
Case Number	17/03858/FUL (Formerly PP-06347840)
Application Type	Full Planning Application
Proposal	Minor-material amendment to provide alternative access and parking arrangements, including re-surfacing and the erection of acoustic fencing, for a temporary period of 18 months to allow the University to operate the new AGP pitches prior to the provision of the northern car park (Application under Section 73 to vary condition 17. Car parking accommodation provision; as imposed by planning permission 17/00855/FUL)
Location	University Of Sheffield Athletic And Sports Ground Warminster Road Sheffield S8 8PS
Date Received	13/09/2017
Team	South
Applicant/Agent	DLP Planning Ltd
Recommendation	Grant Conditionally

Time limit for Commencement of Development

1. The development must be begun not later than the expiration of three years from the 21 June 2017.

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

Approved Plan(s)

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

Drawing number 001 Rev P2 Location Plan
Drawing number 100 Rev P3 Proposed Site Plan
Drawing number 101 Rev P2 Proposed Plan - Northern Zone
Drawing number 102 Rev P2 Proposed Plan - Southern Zone
Drawing number 103 Rev P3 Proposed Changing Accommodation
Drawing number 105 Rev P2 Proposed Access Details

Drawing number 106 Rev P2 Proposed Coach Drop Off Details
and
Temporary car park location plan received on 14/8/2018.

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 the following have been submitted to and approved in writing by the Local Planning Authority. Thereafter the construction works shall only progress in accordance with the approved details:
 - Construction method statement
 - Site safety
 - Any temporary site compound and temporary car parking arrangements for contractors
 - Haulage routes
 - Any times when construction works and movement of construction traffic will be restricted.

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

4. No development shall commence until details of the implementation, adoption, maintenance and management of the sustainable drainage system have been submitted to and approved in writing by the Local Planning Authority. The system 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 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.

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

5. Prior to the artificial grass pitches hereby approved being brought into use, a Community Use Agreement shall be submitted to and approved in writing by the local planning authority, after consultation with Sport England. The

scheme shall include details of pricing policy, hours of use, access by non-university users/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 benefit to the development of the sport as to outweigh the detriment caused by the loss of the grass playing field.

6. No development on the rugby artificial grass pitch shall commence until details of the design and layout of the rugby artificial grass pitch have been submitted to and approved in writing by the local planning authority, after consultation with Sport England. The rugby artificial grass pitch shall not be constructed other than in accordance with the approved details before it is brought into use.

Reason: To ensure the development is fit for purpose and sustainable in accordance with policy CS47 of the Core Strategy and policy LR2 of the UDP.

7. Prior to the development commencing, a detailed Travel Plan specifically covering the site, designed to reduce the need for, and impact of, motor vehicles, 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. Where there has been a previously approved Framework Travel Plan for the proposed development, the detailed Travel Plan shall be developed in accordance with it. The Travel Plan shall include:

- Clear and unambiguous objectives and modal split targets
- 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
- Provision for the results and findings of the monitoring to be independently verified/validated to the satisfaction of the Local Planning Authority
- 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

Upon completion of the ground improvements, 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.

8. A comprehensive and detailed hard and soft landscape scheme for the site, to include the location replacement trees (including street trees), 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.

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

9. 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.

10. Before the development is brought into use a detailed car and coach park management plan shall be submitted to and approved by the Local Planning Authority. The plan will show how at peak periods of demand, measures have been identified that will be used to mitigate the effects of increased traffic movements and parking demand on the school, neighbouring residential properties, and the surrounding highway network. Once agreed the car and coach park management plan shall be implemented in accordance with the approved details.

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

11. Unless an alternative timescale has been agreed in writing with the local planning authority, prior to the development becoming operational, arrangements shall have been entered into to secure the relocation/improvement of bus stops in the immediate vicinity of the development, with raised footway and tactile paving to assist boarding/alighting. Please contact Simon Botterill (Traffic Management Team Manager) on 0114 2736167 for further information.

Reason: To ensure ease of access and in the interests of the safety of road users.

12. Prior to the commencement of development, a method statement for the construction/amendment of the vehicular access points to Warminster Road shall be submitted to and approved in writing by the Local Planning Authority. The method statement shall include the digging of trial holes, to establish if there are tree roots within the construction depth of the vehicular crossings. In the event that tree roots are found, arrangements to resolve the situation shall be entered into with the Environmental Maintenance Team (tel. 0114 2057424).

