

**PLANNING AND  
HIGHWAYS COMMITTEE  
14 NOVEMBER 2017**

**SUPPLEMENTARY INFORMATION**

**APPLICATIONS UNDER VARIOUS ACTS / REGULATIONS – SUPPLEMENTARY  
INFORMATION**

1. **Application Number** 16/03529/FUL

**Address** Land east of Britannia Road and north of High Hazels Park,  
Infield Lane, Sheffield 9

**Additional conditions**

Additional conditions are proposed requiring obscure glazing to be introduced to particular windows on specified plots, to avoid unnecessary overlooking. Some of these windows will be obscured glazed in any event, owing to the fact that they serve bathrooms/wc's.

An additional highway condition is proposed, to ensure that driveways and hard-standings are appropriately surfaced.

An employment and training strategy will also be secured by condition.

1. The proposed ground and first floor windows on the side elevation of the dwellinghouse of plots 21, 22 and 23 shall be fully glazed with obscure glass to a minimum privacy standard of Level 4 Obscurity and no part of the window shall at any time be glazed with clear glass.

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

2. The proposed ground, first floor and second floor windows on the side elevation of the dwellinghouse of plots 8, 9 and 12 shall be fully glazed with obscure glass to a minimum privacy standard of Level 4 Obscurity and no part of the window shall at any time be glazed with clear glass.

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

3. The proposed ground, first and second floor windows and full height glazing panels on the side elevation of the proposed apartment block of plots 14, 15 and 16, facing west towards plot 12 shall be non-openable and fully glazed with obscure glass to a minimum privacy standard of Level 4 Obscurity and no part of the glazing shall at any time be glazed with clear glass.

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

4. Before that part of the development is commenced, full details of the proposed driveways and hardstandings to all dwellings shall have been submitted to and approved in writing by the Local Planning Authority and such driveways and hardstandings shall be provided in accordance with the approved details and thereafter retained.

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

5. No construction of buildings or other structures shall take place until an Employment and Training Strategy, including an implementation plan has been submitted 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.

## **Amended Conditions**

### **Condition 2**

Drawing no. 1809-09 Rev A ' Generic Window Detail' is not approved.

### **Condition 4**

No development shall commenced until full details, including long sections and cross-sections of the highway geometry, have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be carried out in accordance with the approved details.

### **Condition 5**

No development shall commenced until further intrusive site investigations have been undertaken to establish the exact coal mining legacy issues on the site and a report explaining the findings has been submitted to and approved in writing by the Local Planning Authority. In the event that site investigations confirm the need for remedial works to treat areas of shallow mine workings details of the remedial works shall also be submitted to and approved in writing by the Local Planning Authority and the works shall thereafter be carried out in accordance with the approved details.

### **Condition 8**

No development shall commenced within 10 metres of identified trees along the southern edge of the site (shown on drawing no. 2314/1), which are proposed to be retained (as recommended in the Tree Survey carried out by Popplewell Associates) and those located within the curtilage of the adjacent High Hazels Park 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, 2005 (or its replacement) and the protected areas shall not be disturbed, compacted or used for any type of storage or fire, nor shall the retained trees, shrubs or hedge be damaged in any way. The Local Planning Authority shall be notified in writing when the protection

measures are in place and the protection shall not be removed until the completion of the development.

**Condition 20** requires large scale details to be submitted and approved. Two additional items have been included and the condition has been appropriately amended.

20. 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:

- entrance canopies
- balconies
- eaves
- verges
- boundary treatment
- brickwork detailing
- any retaining structures adjacent to the footway/carriageway
- typical window/glazing including reveals

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

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

## **RECOMMENDATION**

Members are recommended to grant delegated powers to the Heads of Planning to agree further conditions/directives to address Yorkshire Water requirements provided they do not result in significant planning impacts.

