
Case Number	18/01475/FUL (Formerly PP-06899200)
Application Type	Full Planning Application
Proposal	Demolition of bungalow and outbuilding, alterations and use of existing car sales building as a supermarket with the provision of a rear fire escape stairway and erection of 2 retail units with customer car park to the front of the site and access road to the rear (as amended 28.8.18, 5.10.18 and 26.10.18)
Location	St Christophers 147 - 149 Langsett Road South Sheffield S35 0GZ
Date Received	16/04/2018
Team	West and North
Applicant/Agent	Coda Planning 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 nos.

3472-01 Existing Site Plan received on 16.4.18

3472-02 Existing Elevations received on 16.4.18

3472-04b Proposed Elevations received on 20.8.18

3472-07a Proposed Elevations Including Street Scene received on 20.8.18

3472-03b Proposed Floor Plan received on 5.10.18

3472-08 Swept Path Delivery Plan received on 5.10.18

3472-06c Site and Location Plans received on 26.10.18

Reason: In order to define the permission.

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

3. 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 protecting the free and safe flow of traffic on the public highway, it is essential that this condition is complied with before any works on site commence.

4. No above ground works shall commence until the highways improvements (which expression shall include traffic control, pedestrian and cycle safety measures) listed below have either:

a) been carried out; or

b) details have been submitted to and approved in writing by the Local Planning Authority of arrangements which have been entered into which will secure that such improvement works will be carried out before the development is brought into use and the development shall not be brought into use until the highway improvements listed below have been carried out.

Highways Improvements:

- i) Provision of a zebra-crossing to help pedestrians cross Langsett Road South in the vicinity of the development site, with cowls to reduce extraneous light. Exact position of crossing to be fixed by a Stage 1 Road Safety Audit.
- ii) Widening of the footway into the development site to give a width of 2 metres across the development site frontage (fully resurfaced).
- iii) Localised widening of the footway into the southwestern grass verge on Langsett Road South to accommodate zebra-crossing tactile paving.
- iv) Any other accommodation works within 20 metres northwest and southeast of the site frontage to traffic signs, road markings, drainage, lighting columns, and general street furniture deemed necessary as a consequence of the development.
- v) Promotion of a Traffic Regulation Order (waiting/loading restrictions) deemed necessary in the vicinity of the development site and implementation of signs and lines subject to usual procedures

Reason: To enable the above-mentioned highways to accommodate the increase in traffic, which, in the opinion of the Local Planning Authority, will be generated by the development, and in the interests of protecting the free and safe flow of traffic on the public highway.

5. Prior to the improvement works indicated in the preceding condition being carried out, full details of these improvement works shall have been submitted to and approved in writing by the Local Planning Authority.

Reason: To enable the above-mentioned highways to accommodate the increase in traffic, which, in the opinion of the Local Planning Authority, will be generated by the

development, and in the interests of protecting the free and safe flow of traffic on the public highway.

6. No development shall commence until the actual or potential land contamination and ground gas contamination at the site shall have been investigated and a Phase 1 Preliminary Risk Assessment Report shall have been submitted to and approved in writing by the Local Planning Authority. The Report shall be prepared in accordance with Contaminated Land Report CLR11 (Environment Agency 2004).

Reason: In order to ensure that any contamination of the land is properly dealt with and the site is safe for the development to proceed, it is essential that this condition is complied with before the development is commenced.

7. Any intrusive investigation recommended in the Phase I Preliminary Risk Assessment Report shall be carried out and be the subject of a Phase II Intrusive Site Investigation Report which shall have been submitted to and approved in writing by the Local Planning Authority prior to the development being commenced. The Report shall be prepared in accordance with Contaminated Land Report CLR 11 (Environment Agency 2004).

Reason: In order to ensure that any contamination of the land is properly dealt with and the site is safe for the development to proceed, it is essential that this condition is complied with before the development is commenced.

8. Any remediation works recommended in the Phase II Intrusive Site Investigation Report shall be the subject of a Remediation Strategy Report which shall have been submitted to and approved in writing by the Local Planning Authority prior to the development being commenced. The Report shall be prepared in accordance with Contaminated Land Report CLR11 (Environment Agency 2004) and Local Planning Authority policies relating to validation of capping measures and validation of gas protection measures.

Reason: In order to ensure that any contamination of the land is properly dealt with and the site is safe for the development to proceed, it is essential that this condition is complied with before the development is commenced.

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

An additional allowance shall be included for climate change effects for the lifetime of the development. Storage shall be provided for the minimum 30 year return period storm with the 100 year return period storm plus climate change retained within the site boundary. The development shall thereafter be carried out in accordance with the approved details.

