-004, Issue 2, dated 1/10/16 (Eastwood and Partners) is not considered satisfactory, for the following reasons:
 - i. There has been no targeted investigation in the areas of the two electricity substations, both identified as potential sources of contaminants.
 - ii. In respect of the pavilion, there is no discussion regarding the fate of this structure, and on the assumption that it will be demolished, no recommendation for investigation post demolition.
 - iii. Borehole logs have not been presented.
 - iv. Supplementary topsoil analysis (laboratory) results have not been presented.
 - v. Statistical analysis calculation sheets have not been included.
 - vi. Elevated concentrations of lead have been identified within topsoils across the site. Remedial works will be required to address this issue, but clear conclusions and recommendations in this regard have not been made.

The amended Phase 2 Geotechnical and Geo-environmental Site Investigation should take account of the reasons listed above.

Site Location



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LOCATION AND PROPOSAL

The application relates to a parcel of land just under 4 hectares in size which is situated between Hemsworth Road, Warminster Road, Mount View Road and Derbyshire Lane. The site is private land and is not accessible for public use, with its last use as Sheffield Hallam University's Cricket Pitch in approximately 1998. The site has remained secure with no public access since 1998, with the existing pedestrian access from Hemsworth Road, Derbyshire Lane and Warminster Road fenced off. The application site also includes No's 15 and 17 Hemsworth Road which are both vacant detached bungalows and a small single storey concrete building located adjacent to the pedestrian access off Hemsworth Road.

The surrounding area is characterised by housing on all boundaries of the site. Along Hemsworth Road and Derbyshire Lane the properties are predominately bungalows, with two-storey properties along Warminster Road and Warminster Place and two storey terraces along Mount View Road. There are 3 properties abutting the northern boundary of the site which are two storeys in height. Immediately adjacent to the south of the site is the former Old Dairy along Hemsworth Road which is currently being redeveloped for 14 dwellings.

The site is located within an Open Space Area as designated in the adopted Sheffield Unitary Development Plan, with the surrounding area falling within a Housing Area.

Planning permission is sought for the demolition of two existing bungalows at No. 15 and No. 17 Hemsworth Road to create an access into the site and for the erection of 138 dwelling houses in a mixture of 1,2,3,4 and 5 bedroom properties.

RELEVANT PLANNING HISTORY

There is no relevant planning history relating to this site. However on the adjacent site at The Old Dairy (and sometimes referred to Cowmouth Farm) permission has been granted for 14 dwellings in 2017 under application 16/02968/REM.

SUMMARY OF REPRESENTATIONS

In total 35 representations have been received objecting to the proposed development.

Councillor Sue Auckland and Councillor Steve Ayris - we would like to register our objections on behalf of a significant number of local residents who completed a survey we carried out on the development. Of the 149 responses received, 110 people informed us they were against any housing development on the site and just 39 in favour.

Local Councillors have consistently opposed building on the site, with the local infrastructure unable to cope with the impact from the development. The land has been used for playing fields of high quality, locked in a residential area and the development would remove this valuable amenity.

Local services are restricted, with only a small number of local shops and a few doctors surgeries, with Woodseats Shopping District 1.2 miles away, and not an easy walk.

The family dwellings proposed present a significant addition to this highly residential area, at a time when local schools are oversubscribed.

The measures within the Residential Travel Plan area overly ambitious. Public transport serving the area has suffered in recent times, and remains vulnerable, with the car favoured. The No. 18 is now only hourly, No. 18a does not serve the area, and No. 20 is not conveniently accessible from the development. C3 is very infrequent and only goes to Tesco.

Individual Neighbour Representations

Highways Representations

The surrounding area already suffers huge amounts of traffic, with nearby junctions including Hemsworth Road and Warminster Road frequently backed up. This proposal will see c.300 cars added to the equation with access to and from the site an accident waiting to happen.

The proposed access road is too close to the junction of Derbyshire Lane and Hemsworth Road and will be inadequate for the volume of traffic especially when events are taking place at Graves Park.

There is very limited parking at Graves Park and the surrounding roads including on the opposite side of Hemsworth Road, and grass verges are often parked on by visitors to the park causing significant traffic problems, and reducing the width of Hemsworth Road to single file, with poor visibility. Having one access road is likely to cause major traffic congestion, both during construction phase and when the properties are occupied, especially so close to existing homes.

There are already new houses being built on Matthews Lane, and the Old Dairy, a new retail park at Norton, and redevelopment of the Sheffield University fields at Warminster Road attracting more car journeys, coaches blocking the road on Warminster Road when football matches are being played, an extra 138 houses would be a disaster for Norton and the surrounding area. This application should not be viewed in isolation but seen within the context of these developments that have already taken/taking place in the area.

The surrounding roads are already busy with traffic and can be challenging to cross. This proposal will impact on pedestrian safety in the area.

The proposed development will only compound the issues outlined in the Local Transport Plan and area a direct contradiction to the objectives to “enhance social inclusion and health, reduce emissions from vehicles and to make transport increasingly safe and secure, along with tackling accessibility, congestion, providing safer roads, better air quality and effective asset management”.

There should be a guarantee that the woeful public transport serving the area will see a significant improvement. This development is on one of the highest points in the city and its unlikely residents in the area will be using sustainable forms of transport to the extent of the standards set out both locally or nationally.

The traffic flow assessment has been conducted midweek at 15:30 – 18:30, and consideration should be given to the location of Graves Park and peak times at the weekends/bank holidays.

The traffic assessment does not take into consideration the development at Sheffield University playing fields on Warminster Road which is to be used to a greater extent on more days of the week.

The transport report states the site is within walking distance of Chesterfield Road (Woodseats), and whilst measurements of distance are given for cycling and walking, gradients have not been considered. All 3 ways of walking from Woodseats involve steep hills and it is unrealistic to think that any new resident will take these routes.

The travel plan is wrong, the No. 18 is once an hour, the 18a comes nowhere near the site, and the No. 20 runs every 15 minutes but no near the development on Hemsworth Road. The 721, 722, 723 are school buses not public transport and the C3 is a bus to and from Tesco's which runs very infrequently.

There is no pedestrian or cycle access shown at the northeast corner to Warminster Road, access already exists at this corner, and if it remains it would allow better access to public transport and the road network.

Mount View Road is already a thoroughfare between Derbyshire Lane and Warminster Road, with the top part of Mount View Road having a serious problem with parked cars.

Proposed parking for residents of the new development will be inadequate forcing yet more parking on verges and pavements, certainly for visitors to the site

Design and Scale Representations

The houses are large and not in the style of the local area, and are being built very close to some people's boundaries

There should be more bungalows within the proposal, which are in demand in the area.

The surrounding area comprises mainly detached and semi-detached dwellings, with this proposed development completely changing the demographic and character of the area.

The density and number of dwellings seems very high for the size of the site.

The development does not comply with the Local Plan in size, scale, character and appearance, it does not respect local context and street pattern or the scale and proportion of surrounding buildings.

30% affordable housing is ok, but the scale is too much, with the local amenities not adequate to be in a position to deal with this development.

There will be pressure on the local primary school which is already full with no space for further extension and there are no doctor's surgeries in the area.

Amenity Representations

The density of housing results in severe issues with privacy for those on the boundaries of the field and a loss of a view

The noise and air pollution, and dust and dirt created during construction phases is likely to be extremely detrimental on the health of the owners of neighbouring properties, having to keep windows closed and not using rear gardens.

We (No. 38 Mount View Road) already experience the noise and vibration from excavations on the adjoining site (The old diary site). This proposal will make it much worse.

We have altered our house (No. 286 Warminster Road) and put patio windows upstairs to overlook a field not 138 dwellings.

We will lose the quiet pleasant aspect to the rear of our property. (No. 6 Warminster Place).

The rear of Plot 51 and the rear of our property (No. 278 Warminster Road) will be approximately 18 metres apart. The roof line of Plot 51 will be approximately 1.4 metres higher than our roof line and we will completely lose the open aspect, light and privacy.

My house (No. 254 Warminster Road) will back onto an area designated for car parking, it is not clear whether there will a suitable fence/wall built to prevent headlights shining into my lounge.

The proposal will impact on the privacy on my (No. 21 Hemsworth Road) back garden and out of my back windows

The proposed new access is bang next door to our house (No. 19 Hemsworth Road) and gives us great concern about the amount of traffic that will run along site our lounge window. At present there is no traffic and the proposal will make a huge difference. A house is proposed 1 metre away from the bottom of our garden. The two storey houses will impact tremendously on the privacy of the bungalows along Hemsworth Road.

The close proximity of new housing at a higher level will result in significant changes in light levels with no direct sunlight between November and February

and rooms in the rear of our house will be overlooked (No. 34 Mount View Road), contrary to Policy H14(c) of the UDP.

The time scale of 3 years building is unacceptable and will impact on all surrounding properties.

Under the Human Rights Act the council have a responsibility in relation to this.

Drainage Representations

What will the effects be on neighbouring properties, their cellars and the drainage/sewerage system from the proposed drainage of the site?

There are already problems with drainage and flooding particularly in the south-east corner of the field which affects the existing houses at the top end of the site. The gardens of the properties on Warminster Road are lower than the ground levels on the proposed site, and the slope of the back gardens of Plots 50 and 51 and surrounding plots will cause No 278 and their neighbours gardens to flood during bad weather.

Our house (1 Gordon Avenue) is on the north side of the field and is below the level of the field, with all houses on this side having a cellar, and rainfall will cause ground water flooding.

If drainage is planned to run down the main sewers on Derbyshire Lane, then this will have a knock on effect in Woodseats, Heeley and Abbeydale Road. Hemsworth Road floods already with smells that are not pleasant, and there will be more usage from this proposal.

Ecology Representations

Since the University abandoned the playing fields, the land has reverted to grassland and is full of wild flowers and grasses, supporting bird's insects and wild animals. The wildlife will be disturbed/lost by this development.

The site is an essential and pre-existing corridor for wildlife.

The ecology report makes no mention of badgers and foxes. Both are prevalent in the vicinity.

The ecology report contains an insufficient assessment of the prevalence of bats, and relies only on a visual inspection of possible roosting sites of the four bungalows. It is also not stated and unclear as to why the old club house and concrete storage building are considered unsuitable for roosting bats. Bird and bat boxes should be included on the plans to increase biodiversity and compensate for habitat loss.

There should be a requirement to check for breeding birds prior to any site clearance/demolition.

Principle/Use Representations

Prior to the University sealing off the site, it was frequently used by Mundella School, Mount View Church for tournaments as well as informally by the local community. The pitches were of a similar high quality to the adjacent Sheffield University pitches on Warminster Road. The site is virtually flat and level which is a rarity in the area and the city. Building on the whole of the site would deny the local school and wider community any possibility of having the use of high quality sports fields.

The playing field used to be used consistently for a variety of sports until 1999. At that point it became apparent that SHU were being strategic in the field not being used. The local school wanted to use it, as did Birkdale School during the Foot and Mouth outbreak but were told the field could not be hired. At the same time SHU bought houses around the edge presumably with the intention of forming an access road to the site.

There are not enough cricket pitches in the area and Millhouses Cricket Club were very interested in the initial proposal of housing and cricket pitch. This has since been over ridden with a development for just housing.

There are plenty of brownfield sites within Sheffield to build houses on without building on a greenfield site that was only a few years ago considered to be part of a "green lung" into Sheffield City Centre.

The proposed 138 dwellings is a massive increase from the 40 proposed in the Sheffield and Rotherham Strategic Housing Land Availability Assessment etc. Nov 2015 Section (b) Sites Suitable for Housing but with Policy Constraints (iii) Sites Safeguarded as Open Space" and will have a huge detrimental effect on the whole area.

In Jan/Feb 2012 in a feasibility study on a document entitled "Additional Site Allocation Options" produced by Sheffield City Council stated "the field is an underused playing field and is not surplus to requirements, is a value to the area and has the potential to remedy local deficiencies in terms of cricket as well as providing a high quality facility". Why has this changed?

A mix of housing on the site and of open space is necessary to balance the needs of the community. The proposal is not compliant with both local and national policy. We are not against the land being put back to good use, e.g. leisure, recreation, or natural ponds. This proposal is not a step in the right direction. Once it's gone, you can't get it back.

The land is held in trust for Hallam University, and it should continue to be used for educational purposes.

Other Representations

A wider and more lengthy consultation should take place.

There are inaccuracies in the plans not showing the true situation. 34 Mount View Road is substantially lower (2 metres) and close to the boundary (2 metres) than the vague indication on the plans.

The questionnaire that was circulated was flawed, regarding the current/recent usage of the site. (This questionnaire is believed to have been carried out by the developer).

Loss of view of field.

Light pollution will be an issue with any additional lighting unwelcome. There are "significant levels of contaminants" in existing tennis courts which the developer will have to address.

Access to the planning application and the website itself is not straightforward and may have put many people off who might wish to express views. There are a few older residents that will not understand all this and not understand how to use the website.

The proposal will devalue my property

The proposed development should be moved to Lightwood Training Ground, where the catchment area includes more primary schools and is far more flexible in terms of vehicular access.

No site notices have been posted along Warminster Road.

Sheffield Wildlife Trust Representation

We note from the ecological report that the ecological value of the site is not currently high and the site is not used, however the site is designated Open Space and this would change if permission is granted for the 138 houses, with substantial areas of green space lost and trees removed.

Some new trees and shrubs are proposed on the site layout plan but this is lacking detail. A full landscape plan should be submitted and approved from an ecological point of view to ensure that the proposal will enhance biodiversity.

Green roofs should be proposed ideally on the dwellings or at least the substations etc.

Sport England Representation

The site has not been used for at least 5 years, and as such Sport England is not a statutory consultee. Notwithstanding this, Sport England has commented on the application.

Sport England objected to the application at first because it is not considered to accord with any of the exceptions to Sport England's Playing Fields Policy or with Paragraph 74 of the NPPF.

Sport England have since withdrawn its objection to this application subject to a legal agreement that delivers the financial contribution of £265,000 and that this is ring-fenced for cricket use.

PLANNING ASSESSMENT

The main issues to be considered are whether the principle of the development is acceptable (including the loss of the open space), the effect on the character and appearance of the area, the effect on living conditions of future and existing occupiers, the impact on the surrounding highway network, and drainage/flooding issues.

Principle of Development

At the heart of the National Planning Policy Framework (NPPF) is a presumption in favour of sustainable development, promoting the delivery of a wide choice of high quality homes.

The application site is designated as Open Space Area in the Unitary Development Plan (UDP), with the surrounding area on all boundaries designated as Housing Area which includes the two bungalows proposed to be demolished to create the new access road. On the opposite side of Hemsworth Road is Graves Park, which is also designated as Open Space Area.

Core Strategy Policy CS47 "Safeguarding of Open Space" sets out the criteria to be applied to proposals that seek to build upon open space land. The first part of this policy at sections a-d lists where development will not be permitted on open space, and the second part e-g allows for development that would result in the loss of open space providing a number of criteria are met. Paragraph 74 of the NPPF also requires that existing open space, including playing fields should not be built on unless a number of criteria are met. These are:

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

An assessment of quantitative provision in the local area shows even with the loss of this 4ha site, there would be sufficient provision of both informal and formal open space meeting the requirement of Policy CS47(a) whereby development should not be permitted where there would be a shortage. The minimum standards for open space provision are 2.7ha/1000 people for informal open space, and 1.3ha/1000 people for formal open space. Following development, there would be 8.97ha/1000 of informal open space, and 1.47ha/1000 of formal open space in the local area.

Part (b) of CS47 sets out that development will not be permitted where it would result in the loss of open space that is of high quality or of heritage, landscape or ecological value. This site is considered to be of high quality for outdoor sports provision, and whilst it has not been maintained for a significant number of years, this is down to a management issue and does not take away the high quality nature including the flat topography. In addition, paragraph 73 of the NPPF notes that access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and wellbeing of communities.

The site has not been used since approximately 1998, and has been fenced off from public access. Given the site's inaccessibility for so long, it cannot be argued that people in the local area would be denied easy or safe access to the open space. Furthermore, Graves Park is directly opposite the site entrance providing a vast area of publicly available open space, and therefore there is no conflict with CS47 (c). The loss of the open space would also not impact on the City's Green Network as it is a separate piece of land from other green spaces which is surrounded on all sides by residential development, complying with CS47(d).

The site has been dis-used for nearly 20 years, however it does have the potential to be brought back into use as a high quality cricket pitch, particularly given it is a large flat site which there is a lack of due to the city's topography. The Playing Pitch Strategy and Action Plan 2013 recommended that in this part of the City there is a requirement for additional pitches and improved facilities with local clubs restricted at their current venues in terms of expansion, and that this site could be developed as dedicated provision within a short term timescale of 1-2 years.

Paragraph 74 of the NPPF states that planning policies should be based on robust and up to date assessments of the need for open space, sports and recreational facilities and opportunities for new provision. The recently completed Sheffield City Council Cricket Strategy (2015) has identified a need for 3 more cricket grounds (29 wickets) in the city to meet current and future need.

As such in order to comply with CS47(e), and paragraph 74 of the NPPF, development should only be permitted whereby an equivalent or better quality replacement open space would be provided in the local area. A pragmatic approach to the policy objections is to agree an equivalent financial contribution to be used to provide or improve cricket pitch provision elsewhere in the city.

There is no set criterion within policy CS47 or the NPPF for calculating a financial contribution and as such Sport England's Facilities Costs guidance (2016) Document has been used. This gives a figure of £265,000 for a Cricket Pitch, with 8 pitch squares and 2 winter sport pitches (area of 20,649m²).

The applicant has confirmed that they are agreeable to the provision of a financial contribution of £265,000 to be used to provide or improve cricket pitch provision elsewhere in the city and this is to be secured through a Legal Agreement. Therefore subject to a Legal Agreement, there is no policy objection to the loss of the open space, meeting the requirements of LR5 of the UDP, Core Strategy Policy CS47, and paragraph 74 of the NPPF.

Housing Land Supply and Density

The NPPF paragraph 47 requires Local Planning Authorities to identify a 5-year deliverable supply. Paragraph 49 also 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.

The proposal would make a significant contribution towards housing supply as set out in CS22 “Scale for the Requirement for New Housing” of the Core Strategy. Although latest monitoring shows Sheffield has a 5-year supply of housing sites against the Core Strategy target, the target pre-dates the National Planning Policy Framework (2012) and should now be considered out of date. The latest Government household growth projections suggest that housing need in the city is higher than was previously planned for in the Core Strategy. As such, the city has a shortfall in the 5-year supply if need is assessed using the latest growth projections.

Policy CS23 “Locations for New Housing” of the Core Strategy seeks to focus at least 90% of new dwellings in the main urban area, and this site is considered sustainably located with the urban area of Sheffield.

The site is designated as Open Space Area, and is considered to be greenfield land. Policy CS24 of the Core Strategy seeks to “Maximise the Use of Previously Developed Land for New Housing”. In this instance the development of new homes on this greenfield site will not contribute achieving the objects of CS24, however the Policy does set out circumstances in which housing on greenfield sites will be developed in the period between 2004/05 and 2025/26. CS24 (d) does allow for sustainably located larger sites within or adjoining the urban areas and if annual monitoring shows that there is less than a 5 year supply of deliverable sites. Taking into account the lack of a 5 year supply, part (d) of the policy is relevant and the proposal is acceptable in principle.

The site area is approximately 4 hectares which gives a density of the proposal of approximately 35 units per hectare. Core Strategy Policy CS26 “Efficient Use of Housing Land and Accessibility” suggests a density range between 30-50 dwellings per hectare for this type of location whereby it is not near to the City Centre or a District Centre so the proposal is in line with this policy guidance.

The proposal is for a mixture of 1,2,3,4 and 5 bedroom dwellings. Core Strategy Policy CS41 “Creating Mixed Communities” requires that mixed communities should be promoted by encouraging development of housing to meet a range of housing needs, and whereby no more than half the new homes in larger developments should consist of a single house type ensuring that large family households are included. This application proposes 1 x 1 bed, 4 x 2 bed, 50 x 3 bed, 39 x 4 bed and 3 x 5 bed units, along with 25 x 2 bed and 16 x 3 bed affordable units which represents a good range, with no single house type over 50% of the ratio. This also follows the advice of paragraph 50 of the NPPF which states that Local Authorities should plan to deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities.

It is considered that the proposal meets the requirements of Policy CS22, CS23, CS26 and CS41 of the Core Strategy.

Affordable Housing

Policy CS40 “Affordable Housing” of the Core Strategy requires all new housing developments over 15 dwellings to contribute towards the provision of affordable housing where this is practicable and financially viable. The Community Infrastructure Levy and Planning Obligations Supplementary Planning Document require in this part of the city a target contribution of 30% affordable housing based on a gross internal floor space.

The development proposes 46 affordable dwellings to be provided on site, spread evenly in different locations, comprising of 1 x 1 bed property, 27 x 2 bed properties, and 18 x 3 bed properties which are located in several small clusters sporadically around the site. The demand for affordable units in the area is for 2 and 3 bedroom units, and this mix is considered appropriate. This gives 41,749 square feet of affordable provision out of an overall gross internal floor area of 140,022 square feet which amounts to 29.8% in total.

This falls very marginally short of the 30% target contribution, however providing an additional unit would take the figure over the 30% target, and it is so close that it is considered the target has been met, and the level of provision is welcomed. The provision, retention, and operation of the affordable housing on the site will be controlled through the submission of a legal agreement which is currently being prepared.

Design

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

Policy CS74 “Design Principles” of the Core Strategy expects high quality development which respects, takes advantage of and enhances the distinctive features of the city, its districts and neighbourhoods. Development should contribute to place-making that contributes to a healthy, safe and sustainable environment that promotes the city’s transformation. Development should help to transform the character of physical environments that have become run down and contribute towards creating attractive, sustainable and successful neighbourhoods.

This is reinforced through paragraphs 56-65 of the NPPF. Paragraph 56 states that good design is a key aspect of sustainable development and should contribute positively to making places better for people. Paragraph 65 requires that planning permission should not be refused ‘for buildings that promote high levels of sustainability because of concerns about incompatibility with an existing townscape if those concerns have been mitigated by good design’, and at paragraph 60 that planning decisions should not attempt to impose architectural styles or particular tastes.