**2. Application Number 16/04046/FUL**

**Address Land At The Junction Of Limestone Cottage Lane And Beeley Wood Lane, Limestone Cottage Lane, Sheffield S6 1NJ**

### **Additional Representations**

4 additional representations of objection have been received relating to:

- employment is much needed in industrial areas wherever they are, not in residential areas other more suitable sites in industrial areas;
- instead of concentrating on new projects to develop industrial activities in an industrial area near residential properties in the green belt would it be more valuable to finish the projects that have been going but unfinished, old church in Wadsley Park Village still boarded up;
- increase in noise and traffic especially with proposed hours of 7am to 8pm, noise from Abbey Stainless is already a nuisance, new ring rolling facility will add to the noise;
- updated noise survey increases concerns as nobody can determine the actual noise output of the press, noise from facilities like this is considerable, residents

across the valley are not in an industrial zone so extraordinary mitigation measures must be taken to mitigate impact;

- all the noise assessments completed to date are flawed because they only consider the impact of their clients individual process, noise generated by the site must be taken into account, if approved further noise mitigation measures must be specified;
- a BS4142 penalty dB should be applied, Abbey's existing operations is highly impulsive, a similar drop press would be of a similar impulsive nature, affect calculations;
- local exhaust ventilation must be substantial, no evidence for these units;
- planning constraints can be applied to prevent significant impact if operated at night but no confidence in this method of control since other site operators are applying to have constraints relaxed, the development should be constructed with measures in place to mitigate out of hours operations;
- it is a designated wild life corridor, Beeley Woods would suffer if this proposal goes ahead.

A representation from the occupant of Limestone Hall Farm was received in September but was not viewable on the Council's website. This has been corrected. The representation was however included in the officer report on the agenda and has been considered in the assessment of the application.

### **Assessment**

The site is in an industrial area.

The proposal is seeking to install a steel press not a drop press. The applicant's noise assessment report is considered appropriate for this development.

All other matters have been addressed in the agenda report.

A revision to condition no. 9 is recommended to help define the noise management plan.

### **Amend Condition no. 9**

The uses hereby permitted shall not commence unless a Noise Management Plan (NMP) has first been submitted to, and approved in writing by, the Local Planning Authority. The NMP shall include (but not be restricted to) details of the following:

- (i) a description of the equipment and processes undertaken and controlled by the NMP;
- (ii) a door access and egress management policy, with appropriate detail of equipment, facilities and procedures to be utilised so as to minimise noise breakout and prevent noise nuisance to identified nearest noise sensitive receptors (NSRs);
- (iii) restrictions governing the use of audible warning systems, including reversing warning systems for vehicles, mobile machinery or other equipment. Use of broadband reversing warning systems, visual warning systems or other alternatives shall be employed wherever necessary and/or practicable;

(iv) a noise compliance and monitoring strategy to determine compliance with the agreed sound levels set out in Table 12 of the Local Planning Authority approved 'Noise Assessment Report; Blue Tree Acoustics Ref: 02983-130200 (25/10/2017). The strategy shall:

- determine suitable reference target noise level(s) at accessible position(s) within the site boundary, for the purpose of routine, periodic noise monitoring compliance checks;
- establish an agreed method for the measurement of the typical LAeq (1 hour) sound level at Location 5 (Limestone Hall Farm) in order to demonstrate compliance with the target Specific Sound Level of 42dB, to be undertaken by a suitably qualified professional on behalf of the operator in the event that substantiated noise complaints are received by the Local Authority.

In the event that the Local Planning Authority agreed target noise levels are shown to be typically exceeded and the cause of justified noise nuisance complaints, the operator shall, within a timeframe to be agreed with the Local Planning Authority, be required to further enhance and refine the NMP and/or operations, equipment or abatement techniques, so as to achieve compliance with the target noise levels.