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.

10. No development shall commence until a report has been submitted to and approved in writing by the Local Planning Authority, identifying how a minimum of 10% of the predicted energy needs of the completed development will be obtained from decentralised and renewable or low carbon energy, or an alternative fabric first approach to offset an equivalent amount of energy. Any agreed renewable or low carbon energy equipment, connection to decentralised or low carbon energy sources, or agreed measures to achieve the alternative fabric first approach, shall have been installed/incorporated before any part of the development is occupied, and a report shall have been submitted to and approved in writing by the Local Planning Authority to demonstrate that the agreed measures have been installed/incorporated prior to occupation. Thereafter the agreed equipment, connection or measures shall be retained in use and maintained for the lifetime of the development.

Reason: In order to ensure that new development makes energy savings in the interests of mitigating the effects of climate change and given that such works could be one of the first elements of site infrastructure that must be installed it is essential that this condition is complied with before the development commences.

11. Prior to development commencing a detailed phasing plan shall be submitted to the Local Planning Authority for approval. This shall include details of the demolition of the existing buildings on site as well as the construction of the car park, and new buildings as well as proposed landscaping works. The approved plan shall thereafter be implemented and adhered to.

Reason: In the interest of the amenity of the locality.

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

12. Before the development is brought into use, full details of a servicing management strategy (including the hours of servicing) shall have been submitted to and approved in writing by the Local Planning Authority, and thereafter adhered to.

Reason: In the interests of highway safety and the amenities of the locality it is essential for these works to have been carried out before the use commences.

13. The development shall not be used unless provision has been made within the site for accommodation of delivery/service vehicles in accordance with the approved plans. Thereafter, all such areas shall be retained free of all obstructions, including the storage, display and depositing of materials, packaging or other objects so that the service yard is fully available for the parking, turning and manoeuvring of delivery/service vehicles.

Reason: In the interests of highway safety and the amenities of the locality it is essential for these works to have been carried out before the use commences.

14. The development shall not be used unless all redundant accesses have been permanently stopped up and reinstated to kerb and footway, and any associated changes to adjacent waiting restrictions that are considered necessary by the Local Highway Authority including any Traffic Regulation Orders are implemented. The means of vehicular access shall be restricted solely to those access points indicated in the approved plans.

Reason: In the interests of highway safety and the amenities of the locality it is essential for these works to have been carried out before the use commences.

15. Before any above ground works commence, or within 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: In the interests of delivering sustainable forms of transport, in accordance with Unitary Development Plan for Sheffield Development Framework Core Strategy.

16. The development shall not be used unless the car parking accommodation as shown on the approved drawings 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 it is essential for these works to have been carried out before the use commences.

17. The development shall not be used unless the car parking accommodation has been surfaced and drained in accordance with details that shall first have been submitted to and approved in writing by the Local Planning Authority;

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

18. Notwithstanding the submitted plans, the development shall not be used unless the vehicular access has been constructed in accordance with details that shall have been submitted to and approved in writing by the Local Planning Authority (to include geometric standards, materials/specifications, any drainage implication, any tactile paving, demarcation of highway boundary, any accommodation works to street lighting columns, give-way markings);

Reason: To enable the above-mentioned highways to accommodate the increase in traffic, which, in the opinion of the Local Planning Authority, will be generated by the development, and in the interests of protecting the free and safe flow of traffic on the public highway.

19. Prior to the use commencing, full details of the type and location of any trolley parking/storage shall have been submitted to and approved in writing by the Local Planning Authority, and provided in accordance with the approved details prior to occupation;

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

20. Upon completion of any measures identified in the approved Remediation Strategy or any approved revised Remediation Strategy a Validation Report shall be submitted to the Local Planning Authority. The development shall not be brought into use until the Validation Report has been approved in writing by the Local Planning Authority. The Validation Report shall be prepared in accordance with Contaminated Land Report

CLR11 (Environment Agency 2004) and Sheffield City Council policies relating to validation of capping measures and validation of gas protection measures.

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

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

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

22. Details of all proposed external materials and finishes, including samples when requested by the Local Planning Authority, shall be submitted to and approved in writing by the Local Planning Authority before that part of the development is commenced. Thereafter, the development shall be carried out in accordance with the approved details.

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

23. Prior to the installation of the proposed ATM shown on the front elevation of the retail unit full details of the proposed ATM shall be submitted to and approved in writing by the Local Planning Authority. These details shall include large scale plans at a scale of 1:20, any illumination or signage as well as intended hours of operation. Thereafter, the development shall be carried out in accordance with the approved details.

Reason: In the interest of the amenity of the locality and occupiers of neighbouring properties.

