

REPORT TO CITY CENTRE SOUTH AND EAST PLANNING DATE 03/09/2012
AND HIGHWAYS COMMITTEE

REPORT OF DIRECTOR OF DEVELOPMENT SERVICES ITEM

SUBJECT APPLICATIONS UNDER VARIOUS ACTS/REGULATIONS

SUMMARY

RECOMMENDATIONS

SEE RECOMMENDATIONS HEREIN

THE BACKGROUND PAPERS ARE IN THE FILES IN RESPECT OF THE PLANNING
APPLICATIONS NUMBERED.

FINANCIAL IMPLICATIONS N/A

PARAGRAPHS

CLEARED BY

BACKGROUND PAPERS

CONTACT POINT FOR
ACCESS

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AREA(S) AFFECTED

**CATEGORY OF
REPORT**

OPEN

Application No.	Location	Page No.
12/01970/FUL	Sheffield Hallam University Heart Of The Campus Collegiate Crescent And 25 & 25A Broomgrove Road Sheffield S10 2BJ	5
12/01718/FUL (Formerly PP-01785766)	Site Of 330-332 Newman Road Sheffield S9 1LX	26
12/01660/FUL (Formerly PP-02005283)	Site Of Psalter Lane Campus Psalter Lane Sheffield S11 8UZ	48

SHEFFIELD CITY COUNCIL

Report Of The Head Of Planning
To The SOUTH Planning And Highways Committee
Date Of Meeting: 03/09/2012

LIST OF PLANNING APPLICATIONS FOR DECISION OR INFORMATION

NOTE Under the heading "Representations" a Brief Summary of Representations received up to a week before the Committee date is given (later representations will be reported verbally). The main points only are given for ease of reference. The full letters are on the application file, which is available to members and the public and will be at the meeting.

Case Number	12/01970/FUL
Application Type	Full Planning Application
Proposal	Demolition of Heart of the Campus building, Marshall Hall, Yorkon building, sub-station, external fire escape stair and external corridor link and erection of single-storey/two-storey/three-storey student centered space with asociated landscaping, entrance steps, retaining walls, car and cycle parking, fencing, lighting and CCTV
Location	Sheffield Hallam University Heart Of The Campus Collegiate Crescent And 25 & 25A Broomgrove Road Sheffield S10 2BJ
Date Received	20/06/2012
Team	SOUTH
Applicant/Agent	HLM Architects
Recommendation	Grant Conditionally

Subject to:

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

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

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

Drawings:

HOC_A(PA)100 Rev P3 (Ground floor layout)
HOC_A(PA)101 Rev P2 (First floor layout)
HOC_A(PA)102 Rev P2 (Second floor layout)
HOC_A(PA)103 Rev P2 (Roof plan)
HOC_A(PA)120 Rev P2 (Elevations)
HOC_A(PA)121 Rev P2 (Elevations)
HOC_A(PA)130 Rev P1 (Sections)
HOC_A(PA)200 Rev P1 (Landscape plan)
HOC_A(PA)201 Rev P2 (Access Strategy)
HOC_A(PA)202 Rev P1 (Tree planting plan)
08686/B/TPP Rev 1 (Tree protection plan)
08686/B/IAP Rev 1 (Tree removal plan)

Documents:

Design and Access Statement (HLM June 2012)
Arboricultural Report (Crown Consultants 19 June 2012)

unless otherwise authorised in writing by the Local Planning Authority.

In order to define the permission.

- 3 No development shall commence until details of the means of ingress and egress for vehicles engaged in the construction of the development have been submitted to and approved in writing by the Local Planning Authority. Such details shall include the arrangements for restricting the vehicles to the approved ingress and egress points and shall include details of the location of site compounds and provision for contractors parking. Ingress and egress for such vehicles shall be obtained only at the approved points.

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

- 4 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.

In the interests of the safety of road users.

- 5 Before the development is commenced, or within an alternative timeframe to be agreed in writing by the Local Planning Authority, full details of turning provision for service vehicles within the site shall have been submitted to and approved in writing by the Local Planning Authority and the building shall not be used unless such turning space has been provided in

accordance with the approved plans and, thereafter, such turning space shall be retained.

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

- 6 Prior to installation, full details of the cycle parking accommodation shown on the plans shall have been submitted to and approved in writing by the Local Planning Authority and the building shall not be used unless such cycle parking has been provided in accordance with the approved details. Thereafter the approved cycle parking accommodation shall be retained.

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

- 7 No development shall commence until the measures to protect the existing trees/shrubs/, hedges to be retained, have been implemented in accordance with the approved Tree Protection Plan and Arboricultural Report. Protection of trees shall be in accordance with BS 5837, 2005 (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 Local Planning Authority shall be notified in writing when the protection measures are in place and the protection shall not be removed until the completion of the development unless otherwise approved.

In the interests of the visual amenities of the locality.

- 8 No development shall take place, including any works of demolition, until details are submitted for written approval by the Local Planning Authority giving details of measures to control the emission of dust during demolition and construction.

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

- 9 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 0800 hours and 1300 hours on Saturdays, and not at any time on Sundays and Public Holidays.

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

- 10 No development shall commence until a report has been submitted to and approved in writing by the Local Planning Authority identifying how the following will be provided:

- a) a minimum of 10% of the predicted energy needs of the of the completed development being obtained from decentralised and renewable or low carbon energy; and
- b) The generation of further renewable or low carbon energy or incorporation of design measures sufficient to reduce the development's overall predicted carbon dioxide emissions by 20%. This would include the decentralised and renewable or low carbon energy to satisfy (a)

Any agreed renewable or low carbon energy equipment, connection to decentralised or low carbon energy sources or additional energy efficiency measures shall have been installed before any part of the development is occupied and a post-installation report shall have been submitted to an approved in writing by the Local Planning Authority to demonstrate that the agreed measures have been installed. Thereafter the agreed equipment, connection or measures shall be retained in use and maintained for the lifetime of the development, unless otherwise agreed in writing by the Local Planning Authority.

In order to ensure that new development makes energy savings in the interests of mitigating the effects of climate change, in accordance with Sheffield Development Framework Core Strategy Policy CS65.

- 11 The surface water discharge from the site shall be reduced by at least 30% compared to the existing peak flow and detailed proposals for surface water disposal, including calculations to demonstrate the reduction, must be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development, or an alternative timeframe to be approved in writing by the Local Planning Authority. In the event that the existing discharge arrangements are not known, or if the site currently discharges to a different outlet, then a discharge rate of 5 litres/hectare should be demonstrated. The development shall thereafter be carried out in accordance with the approved details.

In order to mitigate against the risk of flooding.

- 12 Before any hard surfaced areas are constructed, full details of all those hard surfaced areas within the site shall have been submitted to and approved in writing by the Local Planning Authority. Such details shall provide for the use of porous materials, or for surface water to run off from the hard surface to a permeable or porous area or surface within the curtilage of the dwellinghouse. Thereafter the hard surfacing shall be implemented in accordance with approved details.

In order to control surface water run off from the site and mitigate against the risk of flooding.

- 13 Large scale details, including materials and finishes, at a minimum of 1:20 of the items listed below shall be approved in writing by the Local Planning Authority before that part of the development commences:

Windows
Window reveals
Curtain wall systems
Glazed balustrades
External wall construction
Roof parapets
Atrium construction
Laminate slats
Entrance canopies
Rainwater goods
Spandrel panels
Louvres
Junction treatments (elevations)

Thereafter, the works shall be carried out in accordance with the approved details.

In order to ensure an appropriate quality of development.

- 14 A sample panel of the proposed masonry shall be erected on the site and shall illustrate the colour, texture, bedding and bonding of masonry and mortar finish to be used. The sample panel shall be approved in writing by the Local Planning Authority prior to the commencement of the building works and shall be retained for verification purposes until the completion of such works.

In order to ensure an appropriate quality of development.

- 15 Before the development is commenced, or an alternative timeframe to be agreed in writing by the Local Planning Authority, further details of the proposed public art work to the elevations of the building shall have been submitted to and approved in writing by the Local Planning Authority. Such details shall then be implemented prior to the occupation of the development unless otherwise authorised in writing by the Local Planning Authority.

In order to satisfy the requirements of Policy BE12 of the Unitary Development Plan and to ensure that the quality of the built environment is enhanced.

- 16 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 the development is commenced, or within an alternative timeframe to be agreed in writing by the Local Planning Authority.

In the interests of the visual amenities of the locality.

- 17 The approved landscape works shall be implemented prior to the development being brought into use or within an alternative timescale to be first approved 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 unless otherwise approved by the Local Planning Authority.

In the interests of the visual amenities of the locality.

- 18 The soft landscaped areas shall be managed and maintained for a period of 5 years from the date of implementation and any plant failures within that period shall be replaced in accordance with the approved details.

In the interests of the visual amenities of the locality.

- 19 The Local Planning Authority shall be notified in writing when the landscape works are completed.

To ensure that the Local Planning Authority can confirm when the maintenance periods specified in associated conditions/condition have commenced.

- 20 The existing landscaped areas within the site shall be retained and protected from construction activity. Any damage during construction / demolition works shall be made good by reinstating to the condition/appearance prior to the commencement of the works.

In the interests of the visual amenities of the locality.

- 21 The proposed green/brown roof (vegetated roof system) shall be provided on the roof(s) in accordance with locations shown on the approved plans. Details of the specification and maintenance regime shall be submitted to and approved in writing by the Local Planning Authority prior to foundation works commencing on site. The green/brown roof(s) shall be provided prior to the use of the building commencing unless otherwise approved. The plants shall be maintained for a period of 5 years from the date of implementation and any failures within that period shall be replaced.

In the interests of biodiversity.

- 22 The Local Planning Authority shall be notified in writing upon completion of the green roof.

To ensure that the Local Planning Authority can confirm when the maintenance periods specified in associated conditions/condition have commenced.

- 23 The building shall not be used unless the access and facilities for people with disabilities shown on the plans have been provided in accordance with the approved plans and further details to have first been submitted to and approved in writing by the Local Planning Authority. Thereafter such access and facilities shall be retained.

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

- 24 Prior to installation, full details of all external lighting, CCTV, way-finding signs, fences and external handrails/balustrades shall have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development carried out in accordance with the approved details and shall not be altered without the prior consent of the Local Planning Authority.

In order to ensure an appropriate quality of development.

- 25 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 have first been submitted to and approved in writing by the Local Planning Authority, and once installed such plant or equipment should not be altered without prior written approval of the Local Planning Authority.

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

- 26 The development hereby approved shall be constructed to achieve a minimum rating of BREEAM 'very good' and before the development is occupied (or within an alternative timescale to be agreed) the relevant certification, demonstrating that BREEAM 'very good' has been achieved, shall be submitted to and approved in writing by the Local Planning Authority.

In the interests of mitigating the effects of climate change, in accordance with Sheffield Development Framework Core Strategy Policy CS64.

Attention is drawn to the following justifications:

1. The decision to grant permission and impose any conditions has been taken having regard to the relevant policies and proposals from the Sheffield Development Framework and the Unitary Development Plan set out below:

CF7 - Development in Institution: Education Areas

CF8 - Conditions on Development in Institution Areas

BE5 - Building Design and Siting

BE6 - Landscape Design

BE7 - Design of Buildings Used by the Public

BE9 - Design for Vehicles

BE12 - Public Art

BE15 - Areas and Buildings of Special Architectural or Historic Interest

BE16 - Development in Conservation Areas

BE17 - Design and Materials in Areas of Special Architectural or Historic Interest

BE19 - Development Affecting Listed Buildings

GE15 - Trees and Woodland

CS20 - The Universities

CS53 - Management of Demand for Travel
CS63 - Responses to Climate Change
CS64 - Climate Changes, Resources and Sustainable Design of
Developments
CS65 - Renewable Energy and Carbon Reduction)
CS67 - Flood Risk Management
CS74 - Design Principles
G3 - Trees, Woodland and the South Yorkshire Forest

Overall it is considered that the development complies with the relevant policies and proposals in the development plan, and would not give rise to any unacceptable consequences to the environment, community or other public interests of acknowledged importance.

This explanation is only intended as a summary of the reasons for grant of planning permission. For further detail on the decision please see the application report at www.sheffield.gov.uk/planningonline or by calling the planning officer, contact details are at the top of this notice.

Attention is drawn to the following directives:

1. Before the development is commenced, a dilapidation survey of the highways adjoining the site shall be jointly undertaken with the Council and the results of which agreed in writing with the Local Planning Authority. Any deterioration in the condition of the highway attributable to the construction works shall be rectified in accordance with a scheme of work to be agreed with the Local Planning Authority.
2. As the proposed development abuts the public highway you are advised to contact the Highways Co-ordination Group on Sheffield 2736677, prior to commencing works. The Co-ordinator 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.
3. 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 Standards, 2-10 Carbrook Hall Road, Sheffield S9 2DB. Tel (0114) 2734170

Environmental Protection Services can be contacted at DEL, 2-10 Carbrook Hall Road, Sheffield, S9 2DB. Tel (0114) 2734651

4. 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.
5. Plant and equipment shall be designed to ensure noise levels do not exceed 10dBA (LA90) below background noise levels when measured at the site boundary.
6. The developer is advised that in the event that any un-natural ground or unexpected contamination is encountered at any stage of the development process, the Local Planning Authority should be notified immediately. This will enable consultation with the Environmental Protection Service to ensure that the site is developed appropriately for its intended use. Any necessary remedial measures will need to be identified and subsequently agreed in writing by the Local Planning Authority.
7. The 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, 2-10 Carbrook Hall Road, Sheffield, S9 2DB: Tel - 0114 2734651.
8. Green / brown roof specifications must include drainage layers, growing medium type and depths (minimum 75mm, but depends on system and type employed) and plant schedules. It should be designed to retain at least 60% of the annual rainfall. A minimum of 2 maintenance visits per year will be required to remove unwanted species (as is the case with normal roofs). Assistance in green roof specification can be gained from the Sheffield Green Roof Forum - contact Officers in Environmental Planning in the first instance: 2734198 / 2734196. Alternatively visit www.livingroofs.org or see the Local Planning Authorities Green Roof Planning Guidance on the Council web site.