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

**3. Application Number 17/02570/FUL**

**Address Site of Mackleys Building and 2 Chatham Street, Sheffield, S3 8EG**

### **Additional representation**

South Yorkshire Police has commented on the proposal and having reviewed the crime figures for the area, it has been recommended that the development would benefit from being designed to Secured by Design standards. A number of measures have been recommended to be incorporated into the design. The following directive will be imposed to make the developer aware of recommended design measures.

### **Additional directive**

The developer should be aware that the South Yorkshire Police considers that the development would benefit from being designed to Secured by Design standards.

### **Amended condition 9**

Additional highway Improvements:

- Provision of 2 covered bus stops.

## **Additional condition**

No development works shall commence until a 'Construction Management Plan', which shall include details of the means of ingress and egress for vehicles engaged in the construction of the development and details of any site compound, contractor car parking, storage, welfare facilities and delivery/service vehicle loading/unloading areas has been submitted to and approved by the Local Planning Authority. Thereafter the development shall be carried out in accordance with the approved details.

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

### **4. Application Number 17/03102/RG3**

**Address Route Running Between Level Crossing Over Liberty Steel Rail Lines Into Fox Valley Housing Site And Track Running To Ellen Cliffe Farm Leading From Wortley Road, Deepcar, Wortley Road, Deepcar, Sheffield S36 2TB**

### **Additional Submissions**

The applicant has amended the site boundary to include an additional parcel of land along the route which was previously believed to be in separate ownership. Plans and section drawings clarifying existing drainage in the vicinity of the site, and K-barrier have also been submitted.

### **Additional Representation**

1 additional representation of objection has been received relating to:  
-a 225 sewer pipe runs along the route of the path taking waste into the sewer from 276-260 Manchester Road to the sewer at the end of the path that runs between 260-258 Manchester Road, this application will stop drainage of water from the properties, they will be waterlogged, the trees and vegetation absorb this;  
-there was an open cast mine under the proposed site, these have only been capped off not filled in, if disturbed could the caps be dislodged, is this a disaster waiting to happen.

### **Assessment**

The revised drawings are acceptable and raise no significant issues.

A condition has been recommended (condition no. 9) to safeguard the public sewers crossing the site. It is recommended that this condition be amended to add an additional layer of control over any revisions to the public sewers. Any diversion of the public sewers will also require separate approval of Yorkshire Water Services Ltd.

A condition has been recommended (condition no. 4) to secure appropriate site investigation and remediation of any mining legacy on the site.

These matters have been addressed in the agenda report.

Any impact on private sewers will be a matter for the applicant to address as part of the developer's responsibility of ensuring all necessary agreements with land owners who have an interest in the site are obtained. Private interests are not a material planning consideration.

Revisions to update condition nos. 2 and 9 are recommended.

### **Amend Condition no. 2**

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

REP/LDL/13/A Planning Location Plan received on 7.11.17;  
REP/LDL/12/E Proposed Bridleway Planning Layout received on 9.11.2017;  
REP/LDL/15/C Track Construction Typical Sections received on 7.11.2017;  
REP/LDL/10A Vegetation Clearance Planning Layout received on 6.10.2017;  
REP/LDL/14A Layout details received on 9.11.2017;  
REP/LDL16 Vehicle Gate Details received on 21.07.2017;  
REP/LDL/28A Tree Removal and Retention received on 6.10.2017;  
060907.2 KB7 Barrier received on 21.07.2017;  
All Square Horse Hop 2m Width drawing received on 21.07.2017;  
SL(0)01 Rev B Preliminary Ramp & Bridge Details received on 21.07.2017;

Reason: In order to define the permission.

### **Amend Condition no. 9**

No obstruction including landscaping features shall be located over or within 3 metres either side of the centre line of the public sewers i.e. a protected strip width of 6 metres that crosses the site unless otherwise agreed in writing by the Local Planning Authority. Changes to ground level within the 6 metre protected strip shall only be permitted following approval of details that shall have been submitted to and approved in writing by the Local Planning Authority. If the required stand-off distance is to be achieved via diversion or closure of the sewer, the developer shall submit evidence to the Local Planning Authority that the diversion or closure has been agreed with the relevant statutory undertaker and that prior to construction in the affected area, the approved works have been undertaken.