24. A comprehensive and detailed hard and soft landscape scheme for the site shall be submitted to and approved in writing by the Local Planning Authority before any above ground works commence, or within an alternative timeframe to be agreed in writing by the Local Planning Authority.

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

25. The approved landscape works shall be implemented prior to the development being brought into use or within an alternative timescale to be first approved in writing by the Local Planning Authority. Thereafter the landscaped areas shall be retained and they shall be cultivated and maintained for a period of 5 years from the date of implementation and any plant failures within that 5 year period shall be replaced.

Reason: In the interests of the visual amenities of the locality it is essential for these works to have been carried out before the use commences.

26. Before the use hereby permitted commences, the applicant shall submit for written approval by the Local Planning Authority a report giving details of the impact of light from the development on adjacent dwellings. The report shall demonstrate that the lighting scheme is designed in accordance with The Institution of Lighting Professionals document GN01: 2011 'Guidance Notes for the Reduction of Obtrusive Light'. The development shall be carried out and thereafter retained in accordance

with the approved details. [The guidance notes are available for free download from the 'resources' pages of the ILE website.]

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

27. Before the development is commenced, or within an alternative timeframe to be agreed in writing by the Local Planning Authority, full details of suitable inclusive access and facilities for disabled people to enter the building(s) and within the curtilage of 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 inclusive access and facilities have been provided in accordance with the approved plans. Thereafter such inclusive access and facilities shall be retained. (Reference should also be made to the Code of Practice BS8300).

Reason: To ensure ease of access and facilities for disabled persons at all times.

Other Compliance Conditions

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

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

29. All development and associated remediation shall proceed in accordance with the recommendations of the approved Remediation Strategy. In the event that remediation is unable to proceed in accordance with the approved Remediation Strategy, or unexpected contamination is encountered at any stage of the development process, works should cease and the Local Planning Authority and Environmental Protection Service (tel: 0114 273 4651) should be contacted immediately. Revisions to the Remediation Strategy shall be submitted to and approved in writing by the Local Planning Authority. Works shall thereafter be carried out in accordance with the approved revised Remediation Strategy.

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

30. Construction and demolition works that are audible at the site boundary shall only take place between 0730 hours and 1800 hours on Monday to Fridays, and between 0800 hours and 1300 hours on Saturdays, and not at any time on Sundays and Public Holidays.

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

31. Prior to commencement of development, including any works of demolition, details shall be submitted to and approved by the Local Planning Authority specifying measures to monitor and control the emission of dust during demolition and construction works. The development shall be carried out in accordance with the approved details thereafter.

Reason: In the interests of the amenities of the locality and occupiers of adjoining property, it is essential that this condition is complied with before the development is commenced.

32. No customer shall be permitted to be on the premises outside the following times: 0700 to 2200 Monday to Saturday and 0800 to 1600 Sundays and Bank Holidays.

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

33. Commercial deliveries to and collections from the building shall be carried out only between the hours of 0700 to 2000 on Mondays to Saturdays and between the hours of 0900 to 1900 on Sundays and Public Holidays.

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

34. The fire exit doors shall only be used as an emergency exit and shall not at any other time be left standing open.

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

35. 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.

Reason: To ensure satisfactory drainage arrangements.

36. The proposed development shall be carried out in accordance with the recommendations contained in Section 5 paragraphs 5.1 to 5.4 of the Bat Survey - Final report dated 4.9.18 prepared by Whitcher Wildlife Ltd (Ref: 180915/1).

Reason: In the interests of biodiversity.

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. 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

3. 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

4. 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.

5. The applicant should install any external lighting to the site to meet the guidance provided by the Institution of Lighting Professionals in their document GN01: 2011 "Guidance Notes for the Reduction of Obtrusive Light". This is to prevent lighting causing disamenity to neighbours. The Guidance Notes are available for free download from the 'resource' pages of the Institute of Lighting Professionals' website.
6. 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

