
Case Number	18/00415/FUL
Application Type	Full Planning Application
Proposal	Erection of a single-storey pre-school building with associated car parking and vehicle turning facilities
Location	Intake Primary School Mansfield Road Sheffield S12 2AR
Date Received	29/01/2018
Team	City Centre and East
Applicant/Agent	MG Design Services Ltd
Recommendation	Grant Conditionally

Time limit for Commencement of Development

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

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

Approved/Refused Plan(s)

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

Drawing No. 17-2 Revision F - Site Layout
Drawing No. 17-18548-01 Rev. H - Proposed Modular Nursery

Reason: In order to define the permission.

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

3. 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 . If discharge to public sewer is proposed , the information shall include:

i) evidence that other means of surface water drainage have been properly considered and why they have been discounted ; and

ii) the means by which the discharge rate shall be restricted to a maximum rate of 3.5 litres per second.

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 that no surface water discharges take place until proper provision has been made for its disposal

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

4. Before the development is brought into use, a Community Use Scheme shall be submitted to and approved 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 and non members, management responsibilities and include a mechanism for review. The approved Scheme shall be implemented upon commencement of the use of the development.

Reason: To secure well managed safe community access to the sports facility and to ensure sufficient community benefit to the development of sport at the site.

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

The Travel Plan(s) shall include:

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

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

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

6. 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 any footways damaged or altered as part of the creation of the new vehicular and pedestrian access or other construction works 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.

7. 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.

8. Before work on site is commenced, details of a suitable means of site enclosure shall be submitted to and approved by the Local Planning Authority and the nursery shall not be used unless such means of site enclosure 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 amenities of the locality.

9. Prior to installation, full design details of the steps and ramps shown on the approved plans shall have been submitted to and approved by the Local Planning Authority. The steps and ramps shall thereafter be provided in accordance with the approved details and be retained.

Reason: In the interests of inclusive access for all.

10. A comprehensive and detailed hard and soft landscape scheme for the site shall be submitted to and approved by the Local Planning Authority before the development is commenced, or within an alternative timeframe to be agreed by the Local Planning Authority. The soft landscaped areas shall be managed and maintained for a period of 5 years from the date of implementation and any plant failures within that period shall be replaced in accordance with the approved details.

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

11. The development shall not be used unless details have been submitted to and approved 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 buildings commencing, and shall thereafter be retained.

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

12. 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 cycle parking accommodation within the site 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: To promote and deliver sustainable forms of transport.

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

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

Other Compliance Conditions

14. No gates shall, when open, project over the adjoining highway.

Reason: In the interests of pedestrian safety.

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

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

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

Reason: In the interest of satisfactory and sustainable drainage.

Attention is Drawn to the Following Directives:

1. The Local Planning Authority has dealt with the planning application in a positive and proactive manner and sought solutions to problems where necessary in accordance with the requirements of the National Planning Policy Framework.
2. The proposed development lies within a coal mining area which may contain unrecorded coal mining related hazards. If any coal mining feature is encountered during development, this should be reported immediately to the Coal Authority on 0345 762 6848.

Further information is also available on the Coal Authority website at:
www.gov.uk/coalauthority

3. Yorkshire Water has advised that on the Statutory Sewer Map, there is a 375 mm diameter public combined sewer recorded to cross the site. It is essential that the presence of this infrastructure is taken into account in the design of the scheme. It is understood that the applicant/agent is aware and it would appear that the public sewer is unlikely to be affected by building-over proposals although any tree planting must follow regulations.

Therefore, as part of Condition ..., the following points should be addressed:

a) a re-submitted drawing should show surface water storage and flow control rate; and

b) confirmation that planting over the line of public sewer crossing the site should be in accordance with Sewers For Adoption 7th Edition.

For further information, the developer should contact our Developer Services Team (telephone 0345 120 84 82, [technical.sewerage@yorkshirewater .co.uk](mailto:technical.sewerage@yorkshirewater.co.uk))

4. With regard to drainage proposals (Condition 3), the applicant is advised that evidence should be submitted to show that other (than discharge to public sewer) means of surface water disposal have been considered and why they have been discounted. Only as a last resort surface water may discharge to the public sewer crossing the site at a rate restricted to no more than 3.5 litres/second, up to and including the 1 in 100 year return period plus climate change.
5. A model Community Use Scheme is available on the Sport England website www.sportengland.org
6. The developer is advised that in the event that any un-natural ground or unexpected contamination is encountered at any stage of the development process, the Local Planning Authority should be notified immediately. This will enable consultation with the Environmental Protection Service to ensure that the site is developed appropriately for its intended use. Any necessary remedial measures will need to be identified and subsequently agreed in writing by the Local Planning Authority.
7. The construction of the new vehicular access will require the relocation of a lamp column at the applicant's expense. Please contact Craig Spafford (Technical Officer) on 0114 2057422 for further information.
8. 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 here:

<http://www.sheffield.gov.uk/home/roads-pavements/Address-management>

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.