Reason: To allow sufficient access for maintenance and repair work at all times.

**5. Application Number: 17/03331/FUL**

**Address: Site adjacent 4 Langsett Avenue, Sheffield, S6 4AA.**

### **Amend Condition no. 3**

Condition 3 requires that a 1.8 metre high close boarded fence is erected on the eastern boundary of the site to prevent unreasonable overlooking. An amended elevation has been submitted showing the proposed fence. The condition has been appropriately amended:

3. The dwellinghouse shall not be occupied unless the 1.8 metre high close boarded fence as shown on drawing number JJ00212/2A has been erected on the eastern boundary of the site which adjoins the rear gardens of 587 to 597 Middlewood Road, and thereafter such means of site enclosure shall be retained.

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

### **Amend condition No.2**

Amendment to the list of approved drawings:

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

Site Location Plan received 25th August 2017

Proposed Elevations: Dwg No: JJ00212/2A received 8<sup>th</sup> November 2017

Proposed Plans: Dwg No: JJ00212/1A received 8<sup>th</sup> November 2017

Reason: In order to define the permission.

## **6. Application Number: 17/02624/OUT**

**Address Oughtibridge Mill Sheffield Site, 22 - 24 Main Road, Wharncliffe Side, Sheffield, S35 0DN**

### Additional comments

Campaign for the Protection of Rural England (CPRE) has made further representation following the publishing of the report online. They comment as follows:

- Pleased that the report is very thorough and that CPRE's work, particularly in obtaining a legal opinion, has been helpful. CPRE believe passionately that affordable housing should be the top priority in terms of planning for housing;
- Disappointed that SCC officers recommend the removal of the condition subject to the applicant entering into an agreement to make a financial contribution of £1.75m for the delivery of affordable housing.

- 1) The original outline permission is for 320 homes. If there had been an on-site requirement this would have delivered 32 affordable homes; and 288 open market homes. Therefore the new figure of 292 market homes is effectively equivalent to the number of market homes we would have expected anyway.



- 2) The DV assessment of an off-site contribution being viable at £2.8m, at 5.5% is already substantially below the 10% requirement for the area;
- 3) The proposed compromise position of £1.75m is only a 3.4% contribution.
- 4) The applicant has successfully double-discounted their contribution, firstly by avoiding on-site provision of 32 dwellings and then, on top of that, by reducing their off-site contribution from 10% (£5.1m) to 3.4% (£1.75m).

This amounts, in practice, to the developer being let almost entirely off the hook in terms of contribution to Sheffield's pressing needs for affordable housing. It is appreciated that there are pragmatic reasons for enabling an agreement that will avoid a potentially risky appeal, but CPRE are deeply worried that in seeking that agreement the Council has weakened its position on an important aspect of policy implementation.

In the planning report (Page 86 of the agenda), the wording should be changed at part (ii) to 'written confirmation from the Planning Inspectorate that the pending appeal seeking the removal of this condition under 16/-04679/OUT being withdrawn'.

Loxley Valley Protection Society (LVPS)

LVPS have made further representations their comments are summarised as follows;

Issues to do with the reduction in affordable housing contributions specific to this case, and others, like Dysons, have arisen due to the current policy for affordable housing provision. It is considered that it is this very policy that leaves local communities and the Council short changed on their ability to provide sufficient affordable housing within the areas that local people wish to live.

The onus is on the developer to provide the affordable housing. The district valuers assessment of 2.8 million is a basis for negotiation rather than a tariff which must be paid. The offer of cash rather than houses means the affordable housing will be on another site, rather than in this area. Once again the local area and local community misses out, but City wide there will be gains and there are no benefits in refusal. What is needed is a better system to provide housing at the right price and in the right place, for those struggling to have their own homes.