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

13. 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.

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

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

15. 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, therefore, 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.

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. Except for a temporary period of 18 months from the date of this approval, the development 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.

In the intervening 18 month period, the development shall not be used unless the temporary car parking accommodation (50 spaces) as shown on the temporary car park location plan (received on 14/8/2018) has been provided in accordance with those plans.

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

18. Prior to the use of the artificial sports pitches commencing, all works detailed in ADT Noise Report (ADT2364 dated 23/2/17), which form part of a scheme

of works to protect the occupiers of nearby dwellings from noise, shall have been implemented and thereafter retained.

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

19. No piped discharge of surface water from the application site shall take place until surface water drainage works including off-site works have been completed in accordance with details to be submitted to and approved in writing by the Local Planning Authority.

Detailed proposals for surface water disposal shall include calculations to demonstrate a 30% reduction compared to the existing peak flow based on a 1 in 1 year rainfall event.

The development shall thereafter be carried out in accordance with the approved details.

Reason: To ensure satisfactory and sustainable drainage arrangements.

27. The temporary car parking accommodation (50 spaces) as shown on the temporary car park location plan (received on 14/8/2018) shall be removed, and the land restored to its former condition on or before 18 months from the date of this approval in accordance with a scheme of work to be submitted to and approved in writing by the local planning authority.

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

Other Compliance Conditions

20. The grasscrete car park and associated access improvements hereby approved shall only be used as follows:

- Up until 1900 hours Monday to Friday; and
- Up until 1700 hours on Saturdays, Sundays and Bank Holidays.

The access gates shall be closed 30 minutes after the use of the grasscrete car park ceases.

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

21. The floodlights hereby permitted shall be installed in accordance with the Kingfisher Lighting Plan, drawing number D27361/JB/F dated 20/2/17, and the guidance provided by the Institution of Lighting Professionals in their document GN01: 2011 "Guidance Notes for the Reduction of Obtrusive Light".

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

22. The intensity, direction and angle of the floodlights shall be maintained to achieve the lighting levels set out in with the Kingfisher Lighting Plan, drawing number D27361/JB/F dated 20/2/17, and the guidance provided by the Institution of Lighting Professionals in their document GN01: 2011 "Guidance Notes for the Reduction of Obtrusive Light" and the Local Planning Authority reserve the right to require modifications at any time.

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

23. The hockey artificial grass pitch hereby permitted shall not be constructed other than in accordance with the FIH technical guidance Design and Specification.

Reason: To ensure the development is fit for purpose and sustainable in accordance with policy CS47 of the Core Strategy and policy LR2 of the UDP.

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

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

25. Excavation work and heavy machinery shall not be carried out or used within 30 metres of an active badger sett and known foraging areas shall be maintained. Work which includes the creation of trenches or culverts or the presence of pipes shall not commence until measures to protect badgers from being trapped in open excavations/culverts are submitted and approved by the local planning authority. Such measures may include the creation of sloping escape ramps for badgers (achieved by edge profiling of trenches/excavations or by placing planks into them at the end of the working day).

Reason: In the interests of biodiversity.

26. The artificial grass pitches hereby approved shall only be used as follows: - between 0930 hours and 2200 hours Monday to Friday; and between 0900 hours and 1700 hours on Saturdays, Sundays and Bank Holidays.

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

28. The temporary car parking accommodation (50 spaces) and access to it from the pavilion car park shall not be used after 2200 hours.

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

Attention is drawn to the following directive(s):

1. Where conditions require details to be submitted, an Application for Approval of Details Reserved by Condition is required (unless the condition gives the option of implementing the details already submitted). The Local Planning Authority is expected to determine these applications within 8 weeks of being validated, so it is essential to include all the information required. Apply online at www.planningportal.gov.uk. There are fees, which are also set by the Government.
2. Before commencement of the development, and upon completion, you will be required to carry out a dilapidation survey of the highways adjoining the site with the Highway Authority. Any deterioration in the condition of the highway attributable to the construction works will need to be rectified.