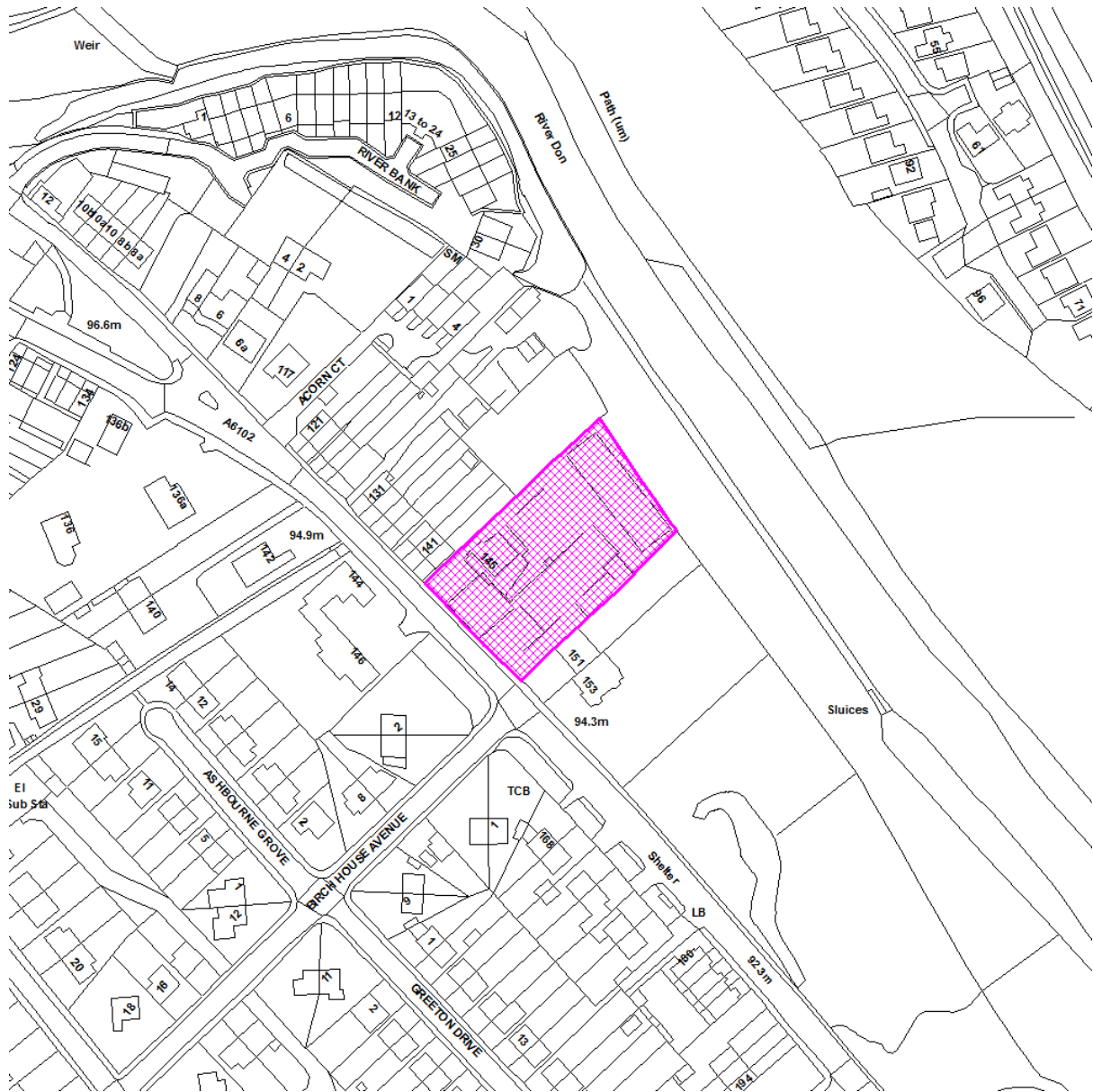
Telephone: 0114 273 6677
Email: highways@sheffield.gov.uk

7. The applicant is advised that noise and vibration from demolition and construction sites can be controlled by Sheffield City Council under Section 60 of the Control of Pollution Act 1974. As a general rule, where residential occupiers are likely to be affected, it is expected that noisy works of demolition and construction will be carried out during normal working hours, i.e. 0800 to 1800 hours Monday to Friday, and 0800 to 1300 hours on Saturdays with no working on Sundays or Public Holidays. Further advice, including a copy of the Council's Code of Practice for Minimising Nuisance from Construction and Demolition Sites is available from the Environmental

Protection Service, Howden House, Union Street, Sheffield, S1 2SH, tel. 0114 2734651.

8. You may need a Premises Licence under the Licensing Act 2003. You are advised to contact Sheffield City Council's Licensing Service for advice on Tel. (0114) 2734264 or by email at licensing@sheffield.gov.uk.

Site Location



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LOCATION

This site lies on the northeast side of Langsett Road South within a predominantly residential area towards the southern edge of the built up area of Oughtibridge. To the rear of the site there is woodland and the River Don.

The site comprises a residential bungalow (no. 145) and a car sales business with MOT/servicing facilities.

The frontage of the site is dominated by a large open sided canopy and the open display of cars for sale. Behind the canopy is a detached bungalow, a range of large showroom/office/workshop buildings and a yard used for parking. A further detached workshop building runs along the rear boundary of the site.

