
Case Number	18/03845/FUL (Formerly PP-07294381)
Application Type	Full Planning Application
Proposal	Demolition of existing school building, erection of two-storey primary school building and provision of hard and soft play facilities
Location	Byron Wood Primary School Earldom Road Sheffield S4 7EJ
Date Received	12/10/2018
Team	West and North
Applicant/Agent	GL Hearn
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:

Site Location Plan YO65421A-JMA-01-ZZ-DR-A-00-0012-S4 P01
Site master plan YO65421A-DHL-Z0-Z0-DR-L-00001 P06 -
Red Line YO65421A-JMA-01-ZZ-DR-A-00-0005-S4 P07
Proposed Block Plan YO65421A-JMA-01-ZZ-DR-A-00-0010-S4 P02
Elevation North and West YO65421A-JMA-01-ZZ-DR-A-00-2001-S4 P10
Elevation South and East YO65421A-JMA-01-ZZ-DR-A-00-2002-S4 P10
Proposed Ground Floor Plan YO65421A-JMA-01-ZZ-DR-A-00-0001-S4 P13
Proposed First Floor Plan YO65421A-JMA-01-ZZ-DR-A-00-0002-S4 P09
Typical Building Section YO65421A-JMA-01-ZZ-DR-A-00-1001-S4 Section P05
Site Cross Sections YO65421A-DHL-Z0-Z0-DR-L-00009 P03
External Levels YO65421A-DHL-Z0-Z0-DR-L-00013 P04

Proposed Roof Plan YO65421A-JMA-01-02-DR-A-00-0003-S4 P03
Phase 1 Construction YO65421A-DHL-Z0-Z0-DR-L-00010_S2 P03
Phase 2 Construction YO65421A-DHL-Z0-Z0-DR-L-00011_S2 P04
Planting Plan YO65421A-DHL-Z0-Z0-DR-L-00003_S2 P03
Landscape Layout Plan YO65421A-DHL-Z0-Z0-DR-L-00002_S2 P10
Trees to be Removed YO65421A-DHL-Z0-Z0-DR-L-00006 P04
Fence and Boundary Treatment Strategy YO65421A-DHL-Z0-Z0-DR-L-00004
P09

Reason: In order to define the permission.

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

3. No development shall commence until a traffic regulation order (TRO) has been approved by the Council to secure temporary arrangements for the egress route of construction traffic from the site. The TRO shall have been implemented as approved and the temporary arrangements shall then be provided prior to the arrival of construction traffic. Upon completion of the project, Earldom Road (from its junction with Catherine Road) shall be returned to its original condition.

Reason: In the interests of the safety of road users and the amenities of the locality

4. Prior to the commencement of development the embankment to the south of the new school building shall be resurveyed by a suitably qualified ecologist to check for the presence/absence of protected species. Should evidence of protected species be found, works shall immediately cease and the Local Planning Authority should be contacted for advice. The development shall only then proceed in accordance with appropriate mitigation measures the details of which shall have first been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that protected species, are not adversely affected by the development.

5. In accordance with 'AWA Tree Consultants Arboricultural Method Statement Dwg ref: AWA2381: Tree protection plan' the existing landscaped areas within the site shall be retained and protected from construction activity. Protection of trees shall be in accordance with BS 5837, 2012 (or its replacement) and the protected areas shall not be disturbed, compacted or used for any type of storage or fire, nor shall the retained trees, shrubs or hedge be damaged in any way. The protection measures shall be in place prior to the commencement of development and shall not be removed until the completion of the development. Any damage during construction/demolition works shall be made good by reinstating to the condition/appearance prior to the commencement of the works.

Reason: In the interests of protecting the identified trees on site. It is essential that this condition is complied with before any other works on site commence given that damage to trees is irreversible.

6. The construction compound shall not be used unless a porous no dig root protection system (geo web or equivalent) has been installed in the areas shown in the 'AWA Tree Consultants Arboricultural Method Statement Dwg ref: AWA2381: Tree protection plan'. The no dig root protection measures shall be in place prior to the commencement of development and shall not be removed until the completion of the development. Any damage during construction/demolition works shall be made good by reinstating to the condition/appearance prior to the commencement of the works.

Reason: In the interests of protecting the identified trees on site. It is essential that this condition is complied with before any other works on site commence given that damage to trees is irreversible.

7. No development shall commence until full details of the proposed surface water drainage design, including calculations and appropriate model results, have been submitted to and approved by the Local Planning Authority. This shall include the arrangements and details for surface water infrastructure management for the life time of the development. The scheme shall detail phasing of the development and phasing of drainage provision, where appropriate. The scheme should be achieved by sustainable drainage methods whereby the management of water quantity and quality are provided. Should the design not include sustainable methods evidence must be provided to show why these methods are not feasible for this site. The surface water drainage scheme and its management shall be implemented in accordance with the approved details. No part of a phase shall be brought into use until the drainage works approved for that part have been completed.