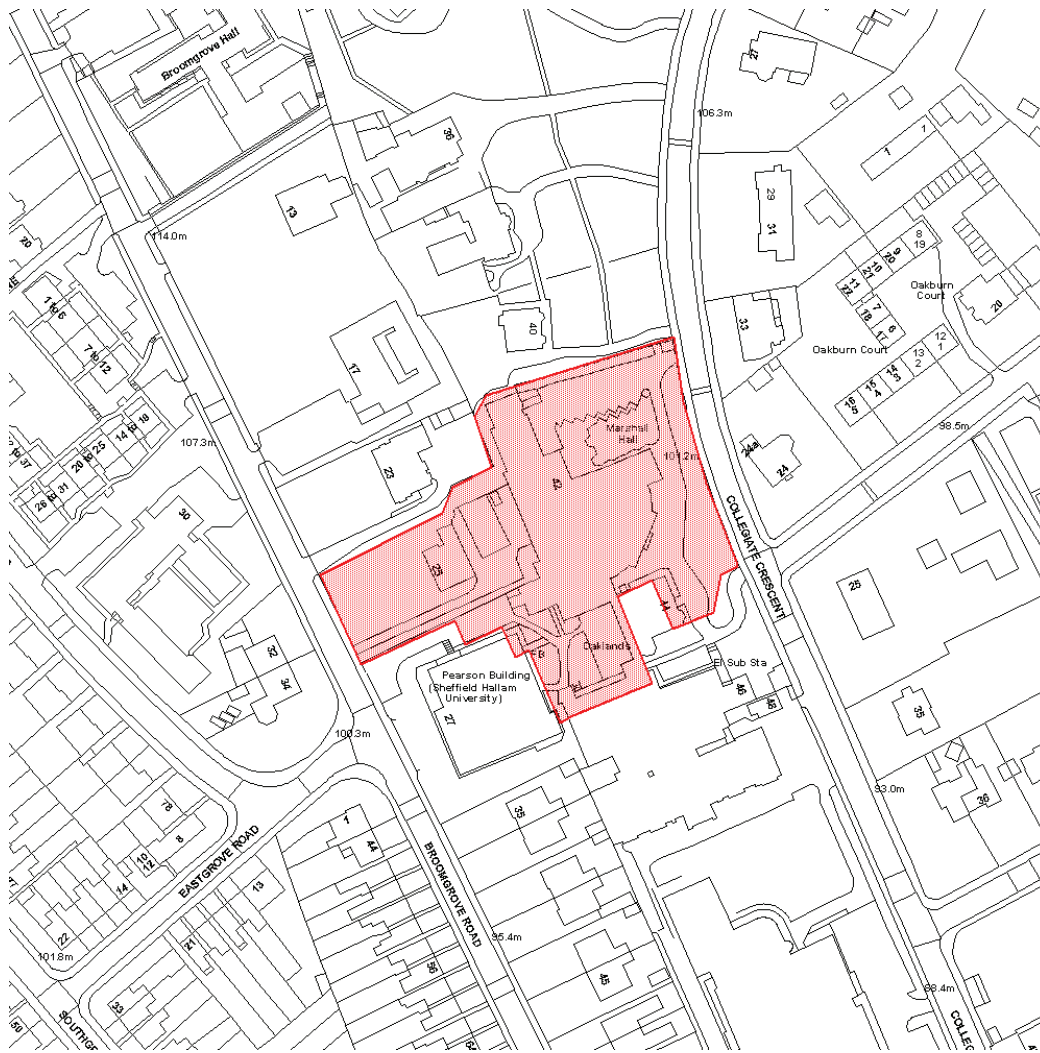
9. This site contains trees, which are protected by Tree Preservation Orders or Conservation Areas. These trees must be retained and protected and the Local Planning Authority may pursue legal action where vegetation is illegally damaged or removed. The Wildlife and Countryside Act may also be a legal consideration in the removal or works to trees, if the trees are providing a habitat to protected species or a nest site to wild birds.
10. The developer's attention is drawn to Sections 7 and 8 of the Chronically Sick and Disabled Persons Act 1970, as amended, and to Design Note 18 "Access for Disabled people to Educational Buildings" published in 1984 on behalf of the Secretary of State, or any prescribed document replacing that note. Section 8 sets requirements for access to and facilities at offices and other premises. Section 7 requires a notice or sign to be displayed, indicating that provision is made for the disabled.

If you require any further information please contact Brian Messider or Simon Ovendon on Sheffield 2734197.

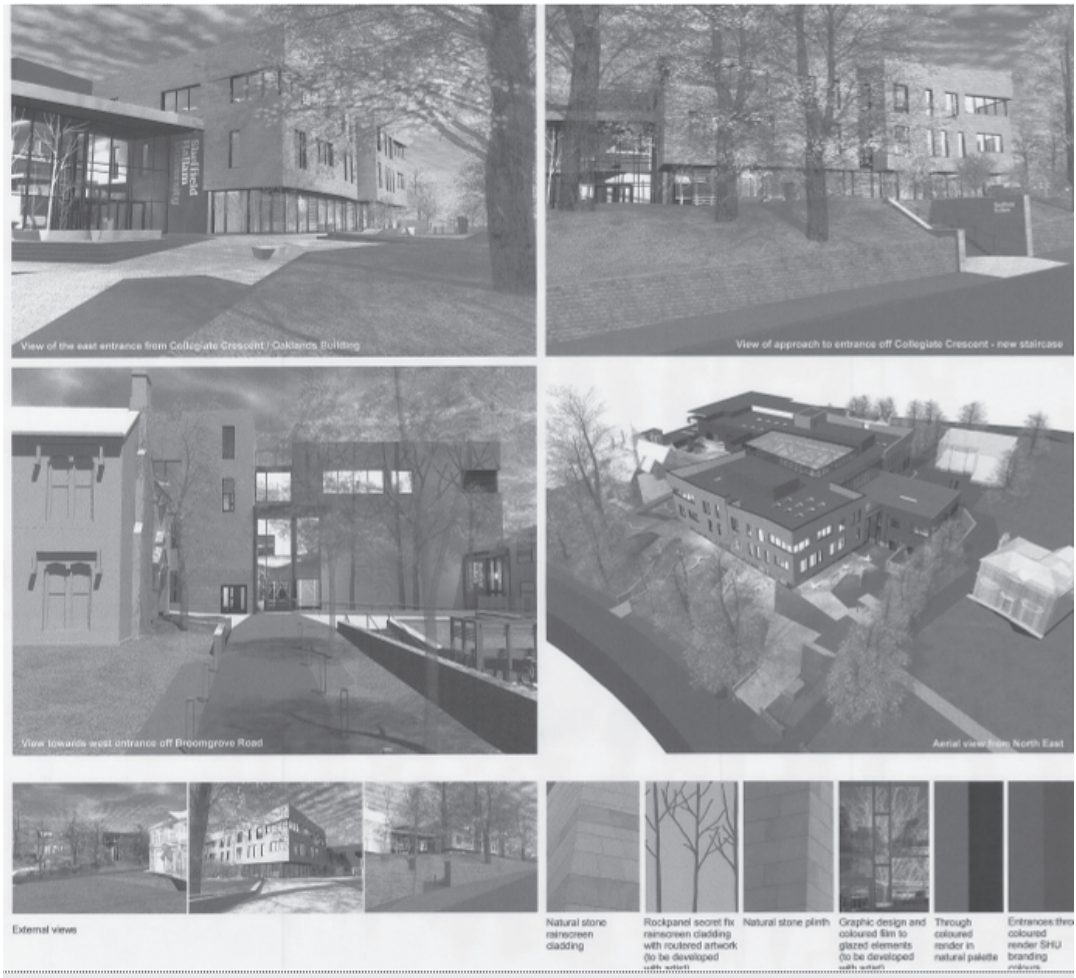
11. From the 6th April 2008, the Town and Country Planning (Fees for Applications and Deemed Applications) Regulations 2008 require that all requests for confirmation of compliance with planning conditions require a fee payable to the Local Planning Authority. An application to the Local Planning Authority will be required using the new national standard application forms. Printable forms can be found at www.sheffield.gov.uk/planning or apply online at www.planningportal.gov.uk. The charge for this type of application is £85 or £25 if it relates to a condition on a householder application for development.

For Listed Building Consent and Conservation Area Consent applications an application for confirmation of compliance with planning conditions is still required but there is no fee.

Site Location



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LOCATION AND PROPOSAL

The site is fairly centrally located within Sheffield Hallam University's (SHU) Collegiate Campus. It is elevated some 4m above Collegiate Crescent behind a planted embankment with a number of mature trees. There are 4 distinct elements to the built form within this part of the campus:

- The existing Heart of the Campus (HoC) building. This is a good quality recent addition to the campus (c.2003). The building is single storey with a raised height entrance and a curved façade. It is constructed in natural stone. The building is linked in to Marshall Hall and has an external link to the rear of the Oaklands building. The rear of the building is accessed from a single width driveway off Broomgrove Road.
- Marshall Hall. This is a 7 storey 1960s tower block which was purpose built as a student hall of residence.
- Yorkon building. This is a two storey prefabricated structure located between the HoC building and No25 Broomgrove Road (No25 is a Victorian villa in University use).

- Oaklands. This is a Victorian villa immediately adjacent the HoC building. There is a covered link corridor to the rear elevation which faces onto a courtyard.

To the north of the site are several Grade II listed Victorian villas which are set back from Collegiate Crescent behind extensive landscaped open space. The campus is more developed to the south with much larger institutional buildings, some of which are also Grade II listed. The Pearson building is a c1970 sports hall which adjoins the courtyard to the rear of Oaklands and has a frontage to Broomgrove Road.

The application is for the replacement of the HoC building, Marshall Hall and the Yorkon building with a new 'heart' for the Campus (HoC). The proposed HoC is made up of 4 elements built around a central atrium. An existing courtyard between the rear of Oaklands and the Pearson building is proposed to be enclosed and linked to Oaklands. The individual elements will provide social spaces, catering facilities, student services, a lecture theatre, IT suite and accommodation for individual University departments with approximately 7,700m² of floorspace. These facilities will replace existing facilities either in the existing HoC or in buildings to the north portion of the Campus which will eventually be disposed of.

The development ranges between 1 and 3 storeys in height with a contemporary design approach and a mixed palette of materials. The primary façade of the building will face Collegiate Crescent but there will also be access from Broomgrove Road. Externally, a wide stairway will provide a new feature access from Collegiate Crescent and new landscaped social spaces are proposed directly in front of and to the side of the new building.

Overall car parking provision will be reduced but replacement disabled parking spaces are provided to both frontages of the building.

An application for Conservation Area Consent for the demolition of the buildings referred to in the description was granted on 15 August 2012 (ref 12/02014/CAC).

RELEVANT PLANNING HISTORY

There is an extensive history of applications relating to the Collegiate Campus. The most relevant are:

- conservation area consent for demolition of the existing buildings to facilitate the new HoC granted on 15 August 2012 (ref 12/02014/CAC)
- planning permission for the existing HoC building granted in 2002 (ref 02/00227/FUL)
- temporary student facilities and classrooms to the north of the campus on land behind Southbourne Hall (Clarkehouse Road/Park Lane). This accommodation has recently been installed and is to house the facilities temporarily displaced as part of the wider redevelopment proposals.

Planning permission was granted in April 2012 and requires the temporary buildings to be removed in April 2015 (ref 12/00562/FUL).

SUMMARY OF REPRESENTATIONS

One representation has been received from a local business (Broomgrove Trust):

- no problems with the upgrading works – will improve the appearance of the area and the facilities for students
- reduction in parking will put an even greater strain on the parking situation in Broomgrove Road and the surrounding area – Trust's small and busy car park already often used by unauthorised people.

The Conservation Advisory Group (CAG) has considered the proposals. The minute from their meeting is as follows:

The Group welcomed the scheme, in general terms, but observed that the scheme was one stage in the review of the whole campus. The Group felt that consideration should be given to including a through route for the community, from Broomgrove Road to Collegiate Crescent, that did not pass through the new building. The Group considered that care should be given to the treatment of trees and porches on the site, and that the porch of the Oaklands building should be removed. The Group felt that consideration should be given to including within the scheme the Victorian house now mentioned, adjacent to the site, on Broomhall Road.

The Sheffield Sustainable Development and Design Panel (SDADP) also considered the proposals. Their conclusion was minuted as follows:

The Panel commended the design team on the approach being taken, and the development of a strong diagram to introduce a unique teaching and communal space for the Collegiate campus.

Further refinement of the proposals was felt necessary to follow through this initial diagram, and to ensure that the surrounding spaces and connection to the remainder of the campus was successful.

The Panel looked forward to seeing how the proposals developed.

The application has been presented to the Access Liaison Group who were generally supportive whilst acknowledging the constraints of the site. They were satisfied with the internal layout and main entrance treatments. Concerns were expressed about the proposed stepped access from Collegiate Crescent and any displacement of disabled parking facilities.

PLANNING ASSESSMENT

Policy

The site lies within an Institution: Education Area as defined in the Unitary Development Plan (UDP). In the Sheffield Development Framework (SDF) Draft

Proposals Map the site is defined as a University/College Area. The site is also within the Broomhall Conservation Area.

CF7 -Development in Institution: Education Areas)
CF8 - Conditions on Development in Institution Areas)
BE5 - Building Design and Siting)
BE6 - Landscape Design)
BE7 - Design of Buildings Used by the Public)
BE9 - Design for Vehicles)
BE12 - Public Art)
BE15 - Areas and Buildings of Special Architectural or Historic Interest)
BE16 - Development in Conservation Areas)
BE17 - Design and Materials in Areas of Special Architectural or Historic Interest)
BE19 - Development Affecting Listed Buildings)
GE15 - Trees and Woodland)

The following SDF Core Strategy policies are also relevant:

CS20 - The Universities)
CS53 - Management of Demand for Travel)
CS63 - Responses to Climate Change)
CS64 - Climate Changes, Resources and Sustainable Design of Developments)
CS65 - Renewable Energy and Carbon Reduction)
CS67 - Flood Risk Management)
CS74 - Design Principles)

Whilst several policies in the City Sites and Policies Consultation Draft (May 2010) are relevant, weight that can be given to them is restricted by objections raised during the consultation process. However, the following policy can be given significant weight as the objections raised do not affect aspects of the policy relevant to this proposal:

G3 - Trees, Woodland and the South Yorkshire Forest

The above policies and guidance are consistent with national planning policies and objectives as set out in the National Planning Policy Framework (NPPF).

Principle of Proposed Development

The proposals do not result in any change of land use on the site. Educational facilities are the preferred land use in accordance with UDP Policy C7.

Core Strategy Policy CS20 acknowledges the important contributions that the universities make to the City's economic, cultural and social life. CS20 therefore makes provision for both universities to consolidate and grow within or adjacent their existing campus areas.

The proposals will consolidate and enhance the facilities on offer at the Collegiate Campus through the provision of a modern and well co-ordinated central hub. The development will also ultimately enable SHU to increase their investment in the

City through funds released from the disposal of the Southbourne, White House and Lodge buildings at the northern end of the campus (Clarkehouse Road). The Broomgrove former hall of residence has already been released.

Overall, the principle of development complies with Policies C7 and CS20.

Heritage Assets

The proposals will significantly enhance the appearance of the Broomhall Conservation Area. The removal of the 7 storey Marshall Hall block is, in itself, a significant visual benefit. The proposed new building is a high quality contemporary design. It incorporates several distinct elements that serve to reduce the massing in order to satisfactorily relate to the massing of the surrounding buildings and define the individual internal activities.

A high quality palette of materials is proposed including natural smooth stone, Rockpanel cladding with routed artwork, aluminium opening treatments, glazed curtain walling and through coloured render. The materials are used to define each element of the building and to complement the surrounding buildings.

Overall, the design quality, scale, massing and materials are appropriate within the context of the Broomhall Conservation Area. The proposals therefore comply with UDP Policies BE15, BE16 and BE17.

The removal of Marshall Hall will enhance the setting of the nearest listed building (No 40 Collegiate Crescent). The nearest element of the new building is 2 storeys high and is set back from the front of No40. There will be no adverse effect on the setting of that building and the proposals therefore comply with UDP Policy BE9.

An Archaeological desktop assessment has been submitted. As the area to be developed currently contains mid to late 20th century buildings, there is unlikely to be any significant archaeological interest.

Sustainable Design

The NPPF sets out a presumption in favour of sustainable development.

The proposed building replaces existing buildings and will far exceed the energy efficiencies of those buildings, particularly Marshall Hall and the Yorkon building. It will also be considerably more flexible in terms of use of the internal spaces.

Consideration of the re-use of materials from the demolitions was explored but, due to operational requirements, there is no space available to store demolition materials. Regardless of this consideration, the extent to which the materials could be re-used is very limited. The Yorkon building may be capable of re-use as this is a pre-fabricated building. However, it is low quality and not suitable for re-use on the Campus within the Broomhall Conservation Area.

The design approach has been led to deliver a viable scheme with an appropriate balance between building performance, sustainable design, construction materials

and budget. Passive design measures have taken precedence over services, although there will be a need for some plant and equipment to ensure a stable environment. These measures include improved insulation and air tightness, maximising daylight whilst reducing solar gain and extensive use of natural ventilation. Long life materials and low maintenance building elements are part of the specification. A 'green roof' is proposed to one of the building elements and will reduce surface water discharge, improve insulation and provide opportunities for biodiversity.

The proposals include a ground source heat pump (subject to bore hole testing). If ground conditions are found to be unsuitable, 250m² of photovoltaic panels will be installed on the flat roofs and will be screened by the parapet walls. The toilets and urinals will be fed by a rainwater harvesting system. All energy consuming systems will be monitored through technology to encourage control over energy use. Sensors and dimming mechanisms will be used to ensure appropriate and efficient use of internal lighting in all classroom areas.