The main access driveway runs alongside the northwest boundary of the site. A secondary access runs alongside the south-eastern boundary.

PROPOSAL

The proposal seeks full planning permission for the demolition of the bungalow, canopy and an outbuilding, alterations and use of the existing car sales building as a supermarket including the provision of a rear fire escape stairway, erection of two shop units, provision of a customer car park to the front of the site and an access road to the rear.

The existing MOT/service garage alongside the rear boundary of the site would be retained and would continue in its current use.

The proposal would provide approximately 355 sq metres of retail floorspace within the converted unit (of which 232 sq metres is sales area), and approximately 112 sq metres in each of the two new shop units.

A Planning Statement, Transport Statement, Bat Survey and a Design and Access Statement have been submitted with this application.

RELEVANT PLANNING HISTORY

In 2016 planning permission was granted subject to conditions for demolition of 145 Langsett Road and erection of single-storey commercial unit (use class A1 non food/A2), demolition of existing canopy and alterations to 147-149 Langsett Road South including erection of front extension to form retail unit (use class A1) with associated car parking accommodation and associated works (including an ATM) (application no. 15/03235/FUL refers).

Previous planning applications made in 2008 (for the erection of 38 residential units in two blocks and an office to be used in connection with the car sales pitch) and in 2014 (for the demolition of the canopy and alterations to the existing building to create a single unit) were withdrawn (application nos. 08/01952/FUL and 14/02547/FUL refer).

SUMMARY OF REPRESENTATIONS

The application has been advertised by notification letters to nearby residents.

10 representations of objection have been received relating to the following matters:

- Impact on local shops, no need for a supermarket in this location, there are supermarkets and convenience stores locally already providing a service, will affect small businesses in the community, this will be mostly for passing trade, don't encourage over commercialisation and consumerism;
- Village feel is being eradicated by increased planning proposals;
- Langsett Road South is a very busy road, bus route, ambulance service route from Middlewood Road, main access to/from Sheffield, danger of speeding, uneven road surfaces;
- Increased traffic, will add to traffic in area, will add to an overloaded public highway system, combined with unresolved issue around Forge Lane, Oughtibridge Lane and Orchard Street, future development above the railway line, better sited in Georgia Pacific (former paper mill site) and Internet site development, will put additional burden on emergency vehicle operators;
- Will be considerable congestion at the site;
- If car service facility remains the existing traffic use will not decrease;
- Will not have adequate parking;
- Issues at nearby junctions will be greatly increased, directly opposite an existing give-way on Birch House Avenue, Birch House Avenue is used as a through route instead of Church Street, cars park around this junction, already heavily parked up and difficult to negotiate, difficult to get out of this junction, the out stream from the development complicates this manoeuvre;
- Turning into neighbouring driveways already an issue;
- Potential for further fatal injuries, risk of collision during egress from unit;
- Crossing of Langsett Road for local parents and children attending local schools already difficult without complications of shop users and deliveries, currently no crossing provision or traffic calming measures;
- Transport report has mistakes regarding pedestrian access and public transport as there is no pedestrian crossing in the immediate vicinity of the site, located in a valley pedestrian access to the site would involve an uphill walk after shopping for the majority of residents, the 57 service is hourly and no service on Sunday, the service to Stocksbridge runs from Worrall not near this site, the 268 runs two-hourly with 2 services on Saturday and no service on Sunday, the SL1 and SL1A are not mentioned, there are no speed cameras, there are occasional mobile speed camera vans in the vicinity;
- The immediate area is residential and woodland;
- Impact on wildlife as the property backs onto a river, a wildlife impact assessment needs to be completed;
- Doubtful whether enhances the site, hard structure with busy footfall and high vehicle traffic would not enhance the site, window posters would be detrimental;
- More litter, increased pollution from vehicles, light pollution from lighting and signage;
- Concerned at late opening of retail units to 2300, reduce it to 1900.
- Will encourage and attract antisocial behaviour;

- Issues with privacy, site overlooking neighbouring gardens;
- No mention of waste/removal arrangements, opening and delivery times, underground tanks formerly used for petrol storage, drainage provision as the road is liable to flooding;
- If this development is to be safe will require traffic control measures at bridge hill, Birch House Avenue, increase parking restrictions at Birch House Avenue, traffic calming on Birch House Avenue or a 20 mph zone, and extended parking restrictions on Langsett Road;
- No public signage relating to this proposal;
- This needs to be assessed by committee.