The comments raised are covered in the main body of the report.

<b>7.</b>	<b>Application Number</b>	<b>16/04644/FUL</b>
	<b>Address</b>	<b>Ballast Phoenix Ltd, Beeley Wood Recycling Village, 2 Beeley Wood Lane, Sheffield S6 1QT</b>

#### **Clarification of Proposal**

The applicants proposed additional hours of opening on Saturdays of 0700 to 1600 hours have been revised by the applicant following advice from officers. The revised hours of operation on Saturdays of 0800 to 1700 hours were included in the

applicant's revised noise impact report and have been taken into account in the officer assessment of this proposal and are referred to in condition no. 8.

### **Additional Representation**

2 additional representations of objection have been received relating to;

- disapprove this increase in throughput as it will have adverse effect on the environment, the local area and communities, quality of air children will be consuming, we have a responsibility to protect the environment;
- recommendation disregards the serious concerns of many people;
- with this and all the other upcoming green initiatives for this so called industrial area look forward to return to 60's and 70's background industrial noise and pollution but this time with no significant jobs.

### **Assessment**

These matters have been taken into consideration and were addressed in the agenda report.

No revisions to the recommendation are required.

## **8. Application Number      17/00199/FUL**

**Address      Land adjacent to No 42 Abbey View Road, Sheffield, S8 8RE**

### **Additional representations**

Two additional representations have been received from one residential property located directly opposite the site on Abbey View Road. Some of the comments/questions raised are not material planning considerations ie.:-

- Why do the dwellings have accommodation on 4 levels when most people can manage with 2;
- Why do the proposed dwellings have a master bedroom in the roof with a maximum ceiling height of 7 feet;
- Why is the master bedroom 39 steps up from the living accommodation;
- Why do the dwellings have 4 toilets when most people can manage with 1 or 2;
- Why is the kitchen in the darkest area of the dwelling with no natural light;
- Why are there no dimensions shown on the plans;

Other planning-related concerns raised include:-

- Why do the ridgelines of the proposed dwellings have to be 5ft above the ridgeline of No.18 Abbey View Road and 17ft above the ridgeline of no.42 Abbey View Road;
- As the ridgeline of the proposed dwellings are 80ft above those properties on Cherry Bank Road, how can the officer say that there are no overlooking problems for the residents on Cherry Bank Road;

- Why are Juliet balconies required to the master bedrooms when overlooking is a major concern;
- All of the above comments lead to the conclusion that the design of the proposed houses is not suitable.
- A small integral garage and a hardstanding parking space are not sufficient for a 4 bedroom house. The study could easily become a 5<sup>th</sup> bedroom.
- An inadequately sized integral garage will result in people only using it for storage purposes and this in effect would result the dwellings only having 1 parking space.

### **Officer response to additional representations**

A number of the additional concerns raised are either not a material planning consideration or are matters covered by building regulations. Officers can also state that whilst no dimensions were shown on the various submitted plans, the plans themselves were drawn to scale and therefore officers were able to measure dimensions and separation distances.

Whilst the recommended dimensions of the garages is 6 metres by 3 metres, officers are satisfied that the actual dimensions 5.5 metres by 2.8 metres are adequate for the purposes of parking. These dimensions are greater than the 5 metres by 2.5 metres that have generally been accepted in the past for many years.

There is a planning condition imposed requiring the 2 parking spaces to be retained for parking spaces.

With regard to the proposed ridgeline issues, officers note that there are already some variations on this side of the road and given that no.42 is a bungalow property set deeper into the site than the new dwellings, this was always going to lead to a difference in the ridgeline. The separation distances between the new dwellings and the nearest adjacent properties on that side of the road are 6.6 metres away from no.42 Abbey View Road and 19.3 metres away from no.18 Abbey View Road and as such, officers consider that there is some scope for the varied ridgeline in this instance which, does not create a significant detrimental impact to the street-scene.