Overall, the building has been designed to a very high standard of efficiency which should be capable of achieving a BREEAM 'Excellent' rating. The proposals therefore meet and exceed the requirements of Policies CS63, CS64 and CS65. The green roof and rainwater harvesting system will help to reduce surface water run off which will be further attenuated to achieve a 30% reduction in the existing discharge rate. The reduced discharge accords with Policy CS67.

Architectural Design and Inclusive Access

The form of the building is described in the Location and Proposal section above.

The front block (facing Collegiate Crescent) is 3 storeys high and has a split front elevation with a glazed link. The upper floors overhang the ground floor to form a covered walkway and are to be finished with a natural stone rainscreen cladding with vertical aluminium framed windows. The ground floor is glazed with some sections screened with laminate slats. Graphics are proposed to be applied to the glazing. The indication is that these will be a colourful representation of trees which can be part of the public art requirement and will relate well to the tree planted bank below the site.

The laminate slats to the remainder of the glazing are intended to provide a degree of solidity at ground floor level. This is essentially a response to comments from the SDADP with regard to 'grounding' the building structurally. The architects feel that the introduction of pillars (or other structures) beneath the overhang would compromise the function as a covered walkway and reduce visual permeability of the glazed elevation. The design response is considered satisfactory and will allow for greater integration with the external social space.

Both main entrances will be framed by extensive glazing and will be provided with large but simple feature canopies which will be designed to accept lighting and signage. Large scale details can be conditioned. A further entrance on the north elevation (facing the existing car park/service area) will also be extensively glazed.

The glazing is continued at the top floor level, behind the projection of the two storey element of the building.

The Broomgrove Road elevation will be set back some 50m from the highway and will partly be screened by the existing SHU villa at 25 Broomgrove Road. This part of the development is 3 storeys high. The most visible elements will be the glazed entrance and the lecture theatre elevation. The lecture theatre wall is predominantly blank with grey Rockpanel cladding. The cladding will serve as a background for the main public art contribution. This will be achieved by routing graphics into the cladding. An indicative tree theme is shown on the plans and a sample image has been provided. This theme can be developed through planning conditions and should form an inspiring backdrop to this part of Broomgrove Road.

Different shades of grey render are proposed above natural stone plinths for the remaining, less prominent elevations. This treatment is designed to be subservient to the principal elevations and is considered acceptable, albeit not a traditional treatment in the context of the Broomhall Conservation Area.

The two storey element has a 'green roof'. The remaining roofs are a single-ply membrane with a number of rooflights. This treatment /will be screened by parapets. A large glazed atrium connects the main elements of the building and there is further extensive glazing to the newly enclosed space between Oaklands and the Pearson building. A roof terrace is provided at second floor level above the main entrance from Collegiate Crescent. This space will have planted areas and will provide a high quality staff social space behind a stone clad parapet.

External social areas are proposed adjacent the main entrance, in front of the building and to the side (north elevation). The SDADP expressed reservations about the quality of the north facing space due to its orientation and location adjacent the service area. However, an appropriately treated landscaped space will be visually acceptable as a buffer between the building and the service area, regardless of its value as a social space.

Internally, the building has a legible layout and provides successful links between the HoC, Oaklands and the Pearson building. Platform lifts provide inclusive access between minor but unavoidable level changes between the HoC and covered courtyard and passenger lifts provide access to the upper floors. The HoC is level throughout and all facilities are designed to be inclusive.

Externally, level access is provided within the site to all entrances. There is a new ramped access between the proposed Broomgrove Road entrance and the existing entrance to the Pearson building.

Access to the building from Collegiate Crescent is historically substandard due to the significant change in levels between the public footway and the buildings. The application proposes a substantial stepped entrance to the building from Collegiate Crescent. The route is not particularly direct as most users will meet alternative existing approaches to the building before reaching the steps and it does not directly align with the building entrance. Its inclusion in the scheme has been questioned through consultations with the SSDDP and the Access Liaison Group.

The existing HoC can be approached by two driveway entrances from Collegiate Crescent. One of these entrances is at a steep gradient with a curved alignment. It cannot be satisfactorily improved to a compliant standard without complete realignment and significant intrusion into the tree planted embankment in front of the Oaklands building. Notwithstanding this, the boundary of the application proposals excludes this area. The other driveway is to the north end of the application site and is constrained by adjoining site levels and trees. Again, it cannot be significantly improved. The stepped access does provide fully compliant access for ambulant and semi-ambulant people whilst also increasing legibility from Collegiate Crescent. The Broomgrove entrance is intended as a main entrance rather than a secondary approach and the existing entrance drive is suitable for disabled access. The initial 10m will be a shared surface due to the need to retain mature trees at the road entrance. However, vehicular access in this area is restricted to disabled parking and occasional maintenance/service vehicles.

Overall, the building is high quality and functions well in terms of access, legibility and flexibility. The proposals therefore comply with Policies BE5, BE7, BE12, CF8 and CS74.

Landscaping

A comprehensive tree survey and report has been submitted in support of the application.

The proposals involve the loss of 24 trees. The majority of removals are essential to allow the development to proceed. A further tree is required to be removed to allow for safe construction access and 5 trees are being recommended for removal due to structural defects. 17 of the trees to be removed are internal to the site and will have little or no impact. There is adequate tree cover remaining at the road frontages to compensate for the losses in these areas. In addition, 24 new trees are proposed, 16 of which will be semi-mature specimens to be planted in the most prominent locations.

The submitted tree report details method statements, provides a tree protection plan and identifies areas which should be excluded from construction activities. These details are sufficient to protect the retained trees and can be conditioned to be implemented.

High quality hard landscaping is proposed to the external spaces. Specifications include sandstone and granite setts and cast stone seating. In addition to the new tree planting, the proposals include screen planting to the roof terrace, grassed areas and a new shrub bed within the circulation area adjacent the Pearson building.

Overall, a high quality landscape scheme is proposed that satisfactorily integrates existing features, particularly the tree planted bank to Collegiate Crescent. The proposals therefore comply with UDP Policies BE6 and GE15 and SDF Draft City Policy G3.

Parking Provision

SHU has a Travel Plan in place and operates a permit parking scheme at all its sites. Car use is generally actively discouraged. There is a Council permit parking scheme throughout the surrounding area and the site is well served by regular bus routes in Ecclesall Road.

The proposals result in the loss of 18 car parking spaces. There is no loss of disabled parking spaces and this will be the only form of parking provision made within the development. Additional information about parking provision within the campus as a whole has been requested to build a complete picture. However, the combination of the Council's and SHU's permit parking restrictions will ensure that there is no impact on parking in the surrounding roads.

Two disabled parking bays will be provided to the entrances from both road frontages, together with provision for cycles.

Turning provision for service vehicles has not been demonstrated. This can be conditioned. Minor modifications to the garden buffer adjacent the service area can be made if necessary to facilitate turning.

In view of the above, the proposals comply, or are capable of complying with UDP Policies BE9 and CF8 and Core Strategy Policy CS53.

Residential Amenity

There are residential properties on the opposite side of Collegiate Crescent. These are some 30m from the front of the new building. The existing mature trees to the front embankment will effectively filter views of the building from those properties and will prevent direct views from the adjacent social spaces.

Two plant enclosures are shown on the roof of the building. An Acoustic Assessment has been submitted in support of the application. The report is primarily concerned with ensuring a suitable internal environment for users and notes the potential for disturbance when the atrium windows are open. Detailed noise attenuation measures have not yet been finalised and should be conditioned. However, the rooftop enclosure, parapet wall and separation distances should be sufficient to protect residential amenity opposite the site.

No other properties are affected and the proposals comply with Policy CF8(b).

SUMMARY AND RECOMMENDATION

The proposals will give the SHU campus a new 'heart' which will provide modern and well coordinated facilities in a high quality sustainable and accessible development. The development will also enable SHU to vacate older buildings at the northern part of the campus which will subsequently be released to generate funding for their ongoing investment in the City.

The proposed contemporary building is well designed using high quality materials and construction sufficient to achieve a BREEAM 'Excellent' rating. The external spaces will also provide a high quality landscaped environment. The proposals satisfactorily integrate and relate to the existing adjoining buildings and landscape features and will enhance the Broomhall Conservation Area. The removal of the 1960's tower block (Marshall Hall) to facilitate development is a significant benefit to the street scene.

Car parking provision is reduced in line with SHU's Travel Plan. Existing on-site and off-site parking controls will ensure that there is no additional demand for on-street parking. There will be no adverse impact on residential properties which are well screened by mature tree planting.

Overall, the development is a welcome addition to the SHU campus. It complies with the quoted policies and it is recommended that planning permission is granted subject to appropriate conditions.

Case Number	12/01718/FUL (Formerly PP-01785766)
Application Type	Full Planning Application
Proposal	Erection of two-storey building with dormer roofspace at second floor level incorporating 6575sq ft of retail space (A1/A2/A3/A5 uses) and 5 no. 2-bed apartments above with 25 car parking spaces, servicing and turning area
Location	Site Of 330-332 Newman Road Sheffield S9 1LX
Date Received	13/06/2012
Team	CITY CENTRE AND EAST
Applicant/Agent	Jenkins Veitch Nolan Architecture
Recommendation	GRA GC subject to Legal Agreement

Subject to:

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

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

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

534/01 rev D site location
534/02 rev D ground floor plan
534/03 rev C first floor and roof plan
534/04 rev C elevations (sheet 1 of 3)
534/05 rev C elevations (sheet 2 of 3)
534/07 rev C elevations (sheet 3 of 3)
Received on the 13th August 2012,

unless otherwise authorised in writing by the Local Planning Authority.

In order to define the permission.

- 3 The use of the ground floor shall be in accordance with Class A1, A2, A3 and A5 of the Town and Country Planning (Uses classes) Order, 1987, as amended.

In order to define the permission.

- 4 Each of the retail units shall remain physically separate at all times and no single retail unit shall exceed 375sq m in area unless otherwise agreed in writing with the Local Planning Authority.

To ensure an appropriate scale of retail development.

- 5 A maximum of one unit shall be within Use Class A5 (hot food takeaway).

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

- 6 Prior to the commencement of development details of existing and proposed finished site levels shall be submitted to and approved in writing and thereafter the development shall be carried out in accordance with the approved details.

In the interests of the amenities of the locality.

- 7 The residential accommodation hereby permitted shall not be occupied unless a scheme of sound attenuation works has been installed and thereafter retained. Such scheme of works shall:

- a) Be based on the findings of an approved noise survey of the application site, including an approved method statement for the noise survey,
- b) Be capable of achieving the following noise levels:
Bedrooms: LAeq 15 minutes – 30 dB (2300 to 0700 hours),
Living Rooms: LAeq 15 minutes – 40 dB (0700 to 2300 hours),
- c) Include a system of alternative acoustically treated ventilation to all habitable rooms.

Before the scheme of sound attenuation works is installed full details thereof shall first have been submitted to and approved in writing by the Local Planning Authority.

In the interests of the amenities of the future occupiers of the building.

- 8 Before the use of the development is commenced, a Validation Test of the sound attenuation works shall have been carried out and the results submitted to and approved by the Local Planning Authority. Such Validation Test shall:

- a) Be carried out in accordance with an approved method statement,
- b) Demonstrate that the specified noise levels have been achieved. In the event that the specified noise levels have not been achieved, then

notwithstanding the sound attenuation works thus far approved, a further scheme of sound attenuation works capable of achieving the specified noise levels and recommended by an acoustic consultant shall be submitted to and approved by the Local Planning Authority before the use of the development is commenced. Such further scheme of works shall be installed as approved in writing by the Local Planning Authority before the use is commenced and shall thereafter be retained.

In order to protect the health and safety of future occupiers and users of the site.

- 9 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 have first been submitted to and approved in writing by the Local Planning Authority, and once installed such plant or equipment should not be altered without prior written approval of the Local Planning Authority.

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

- 10 The residential accommodation hereby permitted shall not be occupied unless a scheme of sound attenuation works has been installed. Such scheme of works shall be designed to protect the residential portions of the development from noise and vibration arising from the use of the ground floor commercial uses. Before the scheme of sound attenuation works is installed full details thereof shall first have been submitted to and approved in writing by the Local Planning Authority and shall be retained whosoever any part of the premises is occupied in a residential capacity.

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

- 11 The A1, A3 and/or A5 units shall be used only between 0800 hours and 2300 hours, Mondays to Saturdays, and between 0900 hours and 2200 hours on Sundays and Public Holidays.

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

- 12 No deliveries to the building shall be carried out between the hours of 2300 to 0800 hours Monday to Saturday and between 2300 hours and 0900 Sundays and Public Holidays.

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

- 13 No movement, sorting or removal of waste bottles, materials or other articles, nor movement of skips or bins shall be carried on outside the building/s within the site of the development (shown on the plan) between

2300 hours and 0800 hours Monday to Saturday and between 2300 hours and 0900 hours on Sundays and Public Holidays.

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

- 14 Before the use of the building for Food and Drink purposes is commenced a scheme of sound attenuation works shall have been installed and thereafter retained. Such a scheme of works shall

a) Be based on the findings of an approved noise survey of the application site, including an approved method statement for the noise survey,

b) Be capable of restricting noise breakout from the Use Class A3 use to the street to levels not exceeding:

i) the background noise levels by more than 3 dB(A) when measured as a 15 minute Laeq,

ii) any octave band centre frequency by more than 3dB when measured as a 15 minute Leq,

iii) Be capable of restricting noise breakout from the Class A3 use to the flats above to levels complying with the following:

Bedrooms: Noise Rating Curve (variable) (2300 TO 0700 hours),

Living Rooms: Noise Rating Curve NR35 (0700 to 2300 hours),

(Noise Rating Curves should be measured as a 15 minute linear Leq at the octave band centre frequencies 31.5 kHz to 8 kHz).

Before such scheme of works is installed full details thereof shall first have been submitted to and approved in writing by the Local Planning Authority.

In the interests of the amenities of the locality and of the residential occupiers of the building.

- 15 No part of the development shall be used for the use class A3, A4 or A5 purposes, unless a scheme for the installation of equipment to control the emission of fumes and odours from the premises is submitted for approval by the Local Planning Authority. This system shall provide a flue terminating 1 metre above the ridge or openable windows and shall be fitted with a low resistance cowl. The use shall not be commenced until the approved equipment has been installed and is fully operational. After installation, such equipment shall be retained, operated and maintained for the purpose for which it was installed.

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

- 16 The building shall not be used for the above-mentioned purpose unless a suitable receptacle for the disposal of litter has been provided in accordance with details to be submitted to and approved in writing by the Local Planning Authority.

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

- 17 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).

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

- 18 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).

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

- 19 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.

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

- 20 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.

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

- 21 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 or any part thereof shall not be brought in to 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 Local Planning Authority policies relating to validation of capping measures and validation of gas protection measures.

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

- 22 The building shall not be used unless 2.0 metres x 2.0 metres vehicle/pedestrian intervisibility splays have been provided on both sides of the means of access such that there is no obstruction to visibility greater than 600 mm above the level of the adjacent footway and such splays shall thereafter be retained.

In the interests of the safety of road users.

- 23 Before the development is commenced, or an alternative timeframe to be agreed in writing by the Local Planning Authority, details of the proposed surfacing, layout and marking out of the car parking accommodation shall have been submitted to and approved in writing by the Local Planning Authority. The building shall not be used unless the car parking accommodation has been provided in accordance with the approved plans and thereafter such car parking accommodation shall be retained for the sole use of the occupiers of the development hereby approved.

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

- 24 The building shall not be used unless all redundant accesses have been permanently stopped up and reinstated to kerb and footway and means of vehicular access shall be restricted solely to those access points indicated in the approved plans.

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

- 25 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.

In the interests of the safety of road users.

- 26 The building shall not be used unless the turning space for service and domestic vehicles as shown on the approved plans has been provided within the site and thereafter such turning facilities shall be retained unless otherwise agreed in writing with the Local Planning Authority.

