

SUPPLEMENTARY INFORMATION

APPLICATIONS UNDER VARIOUS ACTS / REGULATIONS – SUPPLEMENTARY INFORMATION

1. **Application Number:** 17/05154/FUL
Address 250 Thompson Hill

Corrections

There are two references to 'Furness Hill' on page 45 of the agenda. This should be 'Furness Road'.

In the sixth paragraph on page 46 replace "east" with "southwest".

In the fourth paragraph on page 49 replace "12 dwellings" with "7 dwellings and 4 apartments".

Additional Representations

3 additional objections have been received relating to the following matters:

- the revised plans are more concerning;
- the turning space on the first pair of semis results in them being set further back and at an angle facing no. 15, they are 19.8 metres away, the semi behind no. 15 is 20.9m, the 21m policy is no longer being adhered to combined with the land being 1.6m higher will have a worsening effect;
- the three properties bordering the fence of no. 15 will lead to reduction in living standards as no. 15 is only 4.6m away from the fence.

- since 2017 the property has been left to become an eyesore, now being used as a business address, the car park has coaches parked there;
- the plot of land needs improving but previous comments still stand and object to current plans;
- the dangerous bend and privacy issues have not been addressed;
- traffic on the road is increasing, it is a hazard having a driveway close to the bend, the turnaround for cars to allow forward exiting will not happen and will only provide an extra parking space;
- the bus stop is not shown on the plans, would be in the middle of two drives that do not have a turnaround, has the road traffic/parking been truly assessed;
- the wooden fence be placed behind the metal fence at no. 230;
- the small wooded area belongs to the owners on Furnace Road;
- plans seem to get as much onto a small plot as possible without taking into consideration the type of neighbourhood where there is a demand for bungalows or larger houses.

- having studied final application plans reiterate all previous comments.

Two of the previous representations have also requested that consideration be given to the responsibilities of the Council under the Human Rights Act.

Officer Response

Impact on the Amenities of Residents and the Locality

The provision of the turning areas to the front of the first two plots has resulted in the dwellings being set further back by approximately 1.4 metres. However, as outlined in the officer report on the agenda, the amended layout repositioned the proposed dwellings that were originally directly facing the rear elevation of no. 15 Furness Road so that the new dwellings are now off-set from no. 15. Guideline 6 of the Council's Supplementary Planning Guidance on Designing House Extensions states that a reduced standard can be applied where dwellings have windows that are not directly facing each other.

Revised drawings clarifying the retention of existing boundary fencing and the site sections have been submitted. These do not change the proposed layout, levels or heights of the proposed buildings. Condition nos. 2 and 9 will need to be updated accordingly.

A condition to validate the energy savings incorporated in the proposed development is recommended.

Highway Issues

The NPPF (paragraph 109) states that development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

In this instance, the proposal makes provision on the two westernmost plots for cars to exit the site in forward gear improving driver visibility closest to the bend in the road. The driveway accesses to the remaining plots have greater visibility to the west.

Whilst occupiers would be able to park in the turning area, the proposed provision of the turning area affords them the opportunity to utilise the turning area for exiting the site in forward gear.

The existing bus stop is close to the proposed driveway of the detached dwelling. The developer would need separate approval from the SYPTA should the bus stop require relocating.

Overall, it is considered that the proposed access arrangements would not have an unacceptable impact on road safety, and there are no significant residual cumulative impacts on the road network.

Land Ownership

The land ownership issues are addressed in the officer's report on the agenda.

Human Rights Act

The proposals set out in the report are considered to be compatible with Human Rights. Planning proposals may interfere with an individual's rights under Article 1, Protocol 1 and Article 8, which provide that everyone has the right to peaceful enjoyment of his possessions and respect for their private and family life, home and correspondence. Interference with these rights can only be justified if it is in the public interest, in accordance with the law and is necessary in a democratic society. In planning decisions, there is a need to balance the competing interests and rights of the landowners, other individuals and wider public issues.

The potential interference here has been fully considered within the report, in particular the impacts on the amenities of existing and future residents, highway safety, drainage, ground stability, sustainability and the streetscene and, on balance, is justified and proportionate in relation to the provisions of the policies of the development plan and national planning policy.

Amend Conditions

Condition no. 2:

Replace 'Sections and street scene10-0617-OS4B' with 'Sections and street scene10-0617-OS4C received 29.8.18'.

Replace 'Landscape Plan 10-0617-OS6C' with 'Landscape Plan 10-0617-OS6D received 29.8.18'.

Condition no. 9:

Replace the drawing reference in this condition from 'landscape plan 10-0617-OS6C' with 'landscape plan 10-0617-OS6D'.

Add Condition

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.

2. Application Number: 18/02170/FUL

Address I Grunweg Ltd, Silversteel House, 29-49 Rockingham Street,
Sheffield

Amended conditions

Condition 12:

Condition 12 has been varied to introduce a viability clause and to allow groundworks to ground floor slab level to be carried out prior to the submission of the report on the provision of decentralised and renewable or low carbon energy. The wording of the amended condition is consistent with that applied to the neighbouring development known as Bailey Fields.

Unless shown not to be feasible and viable, no development above ground floor slab level 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.

Condition 30:

Condition 30 relates to the hours of use of the ground floor commercial unit. Again, in order to be consistent with the planning consent on the neighbouring Bailey Fields site, the hours of use have been extended to allow opening until 0030 hours Monday to Saturday and until 2300 hours on Sundays and public holidays.

The commercial units (Classes A1, A2, A3, A4 and D1) shall only be used between *0800 hours and 0030 hours the following day* on Monday to Saturday and between *0900 hours and 2300 hours* on Sundays and Public Holidays.

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

Correction

The section of the report relating to the Community Infrastructure Levy notes that in this area of the city CIL is charged at £50 per square metre. This is accurate in relation to residential accommodation, however it should also be noted that purpose built student accommodation is charged at £30 per square metre.