To arrange the dilapidation survey, you should contact:

Highway Co-Ordination

Telephone: 0114 273 6677

Email: highways@sheffield.gov.uk

3. 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.
4. 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.

5. 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

6. The applicant is advised that the rugby AGP should be built in accordance with RFU guidance note 7: Artificial Rugby Turf and tested bi-annually by an accredited testing laboratory in order to achieve and maintain World Rugby Regulation 22.
7. The applicant is advised that a model Community Use Agreement is available on the Sport England website www.sportengland.org. The community use agreement should set out how community use will operate for hockey and rugby, however community use for football on the proposed artificial grass pitches should be limited to student use only.
8. 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

9. 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

10. 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.
11. You are advised that, in order to form the new vehicular crossing, a lamp column must be relocated at the applicant's expense. Please contact Craig Spafford (Technical Officer) on 0114 2057422 for further information.
12. The applicant is advised to contact Duncan McIntyre (SCC Travel Plan Officer) regarding preparation of the Travel Plan on 0114 2053073.
13. Three highway trees are to be placed within the highway verge fronting the pavilion on Warminster Road to replace those lost due to works within the site boundary. You are advised that these must be provided at the applicant's expense and will include provision, planting and commuted sums for each tree. The provision of the highway trees will also require the relocation of a pole sign at the applicant's expense. Please contact the Environmental Maintenance Team on 0114 2057424 for further information.
14. The applicant is advised that any excavation works adjacent to any highway tree will be required to be hand dug and the use of a mechanical digger will be prohibited.

15. 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.

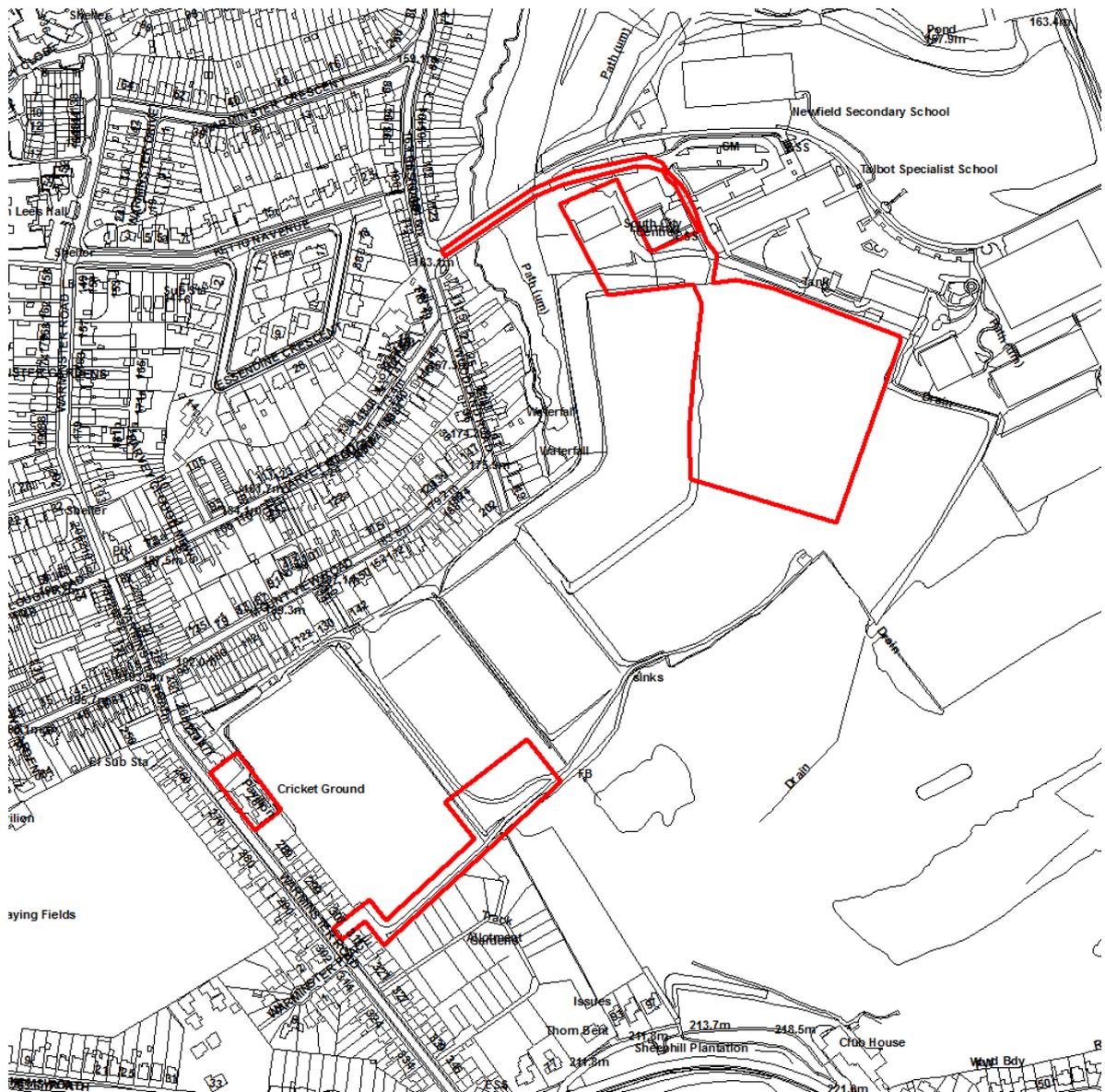
16. The applicant is advised that Japanese knotweed (*Fallopia japonica*) has been identified on site, although it appears to be outside of the potential development boundary. All Japanese Knotweed waste (the plant itself or any material containing parts of the plant) is classed as controlled/special waste and, if found, needs to be disposed of in accordance with the Environmental Protection Act 1990 and the Environmental Protection Act Duty of Care Regulations 1991.
17. The applicant is advised that the provision of a raising main may be unnecessary and unsustainable. It should be possible to discharge to the watercourse by gravity from the northern parking area. The discharge route, which would go through SCC land, will need to be investigated.
18. For the avoidance of doubt in line with National Planning Practice Guidance:

Condition 3 has been included on this Decision Notice for completeness and because it remains in force. No further information is required in relation to this condition at this stage subject to the previously agreed details being carried out in accordance with the information approved under Condition Application 17/00855/COND1.

Please note the repeat conditions are listed with the same numbering as the original decision notice.

Please also note that there are a large number of conditions that still need to be complied with.

Site Location



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LOCATION AND PROPOSAL

The application site comprises of the University of Sheffield's Athletic and Sports ground at Norton, an established use of the land dating back to the early twentieth century. The sports ground extends over 11 hectares and generally slopes down, away from Warminster Road and towards the north east.

To the south and west the grounds are bound by detached, semi-detached and terraced residential properties. Those running along Warminster Road, either side of the existing pavilion, are level with the top cricket and football pitches. Properties to the west, along Mount View Road, vary in position so that some (numbers 116 to 142) are elevated above the highway and have rear facing windows directly overlooking the playing fields. Others are set well below the application site.

The southern end of Woodland Road, to the north, abuts the sports ground around its midpoint but is set back from the north western boundary of the wider site by a wooded valley and Meers Brook.

The south eastern boundary of the sports ground skirts the adjoining allotments, the Lees Hall Golf Course and the Lees Hall Wood Local Wildlife Site. To the north-east it bounds the site of Newfield School, a secondary school which was rebuilt in 2009 and which has existing outdoor sports facilities to the north and east of the school building.

Members may recall that planning permission was granted in June 2017 for the provision of two artificial grass pitches at the north eastern end of the sports grounds, adjacent Newfield School (17/00855/FUL). The proposals included the installation of 15 metre high floodlights, 3 metre high boundary fencing, the erection of a single-storey changing facility/management suite and a covered spectator stand, and the provision of a 79 space car park. In addition, at the south western end of the site adjacent Warminster Road, the scheme included the provision of a coach drop off point/parking area in front of the existing pavilion, boundary fencing, alterations to the existing vehicular access from Warminster Road (between numbers 307 and 313) and the provision of a grasscrete car park for 78 cars adjacent the southern site boundary.

Much of the development is now complete including the artificial grass pitches (AGPs) and associated floodlights, fencing, changing rooms and spectator stand. Similarly, works at the south and western end of the site adjacent Warminster Road, including the grasscrete car park, are also largely complete.