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

- 27 The building shall not be used unless the cycle parking accommodation as shown on the approved plans has been provided in accordance with those plans and, thereafter, such cycle parking accommodation shall be retained.

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

- 28 The development shall not be begun until details have been submitted to and approved in writing by the Local Planning Authority of arrangements which have been entered into which will secure the reconstruction of the footways adjoining the site before the development is brought into use. The detailed materials specification shall have first been approved in writing by the Local Planning Authority.

In order to ensure an appropriate quality of development.

- 29 Prior to the commencement of development details of all proposed external materials and finishes, including samples, 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.

In order to ensure an appropriate quality of development.

- 30 Large scale details, including materials and finishes, at a minimum of 1:20 of the items listed below shall be approved in writing by the Local Planning Authority before that part of the development commences:

Windows
Window reveals
Doors
Eaves and verges
Brickwork detailing
Entrance canopies
Roof
Rainwater goods
Shop fronts details

Thereafter, the works shall be carried out in accordance with the approved details.

In order to ensure an appropriate quality of development.

- 31 The approved shop fronts shall be installed prior to the first occupation of the building or within an alternative timescale to be first agreed in writing with the Local Planning Authority. Thereafter the approved shop fronts shall be retained unless otherwise authorised in writing by the Local Planning Authority.

In order to ensure an appropriate quality of development.

- 32 Details of a suitable acoustic barrier at the site boundary shall be submitted to and approved in writing by the Local Planning Authority before the development is commenced, or an alternative timeframe to be agreed in writing by the Local Planning Authority and the development shall not be used unless such means of site boundary treatment has been provided in accordance with the approved details and thereafter such means of site enclosure shall be retained.

In the interests of the visual amenities of the locality.

- 33 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 the development is commenced, or within an alternative timeframe to be agreed in writing by the Local Planning Authority.

In the interests of the visual amenities of the locality.

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

In the interest of satisfactory and sustainable drainage.

- 35 No development shall take place until details of the proposed means of disposal of surface water drainage, including details of any balancing works and off-site works, have been submitted to and approved by the Local Planning Authority.

To ensure that the development can be properly drained.

- 36 Unless otherwise approved in writing by the Local Planning Authority, there shall be no piped discharge of surface water from the development prior to the completion of the approved surface water drainage works.

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

- 37 The ground floor commercial accommodation hereby approved shall be constructed to achieve a minimum rating of BREEAM 'very good' and the private residential accommodation a minimum standard of Code Level 3 of the Code for Sustainable Homes and before the development is occupied (or within an alternative timescale to be agreed) the relevant certification, demonstrating that BREEAM 'very good' and Code Level 3 has been achieved, shall be submitted to and approved in writing by the Local Planning Authority.

In the interests of mitigating the effects of climate change, in accordance with Sheffield Development Framework Core Strategy Policy CS64.

38 Before any work on site is commenced, a report shall have been submitted to and approved in writing by the Local Planning Authority identifying how the following will be provided:

a) a minimum of 10% of the predicted energy needs of the completed development being obtained from decentralised and renewable or low carbon energy; and

Any agreed renewable or low carbon energy equipment, connection to decentralised or low carbon energy sources or additional energy efficiency measures shall have been installed before any part of the development is occupied and a post-installation report shall have been submitted to and approved in writing by the Local Planning Authority to demonstrate that the agreed measures have been installed. Thereafter the agreed equipment, connection or measures shall be retained in use and maintained for the lifetime of the development, unless otherwise agreed in writing by the Local Planning Authority.

In order to ensure that new development makes energy savings in the interests of mitigating the effects of climate change, in accordance with Sheffield Development Framework Core Strategy Policy CS65.

39 The surface water discharge from the site is subject to a reduction of at least 30% compared to the existing peak flow and the detailed proposals for surface water disposal, including calculations to demonstrate the reduction, must be submitted to and approved in writing by the Local Planning Authority prior to the commencement of Development. In the event that the discharge arrangements are not known, or if the site currently discharges to a different outlet, then a discharge rate of 5 litres per second per hectare.

In the interest of satisfactory drainage.

40 The development shall not be used unless suitable access and facilities for people with disabilities, both to and within the buildings and also within the curtilage of the site, have been provided but, before such access and facilities are provided, full details thereof shall have been submitted to and approved in writing by the Local Planning Authority. When the access and facilities have been provided, thereafter such access and facilities shall be retained. (Reference should also be made to the Code of Practice BS8300).

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

41 Before the development is commenced full details of the proposed refuse and recycling storage facilities to be provided to serve the development shall have been submitted to and approved in writing by the Local Planning Authority. The details shall include a method statement indicating how the facilities will be managed and serviced and how occupiers of the proposed development will be encouraged to maximise the use of the proposed recycling facilities to reduce general waste arising. Prior to the occupation of the proposed development the approved facilities shall have been

implemented in conjunction with the approved method statement and shall thereafter be retained.

In order to ensure that proper provision for refuse is made and to encourage the maximum use of recycling in the interests of protecting the environment.

Attention is drawn to the following justifications:

1. The decision to grant permission and impose any conditions has been taken having regard to the relevant policies and proposals from the Sheffield Development Framework and the Unitary Development Plan set out below:

BE5 - Building Design and Siting
H10 - Development in Housing Areas
H14 - Conditions on Development in Housing Areas
S5 - Shop Developments outside the Central Shopping Area and District Centres
CS39 - Neighbourhood Centres
CS74 - Design Principles
CS63 - Responses to Climate Change
CS64 - Climate Change, Resources and Sustainable Design of Developments
CS65 - Renewable energy and Carbon Reduction

NPPF - National Planning Policy Framework

Overall it is considered that the development complies with the relevant policies and proposals in the development plan, and would not give rise to any unacceptable consequences to the environment, community or other public interests of acknowledged importance.

This explanation is only intended as a summary of the reasons for grant of planning permission. For further detail on the decision please see the application report at www.sheffield.gov.uk/planningonline or by calling the planning officer, contact details are at the top of this notice.

Attention is drawn to the following directives:

1. 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, 2-10 Carbrook Hall Road, Sheffield, S9 2DB: Tel - 0114 2734651.

2. The applicant should install any external lighting to the site to meet the guidance provided by the Institution of Lighting Engineers in their document "Guidance Notes for the Reduction of Light Pollution". This is to prevent obtrusive light causing disamenity to neighbours. The Guidance Notes are available from the Institute of Lighting Engineers, telephone number (01788) 576492 and fax number (01788) 540145.
3. The applicant is advised that responsibility for the safe development and occupancy of the site rests with the developer. The Local Planning Authority has evaluated the risk assessment and remediation scheme on the basis of the information available to it, but there may be contamination within the land, which has not been discovered by the survey/assessment.
4. The developer is advised that in the event that any un-natural ground or unexpected contamination is encountered at any stage of the development process, the Local Planning Authority should be notified immediately. This will enable consultation with the Environmental Protection Service to ensure that the site is developed appropriately for its intended use. Any necessary remedial measures will need to be identified and subsequently agreed in writing by the Local Planning Authority.
5. Plant and equipment shall be designed to ensure noise levels do not exceed 10dBA (LA90) below background noise levels when measured at the site boundary.
6. For larger restaurants advice on the discharge and arrestment of kitchen fumes and odours is given in the document 'Guidance on the Control of Odour and Noise from Commercial Kitchen Exhaust Systems', Annex B, 'Information required to support a planning application for a commercial kitchen' by the Department for Environment Food and Rural Affairs (Defra).
7. 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, and dealt with by:

Development Services
Howden House
1 Union Street
Sheffield S1 2SH

For access crossing approval you should contact the Highway Development Control Section of Sheffield City Council on Sheffield (0114) 2736136, quoting your planning permission reference number.

8. 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 a signed consent under the Highways Act 1980. An

administration/inspection fee will be payable and a Bond required as part of the consent.

You should apply for a consent to: -

Highways Adoption Group
Development Services
Sheffield City Council
Howden House, 1 Union Street
Sheffield
S1 2SH

For the attention of Mr S Turner
Tel: (0114) 27 34383

9. 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:-

Sheffield City Council
2-10 Carbrook Hall Road
Sheffield
S9 2DB

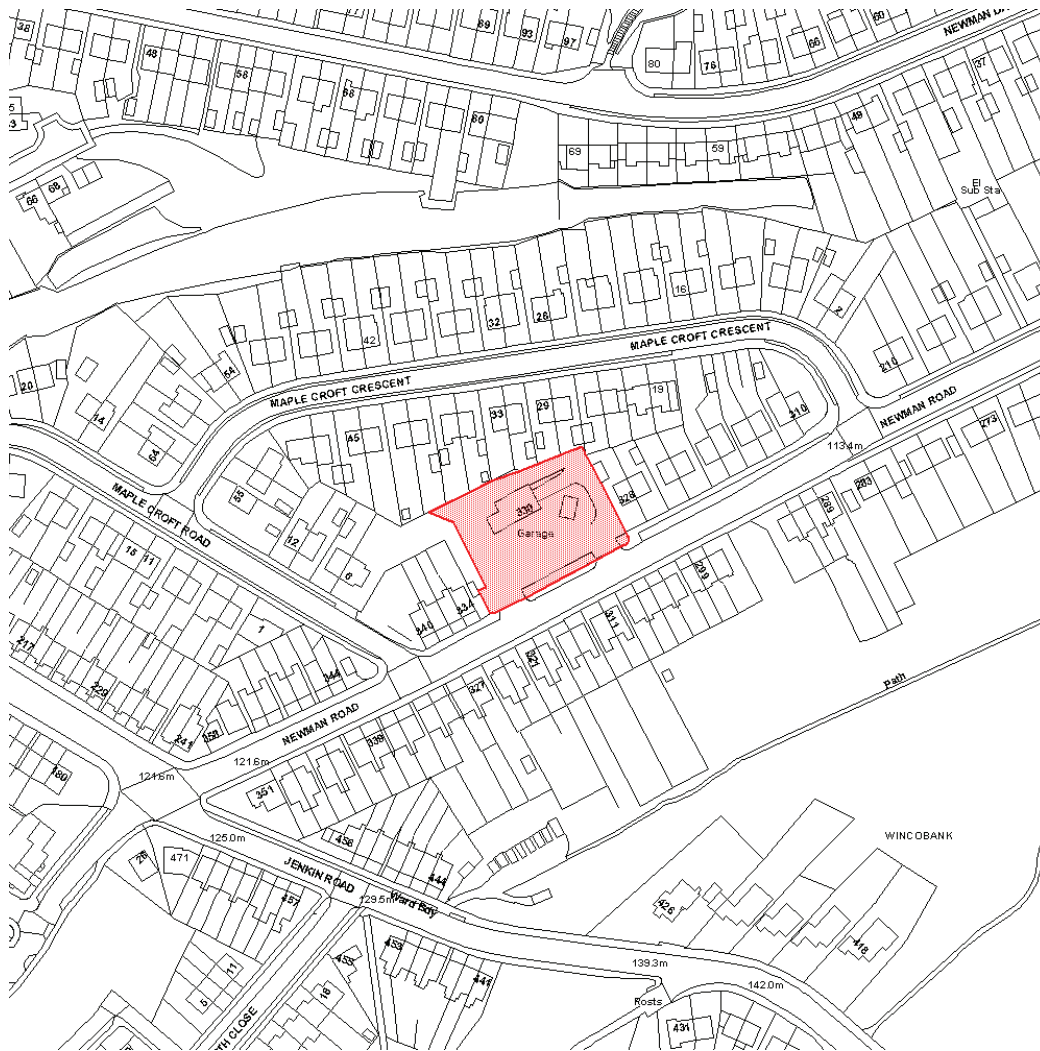
For the attention of Mr P Vickers

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.

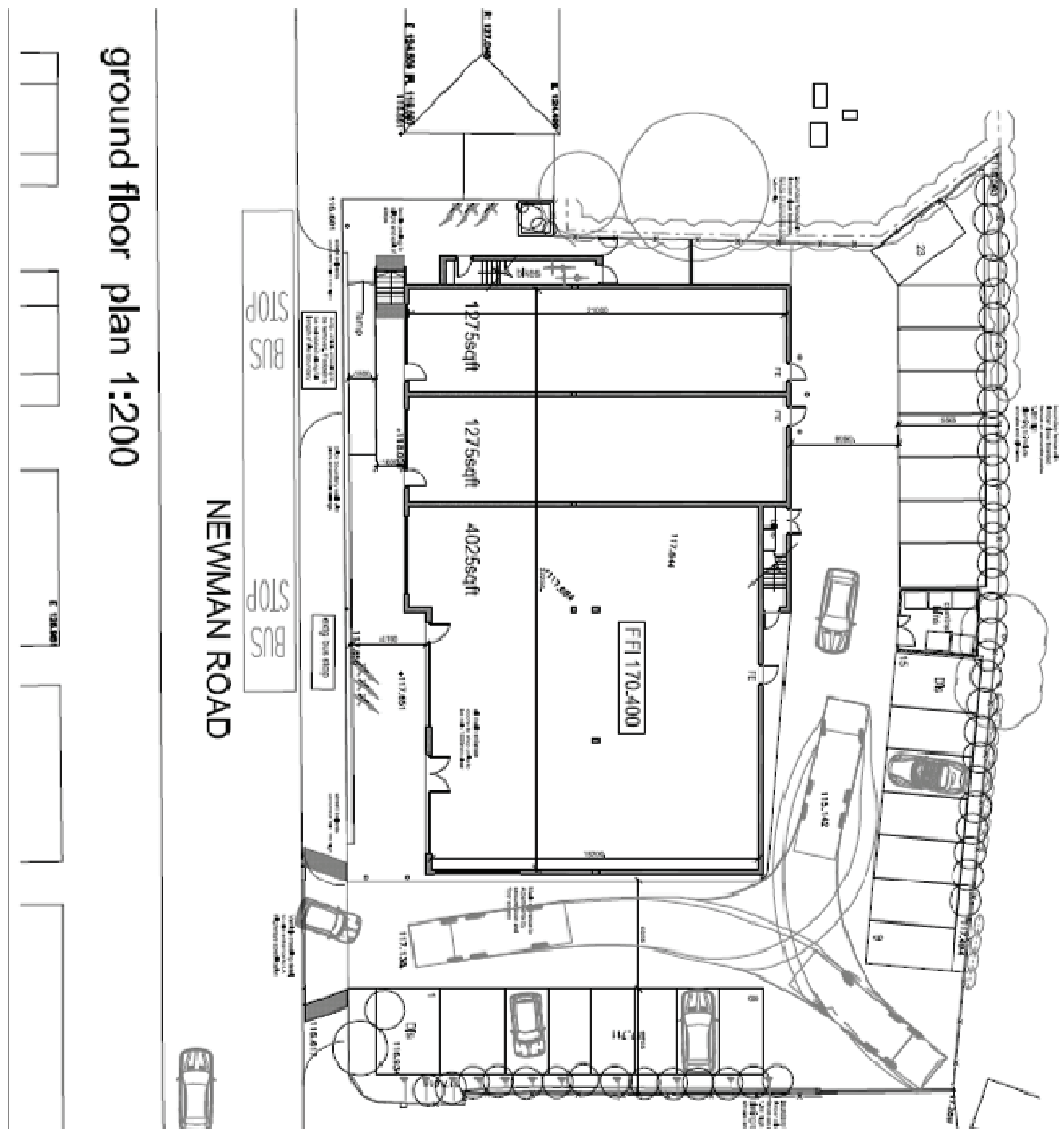
10. From the 6th April 2008, the Town and Country Planning (Fees for Applications and Deemed Applications) Regulations 2008 require that all requests for confirmation of compliance with planning conditions require a fee payable to the Local Planning Authority. An application to the Local Planning Authority will be required using the new national standard application forms. Printable forms can be found at www.sheffield.gov.uk/planning or apply online at www.planningportal.gov.uk. The charge for this type of application is £85 or £25 if it relates to a condition on a householder application for development.