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

Telephone: 0114 273 6677

Email: highways@sheffield.gov.uk

They will be able to advise you of any pre-commencement condition surveys, permits, permissions or licences you may require in order to carry out your works.

10. 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.
11. You are required as part of this development, to carry out works within the public highway: as part of the requirements of the New Roads and Street Works Act 1991

(Section 54), 3rd edition of the Code of Practice 2007, you must give at least three months written notice to the Council, informing us of the date and extent of works you propose to undertake.

The notice should be sent to:-

Highway Co-Ordination
Sheffield City Council
Town Hall
Sheffield
S1 2HH

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

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

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

12. You are required, as part of this development, to carry out works within the public highway. You must not start any of this work until you have received formal permission under the Highways Act 1980 in the form of an S278 Agreement. Highway Authority and Inspection fees will be payable and a Bond of Surety required as part of the S278 Agreement.

You should contact the S278 Officer for details of how to progress the S278 Agreement:

Mr J Burdett
Highways Development Management
Highways Maintenance Division
Howden House, 1 Union Street
Sheffield
S1 2SH

Tel: (0114) 273 6349
Email: james.burdett@sheffield.gov.uk

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

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

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

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

14. Where highway schemes require developers to dedicate land within their control for adoption as public highway an agreement under Section 38 of the Highways Act 1980 is normally required.

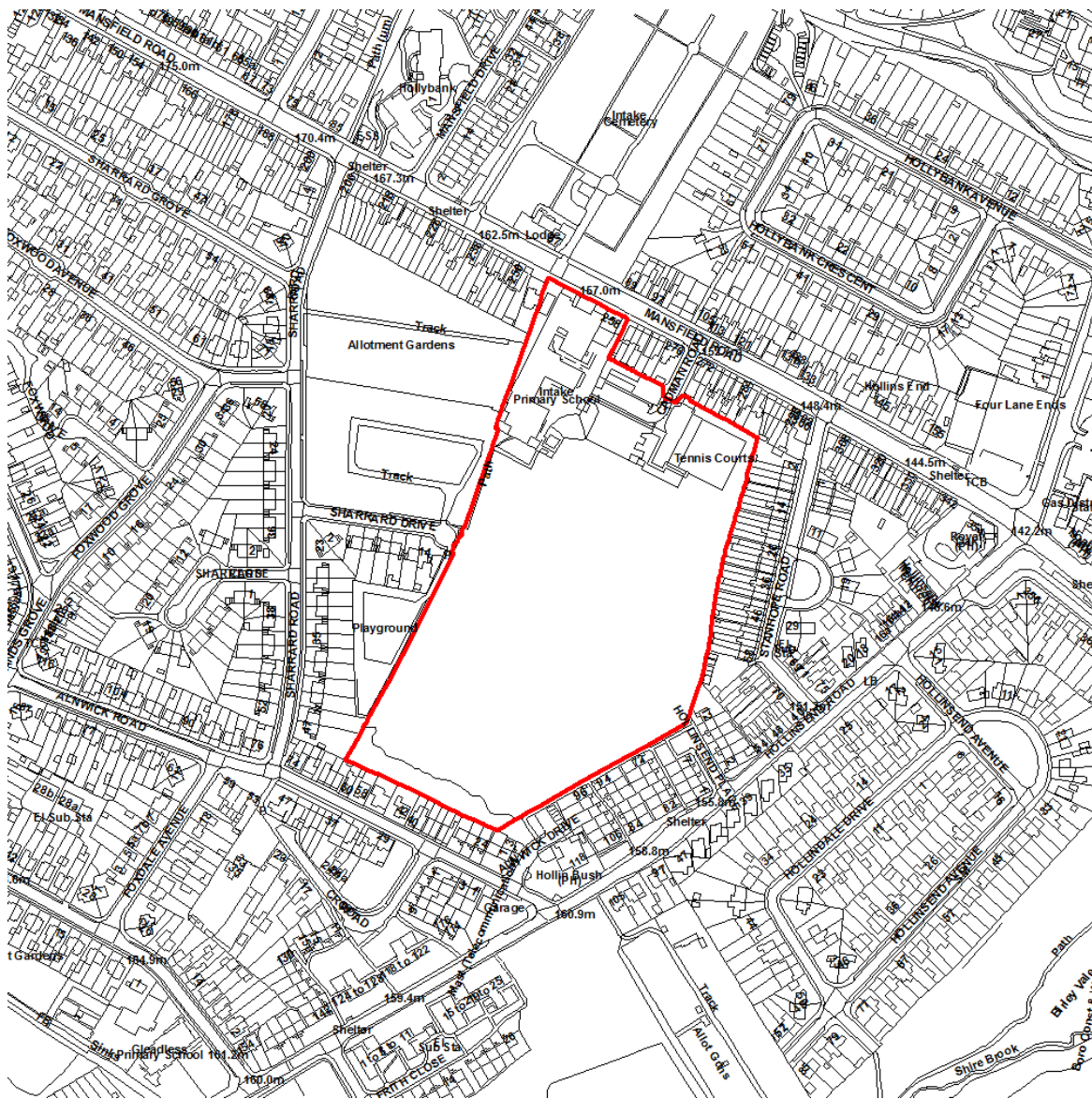
To ensure that the road and/or footpaths on this development are constructed in accordance with the approved plans and specifications, the work will be inspected by representatives of the City Council. An inspection fee will be payable on commencement of the works. The fee is based on the rates used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