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.

8. 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.

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

9. The existing School Building (Building 1) shall not be demolished until the following additional bat survey work has been undertaken and submitted to and approved in writing by the Local Planning Authority:

A, An internal roof void survey carried out using current best practice guidance by a suitably qualified bat ecologist to confirm the presence and location of any bat roosts/activity (this work can be carried out at any time of the year).

B, A minimum of two dusk emergence or dawn re-entry bat surveys to be completed between May and August.

C, Any necessary mitigation and or avoidance measures.

The development shall be carried out and completed in strict accordance with the approved bat surveys, mitigation and avoidance measures.

Reason: To ensure that bats, a protected species, are not adversely affected by the development.

10. Within 6 months of the commencement of development, or an alternative time scale to be agreed in writing with the Local Planning Authority details of the number, location and specification of bird and bat boxes to be integrated into the development shall have been submitted to and approved in writing by the Local Planning Authority. The bird and bat boxes shall be provided in accordance with the approved details prior to the first occupation of the development.

Reason: In the interest of Biodiversity.

11. Should the clearance of site vegetation and/or trees take place within the bird nesting season (March to August inclusive) a pre site clearance check shall be carried out by a suitably qualified ecologist to establish the presence of nesting birds. If active bird nests are present clearance works can only proceed once all chicks have fledged.

Reason: In order to ensure that nesting birds are not adversely affected by the development.

12. 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.

13. 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.

14. The development shall not be used until a Community Use Agreement has been submitted to and approved in writing by the local planning authority. Thereafter community access to the school shall be afforded in accordance with the approved community use agreement.

Reason: To provide benefits for the community in accordance with policy CF1 of the Unitary Development Plan (Provision of Community Facilities) and in the interests of the amenities of the locality and occupiers of neighbouring properties.

15. Using the submitted Byron Wood Academy Travel plan as a basis, after the first term of occupation, a Bronze Level Travel Plan shall have been achieved using ModeshiftSTARS (www.modeshiftstars.org). After one year of occupation, a Silver Level Travel Plan shall have been achieved using www.modeshiftstars.org. After 3 years of occupation, a Gold Level Travel Plan shall have been achieved, again using www.modeshiftstars.org;

Reason: In the interests of delivering sustainable forms of transport.

16. The Local Planning Authority shall be consulted with and give prior approval in writing to any subsequent improvements or modifications to the Travel Plan, following the submission of progress performance reports as timetabled in the programme of implementation. All future owners/occupants of the site shall operate a Travel Plan and will adhere to the approved Travel Plan unless

otherwise varied and agreed with the Local Planning Authority prior to occupation

Reason: In the interests of delivering sustainable forms of transport.

17. In accordance with approved Silcock Leedham Sustainability Statement August 2018 the predicted energy demands of the building shall be reduced by a minimum of 10% from a fabric first approach. The measures to achieve the 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 of the building. Thereafter the agreed measures shall be retained 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.

Other Compliance Conditions

18. The development shall be constructed in accordance with the approved Construction Environmental Management Plan (CEMP) ref: Interserve Construction Management Plan Byron Wood PMP (3) received via email 3rd December 2018.

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

19. 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 it is essential for these works to have been carried out before the use commences.

20. All teaching rooms shall be designed in accordance with the noise levels and ventilation provision given in Building Bulletin 93 (BB93) and Building Bulletin 101.

Reason: In the interest of the amenities of future users

21. No gates shall, when open, project over the adjoining footway.

Reason: In the interests of pedestrian safety.

22. The covered and secure cycle/motorcycle/scooter parking shall have been provided in accordance with the approved plans prior to the completion of the development. Thereafter the cycle/motorcycle/scooter parking shall be retained/maintained for the sole purpose intended.

Reason: In the interests of delivering sustainable forms of transport.

23. All vehicle and pedestrian areas within the site shall have been surfaced, sealed and drained to the satisfaction of the Local Planning Authority prior to occupation.

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.

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

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

25. Noise levels from plant and equipment shall not exceed background noise levels (LA90 10 mins) when measured at the nearest noise sensitive properties.

Reason: In the Interests of the amenities of adjoining residential properties.

26. The development shall be constructed in accordance with the materials and specifications identified on dwg refs: O65421A-JMA- 01 ZZ-DR-A- 00 2002 rev P010 and O65421A-JMA- 01 ZZ-DR-A- 00 2001 rev P010 All render shall be through coloured.

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

27. Surface water and foul drainage shall drain to separate systems.

Reason: To ensure satisfactory drainage arrangements.

Attention is Drawn to the Following Directives:

1. 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.