For Listed Building Consent and Conservation Area Consent applications an application for confirmation of compliance with planning conditions is still required but there is no fee.

Site Location



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ground floor plan 1:200

LOCATION AND PROPOSAL

The application site comprises of a former vehicle repair garage and a petrol filling station. The site has been largely cleared with the exception of a two storey building with the remainder of the site set to hard standing. The site has stood empty for a number of years without any active use.

The application site is 0.17 hectares in size and is surrounded by residential properties on three sides. The rear gardens of properties on Maple Croft Crescent abut the rear (northern) boundary of the site with two storey semi detached and terraced properties fronting Newman Road located to the east and west of the site respectively. On the opposite side of Newman Road are terraced housing which are elevated approximately 2 metres above the highway.

The application site is located within a designated Housing Policy Area as defined in the adopted Sheffield Unitary Development Plan.

Planning permission is sought to erect a two storey building comprising of 3 ground floor retail units including a larger unit approximately 373 m sq and 2 smaller units each approximately 118 m sq and at first floor level 5 two bedroom flats with ancillary parking and turning area.

RELEVANT PLANNING HISTORY.

04/02756/OUT - Residential development – Granted Conditionally.

06/00514/OUT - Erection of 21 flats (amended plans received 24/4/06) – Refused.

07/01666/OUT - Erection of 20 flats in 2 x 3-storey blocks with associated car parking (In accordance with amended plans received 13/02/08) – Granted Conditionally.

SUMMARY OF REPRESENTATIONS

There have been 19 letters of representation to this application and a 71 signature petition the issues raised are summarised as follows:

- Noise and disturbance.
- Air quality issues affecting quality of life.
- Increase in congestion and traffic.
- Road safety concerns.
- Already significant noise and disturbance from existing shops and commercial premises in the area.
- Anti social behaviour issues.
- Proposal will affect the privacy of residents.
- Danger to pedestrians as a result of vehicle movements.
- Bus stop outside the site already causes congestion in the highway.
- The site is contaminated.
- Existing businesses are struggling.
- Residential development would be more suitable.
- There are enough hot food takeaways in the locality.
- Deliveries to the site will cause disturbance.
- Proposal will attract vermin.
- Turning vehicles will cause excessive noise and disturbance.
- Concerns that shops will not be viable.

PLANNING ASSESSMENT

Policy Issues

The Adopted Sheffield Unitary Development Plan proposals map identifies the application site as being within a designated Housing area. Policy H10 'Development in Housing Areas' states that housing (Use Class C3) is the preferred use of land within the policy area a range of other uses including retail (A1), offices used by the public (A2), food and drink uses (A3, A4 and A5) may also be considered acceptable within the policy area. In light of the above the proposed

first floor residential flats and ground floor commercial 'A' class uses are considered acceptable in principle in accordance with Policy H10 subject to the provision of other policies. It is also considered that the removal of the historic use of the site as a vehicle repair garage (B2 general industrial use) is welcomed as it removes a use which is considered to be unacceptable in principle in a residential area.

Policy S5 of the UDP allows for the provision of small retail uses outside of local and district centres, however with regard to the proposed class A uses within the ground floor of the development, such uses are considered town centre uses, as identified in the National Planning Policy Framework, which identifies that new out of centre retail development must be considered against the tests of impact, the sequential approach and sustainability including accessibility by a choice of means of transport.

There are some existing small scale generally isolated retail and food and drink uses spread throughout the immediate vicinity of the application site, the closest of which are approximately 100 metres to the west of the site at to the junction of Newman Road and Wincobank Avenue, these uses provide limited local shopping facilities. The closest UDP allocated local shopping area lies 400 to the west of the site on Wincobank Avenue and comprises of small collection of shops a majority of which are unoccupied or not in active retail use.

There are also a number of other small local shopping areas in the vicinity, these include Sandstone Road which comprises of 4 small shop units, located approximately 400 metres to the south of the application site and Tyler Street which is located 800 metres to the south of the site and comprises of 6 shop units. The closest District Centre is Firth Park which is located 1.2 km from the application site and provides a wide selection of shopping facilities including a small supermarket.

Policy CS39 of the Core Strategy (CS) seeks to promote new development in neighbourhood centres for local shops to serve the everyday needs of the community. However in this case the existing local centres at Wincobank Avenue and Sandstone Road are proposed to be deleted on the Sheffield Development Framework (SDF) proposals map and washed over by a Housing area allocation. No objections were received to the deleting of these local shopping areas as part of the SDF consultation exercise and as such in accordance with the guidance contained with the NPPF the current SDF allocation map carries weight when considering this application. Primarily the reason for removing the local shopping area allocation was the limited size of the shopping areas and there general decline.

Taking account of the above the proposed retail element of the scheme which comprises of three units the largest of which is 373 m sq with 2 smaller units each approximately 118 m sq is considered to provide an additional local shopping facility that will serve the residents in the immediate vicinity. The proposal is not considered to threaten the viability of existing retail uses in the area or the local shopping areas, the closest of which (Wincobank Avenue and Sandstone Road) are due to be deleted as part of the adoption of the SDF. Firth Park District centre

which due to its distance from the site (approximately 1.2 km) is not considered to be a viable alternative location for the proposal or to be affected by the scheme due to the developments limited floor space and role as a local shopping facility. The site is highly accessible by both foot and public transport and is surrounded by residential properties which the retail uses will serve. As such the principle of providing some small scale additional retail units is considered acceptable and complies with Policy CS39 and guidance contained in the NPPF

Design Issues

Policy CS74 of the CS, which relates to design principles, advises that high-quality development will be expected, which would respect, take advantage of and enhance the distinctive features of the city, its districts and neighbourhoods. Policy CS74 also advises that any new development should respect the topography of the City, views and vistas and the townscape and landscape character of the particular area with their associated scale, layout, form and building style and materials. Policy BE5 of the Adopted UDP relates to building design and siting and advises that good design and the use of good quality materials will be expected in all new developments, with new buildings expected to complement the scale form and architectural style of surrounding buildings. It seeks to achieve original architecture and a design on a human scale and for large scale developments materials should be varied and the overall mass of development broken down. Policy H14 also seeks to ensure that new developments are well designed and would be in scale and character with neighbouring properties.

Scale

The proposed building is two storeys in height with accommodation provided in the roof space. The height of the building reflects the site's context which primarily comprises of two storey terraced and semi detached dwellings. During the process of the application the height of the building has been amended to better reflect the sloping topography of Newman Road which results in a central break in the building and step in the roof. The height and scale of the building are considered acceptable.

Layout and Design

The building has been sited to address the existing street scene by providing an active frontage to Newman Road. The building is positioned to reflect the siting of the older dwellings which adjoin the western boundary of the site. However in order to ensure that the building does not appear overly prominent in the street scene the elevation has been stepped back slightly and sited approximately 12 metres from the more modern semi detached dwellings to the south east of the site. The siting of the building towards the road frontage of the site also minimises the visual impact of car parking which can be located to the side and rear of the property. In order to accommodate the ground floor commercial units the actual footprint of the building is extended with a large flat roofed rear projection which also provides amenity space at first floor level for the residents. The flat roofed section of the building will not be viewed prominently in the street scene, as due to its position to

the rear of the site it will be afforded screening by the adjoining dwellings to the east and west of the site.

The architectural treatment is relatively simple in approach and picks up on the details of the older Victorian terraced properties in the area. The elevations are faced in a red brick. The front elevation is largely glazed at ground floor providing display windows for the proposed shop units which will help to create an active frontage. The upper floor is grounded by a series of brick columns which subdivide the ground floor shop frontages. The fenestration at first floor is framed by the ground floor shop windows and comprising of vertically proportion openings with head and cill details, dormer windows are provided in part of the building to afford access to the roof space and are suitably positioned and help to break down the roofscape.

The proposed design is considered to contribute to the character and appearance of the street scene infilling a derelict gap site which is currently considered to detract from the visual amenities of the locality. The proposed building is considered to be of an appropriate scale and massing with a simple design approach which incorporates good quality detailing and traditional materials, which reflects the sites context. The introduction of active ground floor uses and first floor residential accommodation is considered to contribute to the character of the street scene. In light of the above the proposed development is considered to contribute positively to the character and appearance of the street scene and is therefore considered to comply with Policies H14 and BE5 of the UDP and CS74 of the CS.

Amenity Issues

Policy H14 seeks to ensure that sites would not be overdeveloped or deprive residents of light privacy or security.

The proposed building has been located towards the Newman Road frontage in order to avoid any harmful overlooking of adjoining properties. The first floor accommodation has a large amenity area located at first floor above the ground floor shops and suitable outlook and natural lighting is provided for each of the flats. Concerns have been raised by adjoining residents particularly those on Maple Croft Crescent to the rear of the site that the proposal will lead to overlooking particularly from first floor flats raised amenity area. The rear of the building is located approximately 12 metres from the rear boundary of the site and although the application site is at a slightly higher level than properties on Maple Croft Crescent the rear most part of the building is single storey and is not considered to result in any significant overbearing or overshadowing. A screen fence/wall at a height of 1.8 metres will be conditioned to be provided around the entire perimeter of the flats elevated amenity area which will eliminate any overlooking from the rear of the property. The front elevation overlooks Newman Road and is not considered to result in any harmful overlooking or overshadowing.

In terms of noise and disturbance, again suitable glazing specifications and insulation between the ground floor commercial units and first floor flats can be secured by planning condition to ensure that acceptable living conditions are provided. To ensure that no detrimental impacts arise from the operation of the

proposed ground floor commercial uses, hours of use restrictions (08:00 hours and 23:00 hours, Mondays to Saturdays, and 09:00 hours and 22:00) which are similar to existing other uses in the vicinity, and details of any required fume extraction system associated with the potential food and drink uses will be secured by condition.

Concerns have been raised by residents regarding noise and disturbance associated with the use of the car park and vehicles servicing the shops. An acoustic barrier will be secured by condition to enclose the car park area which will also be supplemented with additional planting this will provide a suitable screen to the adjoining residential properties and minimise any noise and disturbance from vehicle manoeuvring. In terms of service vehicles control over servicing hours will be secured by condition to avoid any late night or early morning servicing. In light of the above and subject to the imposition of necessary planning conditions to control the operation of the ground floor commercial uses the proposal is not considered to give rise to any unacceptable amenity issues and complies with Policy H14.

Sustainability

Policies CS63, 64 and 65 of the CS set 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) and all residential developments in excess of 5 dwellings must achieve level 3 of the Code for Sustainability Homes guidance. The applicant has submitted a sustainability statement, which confirms that the private residential elements of the scheme will meet the code level 3 of the code for sustainable homes guidance and the commercial elements will achieve a 'very good' BREEAM rating, which is consistent with the requirements of Policy CS64.

Policy CS65: Renewable Energy and Carbon Reduction within the CS sets out objectives to support renewable and low carbon energy generation and also to further reduce carbon emissions. Policy CS65 requires, if it is feasible and viable, new developments to achieve the provision of a minimum of 10% of their predicted energy needs from decentralised and renewable or low carbon energy. No confirmed details have been provided of a preferred renewable energy resource to provide 10% of the developments energy as such details will be secured by planning condition.

Open space

Policy H16 of the Unitary Development Plan requires that the developer make a financial contribution towards the provision or enhancement of public open space within a kilometre of the application site.

Under the terms of Policy H16 of the UDP an open space contribution of £6901 would be required if the development were deemed acceptable and this is to be secured through a Section 106 agreement which the developer has submitted with the application.

Public Art

Policy BE12 encourages public art where it would be readily seen by the public and integral to the design of major developments. Details of public art will be secured by planning condition.

Highways

In policy terms, Policy H14 the UDP advises that new development in Housing Area will be permitted provided that it would be adequately served by public transport, provides safe access to the highway network, appropriate off-street parking and not endanger pedestrians.

Given the restricted scale of the retail uses the development is considered to be primarily a facility which will serve the local communities shopping needs and is unlikely to draw large volumes of trips to the site by vehicle. The site is considered to be in a very sustainable location. It is accessible by foot by a large established residential population, which the commercial uses will primarily serve and draw their trade from. The site also is accessible by public transport with a bus stop located immediately outside the development site on Newman Road. The development is not considered to be a large traffic generator in its own right with any vehicles traffic likely to be drawn from existing traffic passing through the area rather than specific destination trips. It is also considered that the proposed use of the site is likely to draw less traffic than the previous use as a petrol filling station and vehicle repair garage.

23 parking spaces including 3 disabled spaces are proposed. 8 of the car parking spaces which are located to the rear of the premises are to be allocated to the 5 residential flats with the remaining 15 spaces available for the ground floor commercial uses for customer parking. This level of car parking provision is considered to strike an appropriate balance between ensuring that customers who arrive by car can access the site and park without leading to a proliferation of on street car parking which could affect the operation of Newman Road.

Access to the site will be gained via a dropped kerb at the eastern end of the Newman Road frontage. This will provide in and out access for customers residents and service vehicles. The position of the access is considered acceptable from a highways perspective and will provide appropriate visibility in both directions along Newman Road. The position of the access is not considered to give rise to any pedestrian safety issues and a dedicated pedestrian forecourt is provided to the frontage of the building separated from the public highway by a wall and railing. Footway improvements along the site frontage will also be secured by condition.

With regard to servicing the applicant has demonstrated by way of vehicle tracking that a service vehicle can enter the site, turn and exit the site in a forward gear. A service drop-off area has been removed from the site frontage due to conflict with pedestrian movements and access to the ground floor commercial units which is considered an improvement to the layout of the site.

Secure cycle parking is provided to the rear of the premises for residents and additional cycle stands are provided to the site frontage for customers and visitors. In light of the above the proposal is not considered to give rise to any unacceptable highways implications and therefore complies with policy H14.

RESPONSE TO REPRESENTATIONS

The proposal is not considered to give rise to any detrimental air quality issues. As identified above the proposed retail use of the scheme is considered to be a local facility that will serve the local community and will not be a significant traffic generator. Given the nature of the use and any vehicle trips that are generated are likely to be spread throughout the day and therefore not give rise to any significant congestion that would give rise to the any significant worsening of the existing air quality situation. There is no evidence to suggest that the development will give rise to any increase or spread of vermin in the area, if such issues do arise they can be dealt with by Environmental Health. There is no evidence to suggest that the proposal will give rise to anti social behaviour issues, such issues are matters for the police. All other issues are covered in the main body of the report.

SUMMARY AND RECOMMENDATION

This application seek permission to demolish the remains of a now derelict former petrol filling station and erect a two storey building comprising of 3 ground floor retail units including a larger unit approximately 373 m sq and 2 smaller units each approximately 118 m sq and at first floor level 5 two bedroom flats with ancillary parking and turning areas.

The site is in a housing area where residential uses are the preferred use of land and retail uses are also considered acceptable. The proposal will also remove a non preferred general industrial use from the site. The proposed retail element of the scheme is considered to be a local facility that will serve the immediate residential area. The proposal is not considered to threaten the viability of other small isolated retail uses in the area and due to the developments limited scale and its distance from Firth Park the proposal is not considered to harm the vitality of the District Centre. The site is in a highly sustainable location accessible by foot and public transport and surrounded by residential properties which it will serve, as such the proposal is considered acceptable from a retail policy perspective.

The design scale and layout of the development is considered acceptable and will improve the appearance of the street scene infilling a semi derelict gap site that is currently considered to detract from the visual amenities of the locality.

Appropriate natural lighting and outlook are provided for future residents and subject to the imposition of conditions regarding hours of operation, fume extraction details and provision of screen fencing the proposal is not considered to detrimentally affect the amenity of adjoining residents.

With regard to noise an appropriate internal environment for future occupiers of the residential accommodation can be secured by means of appropriate noise attenuation to the glazing system and the site is in an established residential area.

23 car parking spaces are proposed in total 8 dedicated to the residential flats with the remaining spaces for customers of the commercial units. The proposal is not considered to be a significant traffic generator and is in highly sustainable location accessible by foot and public transport.