The main Juliet balconies are located on the rear elevation at first-floor level and in the dormer (as viewed from the rear) and therefore given the proposed separation distances and levels differences officers do not consider the Juliet Balconies (which are not projecting balconies) to be any more onerous or harmful to neighbouring residents than other windows on the rear elevation.

9.     **Application Number**        **17/02518/FUL**  
        **Address**                    **Ecclesall Infant School**

**Additional Sport England Representations**

Sport England had imposed a last minute holding objection as they, along with the Football Association, wanted to be satisfied that the current use of the site for football training associated with Ecclesall Rangers Junior Football Club was being retained during and post development.

Following the provision of additional information to Sport England explaining the longstanding relationship between this football club and the school, along with agreed slightly amended planning conditions that will ensure the use of the site is retained for the football club during the construction period and thereafter, Sport England has now withdrawn their objection.

In their final response they state that 'Ecclesall Juniors FC currently enjoy a positive relationship with the school. Following completion of the project there will be a reduction to the amount of space available to the club. However, through making adjustments to their activity the club will be able to continue to deliver football sessions.'

### **Additional Representations**

#### Two representations have been received from the Chair of High Storrs School Governing Body

The first representation states that whilst governors understand and accept the need to increase primary school places in the local area, and would expect to work with the new school and council officers to identify an acceptable solution to the anticipated small increase in traffic, they are very concerned about how the present position has been reached with regard to providing a drop-off facility for Ecclesall Primary School on the High Storrs School site and the subsequent need for High Storrs staff to then park on the Ecclesall Primary School site.

This representation objects to this element of the scheme and expresses surprise at the lack of engagement in regard to this matter earlier on in the planning process. It states that insufficient time has been allowed to meet properly with representatives of the Council and Ecclesall Infant School to discuss a response to the proposal and/or possible alternatives.

Several operational questions are posed, including:

- Who will police this scheme?
- Who will ensure that any users of the pick-up and drop-off facility only use the designated spaces?
- How will potential safeguarding concerns be managed?
- This approach may simply encourage more staff to park on the local roads.

The second representation has been received following on from a recent meeting with a representative of the council and representatives of the school Governors.

This second representation states that both parties are now committed to develop additional parking places on the High Storrs site, which will remove the need for High Storrs staff to access parking on the Ecclesall Primary School site.

There is also a commitment to work closely with staff at Ecclesall Primary School to safely implement the proposed drop off and pick up arrangements.

This second representation concludes by withdrawing the objection of the Governing Body.

In response, the applicant's commitment to revisit the proposals and see if ten additional spaces can be found on the High Storrs School site is welcomed, as this would untimely be a better solution than asking their staff to park within Ecclesall Primary School. Although it should be noted that this original proposal is still considered to be acceptable, subject to final details, and is proposed to be retained as a default position should it be determined that it is not possible to provide the required additional spaces on the High Storrs School site.

The details in relation to the final strategy are to be agreed as part of the planning conditions in discussion with the relevant stakeholders, which includes High Storrs School.

Alterations to the planning conditions to facilitate this revised strategy are identified in the Changes to Planning Conditions section below.

*Ten additional representations objecting to the scheme have been received from local residents, with the majority of issues raised already discussed within the Committee report.*

New issues raised are as follows:

- Residents have never been consulted about the out of hours community use.

In response, these details are included within the Design and Access Statement submitted in support of the application, which is on the public file.

- The works currently being undertaken on site fall outside the scope of the Phase One works and therefore represent development commencing on the application currently being considered.

In response, officers have investigated earlier complaints by residents that the works currently being undertaken on site represent the unauthorised commencement of the development Members are considering today.

It has been concluded that these works are associated with the Phase One development, or are being carried out under permitted development. For clarity Phase One relates to the erection of a single-storey infill extension to form a new entrance and associated rooms (Ref: 17/01982/RG3).