If you require any further information please contact:

Mr S Turner
Highway Adoptions
Highways Maintenance Division
Howden House, 1 Union Street
Sheffield
S1 2SH

Tel: (0114) 273 4383
Email: stephen.turner@sheffield.gov.uk

Site Location



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LOCATION AND PROPOSAL

The application site is located at the end of Sharrard Drive, which is a cul-de-sac road in Intake, S12 (Richmond Ward). The site measures approximately 0.2 hectares and consists of part of the grassed playing fields belonging to Intake Junior and Infant School.

There is an existing pedestrian access at the bottom of Sharrard Drive, to a path that leads to the rear of Intake Junior and Infant School, which is located immediately adjacent to the application site's north boundary.

To the west of the application site – beyond the path – there are the Sharrard Road Allotments, which are Council owned and can be accessed by holders (including

their vehicles) from double gates positioned at the bottom of Sharrard Drive. The allotments are enclosed by a 2 metre high palisade fence.

Due to the existence of the allotments, Sharrard Drive has dwellings on only its south side comprising of two-storey semi-detached properties. In total there are 7 properties on Sharrard Drive.

The application proposal seeks planning permission for the erection of a pre-school nursery on the site with associated playground, car parking, turning head and landscaping on the site. The single-storey building will provide approximately 286 square metres of ground floor space and includes 2 play rooms as well as a sensory room, kitchen and staff facilities. Overall, there will be 44 child spaces available at the Pre-School for children aged between 2 – 5 years old.

In addition to the pre-school facilities, the building contains 2 x changing rooms on its southern end. These rooms are being provided as mitigation for the loss of part of the playing field being brought about by the proposed development.

Vehicle access is proposed from Sharrard Drive and the site comprises car parking for 12 cars (including 2 disabled spaces) and turning provision.

The end user of the Pre-School will be Intake Pre-School, which is currently operated from Intake Methodist Church. The applicant has explained that this existing building is currently unsuitable because of its shared use and nature, requiring many adaptations to turn it into a full day care use that is child friendly. The outdoor space is limited given that it is a small concrete space. The application proposal is intended to be a new dedicated facility that will assist provision of private and funded childcare in the Intake area.

RELEVANT PLANNING HISTORY

05/00780/FUL

Planning permission to erect a day care nursery on the same application site was previously granted conditionally in July 2005 but never implemented and has now expired. This development was similar in character to the current proposal and comprised of a building with approximately 266 square metres of ground floor space and external play space. It also proposed vehicle access from Sharrard Drive leading to an on-site car park (8 spaces) and turning facilities.

12/0092/FUL

Following the expiry of the 2005 planning permission, another planning application to erect nursery accommodation on part of the same site was submitted in 2012. However, this application was withdrawn.

17/01979/FUL

A planning application to erect a pre-school nursery in the south-east corner of Intake Junior and Infant School's playing field (accessed via Alnwick Drive) was submitted in May 2017. This application was also withdrawn following concerns raised by officers and Sport England in relation to the impact of the proposed development on a usable football pitch that exists at the southern end of the playing field.