At present the site is landlocked so that there is no vehicular access from the surrounding highway network. A new access is proposed to open up the existing site to vehicular traffic from Hemsworth Road by demolishing two existing bungalows No. 15 and No. 17 Hemsworth Road. These bungalows have little architectural merit and their loss will not impact negatively on the character of this part of the street scene. This allows sufficient space to create the only vehicle access to the site, which will be heavily landscaped with a solid brick wall running along the boundaries with neighbouring dwellings at No.13 and No.19 Hemsworth Road.

The proposed layout is based on a main circular route running around the edge of the site, with 4 smaller streets running from this to a feature central square. This provides a logical and legible street pattern, creating a clear hierarchy of routes. There is a strong and positive frontage onto all streets, open space areas and the central area. There are a number of smaller mews courts proposed on the site where parking is grouped together to the rear in two of these, but these remain well overlooked.

The sense of place and character of the neighbourhood has been improved through amended plans to ensure these axial views are terminated by a building, with the relocation of Plots 9, 17 and 47. The number of unbroken rows of frontage car parking areas have been reduced to Plots 11-15, 81-86, 54-61, 106-109, and 116-118, with additional landscaped areas enhancing the street scene. The removal and relocation of the car parking to the central square ensures that this will not be car dominated.

The layout is based on 3 character areas. Character area 1 surrounds the main central square area, with character area 2 and 3 being sporadically spaced around the site in cluster groups. The approach to the character areas is unlikely to read as a truly distinctive piece of townscape, coupled together with a mixture of 20 different house types, however, the scale of the proposed dwellings, and their relationship to one another is considered appropriate for this location.

Furthermore, this development is very much an enclave buried within a large suburban block, and will to a large degree establish its own character, having no residential frontage onto the surrounding street scenes. There are a number of features that contribute to the establishment of good quality street scenes and a positive addition to the local neighbourhood. Conditions should be added to any approval for full details of all materials to ensure a high quality is achieved.

Boundary treatments are critical in helping to define streets, establishing a clear hierarchy and creating a sense of place. Amended plans show an updated boundary treatment plan which demonstrates a logical and cohesive approach to the development. Masonry walls, rather than timber fencing now flank the vehicular entrance and a stronger sense of arrival has been established.

The highways are to be a mixture of tarmac as you enter the site, with contrasting material and colour of block pavers further into the site.

Policy BE12 “Public Art” of the UDP requires that public art should be provided as part of the development and integrated into the landscaping and treatment of the public spaces. This can be the subject of a condition.

Therefore the proposal accords with policies BE5 and BE12 of the UDP, CS74 of the Core Strategy, and the NPPF.

Sustainability

The core principle of the NPPF is a presumption in favour of sustainable development which is mirrored in Core Strategy Policies CS63, CS64 and CS65. Core Strategy Policy CS63 “Responses to Climate Change” seeks to reduce the city’s impact on climate change. Policy CS64 “Climate Change, Resources and Sustainable Design of Developments” requires that development should achieve a high standard of energy efficiency, make the best use of solar energy, passive heating and cooling, natural light and ventilation and minimise the impact on existing renewable energy installations.

Policy CS65 “Renewable Energy and Carbon Reduction” of the Core Strategy requires that all significant development will be required to provide a minimum of 10% of their predicted energy needs from decentralised and renewable or low carbon energy.

A fabric first approach to construction is proposed with a number of dwellings also fitted within photovoltaic panels to the roof providing solar energy. The proposed dwellings will all have energy efficient condensing boilers, with water saving features on toilets and showers. High levels of insulation and maximum levels of passive solar gain are proposed.

The proposal is in a sustainable location within the main urban area with an overall package of measures proposed by the applicant that will result in an energy efficient building which will provide 10% of a developments predicted energy needs. The details of which can be controlled through a condition.

Therefore the proposal is considered to comply with Policies CS63, CS64 and CS65 of the Core Strategy.

Living Conditions

Policy H15 “Design of New Housing Developments” of the UDP requires that new housing will be expected to provide adequate private gardens and to ensure that basic standards of daylight, privacy, security and outlook are met for all residents, provide uniform boundary treatments around rear gardens next to roads, footpaths and other open spaces.

UDP Policy LR5”Development in Open Space Areas” states that development will not be permitted where it would result in over-development or harm the character of an area, or would be incompatible with surrounding land uses.

Within the core planning principles at paragraph 17 of the NPPF, planning should seek to secure a good standard of amenity for all existing and future occupants of land and buildings.

Existing residents

The closest neighbouring properties are those which bound the site on all four sides, along Hemsworth Road and Warminster Place to the south, Warminster Road to the east, Derbyshire Lane to the west, and Mount View Road and Gordon Avenue to the north.

The guidelines found in the adopted Supplementary Planning Guidance on Designing House Extensions (SPG) are not strictly applicable in this instance owing to them relating to house extensions. However they do suggest a number of detailed guidelines relating to overbearing and overshadowing, privacy and overlooking, and appropriate garden sizes. These guidelines include that two storey dwellings which face directly towards each other should be a minimum of 21 metres and that rear garden lengths should be at least 10 metres to ensure that privacy is retained. Two storey buildings should not be placed closer than 12 metres from a ground floor main habitable window to prevent adverse overshadowing and overbearing.

The bungalows along Derbyshire Lane are between 22-33 metres away from the rear elevations of plots 7-21, with Plot 23 having its side elevation with no habitable windows 22 metres away from rear of No. 297/299 Derbyshire Lane, which meets the recommended guidelines.

The proposal maintains a distance of over 25 metres to the bungalows along Hemsworth Road, with the exception of plots 2 and 73 which have side elevations with no habitable windows which are positioned in excess of the 12 metres required to prevent adverse overshadowing.

Houses along Mount View Road have long rear gardens, far exceeding minimum distances and as such the proposed development will not impact on the amenities of occupiers of these properties. There are 3 buildings which do sit close to this northern boundary of the site, No 34 Mount View Road, and No's 1 and 2 Gordon Avenue. Plots 26 and 27 have been amended to address concerns from the resident at No. 1 to now provide an open vista through (above the proposed garages), and also maintaining a distance of 22 metres between facing windows. No. 34 Mount View Road is set on a lower level than plots 28-29, with amended plans moving these properties away from No 34, maintaining a distance of 25 metres between two storey rear elevations meeting the requirements for overlooking and overbearing.

No. 2 Gordon Avenue has its side elevation facing the application site, with plot 24 having no habitable windows in the side and being positioned as to not extend significantly past the front and rear elevations of No. 2 Gordon Avenue.

Properties along Warminster Road are positioned over 21 metres away from plots 39-56 with 10 metre rear boundaries proposed for each of these plots. The corner

of the building at Plot 57 is positioned approximately 18 metres away from the rear of No's 286 and 288 Warminster Road but is splayed at an angle with a rear garden length of between 8 and 12 metres to the boundary. The rear window is centrally located at first floor level and owing to the splayed positioning of plot 57, this distance follows the guidelines which allow this distance to reduce where properties are at an angle. Plot 58 is also close to the boundary with a minimum distance of 6 metres between the corner of the building and rear boundary. The property is splayed at 45 degrees with the boundary and is positioned more than the recommended guideline away from No.6 and No. 8 Warminster Place to prevent adverse overbearing or overshadowing. Windows in the rear of plot 58 will not face directly towards the windows in the rear of No's 6 and 8 owing to the angle, and as such will not create adverse levels of overlooking.

The Old Dairy has consent for the erection of 14 dwellings on the site. Plots 63-67 are positioned 10 metres away from the rear boundary. On the Old Dairy site it is proposed to have two houses close to the site boundary of this application with blank side elevations facing towards the rear of Plots 63-67. Therefore no adverse impact will be created to future occupiers of The Old Dairy site.

With the site being vacant for nearly 20 years and its previous use as a cricket pitch, a development proposing housing will inevitably impact on occupiers of all neighbouring properties. However, the development is based around a layout which ensures that adequate separation distances are proposed between existing and proposed properties that prevents an adverse level of overlooking, overbearing or overshadowing being created.

Issues relating to the length of time for construction, and the disturbance and nuisance created are an inevitable consequence of any development, and can be controlled through separate Environmental Health Legislation. Once complete, a new residential development located adjacent to an existing residential development is a compatible use with one another, and this is not a reason to refuse planning permission.

Future Occupiers

The future occupiers of the application dwellings, are all afforded a good quality outlook from habitable windows, which are not overshadowed by adjoining neighbours with at least 12 metres between main facing windows and two storey blank gable elevations. There is one exception to this which is plot 130 which has main habitable windows in the rear facing a two storey garage block which is positioned only 7 metres away. The garage is located north of the plot 130, and will not overshadow occupiers of the plot, but could have an overbearing impact. However, whilst this is a shortfall against the guidance, it is only one shortfall across a development of 138 dwellings and this is not considered sufficient to render the whole development unacceptable

There is a distance of at least 21 metres between two storey main facing windows at the rear, with this distance being relaxed where windows are positioned overlooking the public highway, whereby you would not expect the same level of privacy.

Proposed new gardens vary in size, but in most circumstances have at least 50 square metres of private garden space with 10 metres to the rear boundaries.

Given the above, it is considered that the proposed development would not adversely impact on the amenities of existing occupiers, or on occupiers of the proposed new properties to a degree which would warrant refusal of the application. Accordingly, the proposal complies with UDP Policy H15 and LR5, and the core principles of the NPPF at paragraph 17.

Highways

Paragraph 17 of the NPPF seeks to focus development in sustainable locations and make the fullest possible use of public transport, walking and cycling, focussing significant development in locations which are or can be made sustainable. Paragraph 32 requires that safe and suitable access to a site is achieved for all people, and that development should only be prevented or refused on transport grounds where the residual cumulative impacts of developments are severe.

Policy CS53” Management of Demand for Travel” of the Core Strategy states that good quality public transport and pedestrian routes will be promoted, the best use of existing road capacity will be made and maximum car parking standards will be applied to manage the provision of private parking spaces.

Vehicular access to the site is gained from a new access to be taken from Hemsworth Road through the demolition of No’s 15 and 17 Hemsworth Road. This allows for a 6 metre access road into the site with segregated pedestrian route on either side. A further pedestrian route is also proposed in the northwest corner, leading onto Derbyshire Lane between the Mount Pleasant Inn and 295 Derbyshire Lane.

The findings of the Traffic Assessment show that the existing highway network is operating within maximum theoretical capacity with moderate levels of queuing. Potential traffic generation has been calculated using the TRICS database, and shows that the development is likely to generate a total of 147 and 135 person trips in the morning and evening peak periods respectively. In order to determine the number of vehicular trips reference has been made to the 2011 census which indicates a modal split of 73.7% of residents travelling by vehicle this equates to 109 vehicles in the AM peak and 99 vehicles in the PM peak.

Highway capacity assessments were undertaken at the following junction:

- Hemsworth Rd / Warminster Rd
- Hemsworth Rd/ Norton Lane / Blackstock Rd
- Norton Avenue / Bochum Parkway / Lightwood Lane
- Derbyshire Lane / Norton Lees Lane.

The assessments indicate that all the junctions will operate within their theoretical capacity for the assessment year of 2022 for the base situation (i.e. no

development). With the development proposals there is some reduction in capacity, however not to a degree which would require mitigation or justify refusal of the application. It is therefore concluded that the development proposals would not have a material impact on the capacity of the surrounding highway network.

In accordance with the document Manual for Streets, on a 30mph road the requirement is for sight lines of 2.4 metres x 43 metres. This proposal is located adequate distance away from the junction/corner of Derbyshire Lane and Hemsworth Road, and provides visibility splays close to 2.4 metres x 70 metres.

With regard to other sites nearby, the University site along Warminster Road was not a consented scheme at the time this application was submitted and has only very recently been granted. It is unreasonable to ask for an updated Transport Assessment, especially whereby peak traffic movements generated by the University scheme do not coincide with the peak hours for this type of housing development. The scheme at Matthews Lane is an existing factor with traffic generated already travelling through the area.

Once within the site, the highway layout has been designed so there is a primary route around the perimeter of the site, with four smaller roads meeting in a central area. There are a number of different surfaces, build outs and ramps to help slow traffic when traveling through the site. The footpath has been amended to include the area in front of plots 3-19, and the car parking spaces originally proposed to the central area have been removed and relocated.

In some areas (plots 81-86) manoeuvring in to and out of parking spaces is particularly tight owing to the narrow highway width, and parking spaces have been removed and replaced with low level landscaping to allow for more width when turning.

Car parking provision is based on 1 space for the two bedroom units, and 2 to 3 spaces for the 3, 4 and 5 bed units. This level of parking provision is considered acceptable in this location, and parking spaces meet the recommended 5 metres x 2.5 metres with garage having internal dimension of 6 metres x 3 metres.

The site is located within a sustainable location. There are a number of bus stops within walking distance of the site, albeit there has been a reduction recently in the frequency of the services, and there are limited amenities in close proximity of the site including a small food store.

To conclude, the impact of the proposed development on the surrounding highway network is not so severe as to justify the refusal of this application, and the surrounding highway network can cope with the extra vehicular movements generated. The proposal complies with Policy CS53 of the Core Strategy and Paragraphs 17 and 32 of the NPPF.

Air Quality

The application itself has not been accompanied by an Air Quality Assessment as it does not meet the criteria for such a statement to be required owing to it not being within 200 metres of an area exceeding Air Quality Limitation Values.

It is also noted that, there are many options for dispersal from the site before meeting the closest air quality hot spots which are on the main traffic corridor along Woodseats which are in excess over 500 metres from the site. It would be considered highly unlikely that air quality around the application site would be in breach of any of the relevant air quality objectives.

Landscaping

Policy BE6 “Landscape Design” of the UDP requires that good quality landscape design will be expected in new developments.

Policy GE15 “Trees and Woodlands” within the UDP requires that trees and woodland will be encouraged and protected. This will be carried out by requiring developers to retain mature trees, copses and hedgerows wherever possible and replace any trees which are lost.

The site has not been used/ managed since 1998 and as such consists of a large open field. There are a number of trees which are located along the boundaries which mainly appear to be outside of the site boundary within the curtilages of the adjoining residential properties. 5 trees are to be removed, along with a group of self-set trees in the northeast corner of the site.

Landscape plans show that there will be trees and soft boundaries incorporated within the scheme along the road frontages, with several small pockets of soft landscaped open space, the finer details of which can be controlled through a relevant condition if the application is recommended for approval.

The proposal therefore meets the requirements of Policy BE6 and GE15 of the UDP.

Ecology

Policy GE11 “Nature Conservation and Development” of the UDP requires that 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.

An ecological survey has been produced and classifies the site as having low nature conservation value being primarily rank grasses and some scrub (mainly bramble). The site does not support protected species other than nesting birds. Under the Wildlife and Country Act 1981, it is an offence to remove damage or destroy the nest of any bird while the nest is in use or being built. A condition should be attached to any planning approval to this affect.

The majority of the site is to be built on, for housing, gardens, and highways with some small pockets of landscaping. The loss of the open space will inevitably

result in the loss of the existing habitat and biodiversity, however this is not a reason to refuse permission. Furthermore there is the potential to design into the landscape scheme biodiversity, and this can be controlled through a condition.

Flood Risk and Drainage

Policy CS67 “Flood Risk Management” of the Core Strategy requires all developments significantly limit surface water run-off, requiring the use of Sustainable Urban Drainage Systems (SUDS) or sustainable drainage techniques where feasible and practicable.

There are two open watercourses in the vicinity which may accept surface water runoff, Graves Park Brook which is located within Graves Park, and a drain which outfalls to Meers Brook which is located within the Sheffield University site at Norton Playing Fields.

The application site does not fall within the catchment of the Graves Park Brook, and the Sheffield University site is separated from the application by third party land.

Following site investigation, infiltration is not a viable option on the site owing to the presence of strong impermeable clay and bedrock at a shallow depth which has been confirmed from testing.

The eastern part of the site will not drain by gravity to the public sewer and pumping is required for foul water via a pumping station to be located adjacent to plots 57-58. Full details of the discharge of surface water from the application site are to be conditioned. Accordingly the proposal meets the requirements of Policy CS67.

Community Infrastructure Levy (CIL)

CIL applies to the creation of all new floor space, and places a levy on new developments. The money raised will be put towards essential infrastructure needed across the city as a result of new development which could provide transport movements, school places, open space etc. The site is located within ‘Zone 4’ so would be subject to a charge of £50/square metres.

Education

The creation of new homes will in most cases result in an increase in the number of school age pupils in the area, and therefore create a need for additional school places. Since the implementation of the CIL, contributions towards providing additional school accommodation, either through an extension or the commissioning of a new school will normally be funded through CIL.

Responses to representations

The majority of issues raised through representations are discussed in the above report. Those which are not are addressed in the section below.

The level of consultation carried out meets the criteria set within the Statement of Community Involvement, and included the posting of 7 site notices on the adjacent streets.

A topographical survey accompanies the application showing the spot levels of the eaves and ridges of neighbouring properties (including 34 Mount View Road) along with land levels of the existing site. These do show that there is a level difference between the houses located immediately to the north of the site and the application site, and from a site visit, it is apparent that there is a single storey extension on the rear of 34 Mount View Road. These factors have been taken into consideration in the assessment.

SUMMARY AND RECOMMENDATION

This application seeks planning permission for the demolition of 2 existing bungalows on Hemsworth Road to create a vehicular access into the former cricket ground allowing the development of the site for 138 new dwellings.

The site has not been used as a cricket pitch since 1998, and the applicant has confirmed that they are agreeable to the provision of a financial contribution of £265,000 to be used to provide or improve cricket pitch provision elsewhere in the city meeting the requirements of Open Space Area policies.

The site is located within a sustainable location and significant weight should be attributed to the provision of 138 new dwellings where a 5 year supply cannot be demonstrated.

The design and layout of the proposed development is considered acceptable, and it is not considered to impact severely on the surrounding highway network. With regard to the living conditions, the proposal is designed to that it will not have a detrimental impact on the living conditions of existing residents and provides a good level of amenity afforded to future occupiers of the site.

The proposal represents an appropriate density, with a good mix of housing types, and a total of 46 affordable units provided on site equating to 29.8% of the floor space, within 0.2% of the Council's target level of provision.

The proposal is considered to comply with the principles of the National Planning Policy Framework and relevant Core Strategy and adopted Unitary Development Policies as discussed in the sections above.

It is recommended that members grant planning permission subject to the conditions and the signing of a legal agreement to secure and retain on-site affordable housing, and a financial contribution to secure the provision of cricket facilities elsewhere within the city.

HEADS OF TERMS for legal agreement

1. The owner shall pay the sum of £265,000 to the Council before development is commenced which shall be used to provide a replacement cricket facility within the city.

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2. The owner shall enter into arrangements to secure the provision, operation and retention of affordable housing on the site in the form of the 46 units identified on the approved site layout drawing.

Case Number	17/00712/FUL (Formerly PP-05760472)
Application Type	Full Planning Application
Proposal	Erection of a 4-storey higher education facility providing up to 16,550 sq m floorspace with ancillary facilities, associated plant including combined heat and power plant, access and servicing, car parking, cycle lock-up hub and hard / soft landscaping (Class D1 Use, Non-Residential Institution)
Location	University Of Sheffield Sports Pitches Goodwin Athletics Centre Northumberland Road/Whitham Road Sheffield S10 2TY
Date Received	17/02/2017
Team	South
Applicant/Agent	Mr Tim Chilvers
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:

FSS-HLM-V0-00-DR-L-70001 Rev P08 Proposed Site Plan
FSS-HLM-V1-00-DR-A-70011 Rev P05 Proposed Ground Floor Plan
FSS-HLM-V1-01-DR-A-70012 Rev P05 Proposed First Floor Plan
FSS-HLM-V1-02-DR-A-70013 Rev P05 Proposed Second Floor Plan
FSS-HLM-V1-03-DR-A-70014 Rev P05 Proposed Third Floor Plan
FSS-HLM-V1-RF-DR-A-70015 Rev P04 Proposed Roof Plan

FSS-HLM-V1-ZZ-DR-A-70025 Rev P05 Proposed Coloured Elevations Sheet 1

FSS-HLM-V1-ZZ-DR-A-70026 Rev P05 Proposed Coloured Elevations Sheet 2

FSS-HLM-V1-ZZ-DR-A-70027 Rev P05 Proposed Coloured Elevations Sheet 3

FSS-HLM-V1-ZZ-DR-A-70028 Rev P04 Details Elevation Study 1

FSS-HLM-V1-ZZ-DR-A-70030 Rev P05 Proposed Sections Sheet 1

Reason: In order to define the permission.

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

3. No development shall commence until a report has been submitted to and approved in writing by the Local Planning Authority identifying how a minimum of 10% of the predicted energy needs of the completed development will be obtained from decentralised and renewable or low carbon energy. 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 and 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.

4. The Phase II risk assessment report (ref: FSS-MMD-00-XX-RP-C-0003/B, Revision B, dated February 2017, Mott MacDonald) shall be revised to include missing information and data, and additionally, a risk assessment in respect of identified asbestos shall be undertaken. The report shall have been submitted to and approved in writing by the Local Planning Authority prior to the development commencing and 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.

5. 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.

6. 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.

7. No development shall commence until detailed proposals for surface water disposal, including calculations to demonstrate a 30% reduction compared to the existing peak flow based on a 1 in 1 year rainfall event, have been submitted to and approved in writing by the Local Planning Authority. This will require the existing discharge arrangements, which are to be utilised, to be proven and alternative more favourable discharge routes, according to the hierarchy, to be discounted.

A 30% allowance shall be included for climate change effects for the lifetime of the development. Storage shall be provided for up to the 100 year return period storm plus climate change. The development shall thereafter be carried out in accordance with the approved details.

Reason: In the interests of sustainable development.