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. In order to secure the egress route for construction traffic, the applicant is advised to discuss a temporary traffic regulation order at the earliest opportunity with gary.greville@sheffield.gov.uk (0114 273 6159).
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. 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

6. The applicant is advised to contact the Council's Development Services, Land Drainage, Howden House, 1 Union Street, Sheffield, S1 2SH (Telephone Sheffield 2735847) to seek approval for the proposed drainage arrangements, as soon as possible, prior to the commencement of development.
7. 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.
8. 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.
9. The proposed development lies within a coal mining area. In the circumstances applicants should take account of any coal mining related hazards to stability in their proposals. Developers must also seek permission from the Coal Authority before undertaking any operations that involves entry into any coal or mines of coal, including coal mine shafts and adits and the implementation of site investigations or other works. Property specific summary information on any past, current and proposed surface and underground coal mining activity to affect the development can be obtained from the Coal Authority. The Coal Authority Mining Reports Service can be contacted on 0845 762 6848 or at www.coal.gov.uk.
10. Section 80 (2) of the Building Act 1984 requires that any person carrying out demolition work shall notify the local authority of their intention to do so. This applies if any building or structure is to be demolished in part or whole. (There are some exceptions to this including an internal part of an occupied building, a building with a cubic content of not more than 1750 cubic feet or where a greenhouse, conservatory, shed or pre-fabricated garage forms part of a larger building). Where demolition is proposed in City Centre and /or

sensitive areas close to busy pedestrian routes, particular attention is drawn to the need to consult with Environmental Protection Services to agree suitable noise (including appropriate working hours) and dust suppression measures.

Form Dem 1 (Notice of Intention to Demolish) is available from Building Control, Howden House, 1 Union Street, Sheffield S1 2SH. Tel (0114) 2734170

Environmental Protection Services can be contacted at Development Services, Howden House, 1 Union Street, Sheffield, S1 2SH. Tel (0114) 2734651

11. By law, this development requires the allocation of official, registered address(es) by the Council's Street Naming and Numbering Officer. Please refer to the Street Naming and Numbering Guidelines on the Council website here:

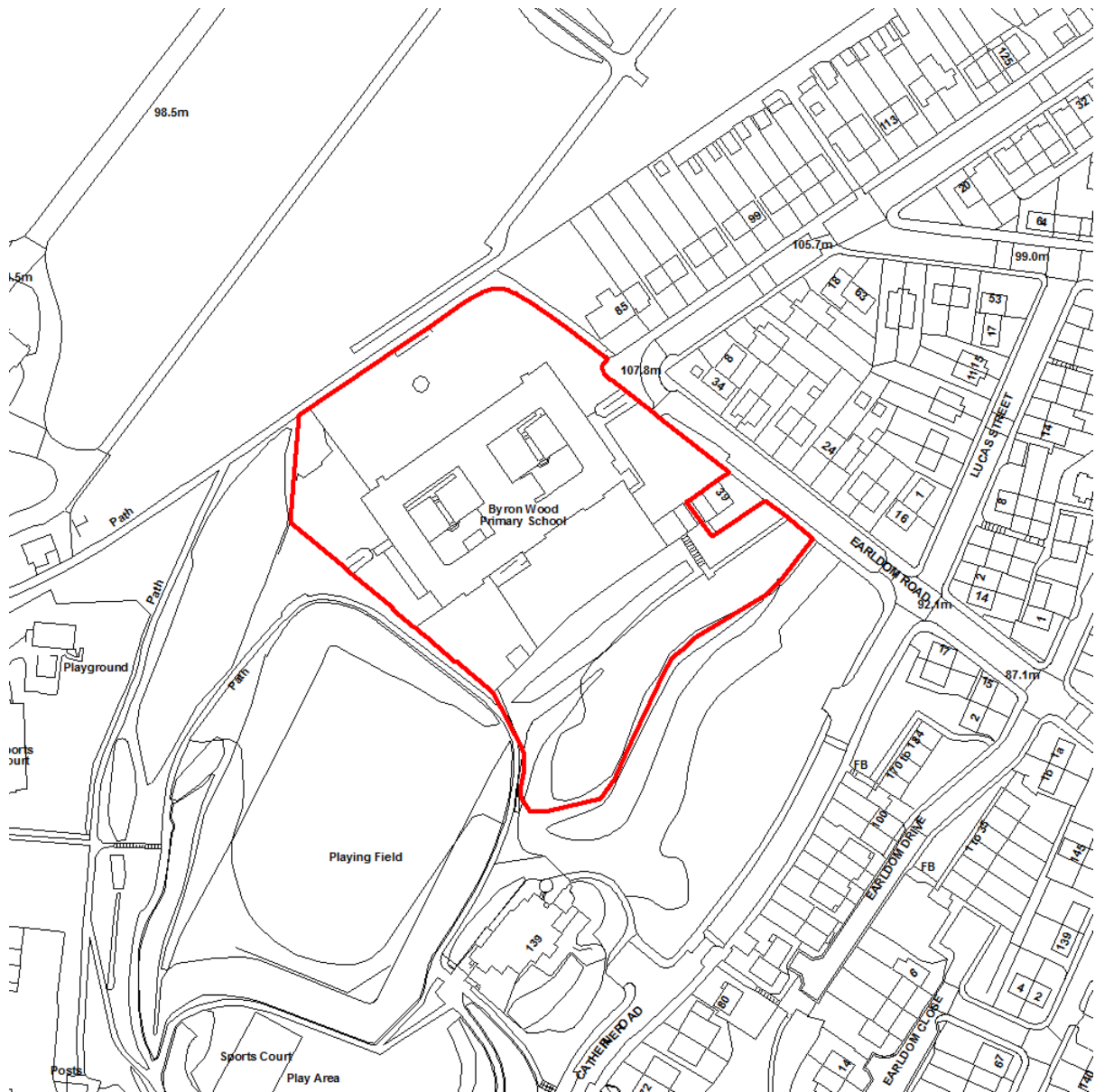
<https://www.sheffield.gov.uk/content/sheffield/home/roads-pavements/address-management.html>