With regard to sustainability the applicant has confirmed a commitment to achieve a BREEAM rating of 'Very Good' for all commercial parts of the scheme and meet code level 3 for all residential elements of the scheme. 10% of the development's energy requirements will also be secured from a decentralised renewable or low carbon energy source.

In light of the above the proposal is considered to comply With UDP Policies S5, H10, H14 and BE5 and Policies CS39, 63,64,65 and 74 of the Core Strategy and the NPPF and it is recommend that planning permission is granted subject to the listed conditions and the completion of a legal agreement.

HEADS OF TERMS

The owner shall pay to the Council upon the commencement of development the total sum of £6, 901 towards the provision or enhancement of open space in the locality of the site in line with Policy H16 of the Unitary Development Plan and Supplementary Planning Guidance.

Case Number 12/01660/FUL (Formerly PP-02005283)

Application Type Full Planning Application

Proposal Erection of 40 dwellinghouses and 8 apartments, alterations to existing building to form 14 apartments and provision of associated highway works, car parking accommodation and landscaping (As amended)

Location Site Of Psalter Lane Campus
Psalter Lane
Sheffield
S11 8UZ

Date Received 06/06/2012

Team SOUTH

Applicant/Agent Pegasus Planning Group

Recommendation GRA GC subject to Legal Agreement

Subject to:

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

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

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

Drawings:

3524/10 Rev E (Site Layout),
R/1329/1 Rev B (Landscape Masterplan),
3524/11 Rev B (Sections),
3524/14 (Sections),
3524/20 Rev B (Harrogate Type),
3524/21 Rev B (Settle Type),
3524/22 Rev B (Harrogate Plans),
3524/23 Rev A (Harrogate Type),
3524/24 Rev B (Knaresborough Plans),
3524/25 Rev A (Knaresborough Type),
3524/26 Rev A (Oxford Plans),
3524/27 Rev A (Oxford Type),
3524/28 Rev B (Harrogate Special Plans),

3524/29 Rev A (Harrogate Special Type),
3524/30 Rev A (Oxford Special Plans),
3524/31 Rev A (Oxford Special Plans),
3524/32 Rev A (F1/F1a Apartment Type),
3524/38 Rev B (Urban Square Elevations),
3524/39 Rev A (Urban Square Elevations),

Documents:

Ecology - Phase 1 Habitat Survey report recommendations (Smeeden Foreman April 2012),
Tree Report (Waller Tree Consulting Ltd),
Geoenvironmental Appraisal report recommendations (Lithos Consulting January 2012),
Gas Risk Assessment recommendations (Lithos Consulting 10 May 2012),
Travel Plan (Sanderson Associates 31 May 2012),

unless otherwise authorised in writing by the Local Planning Authority.

In order to define the permission, to protect ecological and landscape interests and in the interests of health & safety.

- 3 No development shall commence, until details of the means of ingress and egress for vehicles engaged in the construction of the development have been submitted to and approved in writing by the Local Planning Authority. Such details shall include the arrangements for restricting the vehicles to the approved ingress and egress points and arrangements for contractor's parking. Ingress and egress for such vehicles shall be obtained only at the approved points.

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

- 4 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.

In the interests of the safety of road users.

- 5 No development shall commence until the measures to protect the existing trees, shrubs and/or hedges to be retained, have been implemented in accordance with the submitted Tree Report and Landscape Masterplan drawing no. R/1329/1) Protection of trees shall be in accordance with BS 5837, 2005 (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 and/or hedges be damaged in any way. The Local Planning Authority shall be notified in writing when the protection measures are in place and the protection shall not be removed until the completion of the development unless otherwise approved.

In the interests of the visual amenities of the locality.

- 6 Large scale details, including materials and finishes, at a minimum of 1:20 scale of the items listed below to be used in the refurbishment of the former Bluecoats School building shall be submitted to and approved in writing by the Local Planning Authority before that part of the development commences:

Entrance treatment (north elevation) (notwithstanding the details shown on the submitted plans which are not approved)

Windows

Window reveals

Secondary glazing system

External Doors

External wall treatment (north elevation)

Entrance canopies

Rainwater goods

Thereafter, the works shall be carried out in accordance with the approved details.

In order to ensure an appropriate quality of development.

- 7 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.

In order to ensure an appropriate quality of development.

- 8 Prior to removal of the gates and railings to the existing means of access to the site from Psalter Lane, full details of the proposed treatment of the access shall have been submitted to and approved in writing by the Local Planning Authority. Thereafter the access shall be treated in accordance with the approved details and retained.

In order to ensure an appropriate quality of development.

- 9 A Ground Remediation Strategy Report 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.

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

- 10 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.

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

- 11 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 or any part thereof shall not be brought in to 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 Local Planning Authority policies relating to validation of capping measures and validation of gas protection measures.

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

- 12 The surface water discharge from the site shall be reduced by at least 30% compared to the previous peak flow and the proposed surface water discharge rate shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development, or within an alternative timeframe to be approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved details.

In order to mitigate against the risk of flooding.

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

To ensure satisfactory drainage arrangements.

- 14 Unless otherwise approved in writing by the Local Planning Authority, the development shall not be commenced until such time as a scheme to dispose of foul and surface water drainage, including any balancing works and off site works, has been submitted to and approved in writing by the Local Planning Authority. This development shall be implemented in accordance with this scheme thereafter.

To ensure satisfactory drainage arrangements.

- 15 Unless otherwise approved in writing by the Local Planning Authority, there shall be no piped discharge of surface water from the development prior to the completion of the approved surface water drainage works and no building shall be occupied prior to the completion of the approved foul drainage works.

To ensure satisfactory drainage arrangements.

- 16 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 the development is commenced, or within an alternative timeframe to be agreed in writing by the Local Planning Authority.

In the interests of the visual amenities of the locality.

- 17 The approved landscape works shall be implemented prior to the development being brought into use or within an alternative timescale to be first approved 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 unless otherwise approved by the Local Planning Authority.

In the interests of the visual amenities of the locality.

- 18 The soft landscaped areas shall be managed and maintained for a period of 5 years from the date of implementation and any plant failures within that period shall be replaced in accordance with the approved details.

In the interests of the visual amenities of the locality.

- 19 The Local Planning Authority shall be notified in writing when the landscape works are completed.

To ensure that the Local Planning Authority can confirm when the maintenance periods specified in associated conditions/condition have commenced.

- 20 The proposed green roof (vegetated roof system) shall be provided on the roofs in accordance with locations shown on the approved plans. Details of the specification and maintenance regime shall be submitted to and approved in writing by the Local Planning Authority prior to foundation works commencing on site. The green roofs shall be provided prior to the use of the relevant buildings commencing unless otherwise approved. The plants shall be maintained for a period of 5 years from the date of implementation and any failures within that period shall be replaced.

In the interests of biodiversity.

- 21 The Local Planning Authority shall be notified in writing upon completion of the green roof.

To ensure that the Local Planning Authority can confirm when the maintenance periods specified in associated conditions/condition have commenced.

- 22 Unless otherwise indicated on the approved plans no tree, shrub or hedge shall be removed or pruned without the prior written approval of the Local Planning Authority.

In the interests of the visual amenities of the locality.

- 23 Notwithstanding the details shown on the submitted plans, the external ground levels to the rear of Plots 29-37 shall be agreed with the Local Planning Authority in accordance with a strategy to be submitted to and approved in writing by the Local Planning Authority prior to any excavation work being carried out to the rear of those plots. Thereafter, the agreed ground levels shall be implemented and retained.

In the interests of the visual amenities of the locality.

- 24 25% of the dwellings (not less than 15 units) shall be provided as 'mobility housing' in accordance with full details to have first been submitted to and approved in writing by the Local Planning Authority.

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

- 25 The dwellings hereby approved shall be constructed to achieve a minimum standard of Code for Sustainable Homes Level 3 and before any dwelling is occupied (or within an alternative timescale to be agreed) the relevant certification, demonstrating that Code Level 3 has been achieved, shall have been submitted to and approved in writing by the Local Planning Authority.

In the interests of mitigating the effects of climate change, in accordance with Sheffield Development Framework Core Strategy Policy CS64.

- 26 A minimum of 10% of the predicted energy needs of the development shall be provided from decentralised and renewable or low carbon energy, full details of which shall have been submitted to and approved in writing by the Local Planning Authority prior to installation. Further design measures, as detailed in the submitted Energy Strategy Report (NHBC – 31 May 2012), sufficient to reduce the development's overall predicted carbon dioxide emissions by a minimum of 20% shall be implemented prior to occupation of the dwellings and a post-installation report shall have been submitted to an approved in writing by the Local Planning Authority to demonstrate that the agreed measures have been installed. Thereafter the agreed equipment and measures shall be retained in use and maintained for the lifetime of the development, unless otherwise agreed in writing by the Local Planning Authority.

In order to ensure that new development makes energy savings in the interests of mitigating the effects of climate change, in accordance with Sheffield Development Framework Core Strategy Policy CS65.

- 27 Prior to the development commencing, or within an alternative timescale to be agreed, details shall have been submitted to and approved in writing by the Local Planning Authority of arrangements which have been entered into which will secure the reconstruction of the footway adjoining the site in Brincliffe Gardens upon completion of the development. The detailed materials specification shall have first been approved in writing by the Local Planning Authority.

In the interests of pedestrian safety.

- 28 Except for emergency services, there shall be no vehicular ingress/egress from/to the site from/to Psalter Lane.

In the interests of the safety of road users.

- 29 The gradient of shared pedestrian/vehicular access shall not exceed 1:12 unless otherwise approved by the Local Planning Authority.

In the interests of the safety of road users.

- 30 The dwellings shall not be used unless the car parking accommodation shown on the approved plans to serve those dwellings has been provided in accordance with those plans and thereafter such car parking accommodation shall be retained for the sole purpose intended.

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

- 31 Before the apartments are occupied, 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 apartments shall not be occupied unless such cycle parking accommodation has been provided in accordance with the approved plans. Thereafter such cycle parking accommodation shall be retained for the sole use of the occupiers of the development hereby approved.

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

- 32 All private drives shall be constructed with permeable/porous surfaces unless otherwise approved in writing by the Local Planning Authority. Thereafter the permeable/porous surfaces shall be retained.

In order to control surface water run off from the site and mitigate against the risk of flooding.

- 33 Before or immediately upon completion of the development, all redundant accesses shall be permanently stopped up and reinstated to kerb and footway and means of vehicular access shall be restricted solely to those access points indicated in the approved plans.

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

- 34 No dwelling which is shown on the plans to be provided with boundary walls/fences shall be used unless such boundary walls/fences have been erected in accordance with details to be first submitted to and approved in writing by the Local Planning Authority and thereafter such boundary treatments shall be retained.

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

- 35 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (Amendment) (No.2) (England) Order 2008, Part 1 (Classes A, B, C and E), or any Order revoking or re-enacting that Order, no extensions, roof enlargements or ancillary curtilage buildings shall be constructed to Plots 37-45 without prior planning permission being obtained from the Local Planning Authority.

In the interests of the visual amenities of the locality.

- 36 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (Amendment) (No.2) (England) Order 2008, Part 1 (Classes A and E), or any Order revoking or re-enacting that Order, no extensions, or ancillary curtilage buildings shall be constructed to Plots 29-36 without prior planning permission being obtained from the Local Planning Authority.

To ensure that the landscape and topography is not adversely affected.

- 37 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (Amendment) (No.2) (England) Order 2008, Part 1 (Class B), or any Order revoking or re-enacting that Order, no roof extensions shall be constructed to Plot 9 without prior planning permission being obtained from the Local Planning Authority.

In the interests of the amenities of occupiers of adjoining property.

Attention is drawn to the following justifications:

1. The decision to grant permission and impose any conditions has been taken having regard to the relevant policies and proposals from the Sheffield Development Framework and the Unitary Development Plan set out below:

BE5 - Building Design and Siting
 BE6 - Landscape Design
 BE9 - Design for Vehicles
 BE16 - Development in Conservation Areas
 BE17 - Design and Materials in Areas of Special Architectural or Historic Interest
 GE15 - Trees and Woodland
 H5 - Flats, Bed-sitters and Shared Housing
 H7 - Mobility Housing
 H10 - Development in Housing Areas
 H14 - Conditions on Development in Housing Areas
 H15 - Design of New Housing Developments
 H16 - Open Space in New Housing Developments
 CS22 - Scale of the Requirement for New Housing
 CS23 - Locations for New Housing
 CS24 - Maximising the Use of Previously Developed Land for New Housing
 CS26 - Efficient Use of Housing Land and Accessibility
 CS31- Housing in the South-West Area
 CS40 - Affordable Housing
 CS41 - Creating Mixed Communities
 CS63 - Responses to Climate Change
 CS64 - Climate Changes, Resources and Sustainable Design of Developments
 CS65 - Renewable Energy and Carbon Reduction
 CS67 - Flood Risk Management
 CS74 - Design Principles
 D2 - Open Space in New Housing Developments
 G3 - Trees, Woodland and the South Yorkshire Forest

Overall, the proposals are a sustainable form of development which will improve the current appearance of the redundant site and have been generally well received within the local community. With the exception of Policies H16 and D2 and, to a lesser extent, C40, the proposals comply with relevant policies and proposals in the development plan, and would not give rise to any unacceptable consequences to the environment, community or other public interests of acknowledged importance.

A financial contribution for the provision of Affordable Housing is significantly below the figure that would normally be required in accordance with adopted Interim Planning Guidance and Policy C40. Due to priority being given to Affordable Housing in allocating the contribution available for planning obligations, there is no financial contribution available for local Open Space which would be required in accordance with Policies H16 and D2. Greater weight has been given to the significant benefits for the City economy to be gained through Sheffield Hallam University's continued investment in the development of their City Centre Campus and the need to increase the supply of housing, which will be facilitated by the disposal of this development site.

This explanation is only intended as a summary of the reasons for grant of planning permission. For further detail on the decision please see the application report at www.sheffield.gov.uk/planningonline or by calling the planning officer, contact details are at the top of this notice.

Attention is drawn to the following directives:

1. Before the development is commenced, a dilapidation survey of the highways adjoining the site shall be jointly undertaken with the Council and the results of which agreed in writing with the Local Planning Authority. Any deterioration in the condition of the highway attributable to the construction works shall be rectified in accordance with a scheme of work to be agreed with the Local Planning Authority.
2. To ensure that the road and/or footpaths on this development are constructed in accordance with the approved plans and specifications, the work will be inspected by representatives of the City Council. An inspection fee will be payable on commencement of the works. The fee is based on the rates used by the City Council, under the Advance Payments Code of the Highways Act 1980.

If you require any further information please contact Mr S A Turner on Sheffield (0114) 2734383.

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 a signed consent under the Highways Act 1980. An administration/inspection fee will be payable and a Bond required as part of the consent.

You should apply for a consent to: -

Highways Adoption Group
Development Services
Sheffield City Council
Howden House, 1 Union Street
Sheffield
S1 2SH

For the attention of Mr S Turner
Tel: (0114) 27 34383

4. You are required as part of this development, to carry out works within the public highway: As part of the requirements of the New Roads and Street Works Act 1991 (Section 54), 3rd edition of the Code of Practice 2007, you must give at least three months written notice to the Council, informing us of the date and extent of works you propose to undertake.

The notice should be sent to:-

Sheffield City Council
2-10 Carbrook Hall Road
Sheffield
S9 2DB

For the attention of Mr P Vickers

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.

5. As the proposed development abuts the public highway you are advised to contact the Highways Co-ordination Group on Sheffield 2736677, prior to commencing works. The Co-ordinator 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.
6. The developer is advised that in the event that any un-natural ground or unexpected contamination is encountered at any stage of the development process, the Local Planning Authority should be notified immediately. This will enable consultation with the Environmental Protection Service to ensure that the site is developed appropriately for its intended use. Any necessary remedial measures will need to be identified and subsequently agreed in writing by the Local Planning Authority.
7. The 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.
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, 2-10 Carbrook Hall Road, Sheffield, S9 2DB: Tel - 0114 2734651.