8. No development shall commence until the improvements (which expression shall include traffic control, pedestrian and cycle safety measures) to the highways listed below have either;

a) been carried out; or

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

Highway Improvements:

- Repositioning of a double eastbound bus stop on Whitham Road, adjacent the application site. New location to be provided with new illuminated shelters, raised footways and tactile paving. Old bus stop location to be made good.
- Repositioning of a single westbound bus stop on Whitham Road, opposite the application site. New location to be provided with a new illuminated shelter, raised footway and tactile paving. Old bus stop location to be made good.
- Revision of road markings (including repositioning the Whitham Road centre line) and possible accommodation works to traffic signs.
- Potential removal of a highway tree to allow for the relocated eastbound bus stops (and replacement with two new highway trees in locations to be agreed by the Local Planning Authority).
- Removal of eastbound bus stop from Whitham Road opposite Beaufort Road (and not replaced/repositioned), the footway reinstated and the road markings adjusted to allow on-street car parking.
- Promotion of a Traffic Regulation Order in relation to relocation of bus stops and limited waiting on-street car parking provision, all subject to usual procedures and provision of associated signing and lining.
- Provision of cantilevered back-to-back signal-heads over the carriageway at the existing pedestrian crossing outside the Weston Park Hospital.
- Potential works to/on the Whitham Road northern footway opposite the Weston Park Hospital to comply with any recommendations flowing from the pedestrian comfort assessment.
- Remodelling of the Northumberland Road junction with Whitham Road, incorporating a pedestrian refuge and revised tactile paving arrangements.
- Provision of a raised pedestrian crossing point on Northumberland Road to assist pedestrians moving between the Social Sciences Building and the Goodwin Sports Hall, including any accommodation works to highway drainage, existing footways, road markings and signage.

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. 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.

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

11. 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.

12. Large scale details at a minimum scale of 1:20 of the items listed below:

Curtain walling
Aluminium edge detail
Parapets and roof capping
Roof top plant enclosures

And large scale details at a minimum scale of 1:50 of the items listed below:

External lift
Refuse/recycling enclosure
External plant enclosure

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

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

13. A roof plan, with details of the layout and height of plant, shall be approved in writing by the Local Planning Authority before that part of the development commences. Plant shall not project above the height of the plant enclosures.

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

14. 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.

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

15. 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.

16. Details of replacement tree planting shall be submitted to and approved in writing by the Local Planning Authority before the development is commenced, or an alternative timeframe to be agreed in writing by the Local Planning Authority. The submitted details shall include the location, size and species of the replacement trees, which should be planted within the site or nearby within the University of Sheffield campus.

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

17. No removal of hedgerows, trees or shrubs shall take place between 1st March and 31st August inclusive, unless a competent ecologist has undertaken a careful, detailed check of vegetation for active birds' nests immediately before the vegetation is cleared and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation should be submitted to the local planning authority.

Reason: In the interests of biodiversity.

18. No externally mounted plant or equipment for heating, cooling or ventilation purposes, nor grilles, ducts, vents for similar internal equipment, shall be fitted to the building unless full details thereof, including acoustic emissions data, have first been submitted to and approved in writing by the Local Planning Authority. Once installed such plant or equipment shall not be altered.

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

19. 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.

20. The development shall not be used unless the car parking accommodation, service laybys and vehicle turning/manoeuvring areas have been provided as indicated on the approved plans, surfaced, drained and formally marked out to the satisfaction of the Local Planning Authority, and thereafter retained/maintained for the sole purposes intended.

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

21. Notwithstanding the approved plans, details of the vehicular access serving the development site from Whitham Road shall be submitted to and approved in writing by the Local Planning Authority. The vehicular access shall be designed with pedestrian priority in mind. The access shall be provided in accordance with the approved plans and thereafter retained.

Reason: In the interests of pedestrian safety.

22. 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.

23. Notwithstanding the submitted plans, full details shall be submitted to and approved in writing by the Local Planning Authority of arrangements to secure a Walkway Agreement within the red-line boundary of the application site which provides a pedestrian connection between Whitham Road and Northumberland Road. The details shall include the provision of lighting, handrails, corduroy paving, distinguishable nosing at steps and any necessary signage, enabling the uninterrupted use by the general public. Thereafter, the walkway areas identified on the plan contained within the Agreement will be made permanently available for public use.

Reason: In the interests of pedestrian safety.

24. Prior to the occupation of any part of the development, a detailed Travel Plan, 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. The detailed Travel Plan shall be developed in accordance with a previously approved Framework Travel Plan for the proposed development, where that exists.

The Travel Plan 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.

25. Before the development is commenced, or an alternative timeframe to be agreed in writing by the Local Planning Authority, full details of the cycle hub shown on the approved plans shall have been submitted to and approved in writing by the Local Planning Authority and the development shall not be used unless such cycle parking has been provided in accordance with the approved 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.

26. Details shall be submitted to and approved in writing by the Local Planning Authority of a pedestrian comfort assessment (carried out in accordance with Transport for London Guidelines) along the Whitham Road northern footway between Tree Root Walk and Northumberland Road, taking account of existing pedestrian trips and pedestrian trips generated by the development. Recommendations following from the assessment are to be implemented prior to the occupation of the development.

Reason: In the interests of pedestrian safety.

27. Details shall be submitted to and approved in writing by the Local Planning Authority of a regime to manage staff car parking demand generated by the development within existing University owned car parks. The approved arrangements shall be implemented upon occupation of the development. Any changes to the approved arrangements must first be approved in writing by the Local Planning Authority.

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

28. No construction of buildings or other structures shall take place until an Employment and Training Strategy, including an implementation plan has been submitted to and approved by the Local Planning Authority. Thereafter the strategy shall be implemented in accordance with the approved details.

In the interests of maximising the economic benefits of the scheme for the local community.

29. 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.

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.

Other Compliance Conditions

30. The development hereby permitted shall not commence until the Artificial Grass Pitches (AGPs) permitted by planning permission 17/00855/FUL dated 21 June 2017 and as illustrated in drawing reference 100 Rev P3 Proposed Site Plan have been implemented and made available for public use.

Reason: To ensure the satisfactory quantity, quality and accessibility of compensatory provision which secures a continuity of use and to accord with saved Policy LR4 and saved Policy LR5 of the Unitary Development Plan (1998) and Policy 47 of the Core Strategy.

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

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

32. The development shall be carried out in complete accordance with the recommendations of the Ecology Assessment Report by BSG Ecology (Ref: 8740_R_APPR_161216.docx and dated December 2016).

Reason: In the interests of biodiversity.

33. 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 property.

34. Deliveries to and collections from the building shall be carried out only between the hours of 0700 to 2300 on Mondays to Saturdays and between the hours of 0900 to 2300 on Sundays and Public Holidays.

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

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

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

36. 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.

37. No servicing shall take place at any time from the front concourse adjacent Whitham Road.

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

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

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

Attention is Drawn to the Following Directives:

1. 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 the LA90 background noise level at any time when measured at positions on the site boundary adjacent to any noise sensitive use.
2. You are required, as part of this development, to carry out works within the public highway. You must not start any of this work until you have received a signed consent under the Highways Act 1980. An administration/inspection fee will be payable and a Bond required as part of the consent.

You should apply for a consent to: -

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

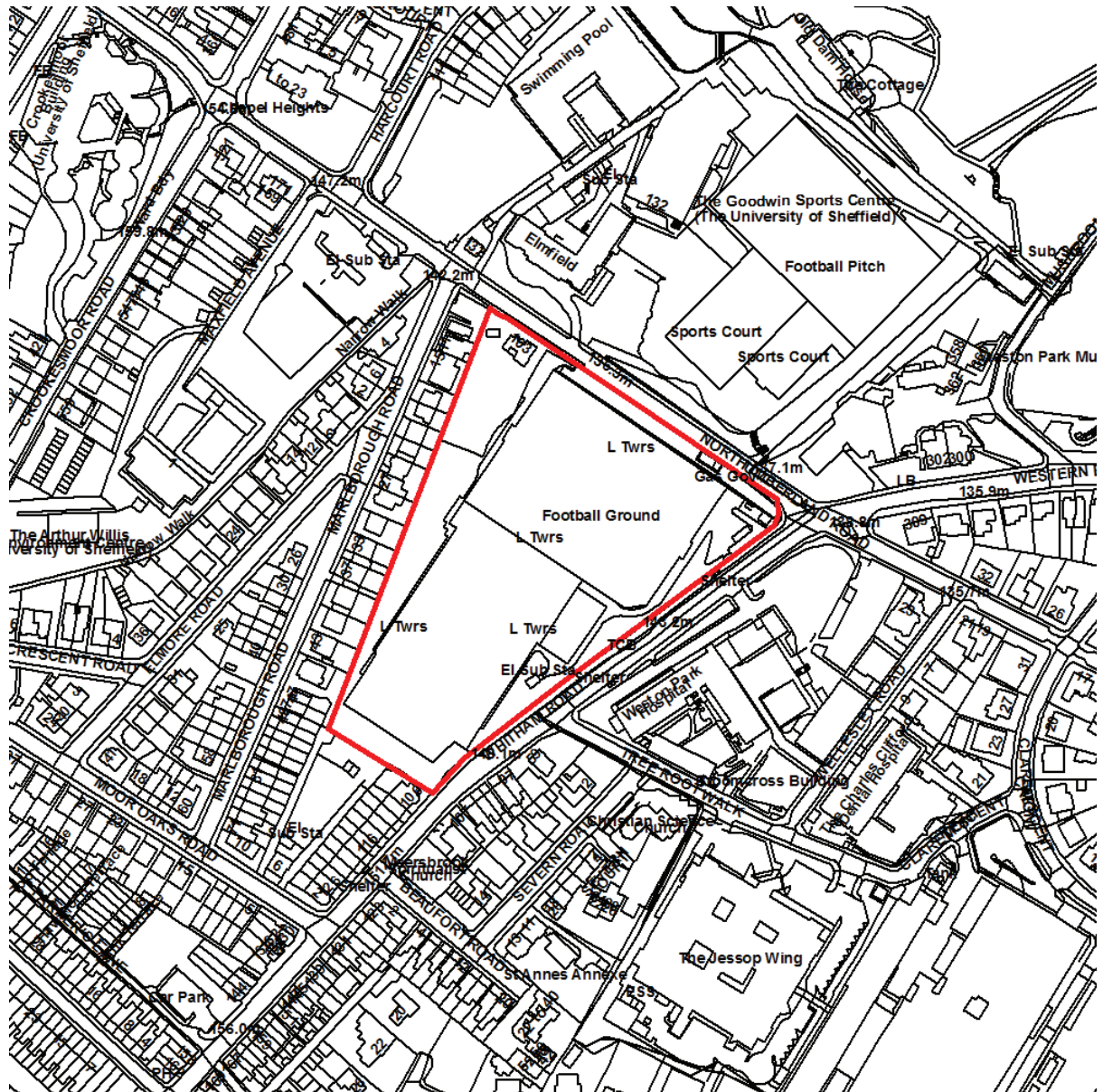
For the attention of Mr S Turner
Tel: (0114) 27 34383

3. The applicant should install any external lighting to the site to meet the guidance provided by the Institution of Lighting Professionals in their document GN01: 2011 "Guidance Notes for the Reduction of Obtrusive Light". This is to prevent lighting causing disamenity to neighbours. The Guidance Notes are available for free download from the 'resource' pages of the Institute of Lighting Professionals' website.
4. As the proposed development abuts the public highway you are advised to contact the Highways Co-ordination Group on Sheffield 2736677, prior to commencing works. The Co-ordinator will be able to advise you of any pre-commencement condition surveys, permits, permissions or licences you may require in order to carry out your works.
5. By law, this development requires the allocation of official, registered address(es) by the Council's Street Naming and Numbering Officer. Please refer to the Street Naming and Numbering Guidelines and application forms on the Council website. For further help and advice please ring 0114 2736127 or email snn@sheffield.gov.uk. Please be aware that failure to apply for addresses at the commencement of the works will result in the refusal of statutory undertakers to lay/connect services, delays in finding the premises in the event of an emergency and legal difficulties when selling or letting the properties.
6. The applicant is advised that species of cotoneaster have been identified on site. It is an offence to plant or cause these introduced invasive plants to

grow in the wild. Where vegetation removal is proposed, the cotoneaster should be removed (and disposed of appropriately) in advance of the start of works in order to minimise the risk of spreading this plant. It is recommended that specialist advice is sought from a landscape contractor.

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

Site Location



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LOCATION AND PROPOSAL

The application site is located at the junction of Whitham Road and Northumberland Road on the very edge of the University's campus and adjacent to the Victorian suburb of Broomhill. The site is currently occupied by artificial grass pitches (AGPs) for football and hockey and forms part of the facilities at the Goodwin Sports Centre, which is owned by the University of Sheffield and run by Sport Sheffield (the University's sports department).

To the north of the application site, on the opposite side of Northumberland Road, is the Elmfield Building, occupied in part by the Department of Politics, as well as the majority of the existing Goodwin Sports Centre, including outdoor pitches (artificial and grass), a sports hall, swimming pool, squash and tennis courts. Members will note that elsewhere on this agenda they are also being asked to determine an application for the provision of a new three storey building on the sports centre site, which will incorporate a new swimming pool and gymnasium (17/00700/FUL refers).

To the east, at the junction of Northumberland Road and Western Bank, is a distinctive three storey building which, until recently, housed the University's Department of Psychology. The Psychology Building was built in the early 1970s by RHWL Architects (who also designed the grade II listed Crucible Theatre). It has a V shaped plan form and is finished in concrete blockwork.

To the south of the site, on the opposite side of Whitham Road, is Weston Park Hospital. This specialist cancer centre occupies a 7 storey building (excluding roof top plant) and is served by a surface level car park at the junction of Whitham Road and Northumberland Road.

South west of the application site is a 2 to 3 storey stone built residential terrace which fronts onto Whitham Road, while Marlborough Road to the west is characterised by 2 to 3 storey detached, semi-detached and terraced stone built dwellinghouses.

The application site is located on a former reservoir, part of a series of 10 reservoirs constructed in the Crookes Valley in the 18th century to supply water to the city. The reservoirs were infilled in the 1950s (save for the Old Great Dam which was saved as a water feature in Crookes Valley Park), but this history explains the topography of the site, which comprises of a level plane which falls from the south west to the north east.

The Unitary Development Plan (UDP) designates the application site as an Open Space Area, generally bound by housing to the west and the institutions of the University and hospitals to the south and north-east. The Broomhill Conservation Area skirts the site to the west, while the Northumberland Road Conservation Area meets the site at the Whitham Road junction. There are a small number of listed buildings in the vicinity including the grade II listed Victorian Villas at 301 and 303 Western Bank, the grade II* listed Mappin Art Gallery, and the grade II listed church, now residential accommodation, at the junction of Northumberland Road and Crookesmoor Road.

Planning permission is sought for the erection of a 4-storey higher education building with ancillary facilities, associated plant (including a combined heat and power plant), car parking, a cycle hub and hard and soft landscaping. The new building will house the Faculty of Social Sciences (FOSS).

RELEVANT PLANNING HISTORY

17/00855/FUL Warminster Road Playing Fields

An application for the provision of two artificial sports pitches with 15m high floodlights and 3m high boundary fencing, the erection of a single-storey changing facility/management suite and covered spectator stand, the provision of car parks, a coach drop off point/parking area, boundary fencing and alterations to an existing vehicular access from Warminster Road was approved at committee on 20th June 2017.

It is intended that the provision of these improved facilities at their Norton site will facilitate the development of the FOSS building as there would then be no net loss of APG capacity across the University's sports estate.

17/00700/FUL Goodwin Sports Centre

An application for the erection of a three storey sports centre is also under consideration at this planning committee and recommended for approval.

SUMMARY OF REPRESENTATIONS

Nine objections were received in relation to the proposed development, including one from BBEST (Broomhill, Broomfield, Endcliffe, Summerfield and Tapton). Comments were also received from the Civic Trust.

The objections can be summarised as follows:

- There is a need to consider the combined impact of both the Social Science building and the new sports centre, starting with a masterplan for this part of the University's campus.
- The proposed development is a very large and intrusive element in the Broomhill landscape that further expands the built-up campus of the University into residential areas and substantially diminishes the limited amount of open space in Broomhill.
- The submission states that alternative locations were considered, but no details of these assessments are given. When scarce green space is to be lost from urban areas, a clear justification for such choices should be provided.
- Removal of the bulbous roof and overall reduction in height of the building is welcomed, but the design still shows no special architectural merit and makes no effort to reflect the architecture of the late Victorian and Edwardian residential areas in which the building is located, recognised in their designation as Conservation Areas (Northumberland Road and Broomhill).
- The substantial detrimental visual impact that this building will have is illustrated in the submitted Heritage, Townscape and Visual Impact Assessment.

- The staggered crossroads between Northumberland Road and Whitham Road is a congested junction with problems for both motorists and pedestrians, often exacerbated by the queue of cars waiting to enter the Weston Park Hospital car park.
- The stretch of Northumberland Road adjacent to the sports grounds is narrow and visibility is poor, especially for cars turning in from Whitham Road. There is pavement along one side of the road only and it is common for pedestrians to walk in the road at busy times.
- The proposal does not adequately address the impact of a potentially massive increase in footfall on the Whitham Road junction and other junctions along Northumberland Road that pose a danger to pedestrians.
- New safe crossing facilities with traffic lights and pedestrian controls at the junction of Northumberland Road and Whitham Road, a point near the Elmfield building, adjacent to the proposed new sports centre, and at the junction of Northumberland Road and Crookesmoor Road are required.
- A new pavement on the SW side of Northumberland Road and the increase in pavement width on the NE side is needed.
- Traffic calming measures should be introduced in order to reduce the high incidence of speeding along Northumberland Road and the connecting roads.
- The assessment of available parking is misleading. Parking in the Broomhill Parking Zone is already under pressure.
- The site will drain into the Crookesmoor boating and fishing lake, which sustains a variety of freshwater fish and is used by coarse fishers, kayakers and swimmers. The water needs to be protected from contamination, particularly during construction.
- Whitham Road and the University roundabout suffer from poor air quality, with NOx levels exceeding the air quality standard. The proposed development will increase traffic congestion along this route and, combined with the loss of trees, is likely to exacerbate the air quality issues. No mitigation is proposed.
- Dust and noise from the construction site will impact upon vulnerable patients (of Weston Park Hospital) and local residents.
- The development will result in a loss of green space and a wildlife corridor.
- The development will result in a loss of easy access to playing fields for students, schools and community groups.
- Car parking facilities need to be sufficient to cope with demand, given that the parking situation in the area is already at breaking point.

- The parking of coaches (during sports matches) alongside residential roads is already an issue - given that the proposed building will also host events, this problem is likely to be exacerbated.
- It will not be possible for coaches to turn from Marlborough Road onto Moor Oaks Road due to parked cars and two-way traffic. Use of the existing Northumberland Road car park for coach parking is also likely to be problematic and details need to be submitted for the public and officers to consider.
- The proposal envisages that mature trees will be cut down. We would like to see reassurances that they will be replaced with new trees.
- The increase in pedestrian traffic will lead to more rubbish disposed in the area - this is already a serious problem.
- The small areas of green roofs in the proposal are in no way sufficient to replace the green area lost to this development.
- The design of the building and landscaping of the area in front of the building fundamentally lack design ambition and are not at all in keeping with the surrounding conservation area. The Diamond building already looks dated. It is likely that this building will not fair better.
- The City Council took the strategic view a decade or so ago that this area should become a more mixed area, with University functions (especially student housing) being replaced by family residences. This building contradicts that strategy.
- The proposed measures do not provide the substantial highway improvements that are needed to conflicting requirements of cars, cyclists and pedestrians.

BBEST

BBEST were designated as a Neighbourhood Forum in January 2015 and are writing new planning policies for their area. Their policies are not at a stage where they have any material weight, but they will influence future planning decisions in their area once their neighbourhood plan is adopted.

As a neighbourhood forum, BBEST can request to be notified of any planning applications in their area. However, their comments are considered on their merits alongside comments by other consultees. Anyone who lives or works in the BBEST area can be a member of the neighbourhood forum and the University of Sheffield has representatives within BBEST.

BBEST made comments that relate to both this planning application and the proposed sports centre. Their objection refers to two of the five policy areas in the emerging Neighbourhood Plan. Firstly 'Development Design and Heritage

Management', which outlines BBEST's vision for improving the character and appearance of the area by, amongst other things, preserving historic streetscapes and, for key sites, developing appropriate masterplans.

The lack of a masterplan is a key issue for BBEST. They say a masterplan is needed to cover how pressures on Northumberland Road will be dealt with, how the proposals will help with the development of a better environment for people, pedestrians and cycles on Whitham Road, how connectivity for pedestrians can be improved, how the plans relate to the University's other development sites, how they relate to the neighbouring Conservation Area and how they address the serious loss of open space and natural environment.

'Active Travel' outlines their vision to enhance the experience of walking, cycling and outdoor life in order to provide economic, social and health benefits. The vision is to be achieved in part through the Boulevard Project, which seeks physical improvements along the Whitham Road corridor.

BBEST state that the Social Sciences Building will result in the relocation of thousands of staff and students from the Portobello area, but that the submitted Transport Statement fails to address these significant changes in pedestrian movement and their impact on Northumberland Road, and that the proposals make no contribution to improving the quality of the pedestrian environment along the Northumberland Road/Whitham Road corridors, in fact they will make it substantially worse

BBEST also refer to policy CS74 of the Core Strategy, which sets out a series of design principles to which development is expected to adhere. In particular, development is expected to be of a high quality, respecting, taking advantage of and enhancing the distinctive features of the city's districts and neighbourhoods. They say this principle is reflected in the NPPF (paragraph 17) which states that the planning process should 'always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings.'

The emerging Neighbourhood Plan identifies the application site as a Key Development Site which will help to define the wider townscape character and is highly sensitive to change. There is an expectation that it should be developed in a way that would benefit the wider physical context. BBEST consider that the development does not comply with the objectives of Policy CS74 and the wider objectives of the NPPF in relation to matters of design quality.

More specifically, BBEST welcome the introduction of a pedestrian entrance onto Northumberland Road, but there is concern that the proposal is not sufficiently attractive or inviting enough to make a positive contribution to the street. The lower ground floor entrance, they say, is remote and lacking in activity (and therefore natural surveillance), while the public realm is limited in size and disconnected from the building.

BBEST consider the use of large expanses of precast concrete cladding to be alien within a street scene dominated by the stone boundary walls, particularly around the entrance where it is suggested the introduction of a smaller scale, more

intimate and pedestrian friendly material might help provide an appropriate level of texture and warmth. They also suggest that the stepped form of the elevations could be interesting if well executed, but because the facades of this building are very much a 'wrap', they lack hierarchy or any variety in response to environmental conditions.

Civic Trust

Trustees of the Civic Trust considered the proposals at a Design and Planning Review meeting held on 19 April 2017.

While Trustees were positive about the design ambition, the evolution of the proposals and the ambitions for a low carbon building, concerns were raised regarding the building entrance and its ability to provide a safe and attractive approach for the many people using the building as well as the capacity of the already busy local pedestrian footways to cope with additional footfall.