The guidance document on the website includes details of how to apply, and what information we require. For further help and advice please ring 0114 2736127 or email snn@sheffield.gov.uk

Please be aware that failure to apply for addresses at the commencement of the works will result in the refusal of statutory undertakers to lay/connect services, delays in finding the premises in the event of an emergency and legal difficulties when selling or letting the properties.

12. 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.

Site Location



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LOCATION AND PROPOSAL

This application seeks permission to demolish the existing Byron Wood School and erect a new two storey primary school positioned on the playground to the immediate south of the existing school building. The proposal will require the creation of a cantilever to accommodate the new school building in this location due to the sloping topography of the site.

The application site is approximately 1.3 hectares in area comprising of the existing Byron Wood Academy and its associated hard surfaced playing areas. Immediately to the south of the existing school building is an existing 'Forest School' area which is used by the school for outdoor activities and is located within the existing secure school grounds. The school currently have access to the adjoining playing fields to the west which will remain unaffected by this development.

The site is bounded by Burngreave Cemetery to the north, Earldrom Road to the east, open space to the south and existing playing fields to the west. The surrounding area is predominantly residential in character. The current school is centrally located within the site. Ground levels across the site rise steeply in a northerly direction following the rising gradient of Earldom Road.

The large majority of the existing school site lies in an allocated Housing Area with the exception of the forest school area which falls within in an open space area as defined in the adopted Sheffield Unitary development Plan (UDP).

The proposed school is being delivered through the Priority School Building Programme (PSBP) which is a national strategy for the redevelopment of school sites. PSBP is a privately financed public private partnership programme set up to address schools in most urgent need of repair/replacement. The funding for this project is being allocated by the Education Skills Funding Agency (ESFA).

The existing school is a part two storey/part single storey pitched roofed building organised around two enclosed courtyards. The existing school was constructed in the 1930's as a secondary school, in the 1960's it was converted to a middle school, in 1991 it amalgamated with Ellsemere Nursey to become Byron Wood School; in 2016 the school became an Academy.

The existing school is considered by the applicants to inefficient and oversized for its needs. The school currently provides accommodation for a total of 472 pupils aged between 3 and 11 (inclusive of nursery provision) and employs 57 full time equivalent members of staff. The existing school building has a gross internal floor area (GIFA) of 2,892 sqm. The new school will occupy a reduced footprint of 2,179 sqm. Pupil and staff expansion is not planned as part of the redevelopment proposals.

PLANNING HISTORY

07/04238/FUL - Single-storey extension to school to form toilet block (In accordance with amended plans received 28th January 2008) - Granted Conditionally.

09/00077/RG3 - Two free-standing shelters – Granted Conditionally.

SUMMARY OF REPRESENTATIONS

The application was advertised by way of individual neighbour consultation letter, site notice and newspapers advert.

No representations have been received either in support or objection.

PLANNING ASSESSMENT

Policy Issues

The site is in a Housing Policy area and Open Space area as defined in the adopted Sheffield UDP. Policy H10 identifies education facilities (Use class D1) as acceptable in the policy area.

The NPPF (para 94) identifies that a sufficient choice of school places should be available and Local Planning Authorities (LPA's) should give great weight to the need to create, expand or alter schools through preparation of plans and decision on applications. Para 94 of the NPPF also identifies that LPA's should work with schools promoters, delivery partners and statutory bodies to resolve key planning issues before applications are submitted.