Complications have arisen, however, in relation to the provision of the 79 space car park adjacent Newfield School which, along with the adjoining facilities, is to be accessed via the existing school drive. It is understood that the complications relate to land ownership, but that high level negotiations are underway resolve this matter.

This application, which was submitted in September 2017, originally sought to vary the extant consent to allow delivery of the new Artificial Grass Pitches (AGPs) prior

to the provision of the new 79 space car park by, for a period of 18 months, monitoring user travel patterns and enforcing strict travel plan measures to manage access and parking provision across the site. However, due to restrictions on the hours of use of the grasscrete car park, there were significant concerns that during the lighter summer months in particular, users of both the AGPs and the existing grass pitches would be forced to park on street and that this additional on-street parking would be harmful to highway safety.

Further negotiations ensued and this application, as amended, now seeks consent under Section 73 of the Planning Act to amend application 17/00855/FUL in order to provide alternative access and parking arrangements for a temporary period of 18 months. The temporary arrangements include the provision of two banks of 25 car parking spaces (50 spaces in total) to the south of the new AGPs, to be accessed via the southern access point (between numbers 307 and 313 Warminster Road) up to 1900 hours and via the existing pavilion car park on Warminster Road between 1900 hours and 2200 hours.

The existing access driveway leading from the pavilion car park, which skirts the northern site boundary, will be re-surfaced in smooth running tarmac to reduce noise levels and a 2 metre high solid acoustic fence will be erected to the boundary edge of the access drive to reduce noise from vehicle movements and light pollution from car headlights. The fence, like the car parking spaces, will be a temporary measure and removed once the permanent parking arrangements are in place.

If approved, this arrangement will allow the University to operate the new AGPs prior to the provision of the northern car park and, in turn, begin work on the new Social Science Building – the planning consent for the new Social Science Building is subject to a condition which prevents development from commencing until the AGPs at Norton have been implemented and made available for public use (condition 30 of planning approval 17/00712/FUL). This is because the improved facilities at Norton helped to justify the loss of an AGP on the site of the new Social Science Building.

The applicant anticipates that the necessary agreements will have been reached to allow the northern car park to be provided in accordance with the approved plans, or to provide suitable alternative long term provision, within a period of 18 months from now.

The following condition was attached to the original consent for the two artificial sports pitches adjacent Newfield School:

17. The development 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.

Condition 17 will need to be varied in order to facilitate the proposed temporary alternative parking provision.

RELEVANT PLANNING HISTORY

- 18/00123/FUL An application for the levelling and remodelling of a grass rugby pitch (Retrospective Application) was approved in April 2014.
- 17/00855/FUL Planning permission was granted in June 2017 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, coach drop off point/parking area, boundary fencing and alterations to existing vehicular access from Warminster Road.
- 16/01384/FUL An application for the re-development of sports ground to provide an artificial (3G) sports pitch, 3m high boundary fencing, provision of car parking area, coach parking area, 8 x 15m flood lights, spectator accommodation, provision of acoustic screen and bund, access drive and alterations to means of access to Warminster Road was withdrawn in January 2017.

SUMMARY OF REPRESENTATIONS

Original Submission

The original proposals attracted 7 letters of objection from the occupiers of neighbouring properties as well a letter of objection from Cllrs Steve Ayris and Sue Auckland (Graves Park Ward).

The concerns raised by objectors included:

- Failure to provide adequate car parking, as approved, will result in increased on-street parking and significant highway safety issues.
- The applicant cannot cherry pick items to be brought into use whilst postponing facilities to alleviate the car and coach parking problems that have blighted this area for years.
- The application says that the University will monitor travel patterns and enforce strict travel plan measures but there is no indication as to what that might mean, or what action will be taken.
- Any backtracking on the planning conditions originally set in regard to transport would be a betrayal of local residents.

Cllrs Ayris and Auckland were of the view that any usage of the pitches prior to physical works being undertaken to remodel the proposed northern car park – potentially for a period up to 18 months – was unacceptable as it would prejudice traffic safety and impact detrimentally on the amenities of the locality.

Sport England were consulted and confirmed that they have no comments.

Revised Submission

Two representations were received in relation to the amended proposals, 1 neutral comment and 1 raising objections.