Trustees also questioned the siting of the football pitches on the far side of the building, querying whether connections to the Goodwin Centre are clear, safe and adequate.

They pointed out that the Transport Statement does not provide an assessment of vehicular or total journeys, merely stating what is proposed with no assessment of how the development will change travel patterns and road safety. Trustees felt that Northumberland Road would benefit from more radical change, to make it safer as a main thoroughfare, and that they would support an option that departed from the conservation of the high walls and narrow busy road.

Sport England

As the proposal prejudices the use of land being used as a playing field, consultation with Sport England was a statutory requirement. The view of Sport England is discussed in the following section on land use.

PLANNING ASSESSMENT

Land Use – The Policy Context

The National Planning Policy Framework (NPPF) reinforces the requirement of the Town and Country Planning Act (1990) - that an application for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise - later clarifying that that plan should be up-to-date. In Sheffield the development plan comprises of:

- Sheffield City Council Core Strategy (March 2009); and
- saved policies from the Sheffield City Council Unitary Development Plan (UDP) (1998).

Where Core Strategy and UDP policies align with the aims of the NPPF, they can be given full weight.

NPPF

At the heart of the NPPF is a presumption in favour of sustainable development and, alongside their social and environmental responsibilities, the Government is committed to ensuring that 'the planning system does everything it can to support sustainable economic growth, including planning positively for the location, promotion and expansion of clusters or networks of knowledge driven, creative or high technology industries.'

The application site lies in a designated Open Space Area as defined in the Unitary Development Plan (UDP). In relation to open space and sports and recreational facilities, the NPPF states that 'access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and well-being of communities' and seeks to prevent the loss of sports land and buildings unless it is surplus to requirements or can be replaced by equivalent or better provision elsewhere.

The Core Strategy

The Core Strategy also recognises the valuable contribution open space makes to communities and policy CS45 (Quality and Accessibility of Open Space) seeks to safeguard and improve existing open spaces and sports facilities.

Policy CS47 (Safeguarding of Open Space) reiterates the importance of protecting our existing open spaces stating that, once built upon, they are lost to the community forever. It advises that the development of open space will not be permitted where it would result in a quantitative shortage in the local area, and expects development that would result in the loss of open space to provide equivalent or better replacement open space nearby. The development or redevelopment of sports and recreational facilities of importance beyond the city will only be permitted where it would improve the quality of the city's provision.

The crucial role that Sheffield's universities play in the economic, cultural and social life of the city and the wider region is also recognised in the Core Strategy, including the contribution they make to people being able to fulfil their potential through learning and enterprise. Thus, policy CS20 (Universities) states that 'provision will be made for the two universities to consolidate and expand their teaching and research operations within and adjacent to their existing campus areas.'

The Unitary Development Plan

The UDP reflects on the essential role that leisure plays in people's health and well-being and on the importance of having adequate open space and leisure facilities throughout the city. It also recognises that open space, particularly open space which is in private ownership, is subject to many pressures from development and so it aims to protect important open spaces from built development.

Policy LR2 of the UDP (New Leisure Uses and Facilities) states that new leisure uses and facilities, and improvements to existing ones, will generally be promoted while policy LR5 (Development in Open Space Areas) states that the development of open space will not be permitted where:

- it would cause damage to nature conservation sites, Scheduled Ancient Monuments or other archaeological sites; or
- it would cause damage to mature or ancient woodland or result in a significant loss of mature trees; or
- it would significantly detract from the green and open character of the Green Network; or
- it would make an open space ineffective as an environmental buffer; or
- it would harm open space which forms the setting for a Listed Building or other historic building, or is needed to maintain an important view or vista; or
- it would damage the character of a Historic Park or Garden; or
- it would harm the character or appearance of a Public Space; or
- it would result in the loss of open space which is of such quality that it is of City-wide importance; or
- it would result in over-development or harm the character of an area; or
- it would harm the rural character of a wedge of open countryside; or
- the proposed use would be incompatible with surrounding land uses.

It is clear, therefore, that while the NPPF supports sustainable development, it only supports development on open space where it can be replaced by equivalent or better provision elsewhere, an approach which reflects the aims of policy CS47 of the Core Strategy. Meanwhile the UDP does not preclude the development of open spaces but seeks to protect important open spaces, to ensure that adequate recreational open space is available to everyone and to make sure that development which does take place in open spaces is appropriate.

Need and Economic Impact

To support their application, the University of Sheffield submitted a Statement of Need (appended to the Planning Statement). It states that the Faculty of Social Science is the largest of the University's five faculties with over 9,000 registered students (33% of the University's total student population) and 1000 members of staff. It comprises of 13 academic departments, including Architecture, East Asian Studies, Economics, Education, Geography, Journalism, Landscape, Law, Management, Politics, Sociological Studies and Urban Studies and Planning which are spread across the University campus in 13 buildings. Most of these buildings are in good condition (98% in condition A/B).

The University claim that the dispersal of departments across the campus is a major obstacle to the Faculty's continued success, both in terms of spatial efficiencies (office sizes in some of their existing buildings are around 11 m² per person while the new facility will allow 9m² for academics and 7m² for teaching assistants, support staff and researchers) and also in the way that it discourages interdisciplinary working. The Faculty also needs room to grow (being relatively small compared to its key competitors) and the facilities to attract high calibre staff and students.

The University's strategy for improving the Faculty of Social Science is to co-locate departments within two 'hubs', one on Northumberland Road and one in existing accommodation on Winter Street (the subsequent release of approximately 6,000 sq.m of usable space across the University's estate will then enable other faculties to consolidate their estates). At Northumberland Road new state-of-the-art accommodation would bring together six major departments under one roof which will allow both formal and informal collaboration, fulfil the need for larger and more flexible teaching spaces and improve the student experience by reducing the need to cross the campus and by giving them a greater sense of belonging.

In addition to the Statement of Need, a report entitled 'The Economic Impact of the University of Sheffield's Social Science Department' by Oxford Economics was submitted. The purpose of this report is to show that, in addition to fulfilling the needs of the University, their investment in a new Faculty building will have a positive impact on the regional economy.

The report indicates that the construction phase of the project, which will last up to three years, will contribute in the region of £31.1 million to regional GDP (where GDP, or Gross Domestic Product, is the monetary value of goods and services produced in a period) with a further £13.6 million expected for a wide range of local industries beyond the construction sector (e.g. retail, restaurant and leisure services). It is also estimated that the construction phase will create just under 220 jobs a year, with close to 100 more a year in the Sheffield City Region (SCR) through indirect and induced effects.

Similarly, the report gives a value to the operational impact of the new building, which is expected to become fully operational in 2019/2020. The report claims that, in 2020, the development will support over 1,000 jobs across the SCR comprising of 475 people employed in the new building, 231 jobs supported by supply chain activity and the spending of employees' wages, and a further 314 jobs sustained by the subsistence expenditure of students and visitors. In addition, it is estimated that the development, its students and their visitors will create an economic footprint for the SCR worth some £84.9 million in GVA during its first year of operation (where gross value added (GVA) is the measure of the value of goods and services produced in an area).

While the economic benefits of the construction phase are relatively clear, these latter figures are much harder to assess as the existing Faculty already employs large numbers of people and has a substantial economic impact, and it will continue to do so regardless of whether departments are brought together under one roof. However, it is accepted that the new building will allow the Faculty to grow and that, as a consequence, so will the fee income from students, the worth of the staff employed in the building and, in all likelihood, the income from research grants.

It is acknowledged, therefore that the proposed development will enable the University of Sheffield to consolidate and expand their teaching and research operations, as supported by policy CS20 of the Core Strategy, and will have a

positive impact on the regional economy during both the construction and operational phases as supported by the NPPF.

Sport England Response

As stated above, the proposed new building for the Faculty of Social Sciences prejudices the use of land currently used as a playing field and so consultation with Sport England was a statutory requirement.

More specifically, the proposed faculty building would be constructed on an existing 3G artificial grass pitch (AGP) used for football. The proposals include the replacement of the 3G football AGP on the adjacent hockey AGP. The hockey AGP that will be lost as a result of the development would be replaced at Warminster Road (the subject of the approval of application 17/00855/FUL).

Sport England's policy is to oppose the granting of planning permission for any development which would lead to the loss of, or prejudice the use of, all or any part of a playing field, unless one or more of the five exceptions stated in its policy 'A Sporting Future for the Playing Fields of England' apply.

In this instance they considered the proposals against exception E4 of the above policy, which states:

'The playing field or playing fields which would be lost as a result of the proposed development would be replaced by a playing field or playing fields of an equivalent or better quality and of equivalent or greater quantity, in a suitable location and subject to equivalent or better management arrangements, prior to the commencement of development.'

As part of their assessment of the original planning submission, Sport England also sought the views of England Hockey (EH) and the Football Association (The FA). EH confirmed that they are happy with the planning application for the replacement Floodlit Sand dressed Hockey AGP at Warminster Road but stressed that the new hockey AGP needs to be developed and in use before the hockey AGP at Goodwin Sports Centre is decommissioned. The FA raised no objections to the proposals provided that the University continues to deliver against previously agreed football development outcomes for students and the community and that this activity is not impeded by the new development.

The existing hockey pitch at the Goodwin Centre is relatively poor quality and suffers from waterlogging, which limits its use. It also has insufficient run-off area for hockey use and provides only limited space for spectators. The proposed 3G all-weather pitch at Warminster Road is of superior quality and so could host multiple varieties of sports on a regular basis throughout the week, and provides covered spectator seating. However, as the proposed 3G hockey pitch at Warminster Road would be constructed on the site of an existing grass playing field, the development would still result in the net loss of playing field.

In considering this net loss, Sport England was mindful of the separate planning application for a sports centre, which includes the provision of a new swimming

pool (17/00700/FUL). Sport England supports this application (recommended for approval elsewhere on this agenda) as it will help reduce the deficit in the demand for swimming pool provision in Sheffield. It is also located on part of the Goodwin Centre site that slopes steeply and is incapable accommodating a pitch, i.e. it will bring an area of land that is incapable of being used for pitch sport into active sporting use. In light of this, Sport England was satisfied that the proposed sports centre would mitigate for the net loss of a playing field at Warminster Road.

They nevertheless could not support the planning application for the new social science faculty building, in large part because planning permission had not been granted for either the replacement hockey pitch at Warminster Road nor for the new sports centre on Northumberland Road.

Sport England therefore submitted a holding objection, which they indicated they would review with a view to potentially withdrawing it, if the following matters were addressed:

Details of the timing, phasing and delivery of the hockey and football AGPs and the sports centre.

- Details confirming that the replacement 3G football AGP accords with FA design guidance.
- Details of the sporting continuity and host facilities that will be used, should any replacement AGP not be delivered and made available for use before its current AGP is lost.
- Details of what planning mechanism will be used to ensure that the replacement 3G football AGP, replacement hockey pitch and sports centre will be delivered and made available for use (i.e. Grampian style condition, legal agreement etc).
- Details that address the FA's comments that the University is able to continue to deliver against the agreed football development outcomes for students and the community and this activity is not impeded by the new development, and usage of the additional 3G AGP playing area should be focused on University students and will not target community users that would unnecessarily compete or have a negative impact on Sheffield's strategic Parklife programme.

In response to the comments made by Sport England, the applicant confirmed the following:

- that, should planning permission be granted (it has subsequently been granted), installation of the two 3G AGPS at Warminster Road would be undertaken in October 2017. Construction of the FOSS building, if approved, would commence in February 2018.
- the FOSS contractors would be required to install the new 3G AGP playing surface on the land adjacent to the FOSS building at an early stage in the construction programme and that they would seek to minimise the length of time that no APG is in situ to the west of Northumberland Road (they anticipate a period of 4 – 6 months when

both APGs at Northumberland Road will be unavailable because of the installation of ground-source heat pumps).

- construction of the new sports centre on the Goodwin site is anticipated to commence following completion of the FOSS scheme.
- The replacement 3G AGP to be sited adjacent to the new FOSS building will accord with FA guidance and be managed and operated from the central Goodwin Sports Centre hub, giving users full access to changing facilities and other amenities.
- The period of 4 – 6 months when both APGs to the west of Northumberland Road will be unavailable should occur in early-to-mid 2018, which coincides with periods of reduced student demand for the APG. Sport Sheffield will therefore be well placed to manage demand.
- We envisage that the local planning authority will use a planning condition to ensure that the sequencing of works reflects the undertakings that have been made by the University of Sheffield in the application, i.e. that the new hockey AGP proposed at the Norton playing field should be operational prior to commencement of development of the Faculty of Social Sciences building.
- The University is aware of the Parklife programme and Sport Sheffield has already offered via the FA to work in conjunction with Pulse (the operator of the St George's hub site) to provide football accommodation for the community. The facility at St George's cannot accommodate all demand for local football club training / matches, however Sport Sheffield's intention is to work in partnership with other providers rather than compete.
- The University's priority commitments run in order of students, then staff and then the Sheffield community. The proposed Norton APG is primarily intended to be for rugby and hockey use, whilst meeting a degree of demand from other sports including student training programmes and matches for American Football, Lacrosse and Football.

In light of the above, Sport England were satisfied that the outstanding matters raised in their holding objection could be met and that the proposals comply with policy exception E4 of their Playing Fields Policy. They therefore withdrew the holding objection, subject to the imposition of conditions.

Moreover, the provision of improved sports facilities on the University's playing fields adjacent Warminster Road justifies the loss of open space on the application site as required by the NPPF and policy CS47 of the Core Strategy, and this proposal is supported by Sport England.

However, policy LR5 (Development in Open Space Areas) also seeks to make sure that development that does take place on open spaces is appropriate, with the most relevant requirements being:

- the proposals do not harm open space which forms the setting for a Listed Building or other historic building, or in this case the setting of neighbouring conservation areas;
- the proposals do not result in over-development or harm the character of an area;
- the proposals are compatible with surrounding land uses;
- the proposals do not cause damage to nature conservation sites or result in a significant loss of mature trees; or
- the proposals do not significantly detract from the green and open character of the Green Network;

These issues are addressed in the following sections.

Design and Conservation

The NPPF advises that good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people (para. 56).

Policy CS74 of the Core Strategy (Design Principles) also expects high quality development that respects, takes advantage of and enhances the distinctive features of the city, including the townscape and landscape character of the city's districts and the distinctive heritage of the city, particularly the buildings and settlement forms associated with the Victorian suburbs. It advises that development should also contribute to place making, be of a high quality and contribute towards creating attractive, sustainable and successful neighbourhoods.

Policy BE5 of the UDP (Building Design and Siting) encourages original architecture, but states that new buildings should complement the scale, form and architectural style of surrounding buildings.

The site is bound by two conservation areas. The Government sets out its policies relating to the conservation and enhancement of the historic environment in chapter 12 of the NPPF, where it states that, when determining a planning application, the local planning authority should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) and take that assessment into account when considering the impact of a proposal on a heritage asset. It also advises that 'significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting.'

Section 72 of the Planning (Listed Building & Conservation Areas) Act 1990 describes a similar duty with respect to conservation areas and states that 'special attention shall be paid to the desirability of preserving or enhancing the character or appearance of the area.'

Policy BE15 of the UDP sets out the Council's general policy in relation to areas and buildings of architectural and historic interest, stating that:

'Buildings and areas of special architectural or historic interest which are an important part of Sheffield's heritage will be preserved or enhanced. Development which would harm the character or appearance of listed buildings, conservation areas or areas of special character will not be permitted.'

Policy BE16 (Development in Conservation Areas) is also considered to be relevant. It advises that development in conservation areas should preserve or enhance the character or appearance of the area, and that the same principle applies when considering proposals which would affect the setting of a conservation area or significant views into, or out of, the area.

The proposed development was subject of a pre-application enquiry and, in the most part, design advice given during that process has been taken on board.

The scheme, as submitted, comprises of a three and four storey building located in the north-east corner of the site with entrances from Whitham Road and Northumberland Road – the Whitham Road entrance is designed to capture students and staff coming from Broomhill, Broomhall, Endcliffe Village and the city centre while the Northumberland Road entrance provides a direct link to the Elmfield and Goodwin Buildings whilst also capturing students and staff coming from Crookes and Crookesmoor. Both entrances are set back from the footway in order to create safe place for gathering and accessing the building. The Design and Access Statement also describes the Whitham Road frontage as a 'pocket park' for use by the wider community.

The form of the building was devised from the desire to create an environment which would encourage interdisciplinary working and, therefore, collaborative and innovative research. Thus the plan form is arranged around a 'social heart', a central atrium which accommodates meeting space and areas for social learning whilst also letting light into the middle of the building. The singular, curved form of the building is intended to reflect the blurring of the boundaries between departments and the 'fluid nature of Social Science' while the ins and outs – or 'ebbs and flows' – of the footprint makes reference to water and the sites former use as a dam.

The treatment of the exterior of the building was also influenced, as described in the Design and Access Statement, by the interdisciplinary nature of the Faculty. This is reflected in the saw-toothed, 'multi-faceted' façade which is repetitive and comprises a mix of solid and transparent elements. Further references to water – 'the contours that are left as a dam's water level rises and falls' - account for the strong horizontal layering of the saw-toothed façade.

The building is largely glazed, with a mix of opacity and tones, while the smaller solid elements will comprise of metal panels (in natural zinc and/or milled aluminium). Techrete (precast concrete cladding) is proposed at ground floor to achieve a more solid feel, broken by large areas of glazing to define public areas.

Whilst the design of the proposed Faculty building has been simplified (from the pre-application submission), there are tensions relating to the relationship of the building with neighbouring conservation areas and its impact on the character and

appearance of the area. The question is whether these tensions support a recommendation for refusal.

Both the Broomhill and Northumberland Road Conservation Areas are characterised by 19th century buildings, in particular mid 19th century middle class housing in Gothic and Classical styles and the prevalent use of stone for buildings, boundary walls, gate piers and floorscapes. The proposed building does not reflect the character of these conservation areas, indeed the scale, form and materials proposed represent a marked contrast to the site's historic context. The Heritage, Townscape and Visual Impact Assessment submitted with the application recognises these differences but suggests that the proposed development will not be overly dominant in views in or out of the conservation areas, that its relationship in terms of scale and distance from existing building is acceptable and that the design is appropriate given the buildings educational use, which they liken to a public or civic building. Indeed they suggest that the building will enhance, or at least preserve, the setting of both the Broomhill and Northumberland Road Conservation Areas.

It is considered that there is some mileage in the argument that the development, which is similar to a civic building, is acceptable in scale. This is a corner site on a main route into the city centre and at the edge of the University campus, which could be considered a 'gateway'. It is also seen in the context of the Weston Park Hospital, a prominent 7 storey building on the opposite side of Whitham Road, and reflects the scale and positioning of other 'civic' buildings in the locality including the grade II* listed Mappin Gallery.

Nearly 50 metres separates the new faculty building from the nearest residential buildings on Marlborough Road, which are also raised above the application site. While the proposed building is markedly different in form, it is only three storeys in height at its western end and, given the nature of the building and the separation distances involved, officers are satisfied that the proposed development will not cause significant harm to the amenities of residents adjoining the application site.

The appearance of the building, in particular its organic form and the extensive use of glass, is at odds with the traditional character and appearance of the neighbouring conservation areas. It also lacks any clear reference to its historic context, save for the retained stone boundary walls and the use of techrete to reflect the solidity of the Victorian vernacular. It is acknowledged, however, that there will always be an element of subjectivity when assessing compliance with design policies BE5 of the UDP and policy CS 74 of the Core Strategy.

There are elements of the proposed development which it is considered will have a positive impact on the local environment. For example, the building will be set in attractively landscaped grounds, with the Whitham Road 'pocket park' making a particularly positive contribution to the pedestrian environment. The retention of most of the stone boundary wall to Northumberland Road also helps to protect the character of the area. Moreover, there are a number of design features, such as the saw-toothed façade and overlapping floor plates, which will generate a positive form of expression.

In addition, it is clearly the University's aim, in addition to the practical requirements of providing a new facility that brings all faculty elements together under one roof, to provide a building that will be a striking and confident addition to the city and the local townscape that is readily identifiable. The building as now amended has the potential to achieve this and to make a positive contribution to the local area.

On balance, therefore, provided the building is very well executed, including use of the highest quality materials, it is accepted that, while different, the development will not cause harm to the character and appearance of the area nor will it harm the setting, and therefore the significance of neighbouring conservation areas.

The proposed development will affect the setting of nearby listed buildings, including long views of the grade II listed Victorian Villas at 301 and 303 Western Bank, the grade II* listed Mappin Art Gallery, and the grade II listed church at the junction of Northumberland Road and Crookesmoor Road. It is accepted, however, that given the distances involved, the impact the proposal on the setting, and therefore the significance of these listed buildings, is minimal.

The proposed cycle hub will occupy a single storey building to the north west of the Faculty building. It will be faced largely in stone and have a green (grassed) roof which will blend in to the grassed embankment to the west. While its impact on the visual amenities of the area will be minimal, it is considered to be a positive element of the proposed development.

Nature Conservation, Ecology and the Loss of Trees

In addition to the requirements of policy LR5, policy GE11 of the UDP (Nature Conservation and Development) states that the natural environment will be protected and enhanced and that 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. Policy GE15 (Trees and Woodland) also requires developers to retain mature trees, copses and hedgerows, wherever possible, and to replace any trees which are lost.

The application site is not a nature conservation site but it is a significant area of open land in an otherwise built up suburb that supports many trees and opportunities for wildlife.

The majority of the site comprises of floodlit artificial grass sports pitches surrounded by hard standing. As described in the Ecology report, a line of mature leyland cypress form the south-eastern boundary of the site, while strips of mature plantation woodland run along the north-west and south-west perimeter of the site. The north-eastern boundary, which is steeply sloping, comprises of a strip of young plantation mixed woodland. The trees present on site include ash, holly, rhododendron, sycamore, oak, elder, privet, silver birch and lime. Ivy is also locally abundant on the ground with occasional growth on the trees. Beyond the western boundary are the rear gardens of properties in Marlborough Road.

Mature trees are characteristic of the wider area and, in principle, losses should be kept to a minimum. The mature plantation woodland which bounds the south-western and north-western site boundaries, and which contains the best tree specimens on site, will be unaffected by the proposed development. The non-native and prominent row of Leyland Cypress which front Whitham Road do not make a positive contribution to the character of the area, while trees along the boundary to Northumberland Road are considered to be low in quality, with some in need of felling.