SUMMARY OF REPRESENTATIONS

The application has been advertised by neighbour notification letter to the nearby properties on Sharrard Drive and Sharrard Road. A site notice has also been placed on a lamp post immediately adjacent to the proposed vehicle access.

2 letters of objection have been submitted from local residents living on Sharrard Drive and they raise the following highways / access issues:

- Sharrard Drive is a small cul-de-sac and not suitable for the proposed facility and the extra traffic that it will bring. The volume of traffic is already high. The road is often gridlocked forcing cars to reverse on to Sharrard Road which at school times is almost impossible to pass.
- If the application goes through then the parking problem will escalate on the cul-de-sac with further congestion. It will be a nightmare for residents. There are already issues on school runs with some parents blocking access to the residents' drives, which prevents access on and off. The cars associated with the allotments also cause obstruction.
- There are road safety issues. The turning circle at the bottom would have 3 vehicle access points and 3 pedestrian points, one of which (leading to a child's play area) has an obscured view of the road from because of No.14's boundary.
- Intake School has a parking scheme with the local CO-OP as it cannot cope with the overspill of traffic at the moment.
- The plans do not show an access to the playing fields, which there is now and has been for over 50 years. The access allows residents of Intake and surrounding area to use the fields for sports and leisure. Whilst not sure if there is an easement, access from Sharrard Drive is a must for the children in the community.

PLANNING ASSESSMENT

1. Planning Policy Considerations

Local Policy

The application site is part of an existing school playing that is identified in the adopted Sheffield Unitary Development Plan (UDP) as being within an Open Space Area.

Sheffield's Local Plan Core Strategy recognises the importance of open space provision and seeks to safeguard what we already have. It recognises that once built

upon, open space is likely to be lost to the community forever. Safeguarding open space is therefore considered vital in ensuring that there is a sufficient quantity to help meet the needs of local people. To this end, Core Strategy Policy CS 47 (Safeguarding of Open Space) is the most relevant local policy that applies to assess proposed development in Open Space Areas.

It is confirmed that the application site was not included in the Council's open space audit (2008) or most recent open space study (2018) and so it is not included in the most recent supply figures. Therefore, the loss of land to the proposed development will not worsen the shortage in quantitative terms and the application is technically not contrary to Policy CS 47 (part a). However, we know that the evidence from the 2018 study demonstrates that there is a significant shortage of formal outdoor sports provision in the local area and so this, as well as the fact that the school playing fields are accessible for public use at the moment (out of school hours), means that the development will reduce access to outdoor sports provision, which is against the spirit of Policy CS 47 (part a).

Given that the site is not surplus to requirements – and there is no proposal to replace the lost open space within the local area – the proposal is contrary to CS 47 (e).

In reaching a decision on this application in local policy terms, your officers must consider this somewhat negative policy position against the positive characteristics of the application and benefits to the community. Indeed, Policy CF1 (Provision of Community Facilities) promotes the provision of facilities that are available to all Sheffield people. The positive elements of this application include:

- The nursery will be delivered on a small part of this large playing field area where planning permission has been previously granted for a nursery facility (2005). The character and extent of the application site was very similar to the proposed use.
- The land that is positioned close to the playing fields boundary and adjacent to existing school buildings / infrastructure. It does not include any marked out playing pitch or sports facility and is unlikely to do so.
- The application building will include a set of changing rooms that are compliant with the Football Association's (FA) design guidance. These are being provided as mitigation for building on the playing field and seen as a key part in encouraging / enhancing use of the retained playing field space by local sports teams.
- The application building's kitchen facilities will also be made available to local sports teams.
- The applicant has agreed to enter into a Community Use Agreement to ensure the facilities are available to the local sports teams in perpetuity, as currently proposed.

In addition to the items listed above, the applicant has submitted a document to justify their decision to choose this site location. It explains that other sites in the

locality have been considered and it details why they have been discounted. It also explains why the application site is a good location for the end user as well as the adjacent Intake Junior & Infant School, which has no capacity to house a nursery of its own and is a main recipient of children from the existing Intake Pre-School. It also describes that the proposed location is the best outcome for all and that the School fully supports the development.

Taking all of the above into account, it is concluded that the loss of a small area of playing field and Policy CS 47 shortfalls relating to this small parcel of Open Space land is being positively mitigated by the delivery of a new dedicated pre-school facility that will support the childcare needs of the local area as well as enhance sporting facilities on site to the benefit local clubs in the community.