13 representations of support have been received relating to:

- This side of the village has no retail facilities, would be an asset, nowhere offering this service at the moment, need local shops to meet needs of growing village;
- Will allow local people to walk to shops, will reduce need to travel for basic items, access is level therefore easier for elderly, disabled and parents;
- Has dedicated parking and delivery relieving pressure around the village centre;
- Road network in heart of village is a separate issue and needs urgent review;
- Site is currently a bit of an eyesore, would smarten up the area;
- Likelihood will provide employment for local people;
- Consider moving the bus stop towards the site and a bus shelter and layby for buses to pull into instead of blocking the road;
- A cash machine and longer opening hours would be a benefit to local community;
- Any approval should be subject to ample parking, signage that nearby streets should not be parked on, and a one way entry/exit route be implemented;
- Would like to see recycling bins provided.

1 neutral representation has been received relating to:

- With regard to traffic and access consider the overall changes in the area given significant developments planned on the paper mill and cement works site and in Deepcar;
- The proposal will not generate more traffic in itself but the level of traffic through the village is going to increase, consider the site access, pedestrians and cycle safety and flow around the site.

PLANNING ASSESSMENT

Policy Issues

Section 38(6) of the Planning and Compulsory Purchase Act 2004 and section 70(2) of the Town and Country Planning Act 1990 requires that proposals be determined in accordance with the development plan unless material considerations indicate otherwise.

The Government's National Planning Policy Framework (NPPF) (paragraph 11) states that plans and decisions should apply a presumption in favour of sustainable development, and that for decision taking this means approving development proposals that accord with an up-to-date development plan without delay, or where

there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed, or any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against policies in this Framework taken as a whole.

The Principle of the Development

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

The UDP Proposals Map identifies the site as being within a Housing Area where small shops are acceptable, and other shops unless at the edge of the Central Shopping Area or a District or Local Shopping Centre are unacceptable (UDP Policy H10 refers).

The 2013 Pre-Submissions version of the Draft City Policies and Sites (CPS) Document and Draft Proposals Map are also a material consideration albeit with limited weight given that the documents are not to be submitted to the Secretary of State. The Draft Proposals Map maintains the Housing Area designation.

The UDP identifies the majority of the land between Langsett Road South and Orchard Street/Low Road/Forge Hill as the Local Shopping Centre. The existing shops in the centre are concentrated close to the Bridge Hill/Langsett Road South junction along with other services and food/drink outlets. There is a public house at the southern end of the local shopping centre. The application site is approximately 200 metres from the edge of the Oughtibridge local shopping centre.

The UDP defines small shops as shops usually with not more than 280 sq metres sales area. In this instance each of the three proposed shop units comprise small shops for the purposes of the UDP. The proposal complies with UDP Policy H10.

UDP Policy S5 relates to shop development outside the Central Shopping Area and District Centres and states that retail development will be permitted where it is a small shop, or it is in or at the edge of a local centre for appropriately sized food stores and other facilities to serve the day to day needs of the local population. Policy S5 also requires such development to satisfy criteria relating to safeguarding the vitality and viability of the Central and District shopping areas, being easily accessible, not significantly harming public transport services, not significantly increasing number and length of customer trips, and not taking up land required for other uses.

In this instance the site is considered to be in an edge of centre location, the three small shops are appropriately sized and would not significantly harm the vitality and viability of existing shopping centres. There would be no significant effect on public transport services or customer trips. The loss of the bungalow would not significantly harm the dominance of housing in this Housing Area. The proposal complies with UDP Policy S5.

The NPPF (paragraph 86) states that local planning authorities should apply a sequential test to planning applications for main town centre use which are neither in an existing centre nor in accordance with an up-to-date plan. The proposal is below the 2,500 sq metres threshold above which the NPPF (paragraph 89) requires an impact assessment. In this instance there are no suitable sites for the development within the local centre and the site is in an edge of centre location. It is considered that the scale and nature of the proposal would not have a significant adverse impact on investment in or the vitality and viability of existing centres.

Highway and Transportation Issues

UDP Policy H10 relates to conditions on development in Housing Areas including matters of highway safety. Core Strategy Policies CS51 and CS53 set out the city's transport priorities and the objectives for managing the demand for travel.

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.

Langsett Road South is a bus route. There are bus stops within 100 metres of the site served by services SL1/SL1a (20 minute service), 268 (two-hourly service during the daytime) and 57a (Sunday hourly service northbound). There is a bus stop for the southbound route of service 57 (hourly service southbound) approximately 150 metres to the north of the site on Langsett Road South on the one-way loop road section. Langsett Road South is also part of the strategic network identified in the UDP.