The loss of trees along the main site frontages is therefore considered to be acceptable and the proposed replacement landscaping (described below) will have a positive visual impact on the local area. However mitigation for any net loss of trees will be required, and replacement trees will need to be planted within the application site. This requirement is reserved by condition.

Buildings within the site, which include a two storey vacant lodge in the north-west corner and two single storey storage buildings, were surveyed for bat activity and while the lodge was considered to have potential to support roosting bats, no evidence of bats was found in any of the existing structures. Trees affected by the development were found to have low roosting potential.

Three bat species were recorded foraging and/or commuting along the edges of the site and on adjoining land, which suggest a local roost, but not one situated in the immediate vicinity. Retained and replacement landscaping along the site frontages will continue to provide suitable foraging habitats for bats while the replacement of floodlit sports pitches with a building at the northern end of the site should see significantly lower light levels with less light spill into the retained and newly-planted boundary habitats.

Landscape

Policy BE6 of the UDP (Landscape Design) expects new development to incorporate good quality landscape design which will provide an interesting and attractive environment that integrates with existing landscape features, promotes nature conservation and uses native species.

The proposed landscape scheme focuses on the creation of new shared, accessible spaces adjacent both building entrances. To complement the building, organic shapes merge into the landscape in the form of raised walls, planters and tiered seating elements, while the spaces themselves are finished in a palette of simple, robust materials which can withstand a high level of usage and which, having been used within the public realm on other University schemes, provide some visual continuity with the rest of the campus.

Existing stone boundary walls, in particular those along Northumberland Road which are such an important element of the road's character, will be largely retained (save where new entrances are proposed) and complemented by some new stone clad retaining walls. Native and woodland planting along the boundaries will contribute to the enhancement of green links.

Highway Issues

The proposed development involves the bringing together of existing departments within the Faculty of Social Science. In theory, therefore, most of the trips generated are already occurring on the local highway network, though clearly they will now be concentrated in the vicinity of the application site. High numbers of pedestrians are also likely to want to access the site at key times, particularly the morning peak leading up to 0900 hours, though pedestrians would be approaching the site from different directions and many would be using the same route that they would use to access their existing departments.

As pointed out by a number of objectors, there are concerns that the existing pedestrian network will not be able to cope with the increase in footfall. In particular the junction of Northumberland Road with Whitham Road, where some have called for the introduction of a signal controlled pedestrian crossing.

In order to improve pedestrian safety at the junction of Northumberland Road with Whitham Road, a pedestrian refuge is proposed. The refuge will allow pedestrians to cross in two short stages, with only one way traffic to consider at each stage, as opposed to one long stage crossing with two way traffic.

The introduction of a signal controlled pedestrian crossing at this junction is not considered to be feasible as the close proximity of the crossing point to Whitham Road would necessitate the Whitham Road traffic being stopped every time a pedestrian triggered the crossing. Essentially such an arrangement would require signals on all approaches to the junction with an additional all red phase for pedestrians. This would have a significant adverse impact on traffic flow up and down the A57 resulting in significant queues.

There are however, existing controlled pedestrian crossings on the A57 opposite the Weston Park hospital and outside the University's Psychology Building at the junction of Northumberland Road and Whitham Road. These, combined with the proposed pedestrian refuge, are considered to provide the best balance between the needs of pedestrians and the free flow of vehicular traffic.

In addition to changes at the junction, the University have been asked to enter into a 'walkway agreement'. The agreement would allow the general public to use the paved route along the northern side of the faculty building at all times, therefore providing uninterrupted pedestrian connectivity between Whitham Road and the south side of Northumberland Road and removing the need for some pedestrians to navigate the road junction. A pedestrian comfort assessment will be required along the Whitham Road footway, between Tree Root Walk and Northumberland Road. Given that this length of footway could see significant increases in footfall, the assessment will seek to minimise obstructions and may result in street furniture being repositioned and clutter being removed. Finally, a new raised plateau pedestrian crossing on Northumberland Road is also proposed between the application site and the Goodwin Centre to the north. It is considered that these measures, along with the 20mph speed limit already imposed along the length of Northumberland Road, will sufficiently improve pedestrian safety.

12 car parking spaces are proposed in a small surface level car park to the east of the Faculty building, 8 of which are accessible spaces and 2 will have electric charging points. Given the low number of parking spaces, the development is not expected to generate a significant amount of traffic or significantly increase vehicular movements. Nearby on-street parking opportunities are limited with surrounding streets largely reserved for resident parking, and visitors will be encouraged to make use of the short stay parking facilities in the nearby Durham Road multi-storey car park, which is within easy walking distance.

An effective Travel Plan will be key in helping to suppress single occupancy car trips and to encourage staff and students to walk, use public transport or use existing car parking facilities owned by the University. It is considered that the provision of a 150 space cycle hub within the development site, which will have shower, changing and locker facilities, will also encourage commuting by bike.

Vehicles will access the site from Whitham Road. The existing vehicle crossing had to be relocated to the south to avoid conflict with south bound cars on Whitham Road overtaking cars queuing to access the Weston Park Hospital car park. Relocating the vehicular access also necessitated the relocation of two bus stops on Whitham Road. The proposals have been agreed with South Yorkshire Passenger Transport and their implementation is reserved by condition.

Sustainability

The proposed development is located on the edge of the University campus, within walking distance of regular users which includes students, university staff and the local community. The site is also well served by regular bus services along Whitham Road.

Policy CS63 of the Core Strategy (Responses to Climate Change) gives priority to developments that are well served by sustainable forms of transport, that increase energy efficiency, reduce energy consumption and carbon emissions, and that generate renewable energy.

Similarly policy CS64 (Climate Change, Resources and Sustainable Design of Developments) requires all new buildings to be energy efficient and to use resources sustainably and all new major developments are expected achieve a minimum BREEAM (BRE Environmental Assessment Method) rating of 'very good'.

Policy CS65 (Renewable Energy and Carbon Reduction) seeks to secure the generation of energy from renewable sources, with 10% of predicted energy needs provided from decentralised and renewable or low carbon energy.

Initial assessments indicate that, based on current designs, the proposed building could achieve a BREEAM rating of 'excellent.' Proposed energy efficiency measures include the design of a sustainable building envelope with improved fabric U-values (beyond those required by Part L of the Building Regulations) and the provision of on-site sources of decentralised energy, in this case a combined

heat & power plant (CHP), air source heat pumps and an array of photovoltaic panels (PVs) on the roof.

Drainage

Following further site investigations it has been agreed with the Lead Local Flood Authority that, in principle, surface water from the development site will drain to an abandoned reservoir overflow pipe which connects to the Crookes Valley boating lake and, ultimately, the public sewer. Full details of the drainage design, including possible discharge rates, will need to be agreed with Yorkshire Water.

Employment and Training

To maximise the training and employment opportunities for local people associated with the proposed development, a condition is proposed seeking the submission of an Employment and Training Strategy.

RESPONSE TO REPRESENTATIONS

A key concern of objectors is the lack of a Masterplan which considers the impact of all of the University's current and future development proposals along Northumberland Road and proposes suitable mitigation. Paragraph 3.6 of Planning Statement did say that the University had commissioned an addendum to their 2014 Campus Masterplan which would ensure that major developments within this part of the City are integrated and work successfully in design terms. However, this document did not form part of the planning submission.

The proposed development involves the relocation of the existing artificial grass pitch (AGP) for football to the south of the proposed faculty building (following the relocation of the artificial grass pitch for hockey to the University's playing fields at Warminster Road), resulting in an overall reduction in AGP provision locally. As such, it is considered that the proposals will not generate additional coach movements and could arguably reduce their numbers (the University recently confirmed that an average of one coach a week visits the Goodwin Centre and that most teams travel to the site by minibus). That said, provision is to be made for coaches and minibuses to pick up and drop off within the existing University car park off Northumberland Road (between Marlborough Road and Maxfield Avenue) so as to prevent illegal parking on Northumberland Road.

SUMMARY AND RECOMMENDATION

Planning permission is sought for the erection of a 4-storey building to house departments within the Faculty of Social Sciences. The development will enable the University of Sheffield to consolidate and expand their teaching and research operations and will have a positive impact on the regional economy.

If approved, the proposed faculty building would be constructed on an existing 3G artificial grass pitch (AGP) used for football. The proposals include the replacement of the 3G football AGP on the adjacent hockey AGP, while the hockey AGP that will be lost as a result of the development will be replaced at the

University's playing fields at Warminster Road (following the approval of application 17/00855/FUL).

Both the NPPF and policy CS47 of the Core Strategy support development on open space where it can be replaced by equivalent or better provision elsewhere. Thus the provision of improved sports facilities at Warminster Road is considered to justify the loss of open space on the application site and this proposal is supported by Sport England.

While the principle of a new faculty building on this site is therefore considered to be acceptable, and its scale justifiable, its appearance remains somewhat at odds with the historic context. However, the retention of stone boundary walls and good quality landscape proposals, including the formation of new public open spaces at each entrance, will help to knit the scheme into the local area. And, subject to refined detailing and the use of the highest quality materials, it is accepted that the development will not cause harm to the character and appearance of the area nor harm the setting, and therefore the significance of neighbouring conservation areas. Indeed, if executed well it has the potential to make a significant and positive contribution to the local townscape.

Similarly, given the distance between the site and nearby listed buildings, it is concluded that there will be minimal impact on their setting and, therefore, their significance.

With minimal car parking the development is not expected to generate a significant amount of traffic or significantly increase vehicular movements. However, it will increase pedestrian flows and, if the application is approved, a number of measures will be implemented in order to improve pedestrian safety, including a pedestrian refuge at the junction of Northumberland Road with Whitham Road, a walkway agreement to allow the general public to use the paved route along the northern side of the faculty building at all times, a pedestrian comfort assessment to minimise obstructions along the Whitham Road footway, and a new raised plateau pedestrian crossing between the application site and the Goodwin Centre to the north. It is considered that, along with the existing 20mph speed limit, these measures will prevent the development from harming pedestrian safety.

The proposals are therefore considered to be acceptable and it is recommended that Members approve this application subject to the proposed conditions.

Case Number	17/00700/FUL (Formerly PP-05813682)
Application Type	Full Planning Application
Proposal	Erection of a three-storey sports centre with associated landscaping works
Location	University Of Sheffield Goodwin Athletics Centre Northumberland Road Sheffield S10 2TY
Date Received	17/02/2017
Team	South
Applicant/Agent	Space
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:
 - 07179 XX-DR-A-91-001 Rev 1 Site Location Plan;
 - 07179 00-0001 Rev P9 Proposed Site Plan;
 - 07179 00-B101 Rev P3 General Arrangement Plan - Lower Ground;
 - 07179 00-B102 Rev P3 General Arrangement Plan - Pool Plant Mezzanine;
 - 07179 00-0001 Rev P3 General Arrangement Plan - Ground Floor;
 - 07179 00-0101 Rev P3 General Arrangement Plan - First Floor;
 - 07179 RF-0001 Rev P4 General Arrangement Plan - Roof;
 - 07179 00-1001 Rev P7 General Arrangement Elevations;
 - 07179 00-B110 Rev P2 Short Section;
 - 07179 00-B109 Rev P2 Long Section; and

- 07179 00-0001 Rev P1 Proposed Sports Centre Link.

Reason: In order to define the permission.

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

3. No development shall commence until a report has been submitted to and approved in writing by the Local Planning Authority identifying how a minimum of 10% of the predicted energy needs of the completed development will be obtained from decentralised and renewable or low carbon energy. 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 and 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.

4. No development shall commence until the improvements (which expression shall include traffic control, pedestrian and cycle safety measures) to the highways listed below have either;
 - a) been carried out; or
 - b) details have been submitted to and approved in writing by the Local Planning Authority of arrangements which have been entered into which will secure that such improvement works will be carried out before the development is brought into use.

Highway Improvements:

- Revised junction geometry into the Northumberland Road University car park (situated between Marborough Road and Maxfield Avenue) to allow for use by coaches transporting visitors to the development, also entailing a revision to the car park layout ensuring adequate coach parking space and manoeuvring space allowing coaches to enter and leave the car park in a forward gear.
- Revised geometry at the junction of Crookesmoor Road with Northumberland Road to allow coach turning manoeuvres heading to/from the University car park.
- A review of waiting restrictions and potential promotion of a Traffic Regulation Order at junctions along the indicative coach route to the

University car park (following swept-path analysis) all subject to usual procedures and provision of associated signing and lining.

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.

5. 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.

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 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.

The discharge rate to the public sewer is not to exceed 2.1 litres per second.

Reason: In the interests of sustainable development.

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

8. Prior to the development being brought into use, a Community Use Scheme 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-university 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 and safe community access to the sports facility.

9. 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.

10. Large scale details at a minimum scale 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:

- Pitched roof, including edge detail, brise soleil and PV array
- Parapet
- Windows and window reveals
- Glazed curtain walling

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

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

11. A roof plan, with details of the layout and height of plant, shall be approved in writing by the Local Planning Authority before that part of the development commences. Plant shall not project above the height of the parapet wall/ plant enclosure.

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

12. 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.

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

13. The approved landscape works shall be implemented prior to the development being brought into use or within an alternative timescale to be first approved by the Local Planning Authority. Thereafter the landscaped

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

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

14. Details of replacement tree planting shall be submitted to and approved in writing by the Local Planning Authority before the development is commenced, or an alternative timeframe to be agreed in writing by the Local Planning Authority. The submitted details shall include the location, size and species of the replacement trees, which should be planted within the site or nearby within the University of Sheffield campus.

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

15. The proposed green/brown roof (vegetated roof system) shall be provided on the roof(s) in accordance with locations shown on the approved plans. Details of the specification and maintenance regime shall be submitted to and approved in writing by the Local Planning Authority prior to foundation works commencing on site. The green/brown roof(s) shall be provided prior to the use of the building commencing. 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 biodiversity.

16. The development shall not be used unless the loading bay and accessible car parking accommodation for 3 cars, as shown on the approved plans, has been provided in accordance with those plans and thereafter such car parking accommodation shall be retained for the sole purpose intended.

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

17. The development shall not be used unless all redundant accesses have been permanently stopped up and reinstated to kerb and footway and means of vehicular access shall be restricted solely to those access points indicated in the approved plans.

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

18. 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.

19. Before the development is commenced, or an alternative timeframe to be agreed in writing by the Local Planning Authority, full details of the 32 space secure cycle shelter shown on the approved plans shall have been submitted to and approved in writing by the Local Planning Authority and the development shall not be used unless such cycle parking has been provided in accordance with the approved 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.

20. Prior to the occupation of any part of the development, a detailed Travel Plan, designed to: reduce the need for and impact of motor vehicles, including fleet operations; increase site accessibility; and facilitate and encourage alternative travel modes, shall have been submitted to and approved in writing by the Local Planning Authority. The detailed Travel Plan 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 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.

21. 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.

22. No construction of buildings or other structures shall take place until an Employment and Training Strategy, including an implementation plan has been submitted to and approved by the Local Planning Authority. Thereafter the strategy shall be implemented in accordance with the approved details.

Reason: In the interests of maximising the economic benefits of the scheme for the local community.

23. Before the development is brought into use, full details shall be submitted to and approved in writing by the Local Planning Authority of a management regime for restricting coach/minibus drop-off and collections to the grounds of the University car park off Northumberland Road, situated between Marlborough Road and Maxfield Avenue. The approved details will be implemented upon occupation of the development and any changes to the arrangements must first be approved in writing by the Local Planning Authority.

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

24. 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.

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.

25. Before the development is brought into use, details of 6 bat boxes, as recommended in the Ecology Assessment by BSG Ecology (Ref: 8740_R_SITE2_APPR_081216.docx and dated December 2016), shall have been submitted to and approved in writing by the Local Planning Authority. The development shall then be carried out in accordance with the approved details.

Reason: In the interests of biodiversity.

Other Compliance Conditions

26. 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.

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

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

Attention is Drawn to the Following Directives:

1. The applicant is advised that a model Community Use Scheme is available on the Sport England website www.sportengland.org
2. You are required, as part of this development, to carry out works within the public highway. You must not start any of this work until you have received a signed consent under the Highways Act 1980. An administration/inspection fee will be payable and a Bond required as part of the consent.

You should apply for a consent to: -

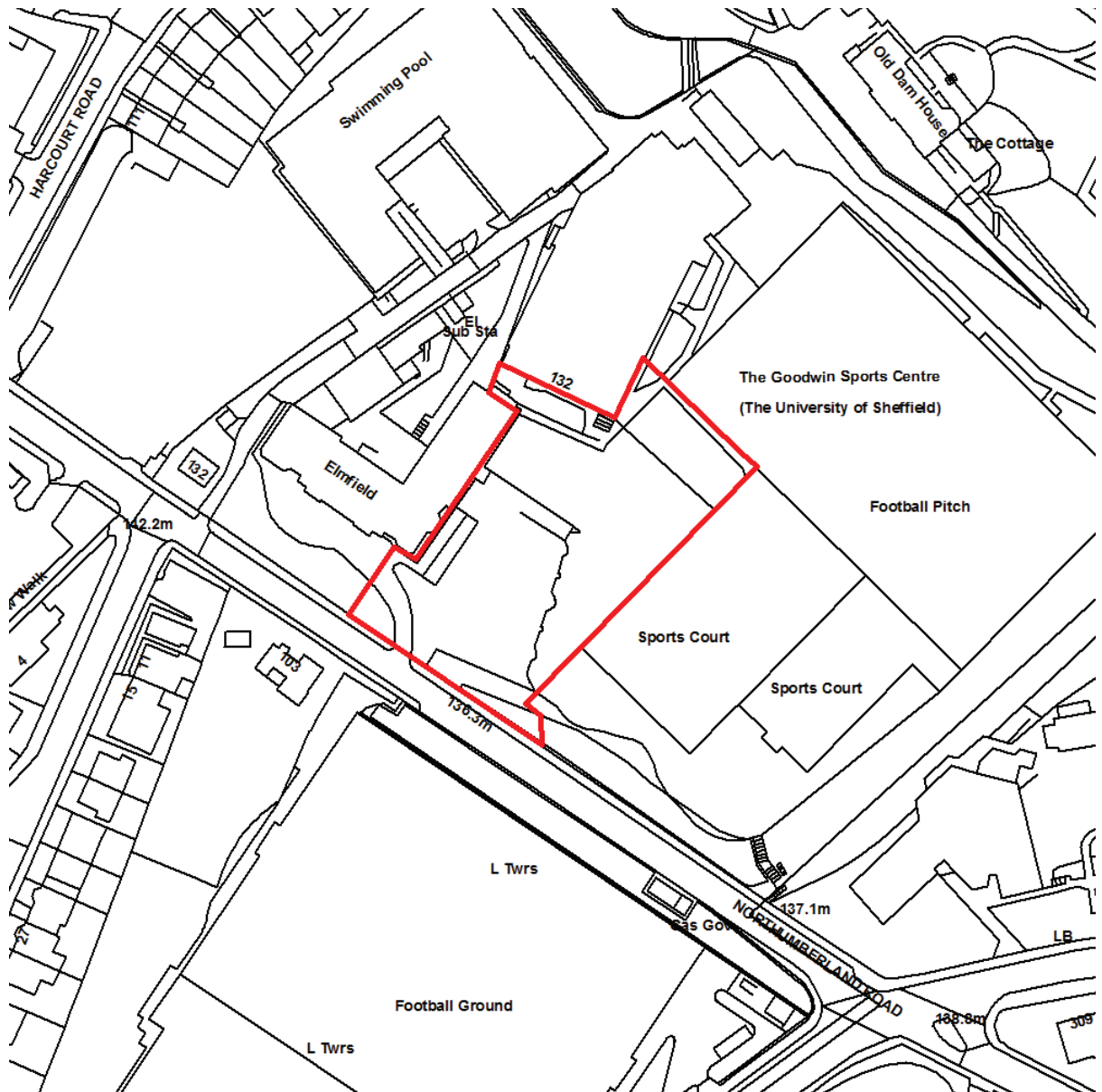
Highways Adoption Group
Development Services
Sheffield City Council
Howden House, 1 Union Street
Sheffield
S1 2SH

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

3. As the proposed development abuts the public highway you are advised to contact the Highways Co-ordination Group on Sheffield 2736677, prior to commencing works. The Co-ordinator will be able to advise you of any pre-commencement condition surveys, permits, permissions or licences you may require in order to carry out your works.
4. 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. 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 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 advised that, prior to its diversion, trials holes may need to be undertaken in order to determine the route and depth of the water main that crosses the site. For further advice, please contact the Yorkshire Waterfield team at :- Blackburn Meadows Depot , Alsing Road (off Meadowhall Road), Sheffield, South Yorkshire, S9 1HF; telephone 0114 2440174
7. The applicant is advised that the signage indicated on the submitted drawings is not approved as part of this permission and will require separate Advertisement Consent. To discuss arrangements for obtaining such consent, and to request application forms, the applicant should contact Development Control Section, Development Services, on Sheffield (0114) 2039183 or go to www.sheffield.gov.uk/in-your-area/planning-and-city-development
8. The applicant is advised that retained trees within and adjacent to the site should be protected in accordance with BS 5837: 2012 (Trees in relation to Design, Demolition and Construction - Recommendations).
9. The Local Planning Authority has dealt with the planning application in a positive and proactive manner and sought solutions to problems where necessary in accordance with the requirements of the National Planning Policy Framework.

Site Location



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LOCATION AND PROPOSAL

The application site sits within the grounds of the Goodwin Sports Centre, which is owned by the University of Sheffield and run by Sport Sheffield (the University's sports department). It occupies land on the northern side of Northumberland Road, between the three and four storey Elmfield Building to the west and an artificial grass pitch (AGP) to the east. Adjacent the site to the north is a two storey building housing a sports hall and gymnasium. Land on the southern side of Northumberland Road is occupied by further AGPs.

The Goodwin Centre is built on land which formed part of a series of reservoirs built in the 18th Century. Its topography reflects this former use, with land falling in a series of planes from the south-west to the north-east. The application site slopes away from Northumberland Road and is approximately a storey below the adjoining highway. It is largely covered with trees.

The application site does not sit within or even bound a conservation area. But it does sit in the context of two conservation areas – the Broomhill Conservation Area which is approximately 30 metres to the west and the Northumberland Road Conservation Area which is approximately 130 metres to the east. The nearest listed building is the grade II listed church, now residential accommodation, at the junction of Northumberland Road and Crookesmoor Road.

Planning permission is sought for the erection of a two and three storey building which will house a new swimming pool, gymnasium, bouldering room and ancillary facilities including office space for Sports Sheffield Staff.