Policy CF1 (Provision of Community Facilities) seeks to promote the provision of community facilities which includes schools particularly where they would be for disadvantaged people, located where there is a shortage and in the community they intend to serve. Policy CS43 (Schools) also seeks to ensure that there is sufficient provision of modern education facilities and indicates that there will be significant investment to upgrade some primary schools in the city. As such the principle of the delivery of a new primary school which will serve the local community it is located in is supported and complies with policy CF1 and CS43.

The development leads to a very minor encroachment into the 'forest school' area, a soft landscaped area associated with the existing school which is in an allocated open space area as defined in the UDP. Policy CS45 (Quality and Accessibility of Open Space) states that the safeguarding and improvement of open space will take priority over the creation of new areas. Policy CS47 (Safeguarding Open Space) states that development of open space will not be permitted where there is a shortage of open space in the area. Although the development encroaches into open space, this space lies within in the operational and secure line of the existing school and is solely dedicated to the schools use. The proposal will therefore not remove open space provision that is currently publically accessible.

The encroachment into the open space is as a result of the need to provide a cantilever structure on which the new school will be sat due to the sloping gradients of the site. The loss of open space is very minor but in this case considered necessary as the proposed building is located on the only feasible part of the site which allows the new school to be constructed, while the existing school remains open and operational. A large majority of the forest school area will be retained once

the development is complete. In light of the above the loss of this small area of open space is considered to be acceptable.

Phasing

The existing school must remain operational during the course of the construction. The new school has been located to the south of the existing school building which is considered to be the only feasible location for the new building which allows it to be constructed while the existing school remains operational and safe to use. The new school will be constructed using crane access from the south where a temporary staff car park will also be located. Following completion of the new build pupils and staff will move into the new building the old school will be fenced off and demolished. The site will then be landscaped, the new playing areas provided and forestry school area reinstated.

Design Issues

UDP Policy BE5 (Building Design and Siting) expects good overall design and the use of high quality materials. Original architecture is encouraged, but new development should also complement the scale, form and architectural style of surrounding buildings.

Core Strategy Policy CS 74 (Design Principles) reiterates the expectation of high quality design as well as recognising that new development should take advantage of and enhance the distinctive features of the city.

Policy H14 (Conditions on Development in Housing Areas) seeks to ensure that development is well and in scale and consistent with the residential character of the area.

The application site occupies a relatively prominent position largely due to the topography of the area. The proposed development would replace the existing two storey school building, with a smaller school building with a reduced footprint split over two storeys extending to approximately 71 metres in length and 17.5 metres in width.

Due to the need to retain an operational school on site during the construction phase the new school building is located to the south of the existing building on an existing play area and will be partly constructed on a cantilever due to the sloping gradient of the site.

The building is linear in form extending along a majority of the sites southern boundary and incorporates a pitched roof. The proposed building will be visible from the adjoining highways, however its scale is considered consistent with the existing buildings on site and the prevailing character of the area.

The building is to be faced in a cream and blue render and a multi red brick. The proportions of brick have been slightly increased following pre application discussions with the entire eastern of the building which accommodates the hall and is the most visible from the public highway now entirely faced in brick. The eastern

gable end will also include the schools name and logo in order to increase legibility of the building. The remainder of the building is to be faced in render with some brick detailing. It is noted that render is prevalent in the locality and whilst it would be preferable for the entire building to be constructed of brick, for budgetary reason the applicant has indicated that this is not possible and it cannot be insisted on in this case.

Some reconfiguration to the play areas and associated site access for pedestrian and vehicles is required as a result of the amended siting of the school building. These changes are relatively minor and will involve the creation of additional soft landscaping and informal play areas to the rear of the new school. Further landscaping of the forest area is also proposed. The existing large brick and railing boundary wall which defines the school boundary with Earldom Road will be retained as part of the development and amended slightly to accommodate improved emergency vehicle access.

In light of the above the design and layout of the scheme is considered acceptable taking account of the constraints of the site. The scheme therefore complies with BE5 and H14 of the UDP and CS74 of the CS.

Amenity Issues

The application site lies in a designated Housing Area as defined in the Unitary Development Plan (UDP) and policy H14 of the UDP (Conditions on Development in Housing Areas) expects development to safeguard the amenities of neighbouring residents.

The use of the site for educational purposes is established and this will remain the case as result of the development. The changes to the position and location of the school building within the site are not considered to give rise to any increased noise or disturbance over and above the existing use of the site. There are existing play areas to the rear of the existing school and these will simply be remodelled and slightly extended as part of the development. Noise breakout from a more modern building will be reduced in comparison to the existing older school building on site.

Given the proximity of existing residential properties there will be some noise and disturbance during the construction and demolition phases of the development. The applicant has submitted a Construction Environmental management Plan (CEMP) which details a series of measures that will be adhered to in order to minimise any disturbance during the works. Details of the above will be secured by condition.

The former caretakers house located adjacent to Earldom Road no longer forms part of the existing or proposed school site and is currently disused and boarded up . Should this property become occupied in the future the proposal is not considered to give rise to any significantly greater impact on the amenity of future residents than the existing school.