The proposal seeks to reuse the two existing accesses at either end of the site's frontage. A car parking area for customer's vehicles would be provided on-site on the frontage forecourt with a capacity for up to 13 cars and 2 short stay cycle stands. On-site servicing for delivery vehicles is proposed using this forecourt parking area. 2 of the car parking spaces would need to be coned off in advance of the delivery vehicle arriving. 11 customer car parking spaces would continue to be available during vehicle deliveries. 6 car parking spaces and long stay cycle parking for staff would be provided in the rear yard.

Access to and from the retained building at rear of site would be retained.

The applicant's Transport Statement assesses that the proposal would generate 75 two-way trips in the AM peak hour and 95 two-way trips in the PM peak hour. A substantial amount of these trips would already be on the highway network and would comprise transfer, linked and pass-by trips. Compared to the 2016 planning permission, the current proposal would generate 26 and 32 more two-way trips in the AM and PM peak hours respectively.

The applicant's Transport Statement considers the proportion of new trips on the highway network would be less than 10% of the overall traffic generation and would amount to approximately 8 new two-way trips in the AM peak hour and 10 new two-way trips in the PM peak hour.

The applicant has stated that the site would be serviced by a series of delivery vehicles the largest being a 10-metre rigid HGV. The proposed convenience store would be serviced by one rigid vehicle and two transit van type delivery vehicles every morning, and the other two units by a transit van during the day, and three other rigid vehicles per week.

Deliveries would be targeted to occur during lower background traffic flows and avoiding busy convenience store trading periods. The delivery vehicles would enter and leave the site in a forward gear with a one-way flow from north to south through the frontage car park.

The Council's Highway Services has advised that traffic surveys undertaken in 2015 on Langsett Road South identified 1,074 vehicles in the weekday two-way morning peak and 1,043 in the weekday two-way evening peak. The trips resulting from the proposed development are modest compared with the surveyed background flows. TRICS Research (TRICS Report 95/2) suggests only around 30% of trips to food retail developments are actually new trips. Given the modest generation of new trips associated with the development proposal there are no highway objections regarding road safety issues.

The proposed car parking provision is in accordance with the Council's maximum car parking guidelines. The accumulation/occupancy analysis undertaken suggests that the car park would only near capacity very infrequently.

The proposed servicing arrangements are acceptable. A condition to secure the management arrangements for delivery vehicles is recommended.

The Langsett Road South/Birch House Road junction has been assessed. A survey of the Langsett Road South junction with Birch House Road was undertaken during the evening peak hour. No significant queuing of vehicles turning right off Langsett Road South occurred.

Accident data for the period between 2013 and 2017 has been assessed, which discloses that five personal injury accidents, all of which were slight. Four occurred on the one-way sections of Forge Hill and Langsett Road South and one on Langsett Road South close to the junction of Birch House Avenue with no obvious correlation between causation.

The difficulty for pedestrians crossing Langsett Road South has been reviewed. To better connect the proposed development for pedestrians residing on the opposite (southwest side) of Langsett Road South a zebra crossing is proposed. The exact location would be determined by a Stage 1 Road Safety Audit and the position of statutory undertaker's equipment. The footway across the site frontage would be widened.

There are no highway objections to the proposed development subject to conditions.

Impact on the Appearance of the Locality

UDP Policy H10 relating to conditions on development in Housing Areas also includes matters of design and amenity. UDP Policy BE5 and Core Strategy Policy CS74 seek good quality design in new developments.

The existing buildings proposed for demolition have no significant heritage value. The proposed alterations to convert the retained building and the design of the proposed new units are acceptable. A brick wall is proposed along the front boundary between the two accesses. Overall the proposal would make a positive contribution to the streetscene.

Effect on the Amenities of Residents

UDP Policy H10 relating to conditions on development in Housing Areas includes matters of amenity.

There are residential properties on Langsett Road South both adjacent to and opposite the proposed development.

The proposed retail units would be set back approximately 15 metres from the frontage of the site. The proposed units would have a single-storey appearance (approximately 4.5 metres high) from the front and due to falling ground levels would be two-storey to the side and rear (approximately 8.9 metres high). The proposed units would have glazing to their front elevations. The existing windows on the side elevation of the retained unit would be bricked up. No windows are proposed on the side and rear elevations of the proposed units. The units would be faced in brick and have flat roofs.

The adjacent dwelling at no.143 Langsett Road South has a secondary window in the side gable facing towards the application site. There are no windows in the side gable of no. 151 Langsett Road South facing towards the site. Both nos.143 and 151 have long rear gardens adjoining the side boundaries of the site.

The proposal would generate noise and disturbance from the movement of customers and vehicles to and from the premises, and from external plant and equipment. The proposal includes a plant area at the rear of the larger of the proposed shop units and an ATM on the front of this building.