Also being considered at this committee, on the site of the AGPs to the south, is an application for the erection of a 4-storey new building for the Faculty of Social Sciences (FOSS).

RELEVANT PLANNING HISTORY

17/00712/FUL Goodwin Sports Centre

An application for the erection of a 4-storey storey higher education building with ancillary facilities, associated plant (including a combined heat and power plant), car parking, a cycle hub and hard and soft landscaping is recommended for approval elsewhere on this agenda.

The new building is proposed on land which is occupied by artificial grass pitches (AGPs) and which forms part of the facilities at the Goodwin Sport's Centre. It will house the Faculty of Social Sciences (FOSS).

17/00855/FUL Warminster Road University of Sheffield Sports Facility

An application for the provision of two artificial sports pitches with 15m high floodlights and 3m high boundary fencing, the erection of a single-storey changing facility/management suite and covered spectator stand, the provision of car parks, a coach drop off point/parking area, boundary fencing and alterations to an existing

vehicular access from Warminster Road was approved at committee on 20th June 2017.

The provision of improved facilities at their Norton site is intended to facilitate the development of the FOSS building as there would then be no net loss of APG capacity across the University's sports estate.

SUMMARY OF REPRESENTATIONS

Six objections and three neutral comments were received in relation to the proposed development. In addition, comments were received from BBEST (Broomhill, Broomfield, Endcliffe, Summerfield and Tapton) and the Civic Trust.

The objections and areas of concern raised by neutral commentators can be summarised as follows:

- There is a need to consider both applications (the sports centre and the Social Science building) and their combined effect as well as each individual application.
- The absence of a Masterplan covering both sites leaves neighbours lacking real context for these proposed changes.
- The designs for the new sports centre look very good and a nice layout for the lower ground floor otherwise, but what are the intentions with the current pool, gym and bouldering area?
- Without knowing the plans for the site of the current swimming pool, it is impossible to judge the full impact of the proposed development. The University of Sheffield should have published a Masterplan for the Northumberland Road area as promised.
- Northumberland Road is already a busy and often dangerous pedestrian environment, particularly at its junctions with Whitham Road, Marlborough Road, Harcourt Road and particularly Crookesmoor Road where pedestrians often struggle to cross.
- Northumberland Road is notoriously busy with pedestrians, cars and cyclists, particularly during peak times.
- The serious issue of speeding cars in surrounding roads will become worse. Traffic calming measures should be planned for and introduced.
- The building is built close to the pavement and has an inadequate entrance access space. The pavements are already narrow for the busy footfall and the proposals will create a dangerous interaction with pedestrians walking by and those coming in and out of the sports centre.
- Improved pedestrian crossing facilities are required at various points across Northumberland Road.
- There should be a substantial increase in the pavement width on the north-east side of Northumberland Road, even if such an increase involves the elimination of existing on-street car parking.
- The application provides no assessment of the overall ecological impact of the proposed development or proposals for landscaping which could mitigate that impact, while acknowledging that the proposals will result in the felling of many trees in an area which presently constitutes part of the green wildlife corridor linking Upperthorpe to Crookes.

- The Witham Road area has one of the highest pollution levels in Sheffield, mainly due to queueing traffic. This will be exacerbated with this development and the Social Sciences building. At the very least coaches should be made to turn their engines off while waiting at the drop-off/pick up point.
- The latest proposal for coaches to load and unload in the existing Northumberland Road car park further emphasises the need for pedestrian crossing facilities close to the entrance of this car park.
- At 25 metres the proposed pool is not as long as the existing pool (which is 33.3 metres long). This is not consistent with it being an improved facility.
- The swimming pool has no natural light or views outside.
- Unlike the new building for the Faculty of Social Science, there has been a lack of consultation with local residents on this application.

BBEST

BBEST were designated as a Neighbourhood Forum in January 2015 and are writing new planning policies for their area. Their policies are not at a stage where they have any material weight, but they will influence future planning decisions in their area once their neighbourhood plan is adopted.

As a neighbourhood forum, BBEST can request to be notified of any planning applications in their area. However, their comments are considered on their merits alongside comments by other consultees. Anyone who lives or works in the BBEST area can be a member of the neighbourhood forum and the University of Sheffield has representatives within BBEST.

BBEST made comments that relate to both this planning application and the proposed Social Science Building. Their objections centre on the impact of both developments on movement along Northumberland, particularly pedestrian movement, and on the character and appearance of the area.

In relation to the sports centre BBEST note that the proposed sports facility creates a new main entrance to the Goodwin complex from Northumberland Road and they cite the substantial footfall, narrow footway and poor lighting as significant problems that the proposed development will make substantially worse. Whilst increasing footfall, they note that the development does not increase the width of the pavement and they consider that the proposed recessed entrance area and adjoining staircase will alter the feel of the street and is insufficient to accommodate those congregating or waiting outside the sports centre. They also query where coach access for visiting teams will be accommodated.

Finally, BBEST consider that the proposed building is not of sufficient design quality and that 'tinkering with it will not lead to any marked improvements.'

Civic Trust

Trustees of the Civic Trust considered the proposals at a Design and Planning Review meeting held on 19 April 2017.

They felt that, internally, the design of the sports centre was underwhelming, especially the swimming pool which did not appear to open up views across the valley. Trustees also felt that a view of the building from Crookes Valley Park was needed to judge the impact and design of the proposed sports centre, and raised concerns about the siting of the building very close to Northumberland Road, access, traffic and parking issues.

While they commended the University's plans to share heating with the Social Science building, the Trustees agreed that that the building design needed further consideration – suggesting that the design was too utilitarian and that the rectilinear design appears abrupt and 'boxy'. Trustees felt that the building could relate better to the proposed Social Science building and that it does little to respond positively to its context.

PLANNING ASSESSMENT

Land Use

The application site lies largely within a designated Education Area, though a small section falls within the adjoining Open Space Area. Policy CF7 of the UDP (Development in Institution: Education Areas) describes leisure and recreation facilities, which includes sports centres, as an acceptable use of land. Some sports centres may be considered to be a 'more intensive sport and recreation use' and therefore a main town centre use (as per Annex 2 of the NPPF) to which the sequential test would apply. If so, alternative sites within or at the edge of centres would be preferred. In this case, however, the proposal primarily provides a service to the University so alternative sites within nearby centres would be unsuitable. The proposal is therefore considered to satisfy the sequential test.

Policy LR5 (Development in Open Space Areas) does not permit development where it would result in the significant loss of mature trees, significantly detract from the green and open character of the Green Network, result in overdevelopment or cause harm to the character of the area.

The area of designated Open Space to be built on is small, largely grassed (the existing trees sit mainly within the adjoining Education Area) and does not form part of the formal playing fields. As such its development is not considered to conflict with policy LR5.

The proposed development is for alternative sports provision, which is considered to outweigh the minor loss of open space. Moreover, policy CS47 (Safeguarding of Open Space) (g) allows development which is ancillary to open space and would have a minimal impact on its use, which is the case here.

The principle of the development is therefore considered to be acceptable in this instance. However, some mitigation for the loss of trees within the adjoining Education Area is considered necessary. This is discussed in more detail below.

Sport England

As the proposed development is, in part, on land designated as open space consultation with Sport England was a statutory requirement. Their policy is to oppose the granting of planning permission for any development which would lead to the loss of, or prejudice the use of, all or part of a playing field, unless one or more of the five exceptions stated in its policy apply.

As part of their assessment, Sport England sought the views of the Amateur Swimming Association (ASA). The ASA noted that the existing pool, which was built in 1961 and is a 33.3 metre long 6 lane pool (432m²), will be replaced with a 25 metre long 8 lane pool and a learner pool (561m²). Sheffield District currently has a deficit of 424m² of water space and the new facility would reduce that deficit by approximately 129m². In addition, the new swimming pool will be much more sustainable, enable more flexible use and the designs appear to conform to the Sport England/ASA Design Guidance Notes and appropriate British Standards.

Sport England acknowledge that the proposed sports centre will occupy part of the playing field which slopes and will not impact on the existing artificial grass pitches, and they are satisfied that the proposed development meets the following Sport England Policy exceptions:

E2 The proposed development is ancillary to the principal use of the site as a playing field or playing fields, and does not affect the quantity or quality of pitches or adversely affect their use.

E3 The proposed development affects only land incapable of forming, or forming part of, a playing pitch, and does not result in the loss of, or inability to make use of any playing pitch (including the maintenance of adequate safety margins), a reduction in the size of the playing area of any playing pitch or the loss of and other sporting/ancillary facility on the site.

Sport England do not object to this application and, given that the proposal will reduce the water space demand for pools in Sheffield, Sport England offers its support subject to a condition securing community access.

Design and Historic Context

The NPPF advises that good design is a key aspect of sustainable development and should contribute positively to making places better for people (para. 56).

Policy CS74 of the Core Strategy (Design Principles) expects high quality development that respects, takes advantage of and enhances the distinctive features of the city, including the townscape and landscape character of the city's districts and the distinctive heritage of the city, while policy BE5 of the UDP (Building Design and Siting) encourages original architecture, but states that new buildings should complement the scale, form and architectural style of surrounding buildings.

The application site sits in the context of two conservation areas, Broomhill and

Northumberland Road. The NPPF expects local planning authorities to consider the impact of a development proposal on the significance of heritage assets, advising that 'significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting.'

Section 72 of the Planning (Listed Building & Conservation Areas) Act 1990 describes a similar duty with respect to conservation areas and states that 'special attention shall be paid to the desirability of preserving or enhancing the character or appearance of the area.'

Policy BE15 of the UDP sets out the Council's general policy in relation to areas and buildings of architectural and historic interest, stating that:

'Buildings and areas of special architectural or historic interest which are an important part of Sheffield's heritage will be preserved or enhanced. Development which would harm the character or appearance of listed buildings, conservation areas or areas of special character will not be permitted.'

Policy BE16 (Development in Conservation Areas) is also considered to be relevant. It advises that development in conservation areas should preserve or enhance the character or appearance of the area, and that the same principle applies when considering proposals which would affect the setting of a conservation area or significant views into, or out of, the area.

The proposed new sports centre sits within the grounds of the Goodwin Centre, in the immediate context of the Elmfield Building, Northumberland Road and, in the wider context, of the neighbouring conservation areas.

The orientation of the building reflects that of its closest neighbour, running parallel to the east facing elevation of the Elmfield Building. It has three floors but, because of the changes in land levels, the ground floor of the building is set below the adjoining footway. It therefore appears more like a one to two storey building fronting Northumberland Road. The highest point of the roof marries with the height of the rear extension to the Elmfield Building, rightly maintaining long views of the original stone building which sits a little higher.

Though it projects forward of all other built form on the northern side of Northumberland Road, there is considered to be a logic in building up to the back edge of the footway to create a new, clearly identifiable entrance to the Goodwin complex.

The lower ground floor of the building is dominated by swimming pools and changing rooms. Located in the north-east corner of the building, and with large window openings along the north and east facing elevations, the pool enjoys views across the adjoining playing fields and beyond.

The entrance foyer and reception, café, bouldering area and gym are located at ground floor level. Again, extensive glazing provides good views in and out of the building. An enclosed pedestrian bridge will link the new sports facility to the first

floor of the existing sports hall to the north while external stairs will provide direct access from Northumberland Road to the sports pitches to the east.

The building's solid elements are finished, as amended, almost entirely in natural stone, the predominant material in the area. This is considered to strengthen the building's relationship with the neighbouring conservation areas, both of which are characterised by the prevalent use of stone for buildings, boundary walls, gate piers and floorscapes. The existing stone boundary walls are a particularly strong and cohesive element of the character of this section of Northumberland Road. The boundary wall within the application site was initially set back to provide a large spill out space for the sports centre adjacent the entrance but, as the entrance is also recessed, it was considered the extent of setback was overly generous and that a greater extent of the existing structure should be retained in order to protect the special character of the area. The proposals were amended accordingly.

There was some concern about the appearance of the large mono-pitched roof, which could be argued to detract from the building's otherwise simple form and the use of a simple flat roof was suggested during the assessment process. However, as the roof is intended to reflect the sloping site and will be utilised to hold a large array of photovoltaic panels, it is considered to be acceptable subject to appropriate detailing of the roof edge. The flat roof to the three storey element of the building will have a sedum roof.

All in all, the proposed sports centre is considered to be a contemporary yet sensitively designed building which makes appropriate references to, and preserves the character of, the local area and, in so doing, has no harmful impact on the significance of neighbouring heritage assets.

Highways

The proposed development accommodates a relocated and enhanced swimming pool and gym. These are replacement facilities for those that already exist on site (the University have confirmed that the existing and proposed facilities will not operate in tandem) and whilst the improved, and some additional facilities, may attract a few more people to the Goodwin complex, the increase is unlikely to have a significant impact on people and traffic movement (it is acknowledged that the development of the current swimming pool/gymnasium sites in the future could have a greater impact).

This view is supported by an interrogation of the computer database TRICS. The analysis shows that, during the morning peak hour (0800 to 0900 hours) arrivals increased by 11 vehicles and departures increased by 24 vehicles. During the evening peak (1800 to 1900 hours) arrivals increased by 14 vehicles and departures by 17 vehicles.

Given that the development is unlikely to generate a significant amount of additional traffic, and because many users will live and work in the immediate vicinity (this being primarily a University facility) no new car parking provision is proposed, other than three accessible car parking spaces and a loading bay for the

café within the car park in the forecourt of the Elmfield Building to the west (as amended). The existing car park layout may need to be re-jigged and the vehicular access into the car park will need to be realigned, but the existing stone gate posts will be retained.

In order to minimise increases in traffic and demand for parking spaces, in the event of an approval, the University will also be required by planning condition to submit a Travel Plan. This will be designed to promote walking, cycling and the use of public transport, suppress single occupancy car trips and guide visitors towards existing car parks, including the Durham Road multi-storey car park which is within easy walking distance of the application site. On-street parking should be unaffected as, save for a limited number of metered spaces available for public use, many of the local roads are reserved for permit holding residents.

To support the promotion of cycling, a 32 space secure cycle shelter is proposed on land between the Elmfield Building and the new building.

Northumberland Road has been described by some objectors as a dangerous pedestrian environment. Analysis of the accident data included within the Transport Statement shows that 2 slight accidents were reported along Northumberland Road between its junctions with Whitham Road and Crookesmoor Road and 2 slight accidents were reported at the junction of Northumberland Road with Whitham Road between 2011 and 2015.

It is acknowledged that any accident is one too many and efforts should be made to reduce their frequency. However, the site is located on the edge of the University of Sheffield campus in an area subject to a high volume of pedestrian and cycle movements. A 20mph speed limit is already imposed along the length of Northumberland Road and, if approved, the proposals for a new building for the Faculty of Social Science, which introduces built development on the southern side of Northumberland Road, will result in the introduction of a new pedestrian refuge at the junction of Northumberland Road with Whitham Road and a new raised plateau pedestrian crossing on Northumberland Road between the two development sites. Taking this into account, and given the limited increases in traffic resulting from the proposed development, it is considered that the development will not have a harmful impact on the local road network and no further safety or traffic calming measures are justified at this time.

In relation to coach parking, the University have confirmed that an average of one coach a week visits the Goodwin Centre and that most teams will travel to the site by minibus. The relocation of one of the artificial grass pitches from the Goodwin complex to the University's playing fields at Warminster Road is also likely to reduce the need for access by teams.

It has been agreed, however, that in order to prevent coaches and minibuses from parking illegally on Northumberland Road (i.e. on double yellow lines) and restricting visibility, coaches and minibuses transporting visiting teams to the development and wider Goodwin complex will drop-off and collect from the existing University car park off Northumberland Road (between Marlborough Road and Maxfield Avenue). The car park access geometry will need to be modified to

accommodate turning coaches and the layout of the car park will need to be amended to ensure adequate coach parking and manoeuvring space. In addition, as a new pedestrian refuge is proposed at the junction of Northumberland Road with Whitham Road (in association with the proposed new building for the Faculty of Social Science) coaches will no longer be able to enter Northumberland Road directly from Whitham Road. Alternative routes might be via Crookes Road and Crookesmoor Road or via Marlborough Road and Moor Oaks Road. These routes will require some swept-path analysis to determine whether the introduction of waiting restrictions will be required at certain junctions. Despite this, it is considered that removing coaches from the highway is the safest way to accommodate visiting teams and to minimise any harmful impact on the local highway network. A condition is also proposed which seeks to enforce use of the Northumberland Road car park, again reducing the likelihood that coaches will park illegally on-street.

Sustainability

Policy CS63 of the Core Strategy (Responses to Climate Change) gives priority to developments that are well served by sustainable forms of transport, that increase energy efficiency, reduce energy consumption and carbon emissions, and that generate renewable energy.

Similarly policy CS64 (Climate Change, Resources and Sustainable Design of Developments) requires all new buildings to be energy efficient and to use resources sustainably and all new major developments are expected achieve a minimum BREEAM (BRE Environmental Assessment Method) rating of 'very good'.

Policy CS65 (Renewable Energy and Carbon Reduction) seeks to secure the generation of energy from renewable sources, with 10% of predicted energy needs provided from decentralised and renewable or low carbon energy.

The proposed development is located on the edge of the University campus, within walking distance of regular users which includes students, university staff and the local community. The site is also well served by regular bus services along Whitham Road.

The University have confirmed that the proposed sports centre will be a low carbon building with high standards of energy efficiency. It is their intention to achieve a BREEAM rating of 'very good' although there is an aspiration to achieve an 'excellent' rating.

The sustainability statement states that building materials will be selected from the BRE Green Guide and, where feasible, will be locally sourced. A sedum roof will reduce surface water run-off at high level and an array of photo voltaic panels on the pitched roof will produce electricity on-site.

Swimming pools and sports centres typically have a high energy demand. In addition to minimising heating demand with a high performance faade, a system of heating and cooling systems is proposed which will re-use heat within

the Goodwin Centre before the balance of the heating/cooling load is drawn/rejected to a district network.

Conditions are proposed to secure the required BREEAM rating and renewable energy provision.

Ecology and Trees

The site was assessed for evidence of protected species. The submitted assessment found no evidence of roosting bats in the adjoining sports hall or within existing trees, though some were considered to have low potential to support roosting bats, and while bats were recorded foraging and/or commuting across the application site, their movements suggest the presence of a local roost but not one situated in the immediate vicinity of the site. As a good practice measure, and in order to enhance roosting opportunities within the application site, a condition is proposed seeking the installation of six purpose-built bat boxes. No evidence of the presence of badger activity was found within the site boundary.

Most of the application site is covered with trees - largely holly, sycamore and willow. Many appear to be self-set and the submitted tree survey indicates that while some are in good condition, others need to be removed, are suppressed or are congested with ivy.

Mature trees are characteristic of the area and, in principle, losses should be kept to a minimum. Construction of the proposed building will result in the removal of a section of trees from along the Northumberland Road frontage and this will impact upon the appearance of the street. While many of the trees to be removed are mature, they are not protected and some are of questionable quality.

In this instance, therefore, the loss of trees is not considered to warrant refusal of the application. It is considered, however, that mitigation is required in order to protect the character and appearance of the local area, i.e. replacement trees will need to be planted within the site or nearby within the campus. This requirement is reserved by condition.

Drainage

An existing public water main crosses the site and will need to be relocated. Yorkshire Water has confirmed that they have no objection to the planned diversion. They have also accepted that the development must discharge to the public sewer as there is no accessible watercourse to which it can discharge. They have specified a restricted discharge rate of 2.1 litres per second.

Employment and Training

To maximise the training and employment opportunities for local people associated with the proposed development, a condition is proposed seeking the submission of an Employment and Training Strategy.

RESPONSE TO REPRESENTATIONS

A key concern of objectors is the lack of a Masterplan which considers the impact of all of the University's current and future development proposals along Northumberland Road, including the site of the existing swimming pool, and proposes suitable mitigation where necessary. Paragraph 3.6 of Planning Statement does state that the University had commissioned an addendum to their 2014 Campus Masterplan which would ensure that major developments within this part of the City are integrated and work successfully in design terms. However, this document did not form part of the planning submission, and it was not considered necessary for this to be provided to allow assessment of this application.

SUMMARY AND RECOMMENDATION

The proposed development provides new and improved sports facilities at the University of Sheffield's Goodwin Sports Centre and, while a small area of land designated as Open Space will be lost, it is unused land that does not form part of the formal playing fields and its development is not considered to conflict with policy LR5.

The largely stone clad sports centre is considered to be a modern yet sensitively designed building which makes appropriate references to, and preserves the character of, the local area and, in so doing, has no harmful impact on the significance of neighbouring heritage assets.

Subject to the provision of coach parking facilities in the nearby Northumberland Road car park, the proposals do not raise any highway safety concerns while additional tree planting in the vicinity of the application site is considered to mitigate the loss of trees along the Northumberland Road frontage.

The proposals are therefore considered to be acceptable and it is recommended that Members approve this application subject to the proposed conditions.

Case Number	16/04323/REM (Formerly PP-05544472)
Application Type	Approval of Reserved Matters
Proposal	Erection of 207 dwellinghouses and associated works (Application to approve details in relation to appearance, landscaping, layout and scale - matters reserved by 13/01674/OUT for Outline application for residential development with all matters reserved except access) (amended plans showing alterations to proposed link road received 21 August 2013)
Location	Land South Of Arnold Lavers Oxclose Park Road North Sheffield S20 8GN
Date Received	15/11/2016
Team	City Centre and East
Applicant/Agent	ID Planning
Recommendation	Res Mats App Conditionally Legal Agreeem

Time Limit for Commencement of Development

Approved/Refused Plan(s)

1. The development must be carried out in complete accordance with the following approved documents:
 1. Planning Layout -1613.01F
 2. Engineering Layout - P15-537-202F
 3. Landscape Masterplan - R/1918/1F
 4. Street Scenes - sheet 1 - 1613.04C and sheet 2 - 1613.041B
 5. Cross Sections - 1613.05C
 6. POS Area - 1613.08
 7. Planning External Works - Levels Plan 20174-05
 8. House Types:-
 - PA25.01 PA25 Planning drawing (as)
 - PA25.02 PA25 Planning drawing (op)
 - PA34.01.A PA34 Planning drawing (as)
 - PA34.02.A PA34 Planning drawing (op)

- PA48.01 PA48 Planning drawing (as)
- PA48.02 PA48 Planning drawing (op)
- PA48.03 PA48 Planning drawing (as)
- PA48.04 PA48 Planning drawing (op)
- PB35.01 PB35 Planning drawing (as)
- PB35.02 PB35 Planning drawing (op)
- PB41.01 PB41 Planning drawing (as)
- PB41.02 PB41 Planning drawing (op)
- PD51.01 PD51 Planning drawing (as)
- PD51.03 PD51 Planning drawing (op)
- PD410.01 PD410 Planning drawing (as)
- PD410.02 PD410 Planning drawing (op)
- PD411.01 PD411 Planning drawing (as)
- PD411.02 PD411 Planning drawing (op)
- PT41.01 PT41 Planning drawing (as)
- PT41.02 PT41 Planning drawing (op)
- PT42.01 PT42 Planning drawing (as)
- PT42.02 PT42 Planning drawing (op)
- PT310.01 PT310 Planning drawing (as)
- PT310.02 PT310 Planning drawing (op)

9. Earthworks - P15-537-201D

10. Metal Railings - B.01

11. Knee Rail - B.02

12. Timber Fence - B.03

13. Screen Wall - B.04

14. Energy Report by Award Energy Consultants Oct 16

15. Ecological Assessment, Protection Plan & Mitigation Strategy by FPCR
March 2017

16. Acoustic mitigation figure - 16/0362/R1/F1 rev 3

17. Pond sections - p15-537 205

Reason: In order to define the permission.