Sport England

Due to the nature of the application, consultation with Sport England is a statutory requirement and it has considered the application in light of the National Planning Policy Framework (particularly Paragraph 74) and Sport England's Playing Fields Policy, which is presented within its Planning Policy Statement titled 'A Sporting Future for the Playing Fields of England'. It is the case that 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/part of a playing field, unless one or more of the five exceptions stated in its policy apply.

Through consultation, Sport England state that the new Pre-School building element of the proposal does not accord with any of the exceptions in its playing fields policy, however it is mindful of the characteristics that relates to this site, the design of the building and this specific planning application (bullet pointed above). Therefore, on this occasion, Sport England has confirmed that it is satisfied that there will be no harm to the sport and recreation provision on site and that the proposal will deliver sporting benefits for a local football club and the wider community through making the changing rooms and playing field available for community use. It is advised that the ability to access good pitches within the local community is vital to any sports organisation, yet many clubs struggle to find places to play and train. A large number of sporting facilities are located on school sites and making these available to sports clubs can offer significant benefits to both the school and the local clubs.

In reaching this decision, Sport England has sought the views of the Football Association who has confirmed that that the changing proposals are designed to the standards required and that they present an excellent opportunity for a local junior football team (Sheffield Steelers JFC) to use multiple pitches and to establish a home base.

Therefore, Sport England offers no object to the application subject to a condition that requires a Community Use Scheme to be submitted to and approved 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.

2. Highway Considerations

UDP Policy BE9 (Design for Vehicles) requires that new developments provide a safe, efficient and environmentally acceptable site layout for all vehicles (including cycles) and pedestrians.

The proposed level of on-site car parking for the Pre-School (12no. spaces, including 2 disabled) is considered acceptable in terms of the quantity provided and overall arrangement on site. This provision is 4 spaces more than previously accepted in the 2005 approval and it is expected that these spaces will be made available for drop-off / pick-up purposes and visitors given that it is currently intended that Pre-School staff park elsewhere in the adjacent Primary School's staff car park, which it is advised currently has space available.

Officers are mindful that the proposal will inevitably result in an increased level of vehicular usage on Sharrard Drive throughout the week. Therefore, in an attempt to reduce the impact of the development for local residents and prevent excessive vehicle movements at certain times, the Pre-School proposes to phase the arrival and departure of children throughout the day. For example, it is currently proposed that there are two start times in the morning (8am and 9am) and two start times in the afternoon (12pm and 1pm) with pick up times being between 4pm and 6pm.

There is no objection to the creation of another vehicle access leading onto Sharrard Drive. There is a generous turning facility proposed within the curtilage of the site that can accommodate cars and larger vehicles, thus allowing them to turn and exit onto Sharrard Drive in a forward gear. Furthermore, there is a dedicated pedestrian entrance and footpath proposed that will lead from the adjacent public footway.

The existing footpath that leads to the rear of the Primary School and provides access to the playing fields will be retained between the application site and the allotments on the site's western boundary. The design of the access point to the path from Sharrard Drive is not clear on the approved plans and so the final arrangement is proposed to be agreed by condition.

The use of the Pre-School's changing room facilities by the community sports will occur during evening and weekend times, and it is expected the car park facilities will be made available at these times for use by parents / spectators to any sporting event, thus discouraging on-street car parking on Sharrard Drive and avoiding potential conflict with residents and allotment users. It is expected that this access be secured via the Community Use Scheme.

Due to the close proximity of a large residential area around the application site, it is considered there is significant potential for encouraging Pre-School staff and parents to use alternative modes of transport to the site. This can be achieved through the

preparation of a Pre-School Travel Plan and the applicant has confirmed that they are committed to doing this as part of the new use.

In light of the above, and notwithstanding the objections received, it is concluded that the impact of the development in terms of the existing and future highways environment has been appropriately addressed and that refusal of the application is not justified. The proposal is consistent with the relevant policies described above.

3. Residential Amenity Considerations

UDP Policy LR5 (Development in Open Space Areas) (part k) states that development in Open Space Areas will not be permitted that would be incompatible with surrounding land uses.

It is common for pre-schools and nursery uses to be situated in residential areas and either adjacent to or within close proximity of existing houses. Furthermore, the application site is already used as part of an existing school playing field which has the potential to generate a variety of noises and activities during daylight hours.