In light of the above the proposal is not considered to give rise to any significant amenity issues.

Highways

Core Strategy Policy CS53 'Management of Demand for Travel' sets out a variety of ways in which the increased demand for travel will be managed across the city including applying maximum parking standards to all new developments to manage the provision of private parking spaces.

Policy H14 part (d) seeks to ensure that development would provide safe access to the highways network and appropriate of street parking and not endanger pedestrians.

A transport statement (TS) has been submitted in supported of this application. The report considers the impact of development traffic on the local highway network, addresses existing public transport and non-car considerations in relation to the overall accessibility of the scheme, and finally draws conclusions.

Byron Wood Academy is a two-form entry primary school with an integrated nursery. The primary school can accommodate up to 420 pupils, with the nursery 52 pupils. Across the site, there are currently 57 full-time equivalent staff. The school currently runs breakfast and after school clubs, which will continue.

As there is no material increase in pupil numbers or staff proposed as a result of the development the proposal is not considered to give rise to any increased or greater material impact on the operation of the adjoining highways network than the existing school. The school is located in the community that it will primarily serve and the TS identifies that nearly 60% of students travel to school by sustainable means (walking, cycling, public transport) with those that travel by car half of them share a lift.

A comprehensive framework travel plan has been submitted with the application, which aligns with the Modeshift STARS Programme, which supports schools with sustainable travel through accreditation and the National School Travel Awards. A condition will be imposed requiring the school to meet certain specified Modeshift STARS standards. Covered and uncovered secure bicycle/scooter parking is also to be provided.

The staff car park would remain in the same location as existing accessed off Earldom Road, it will however be slightly reconfigured and enlarged by two spaces. Access to the existing car parking for students and staff with mobility issues for drop off and pick up will be managed by the school. Parking by staff does occasionally over-spill onto the adjacent roads, but there are still plenty of spaces left for residents. No objections/complaints have been received in relation to staff parking on-street as part of the application.

Servicing will take place from within the retained car park. The vehicular access (off Earldom Road) will be slightly widened to accommodate servicing and fire/rescue vehicles. There's an existing segregated pedestrian route entering the school grounds just to the north of the vehicular access, which leads to entrance/reception area of the new school building. This route will be widened and its alignment has been altered to ease pedestrian flows at the beginning and end of the school day. A

second pedestrian access into the school grounds exists from Burngreave Cemetery; this is proposed to be removed as part of the redevelopment.

The roads surrounding the school have all been traffic calmed by a mixture of humps, cushions, road narrowing's and plateaux's. The website Crashmap has been used to obtain personal injury data for the years 2015, 2016 and 2017. Five injuries were recorded during this period, all slight in nature. The locations of the accidents were spread evenly across the local network, with no particular similarity in causation. The statistics suggest no specific road safety concerns in the local area.

The applicants have submitted some detailed information regarding the proposed construction of the development in light of the sites constraints. The forest school area within the southern part of the school boundary will be used as the contractor's site compound accommodating cabins, parking and storage of construction materials. A 60 metre crane will be erected in this area. There is currently no vehicular access into this area, so a temporary vehicle crossing will be required. The vehicle crossing would be positioned on the one-way section of Earldom Road to the north of the junction with Catherine Road. To avoid construction traffic having to navigate the entire one-way system which currently operates on the highways adjoining the school, a small length of Earldom Road will be converted to two-way operation from Catherine Road up as far as the site compound access. This will allow construction traffic to turn right out of the site, enabling them to leave the area with having to navigate the adjoining residential streets. A temporary Traffic Regulation Order (TRO) will be required to facilitate the two-way operation of Earldom Road. Accommodation works will be required to traffic signs, road markings, bollards and kerbing. Upon construction of the school the temporary site access will be kerbed through and the footway reinstated, the road will be returned to one-way operation.

The proposal is considered to be satisfactory with regard to the aims of Policy CS53 of the Core Strategy and UDP Policy H14. The development is not considered to give rise to any severe residual cumulative impacts on the highways network or detrimentally affect highways safety. As such and in accordance with paragraph 109 of the NPPF it is considered that the development should not be resisted on highways grounds.

Drainage and Flooding

Policy CS67 (Flood Risk Management) identifies that the extent and impact of flooding will be reduced by a number of means including: requiring developments to significantly limit surface water runoff, requiring the use of sustainable drainage techniques on sites where this is feasible and practicable and promoting sustainable drainage management in rural areas.