Any future concerns in regard to such matters can be investigated.

- The photographs sent to the planning officer as objections have not been adequately summarised in the Committee report.

In response, these photographs have been referred to in the report and Members are being handed a selection of these photographs at the Committee meeting to ensure they are taken fully into account.

- Many of the representations received in support of the proposals have no comments associated with them, in comparison to the many objections that include extensive written comments. The Committee report should reflect this rather than just the number of Objections and Supports.

In response, the scale of the comments within the objections can be compared to the scale of the comments in support within the Committee report by amount of pages it has taken to summarise each section. The individual objections span seven pages in comparison to those in support, which are summarised across one page.

- The existing wall separating the High Storrs Close gardens from the school is a loose stone wall, which is clearly not capable of supporting any additional loading from any change in levels on the school side.

In response, final details of changes in land levels and any new retaining features have been reserved by condition and these matters can be considered further (if required) at this stage.

- A natural barrier should be provided between the High Storrs Close gardens and the new car park.

In response, final details of planting around the proposed car park have been reserved for agreement within the planning conditions. It is fully intended for such screen planting to be incorporated as this will also ensure the potential for nuisance associated with headlights is mitigated.

- Are sprinklers to be fitted in the school?

In response, this is a matter covered within the Building Regulations regime, although it is noted that South Yorkshire Fire Service have confirmed their satisfaction in respect of being able to access the site with a fire tender.

- Given the amount of conditions attached to the application and a holding objection from a statutory consultee (Sport England) then Sheffield City Council is strongly advised to postpone Planning Committee's vote on this proposal until such time as the council can give definitive information on the impact of the project on the local area.

In response, it is not considered that the amount or type of conditions being proposed is unreasonable or excessive for a major planning application such as this.

In addition, it is considered that the report being presented to Members gives a full assessment of the impact of the proposals on the local area/community and proposes mitigation measures to suitably address this impact when appropriate.

Matters raised within the objections and already covered in the Committee report are summarised below:

- No traffic assessment has been undertaken around the additional cars this proposed school expansion is likely to generate for Edale Road.
- The potential for congestion and dangerous road safety conditions on Edale Road are made worse by the proposals that Ansell and Renshaw Roads, close to their junctions with Edale Road, are to be used as pick up/drop off points.
- All previous attempts at highway mitigation have failed over the years.
- It is being proposed that a drop off point for one of the Walking Bus routes is at the junction of Edale Road and Mylor Road. It is highly likely that any parents using this will drive along Edale Road and attempt to drop-off/pick up at what is already a congested junction.
- The walking bus will not be successful because of the steep topography of the area and in poor weather or icy conditions.
- The walking bus is based on school actions that cannot be enforced.
- Walking buses have never been used by the school so how do we know what the uptake will be.
- How will the highway mitigation measures be enforced?
- Where are all the visiting parents going to park on open evenings when on street parking by residents is at its highest?
- The proposals will lead to an unacceptable increase in traffic, congestion and road accident risks.
- If High Storrs School need extra car parking spaces, this could and should be accommodated by providing the required spaces at High Storrs School as this reduces green space further on the Infant School site.
- Given the very restricted access to the school, this brings added risk and safety issues.
- The proposals will lead to an increase in air pollution.
- An unacceptable amount of time has passed since concern was expressed by the Local Planning Authority about the drainage proposals without an alternative scheme being put forward.
- The concern about flooding is very real for many of the residents on Edale Road and they should be given the opportunity to scrutinise the updated drainage proposals rather than incorporating them as planning condition.
- The figures on local school places that have been provided show that this area is not where they are most needed.
- The schools in the area are not fully subscribed.
- The total number of children from catchment is well below the maximum places available.
- Noise associated with the Multi Use Games Area (MUGA) out of hours will cause unacceptable nuisance to residents and this should be resisted. Could a compromise not be reached?
- The proposals will result in a reduction of green space.
- There is no indication of levels for the road and car park associated with the High Storrs staff. This could create overlooking.
- Residents on surrounding streets have not been consulted and these will be impacted by the proposals.