The entrance to the application site located a minimum distance of approximately 18 metres from the front elevation of the nearest property (14 Sharrard Drive) and the new building is situated approximately 48 metres away. This degree of separation is considered to be sufficient to ensure that the impact on existing residential amenity – due to noise and disturbance – will be minimal.

As per the 2005 application, it is considered that any limited disturbance that could potentially occur to surrounding residents will be minimised by the outdoor play area associated with the proposed nursery being located facing east towards the school playing fields. Therefore, the building will act as a good buffer and thus limit the prospect of such disturbance occurring.

4. Design / Visual Amenity Considerations

The application site is not situated in a particularly prominent location but it will be seen from and across the playing fields as well as from the residential properties in the immediate area.

UDP Policy BE5 (Building Design and Siting) sets out criteria for good design and expects the use of good quality materials in all new buildings. Core Strategy Policy CS 74 (Design Principles) continues the theme of UDP policies, expecting high quality design.

The application building will be a pre-fabricated modular building that will be clad in timber with grey windows / doors, a modern style fascia, and a single ply membrane flat roof. Although the design of the building is very simple and limited architecturally, the proposed appearance is considered to be acceptable and will not detract from the appearance of the area. In particular, the use of timber as an external

appearance is welcomed because it will weather over time and allow the building to blend into its surroundings. The use of the colour grey for openings and detailing also gives the building a more modern appearance.

Therefore, it is concluded that the application is compliant with the requirements of Policy BE5 and CS 74.

5. Access Considerations

UDP Policy BE7 (Design of Buildings used by the Public) states that in all buildings which are to be used by the public, provision will be expected to allow people with disabilities or with young children safe and easy access to the building and appropriate parking spaces. Furthermore, Core Strategy Policy CS 74 (Design Principles) expects development that enables safe and convenient access for all.

Due to the modular design of the building, all of doors will be raised off the ground and so access to all will be provided by ramps and steps with tactile warning paving, which is acceptable. There is also a dedicated pedestrian footpath leading from Sharrard Drive and part of the car park as well as 2 disabled car parking facilities positioned adjacent to the building.

Therefore, it is considered that the building will provide sufficient facilities for all members of the public in accordance with the relevant policies.

6. Drainage

Core Strategy Policy CS 67 (Flood Risk Management) seeks to reduce the extent and impact of flooding through various means, including limiting surface water run-off and promoting sustainable drainage systems, techniques and/or management.

Yorkshire Water and the Lead Local Flood Authority offer no objection to the proposed development, subject to recommended conditions relating to the proposed means of disposal of surface water drainage, evidence of any other alternative means of drainage discounted and a maximum discharge rate (3.5 litres per second). Therefore, the proposal is considered to be compliant with Policy CS 67.

7. Coal Mining

The application site falls within the defined Development High Risk Area but the Coal Authority confirms that the area where this single-storey pre-school building and associated car parking is to be located is predominantly within the Development Low Risk Area and only a small portion of the site, where the formation of the access road is being proposed, falls within the Development High Risk Area. In light of the above, the Coal Authority has no objections to this planning application.

RESPONSE TO REPRESENTATIONS

It is considered that the main concerns of the objections received that are relevant to this planning application have been addressed in the assessment above.

Comments received in relation to Intake Junior and Infant School's links with the adjacent CO-OP and overspill parking are noted but not considered to be relevant to the assessment of this application. The proposed use has its own dedicated car park, which is of a size deemed sufficient to accommodate the parking needs of the Pre-School.

SUMMARY AND RECOMMENDATION

The loss of existing undeveloped school playing field space to accommodate the proposed Pre-School building is considered to be justified at this at this site. The site area is just a small part of the playing field that is not currently and is unlikely to be used as part of a marked pitch due to its character and location. For the reasons discussed, the benefits of this application and the mitigation measures proposed (including the provision of sports changing facilities) are considered to outweigh the harm caused by the loss. It is confirmed that Sport England has reached the same conclusion and subsequently withdrawn its original holding objection.

It is acknowledged that the proposal will inevitably result in an increased level of vehicular usage of Sharrard Drive, which will be considered undesirable by the local residents. However, the nursery does provide adequate levels of off street parking/dropping off and vehicle turning facilities on site such that the impact will not be at an unacceptable level.

The design of the proposal does not detract from the local area; there will be no detrimental impact on the appearance of the street scene or on the occupiers of neighbouring properties given the external appearance of the building, its siting and arrangement of the site.

In light of the above, it is recommended that Members approve this application, subject to the listed conditions.

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