The site is located in Flood zone 1 where land and properties are considered to be at the lowest risk of flooding; however as the site exceeds 1 hectare a Flood Risk Assessment (FRA) has been submitted in support of the application. The FRA is largely concerned with drainage issues associated with the site. Originally the applicant proposed to use infiltration methods to deal with surface water drainage from the development. The Lead Local Flood Authority (LLFA) raised concerns with

the use of infiltration methods as there is significant risk that surface water will breakout further down slope due to ground conditions and steep site gradients. Surface water breakout downslope would affect land not within the applicant's control. As such the drainage arrangements have been amended and a discharge to the combined sewer is now proposed at a restricted rate as a result of the provision of on-site storage. The LLFA are satisfied with the amended proposals however full details of the drainage design, its management and maintenance and the discharge rate to the combined sewer will be secured by condition.

In light of the above the application is considered acceptable from a drainage perspective.

Sustainability

Policies CS63, 64 and 65 of the Core Strategy sets out the council's approach to dealing with climate change and sustainability. The supporting text to CS64 advises that to satisfy the policy, all new non-residential developments over 500 square metres should achieve a BREEAM rating of 'very good' (or equivalent).

The applicant has submitted a sustainability statement, which confirms that the building will not achieve a 'very good' BREEAM rating as the ESFA financial constraints do not make due allowance for any additional requirements in accordance with BREEAM.

The developer has stated that the following best practice will however be followed in relation to:

- Sustainable sourcing of materials
- Demand minimisation, both in terms of energy and primary resources (gas / water etc.)
- Use of local resourcing, manufacturers and materials where practical
- Community consideration and responsible Contractor delivery

Policy CS65 (Renewable Energy and Carbon Reduction) requires new developments, if it is feasible and viable, to achieve a minimum of 10% of their predicted energy needs from decentralised and renewable or low carbon energy or an equivalent reduction in energy demands is achieved by a fabric first approach. The applicants have indicated that the development will result in excess of a 10% reduction in energy demands achieved through a fabric first approach to construction, using passive design measures to minimise energy consumption.

Overall, it is considered that the proposal is satisfactory with regards the aims of Policies CS63, CS64 and CS65.

Ecology and Landscaping

NPPF paragraph 170 d) states that planning decisions should contribute to and enhance the natural and local environment by minimising impacts on and providing net gains for biodiversity.

UDP Policy GE11 (Nature Conservation and Development) states that the natural environment will be protected and enhanced. Therefore, the design, siting and landscaping of development should respect and promote nature conservation and include measures to reduce any potentially harmful effects of development on natural features of value.

An Ecology Report has been submitted in support of the application. This report identifies that the application site is located adjacent to two Local Wildlife Sites (LWS); Burngreave Cemetery and Burngreave Recreation Ground. As the development is confined to the existing site and will be enclosed by fencing and hoarding the proposals are not considered to harm the adjoining LWS's

The existing buildings on site have been assessed for potential bat activity with only the existing main school building (Building 1) considered to have potential bat roosting features. No evidence of bats has been established from external surveys undertaken by the applicant; however there is currently no internal access to any of the roof voids, and so it has not been possible to search for evidence of bats in these locations. A dusk emergence bat survey did not identify any bats using Building 1; however bat activity was recorded on site, in particular along the southern and western tree lined boundaries. As such it is recommended that a further roof void survey and two further emergence surveys are undertaken prior to the demolition of the former school building. Given that the development is to be phased it is possible in this instance to undertake the required surveys prior to demolition of the school building and secure any required mitigation.

Evidence of historic use of the embankment to the south of the site by other protected species has also been identified in the submitted report. The embankment is not considered to be actively used anymore by the protected species concerned, however prior to the commencement of development it is recommended that a further survey is undertaken to confirm the presence/absence of any species, details can again be secured by condition.

An invasive species (cotoneaster) is noted as growing on the site. Cotoneaster is listed under Schedule 9 of the Wildlife & Countryside Act 1981 (as amended), making it an offence to allow this species to spread into the wild. As such the developer will need to take steps to secure its removal.

The ecological report identifies that site clearance should be undertaken outside the bird nesting season (March to September inclusive) unless supervised by a qualified ecologist, bat boxes and bird boxes should be provided and suitable landscaping and tree planting should be integrated into the scheme in order to enhance the biodiversity of the site. In order to ensure net gains for biodiversity in accordance with the guidance contained in paragraph 170 of the NPPF details of the above will be secured by condition.

A tree survey has also been submitted in support of the application which identifies that a number of trees immediately to the south of the existing hard surface play area will have to be removed in order to accommodate the development, primarily as a result of the need to erect a cantilevered structure to support the new school building. The pruning of further trees within the forest school area is also required in

order to accommodate the development and a temporary construction compound. The removal and pruning of these existing trees is not considered to be significant and suitable replacement tree planting and landscaping of the forest school area has been secured by planning condition.