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

2. Prior to the commencement of the relevant phase of development, unless it is agreed in writing by the Local Planning Authority that it is not practical, a detailed Employment and Training Strategy for that phase, designed to maximise local opportunities for employment from the construction of development shall have been submitted to and approved in writing by the Local Planning Authority.

The Strategy shall include a detailed implementation plan, with arrangements to review and report back on progress achieved to the Local Planning Authority. Thereafter the Strategy shall be implemented in accordance with the approved details.

Reason: In the interests of maximising the economic and social benefits for local communities from the proposed development.

3. No phase of the development shall commence until details of the implementation, adoption, maintenance and management of the sustainable drainage system relating to that phase have been submitted to and approved in writing by the Local Planning Authority. The system(s) shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include a timetable for its implementation, and a management and maintenance plan for the lifetime of the relevant phase of development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the effective operation of the sustainable drainage system throughout its lifetime.

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.

4. No phase of the development shall commence until full details of measures to protect the existing trees and hedges to be retained within and adjacent to that phase, 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(s) and plan(s) 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.

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

5. Prior to the commencement of development details of the phasing of the scheme to include timescales/schedule for the provision of the public open space areas shown on the approved plans, shall be submitted to and

approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved phasing.

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

6. Prior to the commencement of the retaining walls on the eastern boundaries of the site full details of the design, specification and appearance of the retaining walls and any associated screen fencing to neighbouring/adjoining residential dwellings shall be submitted to and approved in writing by the local planning Authority, thereafter the retaining wall/structure shall be provided in accordance with the details approved by the Local Planning Authority.

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

7. 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.

8. A sample panel of the proposed masonry relevant to that phase of the development shall be erected on site illustrating 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 relevant phase of the building works.

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

9. Within three months of the commencement of the development full details of the spread/distribution of facing and roofing materials across the development site shall have been submitted to and approved in writing by the Local Planning Authority. Thereafter the spread/distribution of facing and roofing materials shall be carried out in accordance with the approved details.

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

10. Prior to the commencement of any ground works associated with the provision of the onsite open space (green link) full details of any works required to tie the new cycle route and new areas of public open space into the existing Heathlands Park (to include levels, any required retaining structures, new or altered boundary treatment and landscaping works) shall have been submitted to and approved in writing by the local planning authority. Thereafter the works shall be carried out in accordance with the approved details.

Reasons: in the interest of the appropriate landscaping and to ensure an acceptable connection is made to Heathlands Park.

11. Each phase of the development shall not be used unless details have been submitted to and approved in writing by the Local Planning Authority, showing how surface water from property driveways within the relevant phase will be prevented from spilling onto the public highway. 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 dwellinghouse. Once agreed, the measures shall be put into place prior to the occupation of the relevant dwellings and shall thereafter be retained.

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

12. The approved landscape works shall be implemented prior to each phase of the development being brought into use or within an alternative timescale to be first approved by the Local Planning Authority. Thereafter the landscaped areas within the relevant phase 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.

13. Within 3 months of the commencement of development full details of the location (on and off site), specification and timescales for the provision of 9 bird nesting boxes (for house sparrows and starlings) shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the bird boxes shall be provided in accordance with the approved details.

Reason: In the interest of biodiversity enhancements.

Other Compliance Conditions

14. Notwithstanding the provisions of The Town and Country Planning (General Permitted Development) (England) Order 2015, or any Order revoking or re-enacting that Order, no windows or doors shall be altered or replaced and no enlargement, improvement or other alteration or extension of the plots shown on figure 16/0362/R1/F1 rev 3 (which are to have enhanced glazing and ventilation installed); which would otherwise be permitted by Class A to C Part 1 of Schedule 2 to the Town & Country Planning (General Permitted Development) (England) Order 2015 shall be carried out without prior planning permission.

Reason: In the interests of the amenities of occupiers of future occupants, bearing in mind the specific noise environment affecting these properties.

15. The development shall be carried out in complete accordance with the FPCR Oxclose Farm, Halfway, Sheffield Ecological Assessment dated

including ecological protection plans and mitigation strategy dated March 2017 and/or any subsequent amendment or revision which has first been agreed in writing with the Local Planning Authority.

Reason: In the interests of Biodiversity enhancement and protection.

16. Driveways and vehicle parking areas shall not at any time be finished with loose gravel or chippings.

Reason: In the interests of highway and pedestrian safety.

17. The glazing and ventilation specifications identified in the Cole Jarman Noise Report (Ref: 16/0362/R1/Rev 2) dated 23rd March 2017 shall be installed in accordance with the Cole Jarman Plan/Figure (Ref: 16/0362/R1/F1/Rev 3) scanned 29th June 2017.

Reason: In the interests of mitigating the effects of noise.

18. Plots 170 to 173 (inclusive), Plots 187 to 193 (inclusive) and plot 207 shall not be occupied unless the acoustic fence shown on Cole Jarman figure/plan 16/0362/RA/F1 rev 3 has been installed. Thereafter the acoustic fence shall not be altered, amended or removed.

Reasons: In the interests of mitigating the effects of noise

Attention is Drawn to the Following Directives:

1. 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.

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. 0730 to 1800 hours Monday to Friday, and 0800 to 1300 hours on Saturdays with no working on Sundays or Public Holidays. Further advice, including a copy of the Council's Code of Practice for Minimising Nuisance from Construction and Demolition Sites is available from Environmental Protection Service, 5th Floor (North), Howden House, 1 Union Street,

Sheffield, S1 2SH: Tel. (0114) 2734651, or by email at epsadmin@sheffield.gov.uk.

3. The applicant should be aware that a legal agreement has been completed in respect of this proposal.
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. The applicant is advised that planning conditions imposed on outline planning consent 13/01674/OUT relate to this development must be discharged/complied with.
6. The development shall be carried out in complete accordance with the FPCR Oxclose Farm, Halfway, Sheffield Ecological Assessment including ecological protection plan and mitigation strategy dated March 2017 and/or any subsequent amendment or revision which has first been agreed in writing with the Local Planning Authority.

Reason: In the interests of Biodiversity enhancement and protection.

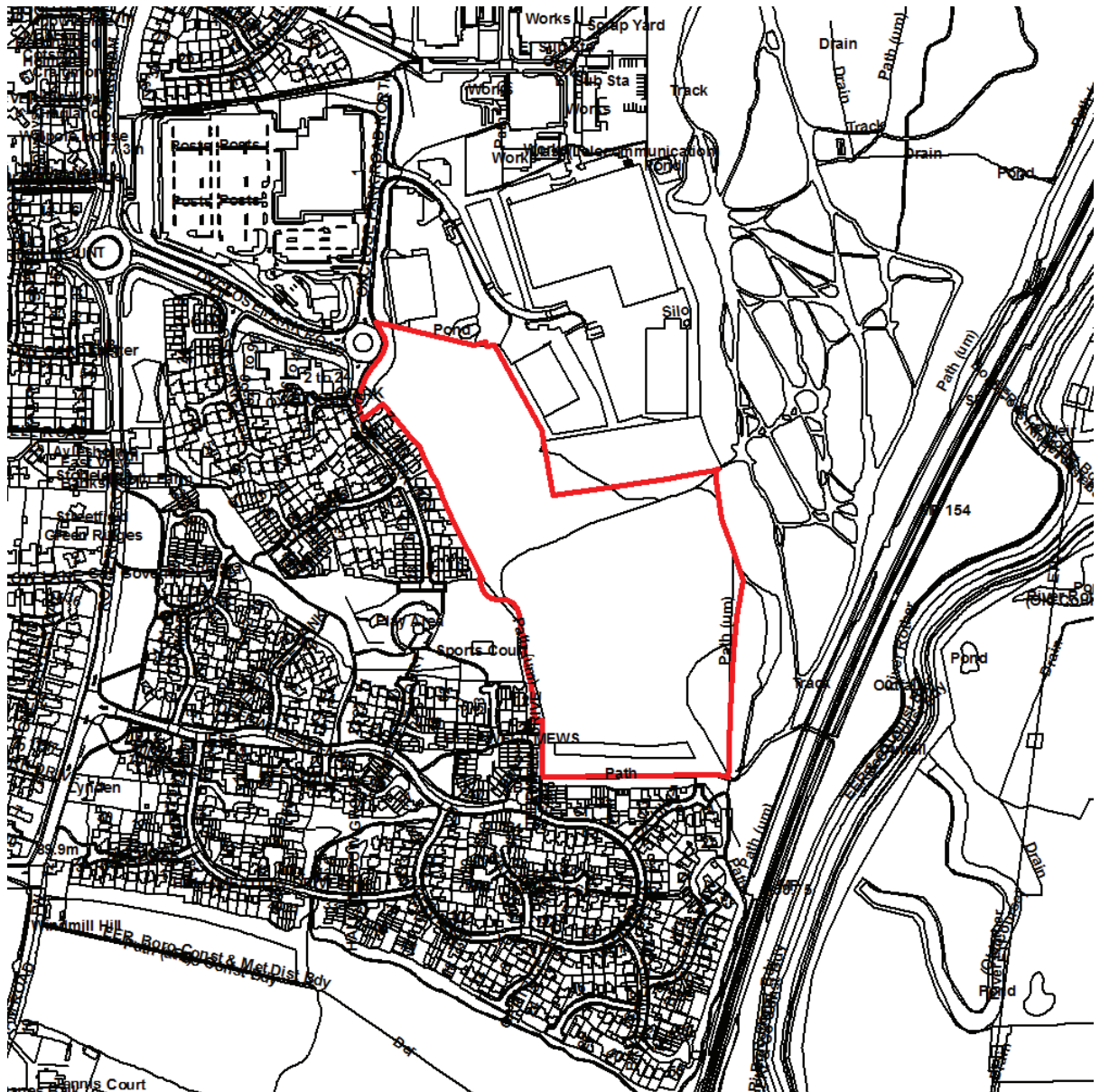
7. The Local Planning Authority has dealt with the planning application in a positive and proactive manner and sought solutions to problems where necessary in accordance with the requirements of the National Planning Policy Framework.
8. Before the development is commenced, a dilapidation survey of the highways adjoining the site shall be jointly undertaken with the Council and the results of which agreed in writing with the Local Planning Authority. Any deterioration in the condition of the highway attributable to the construction works shall be rectified in accordance with a scheme of work to be agreed with the Local Planning Authority.
9. You are advised that any information which is subject to the Environmental Information Regulations and is contained in the ecological reports will be held on the Local Records Centre database, and will be dealt with according to the Environmental Information Regulations (EIR). This will be subject to the removal of economically sensitive data. Information regarding protected species will be dealt with in compliance with the EIR. Should you have any queries concerning the above, please contact:

Richard Harris
Ecology Manager
Sheffield City Council

Meersbrook Park
Brook Road
Sheffield
S8 9FL
Tel: 0114 2734481
E-mail: richard.harris@sheffield.gov.uk

10. The applicant should be aware that a legal agreement has been completed in respect of this proposal.
11. The applicant is advised that the Local Planning Authority has reason to believe that the application site may contain species and/or habitats protected by law. Separate controls therefore apply, regardless of this planning approval. Please contact Natural England for more information in this respect.

Site Location



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LOCATION

This application relates to approximately 7.95 hectares of greenfield land which largely comprises of rough open grassland and is located off Oxclose Park Road, Halfway.

The site falls within three different land use designations, as defined by the adopted Sheffield Unitary Development Plan (UDP) proposals map:

- A significant proportion of the northern part of the site is designated as General Industry Land with Special Industries.
- A central strip approximately 100 metres in width is within a designated Business Area.
- A small strip of designated Open Space is set along the southern part of the site (outside of the developable area of the site)

The Arnold Laver National Production Centre (granted 2001) is located immediately to the north/north east of the site. Further to the north beyond Arnold Lavers is a Morrison's Supermarket.

Bordering the site to the south and west are the established modern residential estates of Oxclose and Deepwell. Part of the western boundary also borders the heathlands open space which runs in a westerly direction through the above highlighted housing estates.

To the east is an extensive area of landscaping and woodland planting, part of which has been designated as a Site of Nature Conservation Importance (SNCI) which is crisscrossed by a number of public footpaths. The eastern boundary of the site also adjoins an Area of Natural History Interest. Beyond these established landscape features are the railway line and the River Rother.

Topographically, there are significant changes in level across the site, with the land falling approximately 21m in height from the north west corner of the site (adjacent to the Morrison's roundabout) to the south east embankment adjacent to the railway line. The site has historically been used informally for public recreation with the permission of the landowner. The majority of the developable area of the site comprises of scrub/grassland.

PROPOSAL

Members may recall that they previously resolved to grant outline planning consent (subject to completion of the legal agreement) for residential development on this site in June 2016. With the exception of access (to, but not within the site) all matters relating to the outline consent were reserved for subsequent approval.

This application now seeks approval of the reserved matters relating to the outline consent including layout, scale, appearance and landscaping.

A total of 207 dwellings are proposed comprising of a mixture of two, three, four and five bedroom properties, 25 of which are to be affordable housing.

RELEVANT PLANNING HISTORY

13/01674/OUT - Outline application for residential development with all matters reserved except access (amended plans showing alterations to proposed link road received 21 August 2013) – Granted Conditionally subject to a legal agreement.

Prior to the grant of the above highlighted consent, permission was sought for a supermarket on a large section of the application site (to the south of Arnold Lavers) under planning reference 10/02077/FUL, this application was refused and subsequently dismissed at appeal.

SUMMARY OF REPRESENTATIONS

- Arnold Lavers

Arnold Lavers and their representatives have made a number of representations during the consideration of this reserved matters application, they also made extensive comments on the outline consent. The comments raised are centred on ensuring that the proposed residential development does not constrain the operations of their existing business, which would put at risk future investment and jobs.

Arnold Lavers representatives consider that the noise modelling exercises and methodology used by the applicants to assess the noise impact of Arnold Laver's operations are inaccurate and alternative forms of noise assessment (BS:4142:2014) are required that will clearly indicate the propensity for complaints to arise from future residents of the proposed development. They state that until further noise modelling is undertaken the layout of the site is not considered to be acceptable.

The representations also identify that the system of alternative mechanical ventilation (Sonair) proposed by the applicants has been downgraded from a whole house ventilation system and is not fit for purpose.

In response, although agreement could not be reached on the methodology for assessment of noise, the amenity section of the following planning assessment details the relevant findings and conclusions of the submitted noise information.

- Members of the Public

7 letters of representations from members of the public have been received, the issues raised are summarised as follows:

- The scheme does not include any provision of play facilities which is likely to lead to over occupancy and accelerate damage to the existing facility within the Heathlands Park.

- The development is being built too close to the southern boundary of the site which abuts a public footpath; a larger buffer should be provided
- Trees are being removed and yet there do not appear to be suitable proposals to replace them.
- Bats and foxes are regularly seen on the site.
- The proposed boundary treatment between plots 116 and 117 (knee rail) will not deter people from accessing the path and will lead to damage to the landscaping.
- Linking Road 6 to Deepwell Mews will increase the volume of traffic on Deepwell Avenue, which is already a very busy road and increasing flows will give rise to highways safety issues.
- Motorbike access needs to be prevented/controlled.
- The developer should consider historic coal mining and the impact this will have on ground water and habitats.
- The proposal has not evolved the scheme in light of residents' comments as required by the NPPF.
- Previous objections have been ignored relating to privacy and landscaping.
- A resident's fence height should be increased as view is now going to be of houses and roofs.
- Noise issues within garden areas.
- Loss of privacy due to overdevelopment.
- The scheme will remove off road bikers, which is good
- The site lies in the catchment area of Halfway Infant School. What consideration is being given to enhancing the school facilities to meet the needs of families who move into the housing?
- The impact on local schools in the catchment areas and community services, such as dentists and doctors, needs to be addressed.
- The siting and scale of plot 35 is too close to Number 11 Oxclose Parkway. This dwelling is located, much closer than other properties and should be moved away.
- The development would cause considerable disruption not only during construction but then following completion. No forethought has been given to existing residents of the local area and how they would be affected.

- Traffic would increase from vehicles, parking would become more difficult and the environment would suffer.

Community Consultation Exercise

In addition to the Council's statutory consultation process, prior to the formal submission of this application the applicant's team carried out an independent consultation exercise. The Council's policy on pre-application consultation is set out in the adopted revised Statement of Community Involvement (SCI) August 2014, which encourages developers to undertake pre-consultation in order to involve communities in planning decisions and allow comments to be taken on board at an early stage of the process.

Over 150 letters were sent to local residents and local Mosborough Ward Councillors inviting them to attend a drop in public consultation exercise. The public consultation was staffed by the developer and their representatives. Approximately 50 people attended the exhibition and there was opportunity to leave feedback on the day or via email. A limited number of responses were received, 8 in total, which included a mixture of comments in support and objection. The consultation process is considered to broadly accord with the aims and objectives of the Council's revised SCI.

PLANNING ASSESSMENT

National Planning Policy Framework

The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these are expected to be applied. The key goal 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 principle of redeveloping this site for residential purposes is established by the outline planning consent (13/01674/OUT). As such, the main issues to be considered as part of this reserved matters application are the layout, scale, appearance and landscaping of the site. It should be noted that whilst the principal means of access to the site from Oxclose Park Road was approved under the outline consent, the detailed position and design of the roads within the application site is considered as part of this reserved matters application.

Housing Density

Policy CS26 (Efficient Use of Housing Land and Accessibility) within the Sheffield Development Framework Core Strategy (CS) requires appropriate housing densities to ensure the efficient use of land. The recommended density for this type of site is between 31-50 dwellings per hectare. Discounting the large areas of open

space from the overall site area of 7.9 hectares, the development achieves a net density of 31 dwellings per hectare which accords with the target set out in CS26.

House Type Mix

Policy CS41 (Creating Mixed Communities) within the CS promotes development which meets a range of needs and does not lead to concentrations of certain forms of residential development. Part b) of Policy CS41 encourages the provision of a greater mix of housing within developments, including homes for larger households, especially families.

The scheme includes a wide range of house types including two, three, four and five bed dwelling houses, which accords with Policy CS41. In addition, the scheme includes the provision of two and three bedroom affordable houses. The mix of house types within the development is therefore considered to comply with Policy CS41.

Layout

The NPPF attaches great importance to the design of the built environment and states that good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.

Policy CS74 (Design Principles) within the CS seeks to deliver high-quality development which respects, take advantage of and enhances the distinctive features of the city, its districts and neighbourhoods. Policy BE1 (Townscape Design) within the adopted Sheffield Unitary Development Plan (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.

The layout of the site is constrained by a number of factors, including the significant sloping topography, an existing power line, drainage easements which crisscross the site and the neighbouring commercial use (Arnold Lavers) and noise associated with their operations. There is also a need to provide suitable vehicle and pedestrian access to and within the site and a requirement to provide public open space on site.

The main access to the site is taken from the existing roundabout at the end of Oxclose Park Road, with a secondary access and connection to the neighbouring Deepwell estate provided via Deepwell Mews.

A small area of open space is proposed adjacent to the main site entrance (Oxclose Park Road), and the spine road then leads into the site largely following the alignment of the north east boundary.

A large linear open space dissects the site (east to west), connecting the existing heathland open space (within the neighbouring housing estate) with the woodlands, which form the east boundary of the application site. The open space, which is considered to be a hugely positive addition to the scheme, incorporates naturalistic planting to enhance the biodiversity of the site, sustainable urban drainage, in the form of an attenuation pond, and pedestrian footpaths to enable access.

The spine road continues through the open space with an indirect connection provided to Deepwell Mews in order to discourage 'rat running', which was an issue raised by residents as part of the outline planning consent. The layout incorporates a variety of streets including a number of cul-de-sacs, home zone type spaces and private drives.

All of the properties have main front or side elevations addressing the new streets and, where necessary/relevant, dwellings have been positioned to front and overlook the main central open space area, address corners or terminate a view. The layout helps to animate the streets and provides some welcome natural surveillance of the open spaces.

The integration of car parking varies depending upon the house type and design of the street. On the more traditionally designed highways (footway and carriageway) and within private drives parking is generally in-curtilage. A large majority of this parking is positioned down the side of houses, particularly on those plots fronting the spine road, which is welcomed as it will ensure that the street scene comprises of dwellings with small front gardens that are not cluttered by cars.

Some of the small cul de sacs and non-traditional (home zones) roads incorporate a mixture of parking designs, a large majority of which remain on plot with some integrated into the design of the street.

The layout is considered to be logical and well-structured with properties fronting onto primary and secondary routes and providing good natural surveillance onto both streets and proposed open space areas.

Appearance

The proposal provides a range of detached, semi-detached and terraced (town house) house types, which are all intended to be of a modern standard style using traditional materials. The house types vary in appearance but they all follow a similar architectural language and to a large extent reflect the context set by the adjoining housing estates.

In terms of differentiation across the house types, there is considered to be an acceptable mix, including dwellings that have projecting gables, projecting bay windows and pitched roof front dormers. A range of detached and integral garages are proposed.

In terms of materials, the properties will largely be constructed from red brick with grey roof tiles, but this will be interspersed with some buff/brown brick facing

properties. The choice of materials reflects the site context and is similar to the dwellings which have been constructed on the adjoining estates.