9. The Council is responsible for allocating house numbers and road names to both new developments and conversions of existing buildings. Developers must therefore contact the Council's Street Naming and Numbering Officer on (0114) 2736127 to obtain official addresses for their properties as soon as construction works commence.

10. Green / brown roof specifications must include drainage layers, growing medium type and depths (minimum 75mm, but depends on system and type employed) and plant schedules. It should be designed to retain at least 60% of the annual rainfall. A minimum of 2 maintenance visits per year will be required to remove unwanted species (as is the case with normal roofs). Assistance in green roof specification can be gained from the Sheffield Green Roof Forum - contact Officers in Environmental Planning in the first instance: 2734198 / 2734196. Alternatively visit www.livingroofs.org or see the Local Planning Authorities Green Roof Planning Guidance on the Council web site.

11. From the 6th April 2008, the Town and Country Planning (Fees for Applications and Deemed Applications) Regulations 2008 require that all requests for confirmation of compliance with planning conditions require a fee payable to the Local Planning Authority. An application to the Local Planning Authority will be required using the new national standard application forms. Printable forms can be found at www.sheffield.gov.uk/planning or apply online at www.planningportal.gov.uk. The charge for this type of application is £85 or £25 if it relates to a condition on a householder application for development.

For Listed Building Consent and Conservation Area Consent applications an application for confirmation of compliance with planning conditions is still required but there is no fee.

12. The applicant is advised that the 'alternative timeframe' referred to in the conditions must be applied for in writing, by letter, to the original case officer and must be approved in writing by that case officer.

LOCATION AND PROPOSAL

The application site is a former quarry which has been used for educational purposes for approximately 100 years, latterly by Sheffield Hallam University (SHU). It covers marginally over 2 hectares and has frontages to Psalter Lane and Brincliffe Gardens. There is mature landscaping, including trees, to the Psalter Lane frontage. The Brincliffe Gardens frontage is more open with railings to the boundary although mature street trees filter views of the site. There are two means of vehicular access into the site from Brincliffe Gardens.

Central to the site is the former Bluecoats School, a substantial and imposing 1911 two storey Edwardian building which retains the majority of its original features. The building is constructed in natural stone with a clay tiled roof and is of symmetrical design in an 'H' arrangement. It sits above an approximately 5 metres high grassed embankment some 45m back from Brincliffe Gardens. The only other significant built feature is the curved and gated former entrance to the School from Psalter Lane. This access has long been out of use.

Several c1960 large scale concrete construction teaching blocks and ancillary accommodation have been demolished to assist in marketing the site. These buildings were between 3 and 6 storeys high and were attached to the rear of the Bluecoats building, enveloping that building in a highly unsympathetic manner. A former c1960 caretaker's dwelling set back from Brincliffe Gardens has also been demolished.

The mature tree-planted quarry face forms the western boundary beneath the narrow highway in Brincliffe Hill. The southern boundary adjoins the rear of relatively recent 3 storey flats and single/two storey dwellings at Sycamore Court and Chelsea Court, respectively. The southern boundary also abuts the rear of Baldwin's Omega restaurant and functions suite in Brincliffe Hill. The site levels fall by approximately 7 metres beneath the western boundary and Brincliffe Gardens.

There are traditional stone fronted Victorian terraced properties of 2 and 2½ storeys on the opposite side of Psalter Lane. These properties have a staggered roof line to take account of the falling levels in Psalter Lane. Properties in Psalter Lane immediately below the Brincliffe Gardens junction are c1960 two storey detached dwellings constructed in buff brick with timber cladding. The dwellings in Brincliffe Gardens are more substantial and individually designed, generally being 2½ storeys and constructed in stone with clay tiled roofs.

The application is for the conversion of the Bluecoats School building to form 14 x 2 bedroom apartments with surface car parking to two sides. 17 x 2 storey and 2½ storey detached dwellings are proposed to the boundaries with Brincliffe Gardens and Sycamore/Chelsea Court. This includes a small courtyard arrangement to the rear of proposed dwellings fronting Brincliffe Gardens. The area between Bluecoats School and the quarry face is proposed to be occupied by 31 dwellings (including 8 apartments) in a 3 storey arrangement around an 'urban square'.

A new access road is proposed from Brincliffe Gardens opposite a substantial garage in its own plot and the extreme corner of the front/side garden area to

No24. No24 has a frontage of approximately 30 metres. Access to 4 of the dwellings is proposed to be taken from the existing access point in Brincliffe Gardens approximately 17m from the boundary with No15 and opposite another garage in its own plot. The other vehicular access from Brincliffe Gardens is close to the junction with Psalter Lane and will be retained as a pedestrian route at a reduced width. The former Psalter Lane entrance will be similarly treated. The approx 30m wide area between the Bluecoats building and Psalter Lane will be landscaped to form a setting for the retained building.

The proposed new dwellings are of traditional scale, form and architectural detail.

RELEVANT PLANNING HISTORY

Outline planning permission for residential development (30 dwellings and conversion of Bluecoats School to 12 flats) was granted in 2001 (ref 98/01475/OUT) but was never progressed further.

Pre-application negotiations with another volume house-builder were abandoned in 2008 following a protracted period and the downturn in the economy.

There have been numerous applications relating to University development on the site over a number of years but none are relevant to these proposals.

SUMMARY OF REPRESENTATIONS

8 residents have made representations, 3 of which have written more than once. The representations are summarised below:

- generally welcome redevelopment of 'longstanding eyesore'
- general layout and number of dwellings satisfactory and noted that parking available for 135 cars
- object to main entrance being opposite No24 Brincliffe Gardens – increase in traffic and noise levels directly outside family house, loss of privacy to garden from cars leaving site. Assertion that existing access is undesirably located with potential for conflict at road junction not substantiated – no reported injury accidents over 10 years and volume of traffic will be less than when in university use – existing entrance therefore suitable for new use
- relocation of existing entrance not justified and is not sustainable development in context of NPPF
- potential for floodwater to be directed to 24 Brincliffe Gardens as a result of relocation of access road – problem exacerbated due to fallen leaves and drainage overloading. Existing entrance directs water to Psalter Lane which has a larger drain capacity
- lack of cycle storage for Bluecoats flats

- most of children living in the development will need to cross heavily trafficked Psalter Lane to reach local schools – strong case for new pedestrian crossing near Roach or Stretton Roads
- increase in traffic in Brincliffe Gardens which is already increasingly used as a short cut – suggest making Brincliffe Gardens one-way from Osborne Road to Psalter Lane
- poor bus service to serve development and no bus service if No4 is withdrawn as threatened – Transport Statement needs to take account of this as car use will inevitably increase
- lack of detailed information (as required by UDP Policy BE16 and NPPF) on which to base a decision – parking/travel, effect on Nether Edge Conservation Area and appearance generally. Also lack of detailed site sections, lack of dimensions, no information on materials – lack of information will result in mediocre scheme not worthy of its setting
- inaccuracies within the submission – Travel Plan is wrong as doesn't acknowledge loss of No4 bus route
- loss of street trees (Brincliffe Gardens) not recognised – at least 2 trees lost and possibly 4
- boundary wall to Sycamore Court has been damaged and may suffer further damage – should be repaired (Note – the applicant has since confirmed that this wall will be repaired or replaced, as appropriate)
- area at risk of radon gas – notes that new dwellings will be protected but how will Bluecoats building be protected?

Councillor Nikki Bond has written in support of the objections raised by the occupier of 24 Brincliffe Gardens in respect of the location of the new access road – noise, loss of privacy, light pollution and general intrusion on family life. She requests consideration of retaining the access in its existing location closer to Psalter Lane. She has also asked if the developer can contribute towards screening treatment to No24.

The Conservation Advisory Group have considered the proposals and have commented as follows:

The Group felt that the Bluecoat School should dominate the site and therefore all new buildings should be lower in height. The Group considered that the use of standard house types was unsatisfactory and that natural stone should be used for all areas of new buildings, which faced the Bluecoat School and recommended that permitted development rights, for those buildings, be removed. The Group felt that the design of the buildings adjacent to Brincliffe Gardens did not reflect the character, scale and quality of the exterior of the existing buildings and did not pay attention to their original design features. The Group recommended that, where the extension at the rear of the Bluecoats School was removed, care should be taken to make good the remaining fabric in a way that matched the original details of the building. The Group expressed its disappointment that the scheme did not yet achieve the quality that should be expected of a development within the Nether Edge Conservation Area.

The proposals were presented to the Sheffield Sustainable Development and Design Panel (SSDDP). The Panel supported the design approach being taken,

but considered that some further design development was necessary to ensure that the design rationale was followed through convincingly and that opportunities to maximise the approach to sustainability were considered. The key concerns were the raising of ground levels and the associated height of the buildings in the 'urban square'; the views of rear gardens from the new access road and the absence of proposals for renewable energy.

The applicant has undertaken two public consultation exercises in line with the principles of the Council's Statement of Community Involvement. 40 people left feedback which was generally positive and constructive. The public responses have been submitted in support of the application.

PLANNING ASSESSMENT

Policy

The site lies within a Housing Area as defined in the Unitary Development Plan (UDP). It also lies within an Area of Special Character (ASC). The Bluecoats School and the land between it and Psalter Lane, including the existing access route down to the Brincliffe Gardens road junction, are within the Nether Edge Conservation Area. The Conservation Area was declared after the UDP and represents an upgrading from ASC status. The areas to the south, east and west of Bluecoats School were not considered to have sufficient merit for inclusion in the Conservation Area and the ASC designation for these areas must therefore carry very little weight.

In the Sheffield Development Framework (SDF) Draft Proposals Map, the site lies within a Housing Area. The site is specifically allocated for Housing (Class C3) or Residential Institutions (Class C2) in the SDF City Policies and Sites (Consultation Draft) (ref P00350).

The western portion of the site is a Landfill Site. This designation also affects a number of properties in Psalter Lane, Hunter House Road, Brincliffe Hill and Quarry Lane and is due to the former quarrying works.

The site lies within Flood Zone 1 which is at lowest risk of flooding in the flood zone hierarchy.

The following UDP policies are most relevant to the consideration of the application proposals:

BE5 - Building Design and Siting

BE6 - Landscape Design

BE9 - Design for Vehicles

BE16 - Development in Conservation Areas

BE17 - Design and Materials in Areas of Special Architectural or Historic Interest

GE15 - Trees and Woodland
H5 - Flats, Bed-sitters and Shared Housing
H7 - Mobility Housing
H10 - Development in Housing Areas
H14 - Conditions on Development in Housing Areas
H15 - Design of New Housing Developments
H16 - Open Space in New Housing Developments

The following SDF Core Strategy policies are also relevant:

CS22 (Scale of the Requirement for New Housing)
CS23 (Locations for New Housing)
CS24 (Maximising the Use of Previously Developed Land for New Housing)
CS26 (Efficient Use of Housing Land and Accessibility)
CS31 (Housing in the South-West Area)
CS40 (Affordable Housing)
CS41 - Creating Mixed Communities)
CS63 - Responses to Climate Change)
CS64 - Climate Changes, Resources and Sustainable Design of Developments)
CS65 - Renewable Energy and Carbon Reduction)
CS67 - Flood Risk Management)
CS74 - Design Principles)

Whilst several policies in the City Sites and Policies Consultation Draft (May 2010) are relevant, weight that can be given to them is restricted by objections raised during the consultation process. However, the following policies can be given significant weight as the objections raised do not affect aspects of the policies relevant to this proposal:

D2 - Open Space in New Housing Developments
G3 - Trees, Woodland and the South Yorkshire Forest

The adopted Supplementary Planning Guidance (SPG) 'Open Space in New Housing Development' and Interim Planning Guidance 'Affordable Housing' are also relevant.

The above policies and guidance are consistent with national planning policies and objectives as set out in the National Planning Policy Framework (NPPF).

Principle of Development

The site lies within a Housing Area and the proposals represent a preferred land use in accordance with UDP Policy H10. The site lies within the main urban area which is a preferred location for new housing in accordance with Core Strategy Policy CS23. As the site is 'previously developed land', the proposals also comply with Core Strategy Policy CS24 which gives priority to the development of brownfield sites.

Density and Mix

Policy CS26 seeks to make efficient use of land and normally requires a density range of 30–50 units per hectare in the wider urban area. However, CS26 makes allowances for an alternative density range if necessary to protect the character of an area or to protect a sensitive area. Policy CS31 is designed to ensure that the character of sites in the south-west of the City is adequately safeguarded and states that the scale of new development will be largely defined by what can be accommodated on sites at an appropriate density.

The proposed development achieves a density of 33 dwellings per hectare which is in accordance with Policy CS26 albeit at the lower end of the range. It also takes account of the need to preserve an appropriate setting to the Bluecoats School in accordance with Policies CS31 and BE16, which has resulted in a significant area in front of the building remaining undeveloped. The total of 62 units will make a significant contribution to the delivery of housing in accordance with Policy CS22, amidst the current difficult market conditions.

Core Strategy Policy CS41 seeks to create mixed and balanced communities by encouraging development of housing to meet a range of housing needs. On larger sites, development is expected to include a variety of house types which will appeal to varying needs.

The scheme includes a mix of flats, town houses and detached houses with between 2 and 6 bedrooms. 25% are required to be 'mobility housing'. The house types show this to be feasible and the requirement can be conditioned.

Overall, the density and form of residential development is considered acceptable in accordance with Policies H5(a), H7, CS22, CS26, CS31 and CS41 and the secluded nature of the site and mix of house types throughout the wider area will ensure that the site specific concentration of flats is acceptable in accordance with Policy H5(a).

Impact on Conservation Area

The Bluecoats School and the land between it and the boundary with Psalter Lane are included in the Nether Edge Conservation Area. The area around the existing drive access across the said land down to the Brincliffe Gardens junction with Psalter Lane is also within the Conservation Area. With the exception of Plot 1, all the new buildings are outside the Conservation Area.

The demolition of the large scale 1960s blocks has already significantly enhanced the setting of the Nether Edge Conservation Area by re-establishing the prominence of the high quality original Bluecoats School. The development has been sensitively designed to retain key views of the Bluecoats building from Psalter Lane. The Bluecoats building will also remain visible from Brincliffe Gardens due to its elevation at the top of an existing embankment above the proposed two storey buildings to that road frontage. Car parking is provided immediately to the east and west of the building but the front (north) elevation will sit behind a graded landscaped area. The landscape treatment will include new tree planting and a formal pathway to the main entrance to the building. All vehicular activity to this frontage has been removed by the downgrading and narrowing of the existing

driveway which will be used solely for pedestrian access. The car parking to the east of the Bluecoats building will be partly screened by a landscaped crib wall and railings to the top of the remodelled existing steep bank.

The conversion of Bluecoats School has little impact on its external appearance. No new openings are proposed. A scheme of investigation of the condition of the existing windows will be undertaken to determine the potential for restoration or need for replacements. Some upgrading will be required in the interests of energy efficiency but secondary glazing will be included on the front elevation. As the openings are currently boarded up for security purposes, the full extent of works is not yet known. A window repair/replacement strategy can be conditioned.

A similar approach is recommended for the treatment of the rear (south) elevation. This elevation has previously been altered to facilitate the attachment of the 1960s buildings. The condition and extent of the remains of the former original entrance are not clear at this stage and neither is the extent of damage to the original stonework and former openings to this elevation. Again, a full scheme of investigation is recommended with the detailed design of the treatment of the rear elevation being conditioned for subsequent approval.

The dwellings proposed to Brincliffe Gardens are all detached and of similar footprint to many of the dwellings in Brincliffe Gardens. These dwellings are proposed to be constructed in natural stone with clay roof tiles and are of sufficient quality to respond to the context of the Conservation Area directly opposite. Garages to 5 of the 7 frontage dwellings will be located to the rear of the dwellings in a private driveway arrangement accessed from the new road. This approach is led by the need to retain highway trees and to prevent the dominance of cars at the site frontage opposite the Conservation Area.