A temporary construction compound and parking area is proposed on the forest school area. This is the only possible location for the compound due to the need to retain the existing school building and associated play areas to the north as an operational school during the construction of the replacement building. Vehicle access to this forest school area is highly constrained due to gradients and existing trees. Construction vehicles will be required to cross the root protection zones (RPZ's) of some mature trees located close to the Earldom Road frontage of the site. The submitted arboricultural report recommends that a no dig root protection system is installed during the construction phase in order to minimise compaction and long term damage to the trees roots. A suitable system of 'no dig' root protection has been submitted by the applicants and is considered to be acceptable by the Councils Environmental Planning section. All other trees located around the perimeter of the construction compound will be protected by suitable root protection fencing to prevent them from being damaged.

Once the existing school is demolished some new soft landscaping areas will be provided within the school ground immediately to the rear of the new school.

In light of the above the proposal is considered acceptable from an ecology and landscape perspective.

Community Use of the Site

Developing and maintaining buildings for community use can be costly and unprofitable. This is especially true in inner city areas where needs are greatest. The UDP states that the Council will use its planning powers to make sure that developments provide a wide range of benefits for the community. Specifically, policy CF1 of the UDP (Provision of Community Facilities) states that the provision of community facilities will be promoted, particularly where they are located within the community they are intended to serve and are easily accessible by public transport.

The planning application indicates that the current school does not benefit from a high degree of public access or activity out of school hours, however there is a significant amount of community integration within school hours where parents meet the teachers throughout the day to enhance their own education and knowledge. The school includes a new hall which could be available for public use. The school has no objection in principle to encouraging Community Use of the new school the detailed arrangements of which will be secured by an appropriately worded condition.

Statement of Community Involvement

The NPPF paragraph 40 encourages developers to engage with the local planning authorities at an early stage and encourage developers to engage with the local community before submitting an application. The Council's policy on pre-application

consultation is set out in the adopted revised Statement of Community Involvement (SCI) August 2014 which encourages developers to undertake pre-consultation in order to involve communities in planning decisions and allow comments to be taken on board at an early stage of the process.

In addition to the Council's statutory consultation process, prior to the formal submission of this application, the applicants engaged in the Councils pre-application advice service and carried out an independent consultation exercise with local residents.

The applicants has stated that public consultation event was held at the existing school on the 12th September which staff, local councillors and parents of current pupils were invited to. A flyer drop was also undertaken inviting all properties within a 50 metres radius of the school to attend the public consultation event.

Display/information boards indicating the proposals where available to view and the exhibition was staffed by the developers representatives. 11 people attended including a local councillor and there was opportunity to leave comments via feedback form. The applicants SCI indicates that a majority of the people who attended were in favour of the development however concerns were raised over parking issues, access to the forest school, the adjoining playing fields and disruption during the construction period. The consultation process is considered too broadly accord with the aims and objectives of the Council's revised SCI.

Ground Conditions

The applicants have submitted a phase 1 and 2 site investigation report and a remediation statement in support of their application. These reports conclude that existing ground conditions will not give rise to any unacceptable risks to future users subject to the inclusion of a suitable clean soil capping layer on all soft landscaping and play areas. The Councils Environmental Protections Services are also satisfied with the conclusions of the submitted reports subject to the provision of the remediation measures specified. Validation of the remediation measures will be secured by condition.

The site is in a High Risk Coal Mining Area. The applicants have submitted a detailed Coal Mining Risk Assessment which has been assessed by the Coal Authority who consider that there are no coal mining legacy issues affecting the development which require further investigation or mitigation.

SUMMARY AND RECOMMENDATION

This application seeks permission to demolish the existing Byron Wood Primary School and erect a replacement new school building on the same site.

The proposed school is being delivered through the Priority School Building Programme (PSBP) which is a national strategy for the redevelopment of school sites. PSBP is a privately financed public private partnership programme set up to address schools in most urgent need of repair. The funding for this project is being allocated by the Education Skills Funding Agency (ESFA).

The existing school building is considered by the applicants to be inefficient and oversized for its needs. The replacement school will accommodate the same number of pupils (472) and staff (57 FTE) as the existing school within a building that has gross internal floor area of 2179 sq. metres, which is approximately 739 sq. metres smaller than the existing school.

The site is in an allocated Housing area and a small section of the existing secure school grounds are in an allocated Open Space area as defined in the adopted Sheffield Unitary Development Plan. The proposal is not considered to result in any harmful loss of open space which is accessible by the general public. The principle of providing a new education facility is supported by policy CS43 of the Core Strategy and CF1 of the UDP.

The design of the scheme is considered to be acceptable and the proposal is not considered to give rise to any harmful amenity and ecology or landscape issues.

Given that the scheme does not result in any material increase in pupil or staff numbers the development is not considered to give to rise to any increased or harmful material impact on the operation of the existing highways network.

In light of the above the proposal is considered to accord with adopted national and local planning policy and guidance and as such it is recommended that planning consent is granted subject to conditions.