The majority of the highways and footpaths will be of tarmac, although some of the cul-de-sacs and private drives will be of contrasting materials, such as block paving. This approach is considered to be acceptable and helps define the road hierarchy.

Levels, Retaining Structures and Site Enclosures

As noted earlier in report, there are significant level differences across the site and a cut and fill exercise is required in order to form more appropriate site levels which can accommodate the proposed dwelling houses and associated roads.

Existing site levels are proposed to be raised in the northwest corner of the site to enable the spine road to be connected to Oxclose Park Road. The properties to the west of the spine road will remain at a lower level than the adjoining housing estate. A steeply sloping embankment (approximately 1 in 3 gradient) is required between the spine road and eastern common boundary shared with Arnold Lavers to enable the road to be formed.

A significant number of retaining structures are required, with most of these being located in the south and eastern part of the site, where the land falls at various different gradients from west to east. Where possible these retaining structures have been positioned between plots to minimise their visibility. However, in some cases this has not been possible, most evident of which is the retaining wall which runs along a large majority of the south eastern boundary of the site adjacent to the woodland. This structure is required as the levels of the site have had to be adjusted in these areas in order to accommodate acceptable highways gradients.

The southern retaining wall will be a timber crib lock system, which is considered appropriate on the woodland boundary, and will enable the wall to be colonised by plants overtime and have some biodiversity benefits for the site.

The overall enclosures of the site will be a mix of walls, railings, screen fencing (acoustic where required) and feature hedging, while a highways retaining structure is also required on part of the spine road for safety reasons. This approach is considered to be acceptable for a modern residential development.

Scale

The new houses will all be two or two and a half storeys high, which is considered to be wholly acceptable in this location and consistent with the scale of surrounding dwellings on the neighbouring housing estates.

Landscaping

Policy BE6 (Landscape Design) within the UDP advises that good quality landscape design will be expected in new developments.

A comprehensive landscape design has been put forward as part of this reserved matters application.

As noted earlier in the report, a substantial area of public open space is to be provided within the site running east to west and connecting the existing Heathlands Park with the woodlands adjacent to the eastern site boundary. This centrally located area of open space will incorporate areas of amenity grassland, wildflower planting, native hedge planting and a mixture of native trees.

The design of the landscape scheme has been strongly influenced by the submitted ecological reports and planning conditions attached to the outline consent, which identify requirements for biodiversity enhancement of the site.

Additional tree planting is proposed throughout the site, including some structured planting along the eastern side of the proposed spine road and around the site entrance at Oxclose Park Road. Native hedgerows are to be incorporated as boundary treatments along the entirety of the southern site boundary, adjacent to the existing public footpath and within the new open space.

It is considered that the proposed landscaping is acceptable and the large centrally located open space area will significantly enhance the landscape character of the site.

Highways

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.

Section f) within Policy IB9 (Conditions on Development in Industry and Business Areas) within the UDP states that new development or change of use applications should be adequately served by transport facilities and provide safe access to the highway network and appropriate off street parking.

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.

The principle of access into the site and the ability of the adjoining highways network to accommodate traffic associated with this development was concluded to be acceptable as part of the outline application. Various planning conditions were imposed on the outline consent requiring highways improvements, including new cycle links to and within the site and funding a review of existing traffic regulation orders in the locality.

As previously agreed at outline stage two new access points into the site are proposed. A new spur is to be formed from the Oxclose Park Road roundabout, which will serve as the main access into site, and a secondary access will be provided by connecting Deepwell Avenue into the estate.

Concerns were raised as part of the outline application that 'rat running' would be encouraged through the neighbouring estates if direct access was created from Oxclose Park Road roundabout to Deepwell Mews/Avenue. When determining the outline permission the principle of accessing the site from Deepwell Mews/Avenue was agreed, so long as only an 'indirect' connection through the site was provided.

The layout and alignment of the proposed highways submitted as part of this reserved matters application has taken on board the desire for an indirect link only. For example, no direct line of sight is provided from the main spine road to Deepwell Mews/Avenue, and anyone wishing to access Deepwell Mews is required to negotiate a series of bends and cross the central open space, which, to an extent acts as a visual deterrent. As such, it is considered that the layout proposed will discourage 'rat running'.

Different designs of highway have been put forward as part of the scheme. For example the main spine road is a traditional construction with a footway on one side and a dedicated cycle route on the other. This cycle route will provide a connection from Oxclose Park Road through the estate to Deepwell Mews, as required by conditions attached to the outline consent. Offsite works are also proposed within the adjoining heathlands park to ensure that the cycle route is connected into the existing network.

The car parking provision across the site is considered to be appropriate with a majority of dwellings of 3 bedrooms or more having at least 2 vehicle spaces. The spaces are generally provided in the curtilage of the properties through driveways and garages located either to the side/rear of the property. Additionally, there is space throughout the development that will be available for use by visitors.

The overall level of parking provision proposed and the design and layout of the public highways is considered acceptable.

Noise - Amenity of Future Residents and Surrounding Commercial Uses

Section b) within Policy IB9 (Conditions on Development in Industry and Business Areas) within the UDP states that new development or change of use applications should not cause residents or visitors in any hotel, hostel, residential institution or housing to suffer from unacceptable living conditions.

IB11 (Housing and Residential Institutions in Industry and Business Areas) within the UDP states that Housing (C3) will be permitted only where the development would:

- a) Not further constrain industrial or business development to protect the environment of the new housing.
- b) Not suffer from unacceptable living conditions including air pollution, ground contamination, noise, other nuisance or risk to health and safety.

One of the key principles within the NPPF is the protection and promotion of business and employment.

The most notable sources of potential noise disturbance affecting this site are from the railway line, set approximately 130 metres to the east, and Arnold Lavers National Production Centre, which is located to the north east of the site. Existing residential uses are located to the west.

It is noted that Arnold Lavers National Production Centre is a key employer and protecting their ability to operate successfully going forward is a significant material consideration in the assessment of these proposals.

Arnold Lavers has two boundaries (west and south) that front the proposed development. Their western boundary will be separated from the new housing by a tree lined buffer and the new spine road, which is located at a higher level than Arnold Lavers. The entire southern boundary of Arnold Lavers will be separated from the new housing by a section of grassland approximately 55 metres wide, which is outside the ownership of both the applicant and Arnold Lavers.

Detailed assessment of noise issues affecting this site, and the implications for the operations of Arnold Lavers, formed a major part of the consideration of the outline application. It was concluded at outline stage, following the submission of extensive noise information, including modelling and on site testing, that a suitable noise environment could be provided for future residents subject to the inclusion of enhanced glazing specifications and mechanical ventilation systems in certain dwellings. It was also concluded that these noise mitigation measures would suitably protect Arnold Lavers continued operations.

On the basis of the above, two planning conditions were imposed on the outline consent relating to noise:

Condition 18 requires that the following noise standards (internal and external) are to be achieved:

- Bedrooms: LAeq 15 minutes - 30 dB (2300 to 0700 hours)
- Living Rooms: LAeq 15 minutes - 40 dB (0700 to 2300 hours)
- Bedrooms: LAmx 45dB (2300 to 0700 hours)
- Private Gardens: LAeq (16 hour) - 55dB (0700 to 2300 hours)

Where the above noise criteria cannot be achieved with windows partially open there would be requirement to include a system of alternative acoustically treated ventilation to habitable rooms.

Condition 19 requires that validation testing is carried out prior to the occupation of the dwellings to ensure that the above highlighted noise standards are met.

The detailed layout of the site is proposed as part of this reserved matters application. The proposed layout in general follows the principles contained within the indicative layout submitted with the outline application. However, the exact layout and position of proposed dwellings and roads, and details of site levels have

now been provided, and on that basis further assessment of noise affecting the development has been undertaken.

The additional reporting seeks to establish which properties require enhanced glazing specifications and/or alternative methods of mechanical ventilation to be installed to ensure compliance with Condition 18.

The principle noisy activities at the Arnold Laver site comprise of fork lift truck & HGV movements, loading & unloading, extract systems, hammering, sawing and wood cutting and general operation of machinery associated with the production facility. It is also noted that Arnold Laver can operate 24 hours a day.

The submitted Noise Assessments identify the noise issues affecting the site and these reports have been considered alongside the observations and noise monitoring undertaken (following several visits to the site) by Sheffield City Council's Environmental Health Officers.

In relation to the submitted noise assessments, it is considered that the methodology used, the criteria applied for internal noise levels and the predicted background noise levels are considered to be satisfactory to the Local Planning Authority.

Arnold Lavers noise consultants have stated that a decision on this application and the acceptability of the layout proposed cannot be reached until the submitted noise information is supplemented by a British Standard 4142:2014 Assessment. They consider that this type of assessment will identify the propensity for noise complaints to arise in the future, which could affect the continued operation of their business.

It was concluded as part of the outline permission that there was sufficient noise data available for a clear decision to be made on the suitability of residential development on this site without a BS:4142 Assessment. This remains the case with this reserved matters application and as such there is not considered to be any need to revisit the previously agreed methodology of noise assessment.

The noise information provided by the applicant has demonstrated that a suitable mitigation scheme can be implemented to ensure that Arnold Lavers and the railway line will not create any undue noise disturbance to the proposed new residents. As a result Arnold Lavers will not be constrained by the development.

The mitigation measures proposed include two different specifications of glazing and two different types of ventilation systems (mechanical and trickle ventilation). The proposed method of mechanical ventilation has been changed during the consideration of the application and the Environmental Protection Service has confirmed that the amended system (Sonair) will provide appropriate ventilation for residents and suitably mitigate the impacts of noise.

The Sonair system is considered more suited to domestic installation such as this scheme and will give occupants greater flexibility and control than the previously specified system.

The type of mitigation a dwelling will have installed will be based on the location of the property on the site and associated exposure to the identified noise sources. For example, those dwellings located closest to Arnold Lavers (north east site boundary) and the railway line (eastern boundary) will receive the highest levels of protection from noise. While the further you move away from these noise sources the less mitigation is required.

During the course of the application the applicant has agreed to increase the amount of dwellings which will receive the highest levels of protection. However, not all properties require enhanced noise mitigation measures to be installed, with a large number of dwellings requiring nothing other than standard double glazing owing to the relative distance from the noise sources affecting the site and screening that will be afforded from other dwellings within the scheme.

Other mitigation identified includes boundary enclosures and the positioning of certain properties to screen other properties behind. The noise reports also show that such mitigation results in noise levels in gardens falling below the World Health Organisation standard for external use.

It is deemed necessary to remove permitted development rights from certain plots in order to prevent them from extending or making alterations to the dwellings (including replacing windows and doors) that have had noise mitigation measures installed. As allowing changes to be made without the consent of the local authority could reduce the effectiveness of the integrated noise mitigation.

This restriction on permitted development rights will also enable the local planning authority to advise future occupants on the need to provide enhanced glazing specifications and/or integrate alternative ventilation systems in any future alterations to the property.

The applicants will also be informed by way of a directive that they must include full details of the glazing specification and mechanical ventilation systems, and explain why these measures are required in any future sales particulars, so that residents are fully aware of the noise mitigation measures integrated into the dwelling they are purchasing.

In light of the above the proposal is considered to be acceptable from a noise perspective and in no way would impact on the future successful operation of Arnold Lavers.

General amenity issues

The layout is designed so that adequate separation distances are provided between dwellings and the proposal does not give rise to any unacceptable overlooking, overshadowing or overbearing of any existing or proposed properties. Properties have adequate garden areas and future residents are afforded access to high quality public open space.

In light of the above the proposal is considered acceptable from an amenity perspective.

Affordable Housing

Policy CS40 (Affordable Housing) within the CS states that developers of all new housing schemes will be required to contribute towards the provision of affordable housing where this is practical and financially viable.

The target within CS40 is between 30 & 40% of the units, but a more spatial approach to affordable housing provision is now adopted within the revised Community and Infrastructure Levy and Planning Obligations Supplementary Planning Document (SPD). The SPD identifies affordable housing provision based on viability across a particular area. This site falls within the south east area and sites within this area have a target of 10% for affordable housing provision.

The requirement to provide 10% (of the gross internal floor area) of the proposed development as affordable housing was secured by Condition 16 of the outline approval. The 10% provision equates to a total of 25 dwelling comprising of 2, 3 and 4 bedroom homes which will be delivered on site.

The affordable housing will be secured by way of Section 106 Agreement.

Flood Risk and 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 and promoting the use of sustainable drainage techniques.

It is proposed to form an attenuation basin/pond close to the eastern boundary of the site, within the newly created open space. This feature will intercept the surface water discharge (associated with the new development) before releasing it (at a restricted rate) into the adjoining watercourse which is located in the adjacent woodland.

The attenuation pond has been designed meet Yorkshire Water's strict design standards in order to enable it to become adopted and form part of the formal surface water infrastructure associated with the development.

Surface water runoff rates are restricted to a 1 in 1 year greenfield rate of 5 litres/second/hectare, as secured by planning conditions associate with the outline consent.

Ecology and Nature Conservation

Paragraph 118 of the NPPF 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 (Nature Conservation and Development) states that the natural environment will be protected and enhanced and 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.

Ecology assessments were undertaken as part of the outline consent and identified that there were a number of protected species in the vicinity of the site. However, these concluded that the proposed scheme was not considered to give rise to any substantial harm to any protected species or habitats.

As required by Condition 27 of the outline consent, updated ecology surveys and reporting have been carried out and submitted for consideration as part of this current application.

The updated surveys consider the impact on plants/trees and animals within and adjoining the application site.

- Plants, Trees and Habitats

The report identifies that habitats within the site are dominated by semi improved grassland with small areas of ruderal and scrub vegetation, plantation woodland, bare ground and semi natural woodland. The majority of these habitats (species poor semi improved grassland, tall ruderal and scattered scrub vegetation) are of low conservation value and their loss is not considered to be of concern.

The semi natural woodland to the east of the site will be enhanced to reduce scrub and promote biodiversity. Further buffer planting, suitable for inclusion in the areas of the power and drainage easement will be planted along the eastern boundary to provide some screening and separation to the existing badger set located further to the east.

It is noted that statutory undertakers (water and power) have recently undertaken work close to the south eastern boundary of the site to amend/alter power lines and to clear vegetation affecting existing infrastructure and established drainage easements. The clearance/maintenance works have been undertaken with a European Protected Species License and have resulted in the removal of some early mature broad leaf woodland.

Due to the presence of this infrastructure there are substantial constraints in terms of replacement planting in this location of the site. Under the same license substantial improvement works have been undertaken to the off-site ponds, where newts are recorded, to enhance the biodiversity of these features, which have become overgrown and this is seen as a positive.

On site most of the groups of trees/scrub and scattered mature and immature trees are considered to be of low conservation value and their loss would not result in any significant loss of local biodiversity. The scheme also includes new replacement native tree (including fruit bearing species) and shrub planting.

There are no designated hedgerows on the site, however new native species hedgerows are to be provided within the central open space and along the southern boundary to provide linear features and corridors for wildlife movement. New types of grassland and scrub planting will also be established within the site, around the new pond feature and through the new open space areas, significantly enhancing the sites biodiversity.

- Protected Species

Bats

No roosts were identified on site and none of the existing trees within the site were deemed suitable to accommodate a roost. The site was not considered to offer any significant foraging resource for bats, and the proposed on site and off site landscape and biodiversity enhancements will ensure that the development does not have an adverse impact on bats. Bat boxes are proposed to be provided in the adjoining woodland to enhance roosting opportunities for existing bats.

Birds

Suitable nesting habitat is present for variety of species within and adjoining the site and the biodiversity enhancements proposed including the planting of native fruit bearing trees that will provide enhanced foraging for various species. It is also proposed to provide additional bird nesting boxes for house sparrows and starlings within and adjoining the site.

Badger

An active sett is located 40 metres to the east of the site within the woodland and an inactive outlier sett was located within the site. The inactive sett was monitored and with no signs of use was declassified from being a sett and has now been removed.

The submitted reports confirm that following surveys, there was little evidence that the site was being used for foraging purposes and as such the redevelopment of the site is not considered to harm the badgers foraging habitat.

As noted above statutory undertakers have removed some trees and scrub (under license) close to the off-site sett. However, it is proposed to provide some replacement buffer planting and the general enhancements to promote species rich grassland that will provide enhanced foraging provision for Badgers.

Reptiles

Limited evidence of grass snakes activity was recorded as part of the reptile surveys and it is considered that the on-site and off-site biodiversity and landscape enhancements will result in insignificant effects on species as a result of the development.

Newts

Species are recorded in the off sites ponds and the redevelopment of the site is unlikely to give rise to any harmful impacts. It is noted that any works affecting newts require a separate license from Natural England.

In light of the above the proposal is not considered to give rise to any substantial ecological harm and various biodiversity enhancements both on and off site are proposed. As such the proposal is considered to accord with Policy GE11 of the UDP and the NPPF.

Sustainability

Policies CS63, 64 and 65 of the CS set out the Council's approach to dealing with climate change and sustainability.

Policy CS63 sets out the overarching principles for mitigating the impacts of climate change including strategic locational factors for development, giving priority to development and higher density development located in sustainable locations that are well served by public transport, giving preference to developing previously developed sites/land, encouraging walking and cycling and the use of public transport. Design should also increase energy efficiency, reduce waste, eliminate flood risk through the use of sustainable drainage and increase biodiversity.

By virtue of the grating of the outline planning consent the acceptability of this site as a sustainable location for new housing has been established. Notwithstanding this the site is within easy walking distance of several public transport modes, including the Supertram and will make efficient use of land. The development will also include sustainable drainage systems and biodiversity enhancements are also proposed.

Policy CS64 (Climate Change, Resources and Sustainable Design of Development) within the CS until recently required hosing schemes to achieve Code for Sustainable Homes (CFSH) Level 3, however CFSH has now been abolished.

Policy CS65 also requires, if it is feasible and viable that 10% of the development's energy needs are provided by a decentralised low carbon or renewable resource and a condition was attached to the outline planning consent securing this.

The applicant has submitted a sustainability statement indicating that enhancements to the buildings fabric will be undertaken to reduce the energy demand of the dwellings (by 10%) rather than using a domestic renewable energy equipment such as Photovoltaic cells. This approach is now accepted by the council and has the added benefit of minimising long term maintenance costs for future residents (associated with domestic renewables) and is a more reliable method of reducing energy demand in the longer term.

The measures above will ensure that the scheme is designed to produce fewer carbon emissions and increased energy efficiency than a scheme designed to meet the minimum statutory requirements. It is considered that the final scheme complies with the policy requirements set out within the Sheffield Development Framework Core Strategy.

Public Art

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

No proposals are put forward as part of this reserved matters scheme and the future details are secured by Condition 22 of the outline consent.

Archaeology

Policy BE22 (Archaeological Sites and Monuments) within the UDP advises that development will not normally be allowed which would damage or destroy significant archaeological sites and their settings. Where disturbance is unavoidable, it is determined that development will only be permitted where there is an adequate archaeological record of the site and if the find is significant, that remains are preserved in their original position.

The desked based assessment submitted with the outline application concluded there was limited likelihood of archaeological remains on this site. However, Condition 14 within the outline consent secured the requirement to undertake site investigations to ascertain the exact archaeological potential of the site.

Open Space

Policy H16 (Open Space in New Housing Development) within the UDP requires the developer to make a contribution to the improvement or creation of recreation space in the locality, in line with details set out in the Supplementary Planning Guidance on Open Space Provision in New Housing Development (SPG).

Policy H16 also seeks sites that are over one hectare in size to provide 10% of open space on site and this can result in adjustments to the required contribution.

In this case the applicant is providing some 7.55% of the desired 10% informal open space provision on site, which was agreed as part of the outline consent. As the outline permission was submitted prior to the introduction of the CIL Regulations, a Section 106 Agreement was signed (with the outline consent) securing additional financial contributions towards informal and formal open space enhancements on a tariff basis. The exact level of contribution is based on the number of bedrooms proposed in each property.

The Section 106 requirements remain in force and there is no need to require a further 106 Agreement as part of this reserved matters application to secure open space contributions. The scheme that has been identified for this contribution is Heathlands Open Space, which is the public park set to the immediate west.

RESPONSE TO REPRESENTATIONS

The majority of the issues raised within the representations have been addressed in the above planning assessment. The remaining issues are addressed as follows:

- The Impact on Local Services (education and medical) was assessed as part of the outline consent and it was concluded that there was adequate capacity to accept new patients in local practices and that there is spare capacity in both primary and secondary schools within the catchment to deal with any extra demand that this development would create. As such no mitigation was required to be secured as part of the outline planning consent and this issue cannot be revisited as part of the consideration of reserved matters approval.
- Financial contributions have been secured to enhance the Heathlands Park.
- Landscaping is proposed in addition to boundary treatment along the southern boundary of the site in order to prevent people from crossing into the site from the existing public footpath.
- The redevelopment of the site will remove any historic use by motorbikes.
- There is no right to a view within planning legislation.
- Conditions are attached to the outline consent relating to land contamination.
- Issues to do with raising existing fence heights are private non planning matters.

SUMMARY AND RECOMMENDATION

Outline planning consent was granted on this site for residential development in July 2015. This application seeks agreement of the matters reserved from that approval, namely the appearance, scale, layout and landscaping. The scheme is for 207 dwellings and the associated infrastructure.

The appearance, landscape, layout and scale of proposed development are considered to be acceptable and the proposal will create a high quality modern housing development contributing toward delivering the council's housing targets.

The layout of the highways is considered acceptable and has been designed to minimise potential 'rat running' through the site into adjoining established housing estates.

The scheme includes a substantial area of onsite amenity space and financial contributions have been secured under the previous outline planning permission towards enhancements to existing open spaces in the area.

The proposal is not considered to harm any established protected species or habitats and a significant package of on and off site enhancements has been secured.

The applicant has demonstrated that a suitable noise mitigation scheme can be implemented to ensure that the Arnold Lavers National Production Centre and the adjacent railway line will not create any undue noise disturbance to the proposed

new residents. As a result the future operation of Arnold Lavers will not be constrained by the proposed development.

The applicant will be providing 25 affordable houses on site which equates to 10% of the gross internal floor area of the development, the details of which will be secured by Section 106 Agreement.

In light of the above it is recommended that planning consent is granted conditionally subject to legal agreement.

Heads of Terms

The applicant shall provide 25 affordable dwellings on site.

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