The detached dwellings proposed to the rear of the Bluecoats building (adjoining the southern boundary) are sufficiently subservient to that building albeit in a more uniform layout than those fronting Brincliffe Gardens. These dwellings are proposed to be constructed in artificial stone and concrete 'clay' tiles. This is considered acceptable given that they are outside the Conservation Area and will not be prominent from the main boundaries of the Conservation Area.

The 'urban square' is an entirely different form of development, being 3 storeys high with much narrower plot widths. The urban square has been designed to refer to the Bluecoats School, in that it is of formal, symmetrical design and similar overall height. The square is open on one side with the two 'ends' framing the west elevation of the existing building. The dwellings are formally set around a central landscaped 'square' which complements the symmetry of the Bluecoats building and relates to the axes of that building. The two 'ends' to the square, are triple aspect which provide strong features at the entrance to the square and opposite the Bluecoats building. The formal landscaping theme is continued immediately in front of the Bluecoats building resulting in a high quality layout.

Artificial stone, render detail and concrete tiles are proposed for these dwellings. This is considered acceptable in this location outside the Conservation Area and reasonably screened from Psalter Lane and Brincliffe Hill. The lesser quality

materials also emphasise the importance and quality of the adjacent Bluecoats building.

The visual impact of vehicles in the urban square is reduced by the setting back of the garages beneath first floor balconies to the front of the dwellings. The balconies and their treatments (vertical railings) are a functional and strong feature which will effectively reduce the massing of the front elevations. Strong formal hard and soft landscape treatments provide uniformity and soften the necessary driveways to the fronts of the dwellings. The rear 'corners' of the square include covered driveways to small parking courts behind.

The height of the urban square dwellings has been reduced by 1 metre during the course of negotiations and now step up marginally above the height of the Bluecoats building. A further reduction in height was considered but, on balance, it was considered appropriate to allow the buildings to respond to the gradient of Psalter Lane in allowing the dwellings to increase in height to take account of the rising levels.

External treatments include block paving to the urban square, coloured aggregate incorporated in the new footways and 'conservation' type kerb treatments.

The proposals have been developed through a comprehensive programme of open dialogue and consultation with Officers and the community. A more contemporary design approach was abandoned in response to feedback at an early public consultation exercise. The result is a high quality traditional scheme at an appropriate density that responds positively to the opportunities and constraints of the site and the setting of the Nether Edge Conservation Area in compliance with Policies BE5, BE6, BE16, BE17, H14, H15 and CS74.

Sustainable Design

The NPPF sets out a presumption in favour of sustainable development.

The site is sustainably located, being within the urban area and within 400m walking distance of local shops and services at Banner Cross District Centre. The re-use of the brownfield site and the retention and conversion of the Bluecoats building are a sustainable form of development.

The new buildings are designed to achieve a minimum Level 3 of the Code for Sustainable Homes which is sufficient to comply with Policy CS64. The submitted Sustainability Statement demonstrates an overall reduction in carbon emissions of approximately 38% in comparison to the 2006 Building Regulations requirements. A minimum of 10% of predicted energy needs will be provided through the use of photovoltaic panels on the rear (south-west) facing roof slopes of the dwellings to Brincliffe Gardens and on the inward facing pitch of the Bluecoats building. Full details of the siting of the panels can be conditioned.

Further sustainability measures include the provision of 'green roofs' to the 3 double garages within the parking court serving the dwellings in Brincliffe Crescent and to a cycle shelter. This treatment will be quite prominent within the

development and will hopefully promote the use of such technology and opportunities for increasing biodiversity.

The submitted Flood Risk Assessment and drainage proposals demonstrate a 30% reduction in surface water run-off compared to the previous use of the site. This results in a discharge rate of 132 litres per second (l/s) which is sufficient to comply with Policy CS67. Yorkshire Water has requested a lower discharge rate. A design achieving 60 l/s the final discharge rate has been prepared but may be increased subject to negotiation with the water authority. For planning purposes, the 30% reduction is sufficient but a condition to establish the final discharge rate, including the 30% reduction, is appropriate.

Overall, the proposals comply with Policies CS63, CS64, CS65 and CS67.

Landscape

The site is characterised by significant tree planting to its boundaries. These include mature lime trees planted in the highway in Brincliffe Crescent, a number of tall mature trees to the boundary with Psalter Lane and a mature woodland belt to the former quarry edge adjacent Brincliffe Hill. There is a further significant group of trees adjacent the boundary within the curtilage of Sycamore Court and individual trees within the site at the boundary with Baldwin's Omega and adjacent the boundary with No15 Brincliffe Crescent. There are also 3 good quality individual trees (2 x pine and 1 x cedar) set behind the Brincliffe Gardens frontage.

The proposals require the removal of the cedar and pine trees. This is regrettable but necessary as these 3 trees are a significant constraint to the ability to develop the Brincliffe Gardens frontage satisfactorily. Several trees are proposed to be removed from the foot of the quarry face and adjacent Baldwin's boundary. These trees are all low quality. 8 small trees (also classified as 'low quality' are proposed to be removed from positions close to the Sycamore Court boundary and immediately to the east of the Bluecoats building in order to facilitate development.

The most important trees within the site are to the Psalter Lane boundary and forming the woodland group to the quarry boundary. These trees are all to be retained and a Tree Preservation Order is intended to be imposed to coincide with the transfer of land ownership from SHU to the developer. The proposed layout includes new tree planting in front of the Bluecoats building, within individual plots and the urban square, and within the new road layout. This is sufficient to compensate for the losses within the site.

Construction of the proposed new access road requires the removal of at least one street tree in Brincliffe Gardens. A further tree is likely to be compromised and may also require removal in order to achieve the required gradient. It is not possible to satisfactorily accommodate a new roadway without some loss of street trees. The only alternative would be to retain the existing access drive close to the junction with Psalter Lane to serve the development. However, this driveway would require widening, re-grading and the provision of footways. This would remove the opportunity to enhance the setting of the Bluecoats building in addition

to maintaining vehicular activity close to the Psalter Lane junction where there is potential for conflict.

The loss of one (possibly two) street trees to create a necessary and safe point of vehicular access is considered acceptable. Sufficient street trees remain in Brincliffe Gardens to satisfactorily maintain the character of the street scene.

Overall, the scheme retains the most important landscape features and provides sufficient new tree planting to compensate for the tree removals. The proposals therefore comply with Policies BE6, GE15 and G3.

Ecology

An Ecological Assessment has been submitted. The Assessment shows no evidence of any protected species but notes that pigeons are present in the Bluecoats building and that the woodland to the quarry face provides suitable foraging for badgers and nesting opportunities for birds. It recommends that the site is surveyed for nesting birds and potential new bat roosts prior to any intrusive works that may affect these species. A condition requiring the recommendations of the Ecological Assessment to be implemented can be conditioned.

Residential Amenity

All the new dwellings provide a high standard of living accommodation for future occupiers. All the houses have adequate private garden spaces although one of the townhouses (Plot 37) is somewhat constrained by the alignment of the quarry face which will reduce the useable space. The flats in the Bluecoat building do not have any dedicated private communal space but the large landscaped area in front of the building provides ample space for informal use. The urban square central garden is also available.

The south elevation of the Bluecoats building has little separation from the new road and main windows on this elevation will only be 13m from the front elevations of the dwellinghouses directly opposite. This is less than the ideal 21m but is not untypical where properties face each other across a street and the best that can be achieved within the constraint of the position of the Bluecoats building. Some compromise on privacy needs to be accepted in order to achieve a workable layout. The constraints are such that the arrangement does not set a precedent for future developments.

There is no adverse impact on the privacy of any of the existing dwellings facing or adjoining the site. Directly facing properties achieve a minimum 23m separation distance, 27m being more typical.

The concerns raised by the occupier of No24 Brincliffe Gardens and Councillor Nikki Bond about the location of the access road opposite No24 are acknowledged. However, the road entrance will be located some 15m along from the main front elevation of that property. The road will face the extreme corner of the side garden area which has approximately 2m high mature hedge screening to the front boundary. This is sufficient to prevent any loss of privacy or light pollution.

Overall, adequate residential amenity is provided for future occupiers and maintained for existing properties. The proposals therefore comply with Policies H5, H14 and H15.

Highway Issues

At least two parking spaces are provided for each dwellinghouse, the larger units having 4 spaces. The flats have one space per unit and there are 11 visitor parking spaces. A covered cycle shelter with secure parking is also provided. The road layout is sufficient to provide access for service and emergency vehicles and is in a safer location than the existing access, being well away from the Psalter Lane junction. Good quality pedestrian routes are provided within the scheme.

Although not normally required for this scale of development, the developer has carried out a Transport Impact Assessment. The Assessment demonstrates that a significant reduction in peak hour and daily traffic flow is anticipated when compared to the previous educational use of the site. The Assessment shows that the peak hour development traffic increases at the adjacent road junctions are low and within daily traffic variations which could be expected at these locations. It concludes that the traffic resulting from the redevelopment of the site is unlikely to be perceivable on the local highway network. This precludes any need for off-site highway improvements. However, the footway in Brincliffe Gardens requires some attention and can be accommodated within the proposals.

Following the concerns raised in the representations received from residents about the loss of the No4 bus service, the developer has contacted the Traveline service and been told that an hourly service is now expected to be retained but will terminate at Ecclesall rather than at Millhouses. SYPTTE have confirmed an intention to secure the provision of a new tendered service 4 between city & Psalter Lane. Notwithstanding this, the withdrawal of an hourly bus service cannot be expected to have any impact on car ownership within the proposed development or any material impact on patterns of car use by occupiers of the development.

In view of the above, the proposals are satisfactory in terms of provision for vehicles and highway safety and therefore comply with Policies H5(c), H14(d) and BE9.

In addition, the applicant has submitted a Travel Plan which details measures to encourage more sustainable forms of transport. These include the provision of residents Travel Information Welcome Packs which will give detailed information on access to the site by sustainable means and the availability of local facilities that can easily be accessed by sustainable forms of travel. The information pack will contain leaflets and plans showing nearby bus stops in relation to the site and local facilities, bus and rail time tables and further sustainable travel information.

Ground Conditions

A ground conditions assessment has been submitted. The Assessment findings include localised contamination in the made ground but this is not considered hazardous to human health. The recommendations indicate that some remediation will be required. Protection against radon is also identified as a requirement. These measures can be conditioned.

Planning Obligations

On developments of this scale, planning policies normally require developer contributions for open space and affordable housing in accordance with Policies H16 and CS40, respectively, and the associated supplementary and interim planning guidance documents.

The requirement for Affordable Housing is normally targeted at 30-40% with a preference that it is provided on site. However, development viability issues are a significant factor and varying degrees of reduction are often agreed in order to ensure that a proposal is deliverable.

In current market conditions and taking into account the abnormal costs for developing the site, a contribution equivalent to an estimated £2.8m would normally be expected for affordable housing on this site. It should be noted that this is based on an initial assessment which would normally be referred to the District Valuation Office to establish a precise value. £2.8m represents an on-site contribution potentially equivalent to 19% (12 units). In addition, a contribution of marginally under £94,000 would normally be required for the provision or enhancement of off site local recreation space.

SHU have advised that a requirement to make the above contributions would significantly reduce their capital receipt. This will adversely affect their ability to fund the planned expansion of their City Centre Campus. Failure to achieve a satisfactory capital receipt will prevent this site from coming forward for development in the foreseeable future. It should be noted that negotiations with previous potential developers have fallen through in recent years.

In order for SHU to carry forward their investment plans, a total contribution of £1m has been offered for off-site provision of affordable housing. No contribution for open space is being proposed. A unilateral legal obligation is being prepared to secure the contribution and is expected to have been submitted prior to the Committee meeting.

A contribution of £1m by the developer for affordable housing represents a way of achieving:

- Redevelopment of the vacated site with housing, for which there is a need to bring forward deliverable schemes. Without development there is a realistic prospect of the site remaining vacant and the important Bluecoats building becoming increasingly derelict.
- Facilitating the wider economic and townscape benefits to the City of significant investment by SHU on its City Centre Campus regeneration.

- Needed affordable housing of around 8-9 units provided off site in the local area. The developers have previously indicated that they would be prepared to build affordable housing for shared equity sale on site via Bellway Housing Trust. However, this model does not meet the Council's requirements as any proceeds from shared equity purchasers "staircasing" towards 100% ownership would only be recycled by the Trust on Bellway sites. The Council requires shared equity units to be sold by the developer to one of our partner Registered Social Landlord's so that we retain strategic control of recycled receipts. The developer is not prepared to build social rented housing on-site.

The negotiated off-site contribution of £1m will enable the purchase of approximately 8-9 properties. More properties could be purchased if some were for shared equity.

In terms of Open Space, the catchment area is deficient in terms of both formal and informal provision. The development would normally be expected to contribute marginally under £94,000 based on Policies H16 and D2 and the associated Supplementary Planning Guidance. However, this figure could be reduced as the site does include a significant publicly accessible open area in front of the Bluecoats building.

The legal agreement makes no provision for Open Space. This is in response to the limit put on contributions to be made by the applicants and an assessment of priorities in terms of planning gain. Chelsea Park is the nearest park and has been the subject of recent significant upgrading. Play facilities in Endcliffe Park have also been recently significantly upgraded. In this context, the current need for affordable housing should take priority.

The Education Authority have confirmed that it is possible that additional demand for school places arising from the development could be absorbed by the existing system, such that no additional capacity would have to be built in order for the development to proceed. In these circumstances, there is no requirement for any financial contribution for Education.

In view of the above, the proposals do not comply with Policies H16 and D2 and only partially satisfy Policy CS40. However, these deficiencies are outweighed by the benefits of the early redevelopment of the site, the restoration of the Bluecoats building and general enhancement of the site and setting of the Nether Edge Conservation Area; and the considerable economic benefits to the City which are expected as a result of SHU's continued investment in their City Centre facilities.

SUMMARY AND RECOMMENDATION

The proposed residential development is a good quality scheme of traditional design. It will provide a range of house types at an appropriate density and includes the sensitive conversion of the Edwardian former Bluecoats School which is centrally located within the site. 25% of units will be suitable for 'mobility housing'.

The proposals respond positively to the site topography and surroundings and provide an appropriate setting for the Bluecoats School which is within the Nether Edge Conservation Area. The most important trees and the wooded belt to the former quarry face at the western boundary will be retained and the scheme includes additional tree planting and landscaping throughout the site.

Adequate privacy is provided for future occupiers and maintained for existing residents and there is adequate parking and access provision. The provision of a new access road from Brincliffe Gardens is a safe alternative to using the existing access drive which is close to the junction with Psalter Lane and therefore more prone to potential highway safety issues. The existing drive will become a pedestrian route.

A financial contribution of £1m for the provision of off-site Affordable Housing is significantly below the figure that would normally be required but is capable of purchasing 8-9 units. This is considered necessary in order for Hallam University to release the land and for the development to be brought forward. The University needs a significant capital receipt in order to bring forward the next stage of development of their City Centre campus. Such development will have significant benefits for the City economy and these benefits are sufficient to justify the lower contribution for Affordable Housing. There is no financial contribution for local Open Space but, again, this is outweighed by the wider benefits to the City and priority being given to Affordable Housing for the limited funds available.

Overall, the proposals are a sustainable form of development which will improve the current appearance of the redundant site and have been generally well received within the local community. With the exception of Policies H16 and D2 and, to a lesser extent, CS40, the proposals comply with the quoted policies and it is recommended that planning permission is granted subject to conditions and the terms of a unilateral planning obligation.

HEADS OF TERMS FOR PLANNING OBLIGATION

The owner shall, on or before the commencement of development, pay to the Council, the sum of £1,000,000 to be used towards the provision of off-site Affordable Housing.

In the event of a satisfactory S106 Planning Obligation, covering the Heads of Terms set out in the preceding paragraph, not being concluded by 5 September 2012, or an alternative timescale to be agreed, it is recommended that the application be refused for failure to make provision in this regard.

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