It is considered that there would be sufficient separation between the proposed shop units and adjacent and nearby residential properties to ensure that there would be no significant overbearing, overshadowing or overlooking of those residential properties.

The main customer and delivery activity would be on the front part of the site. The ATM is located towards the central part of the shop's frontage away from the site boundaries. It is considered that the proposal would not result in significant noise and general disturbance to existing residents. To ensure there would be no significant noise nuisance to residents during the early morning or late at night, conditions to restrict the hours of opening and hours of commercial deliveries are recommended.

It is recommended that a condition be imposed requiring a lighting plan to be agreed prior to any external lighting being installed to ensure that local residents do not suffer disamenity through light overspill from the proposed development.

Additional conditions to secure appropriate construction and demolition working hours and to mitigate dust during construction and demolition works are recommended.

Sustainability

Core Strategy Policy CS64 sets out that all new buildings must be designed to reduce emissions of greenhouse gases and use resources sustainably. This includes achieving a high level of energy efficiency, involving solar energy, water re-cycling, using sustainable materials and other means.

Core Strategy Policy CS65 says that on all significant developments, at least 10% of predicted energy needs should be from a decentralised and renewable or low carbon energy. Also, significant development should further reduce predicted energy levels by 20% by way of renewable or low carbon energy technologies.

It is recommended that a condition be imposed requiring further information as to how the policy will be satisfied prior to the commencement of development.

Ecological Impacts

The applicant's Bat Survey states that a small number of bats passed over the site during the surveys. The buildings have low potential for roosting bats, however no bats emerged from the buildings. No evidence of roosting bats was identified. The woodland to the northeast is a high value foraging habitat. The report recommends that demolition works are undertaken with due care, and any works during the bird nesting season be preceded by a nesting bird survey. The report also recommends that biodiversity enhancements (integrated bat bricks and nest boxes) be incorporated into any new buildings on the site.

The Council's Ecologist has concurred that bats are unlikely to be impacted upon by this development. A condition is recommended to secure with the biodiversity enhancements.

Land Drainage

The Local Lead Flood Authority has advised that a culverted watercourse runs under south-eastern part of this site. No new buildings are proposed on the line of this culvert. A condition restricting the rate of discharge for surface water from the site is recommended.

Land Contamination

Given the historic business uses on the site, conditions are recommended to secure the carrying out of an investigation of ground conditions to ensure any existing contamination or ground gas is appropriately mitigated.

SUMMARY

The UDP Proposals Map identifies the site as being within a Housing Area where small shops are acceptable, and other shops unless at the edge of the Central Shopping Area or a District or Local Shopping Centre are unacceptable.

The site is in an edge of centre location, the three small shops are appropriately sized and would not significantly harm the vitality and viability of existing shopping centres. There would be no significant effect on public transport services or customer trips. The loss of the bungalow would not significantly harm the dominance of housing in this Housing Area. There are no suitable sites for the development within the local centre and the site is in an edge of centre location. It is considered that the scale and nature of the proposal would not have a significant adverse impact on investment in or the vitality and viability of existing centres.

The proposal is acceptable in principle.

The applicant's Transport Statement assesses that the proposal would generate 75 two-way trips in the AM peak hour and 95 two-way trips in the PM peak hour. A substantial amount of these trips would already be on the highway network and would comprise transfer, linked and pass-by trips.

The proposed car parking provision is in accordance with the Council's maximum car parking guidelines, and the proposed servicing arrangements are acceptable.

The difficulty for pedestrians crossing Langsett Road South has been reviewed. To better connect the proposed development for pedestrians residing on the opposite (southwest side) of Langsett Road South a zebra crossing is proposed.

Given the modest generation of new trips associated with the development proposal there are no highway objections regarding road safety issues.

The existing buildings proposed for demolition have no significant heritage value. The proposed alterations to convert the retained building and the design of the proposed new units are acceptable. The proposal would make a positive contribution to the streetscene.

It is considered that there would be sufficient separation between the proposed shop units and adjacent and nearby residential properties to ensure that there would be no significant overbearing, overshadowing or overlooking of those residential properties.

It is considered that the proposal would not result in significant noise and general disturbance to existing residents. To ensure there would be no significant noise nuisance to residents during the early morning or late at night, conditions to restrict the hours of opening and hours of commercial deliveries are recommended.

There are no ecological, contamination or drainage implications subject to appropriate mitigation measures.

The proposal complies with UDP Policies H10, H14, S5, BE5, Core Strategy Policies CS51, CS53, CS64, CS65 and CS74, and the Government's planning policy guidance contained in the NPPF.

RECOMMENDATION

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

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