The neutral commentator expressed concern that the 'temporary' parking measures will transition into a permanent solution, but that they were not acceptable on a long term basis.

The objector to the amended proposals is concerned by the delay in providing the agreed parking arrangements and the continued lack of active management of traffic when the pitches are in use.

PLANNING ASSESSMENT

The majority of the sports ground lies in a designated Open Space Area as defined in the Unitary Development Plan (UDP), though the southern site frontage, adjacent Warminster Road, and the site of Newfield School lie in a designated Housing Area.

Policy H14 of the UDP (Conditions on Development in Housing Areas) seeks to protect residents from development that could harm their amenities, and to secure safe access to the highway network and appropriate levels of off-street parking. Policies H14 and LR5 (Development in Open Space Areas) also expect new development to be in-keeping with the character of the area.

The proposed alternative parking arrangements comprise of a temporary scheme designed to get the now completed AGPs up and running before the 79 space car park adjacent Newfield School can be provided – the applicant expects this to take approximately 18 months.

The alternative proposals are accessed from existing access points on Warminster Road and so will result in some increase in vehicle movements in these locations. Moreover, the number of temporary parking spaces falls 29 spaces short of the full long term provision so some increase in on-street car parking can be expected.

That said, the southern access point (between numbers 307 and 313 Warminster Road) can currently only be used up to 1900 hours and the drive has already been surfaced in smooth running tarmac to reduce noise levels. Fencing and landscaping designed to reduce noise and light pollution to nearby residential properties has also been introduced.

As the grasscrete car park and access to it will continue to operate in accordance with the approved restrictions (i.e. up until 1900 hours), and because the AGPs will only be used by Newfield School, occasional other schools or by the Sheffield Eagles Rugby Club up until 1730 hours Monday to Friday (excluding Wednesday afternoons), it is considered that the increase in car movements using the

southern access point is unlikely to be so significant as to have a harmful impact on the amenities of neighbouring residents, particularly on the proposed temporary basis.

There are historically no restrictions on the use of the existing pavilion car park on Warminster Road and so the intensification of its use is, in theory, uncontrollable. However, the applicant has indicated that it would only be used in association with the temporary car parking spaces between 1900 hours and 2200 hours. As the AGPs will be open from 0930 hours to 2200 hours Monday to Friday and from 0900 hours to 1700 hours on Saturday and Sunday, use of the pavilion car park to access the temporary car parking spaces will therefore be most intense between 1900 hours and 2200 hours Monday to Friday.

Subject to the proposed measures to reduce noise and light pollution along the adjoining access driveway, it is considered that the formal use of the pavilion car park access in association with the temporary car parking spaces for a period of 18 months is also unlikely to have a significant impact, particularly when weighed against the impact of a much more significant increase in off-street parking.

The proposed temporary car parking spaces themselves will be constructed from plastic grid reinforced grass and are set well away from residential properties. They will therefore have little visual impact.

SUMMARY AND RECOMMENDATION

As described above, it is considered that the impact of the proposed temporary parking arrangements on the amenities of nearby residents, which will operate within restrictions and for a temporary period of only 18 months, will not be significant. The, the number of temporary parking spaces falls 29 spaces short of the full long term provision and so some increase in on-street car parking can be expected. This means that the temporary proposals are not an acceptable long term solution. However, they will enable the now completed AGPs to be brought into use, primarily for rugby and hockey, but also for schools, sports clubs and community groups, with only limited impact on highway safety.

It is therefore recommended that condition 17 be varied as follows:

17. Except for a temporary period of 18 months from the date of this approval, the development 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.

In the intervening 18 month period, the development shall not be used unless the temporary car parking accommodation (50 spaces) as shown on the temporary car park location plan (received on 14/8/2018) has been provided in accordance with those plans.

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

In addition, two additional conditions are proposed:

- The temporary car parking accommodation (50 spaces) as shown on the temporary car park location plan (received on 14/8/2018) shall be removed, and the land restored to its former condition on or before 18 months from the date of this approval in accordance with a scheme of work to be submitted to and approved in writing by the local planning authority.

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

- The temporary car parking accommodation (50 spaces) and access to it from the pavilion car park shall not be used after 2200 hours.

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

It is therefore recommended that Members grant planning permission subject to the recommended variations and conditions.