Two additional representations have been received from local residents in support of the application stating the following:

- Ecclesall Junior School has outstanding teaching staff and educational results but is well below the standard in terms of space (inside and outside) and up-to-date facilities that are to be expected in 2017.

### **Changes to Planning Conditions**

It is requested that along with the proposed alterations to conditions as set out below, Members give permission for the numbering of the proposed conditions to be altered to facilitate the agreed changes.

New Condition designed to ensure the continued use of the site by Ecclesall Rangers Junior Football Club during the construction period:

Before development commences measures to ensure the continued use of the site by Ecclesall Rangers Junior Football Club during the construction period shall have been submitted to and approved in writing by the Local Planning Authority. The agreed measures shall thereafter be implemented during the construction period.

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

Amended Condition 9 in order to ensure Sport England can comment on the Community Use Agreement

Prior to the hereby approved extensions being occupied, a Community Use Agreement shall be submitted to and approved in writing by the Local Planning Authority, after consultation with Sport England. The Scheme shall include details of pricing policy, hours of use, access by non-school users/non-members, management responsibilities and include a mechanism for review. The approved Scheme shall be implemented before the occupation of the hereby approved extensions and thereafter in accordance with the agreed details, or any subsequent revisions that must first have received written agreement from the Local Planning Authority, after consultation with Sport England.

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

New Condition designed to allow further consideration of providing replacement car parking for High Storrs School staff on the High Storrs School site.

Notwithstanding the hereby approved plans, no extension to the existing school building associated with this application shall be occupied unless final details of one of the two following options have been agreed in writing by the Local Planning Authority and the agreed option has been provided in accordance with the approved details:

1. A scheme is implemented that provides ten car parking spaces within the application site for the use of staff associated with High Storrs School.
2. A scheme is implemented that provides ten additional car parking spaces for High Storrs Staff within the grounds of High Storrs School.



If the second option is implemented, the ten car parking spaces in the north east corner of the site and the associated access track/road, as shown within the approved plans, shall not be provided as part of the hereby approved scheme.

Once in place the agreed measures 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.

#### Amended Condition 39

As the provision of replacement car parking places for High Storrs Staff is now to be secured within a proposed new condition, a slight adjustment is proposed to Condition 39 to ensure this requirement is not duplicated. The revised condition is now proposed to read.

The new extensions shall not be occupied 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.

#### Amended Condition 2

It is proposed to add the words 'Unless otherwise required to comply with any of the following conditions' to the beginning of Condition 2. This will allow the requisite discretion to alter the proposals around the replacement car parking places for High Storrs Staff if deemed appropriate. The revised condition is now proposed to read:

Unless otherwise required to comply with any of the following conditions, the development must be carried out in complete accordance with the following approved documents:

Site Layout Plan received via email dated 02 November 2017 (Ref: N71-125-PL-06-REVC)

Ground Floor Plan received via email dated 25 August 2017 (Ref: N71-125-PL-07-REVA)

Lower Ground Floor Plan received via email dated 25 August 2017 (Ref: N71-125-PL-08-REVA)

Roof Plan received via email dated 25 August 2017 (Ref: N71-125-PL-09-REVA)

Elevations Plan received via email dated 25 August 2017 (Ref: N71-125-PL-10-REVA)

Sections Plan received via email dated 25 August 2017 (Ref: N71-125-PL-13)

Reason: In order to define the permission.

#### Amended Condition 29

The applicant has now submitted acceptable details of a brick sample panel. As such it is proposed to amend Condition 29 to read:

The proposed masonry associated with the hereby approved extensions shall be erected on the site to reflect the colour, texture, bedding and bonding of masonry and mortar finish within the sample panel image submitted via email dated 03 November 2017.

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