



SHEFFIELD CITY COUNCIL

Development, Environment and Leisure Directorate

REPORT TO CITY CENTRE, SOUTH & EAST PLANNING AND HIGHWAYS AREA BOARD

DATE 30/05/2006

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 Lucy Bond **TEL NO:** 0114 2734556
Chris Heeley 0114 2736329

AREA(S) AFFECTED

**CATEGORY OF
REPORT**

OPEN

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05/03438/FUL	Land Within Curtilage Of , Weston Park Hospital N H S Trust, Whitham Road, Sheffield, S10 2SJ	25
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SHEFFIELD CITY COUNCIL

Report Of The Head Of Planning, Transport And Highways,
Development, Environment And Leisure
To The SOUTH Planning And Highways Area Board
Date Of Meeting: 30/05/2006

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 Area Board 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	05/01192/REM
Application Type	Approval of Reserved Matters
Proposal	Erection of rail connected distribution centre with office, car parking, service yards and access road
Location	Former Tinsley Marshalling Sidings, Europa Link, Sheffield
Date Received	24/03/2005
Team	CITY CENTRE AND EAST
Applicant/Agent	PCP Architects Limited
Recommendation	Grant Conditionally

Subject to:

- 1 The detailed Travel Plan, required by condition 19 of the Outline Planning Permission for the site (ref: 01/05082/OUT), shall include measures designed to reduce the impact of traffic generated by the development upon air quality.

In order to minimise the impact of traffic generated by the development upon local air quality.

- 2 The development shall be carried out in accordance with the Conclusions and Recommendations of the SIRFT Sustainable Construction Review by Enviro Consulting Limited dated March 2006

In order to ensure an appropriate form of development, and to minimise its environmental impact.

- 3 Before development is commenced details of the surface treatment of the area of Phase Two of the development shall have been submitted to and approved by the Local Planning Authority.

In the interests of the visual amenities of the locality.

- 4 Before the development is commenced details of the phasing of car parking provision, relative to the phased development of the warehouse unit shall have been submitted to and approved by the Local Planning Authority.

In order to ensure that the parking provision is appropriate to the level of accommodation constructed under each phase.

- 5 The service yard areas within the site shall not be used for car parking

In order to ensure the service yard operates effectively and appropriate levels of car parking provision are maintained

Attention is drawn to the following justifications:

1. The decision to grant planning permission and impose any conditions has been taken having regard to the policies and proposals in the Sheffield Unitary Development Plan set out below, and to all relevant material considerations, including Supplementary Planning Guidance.

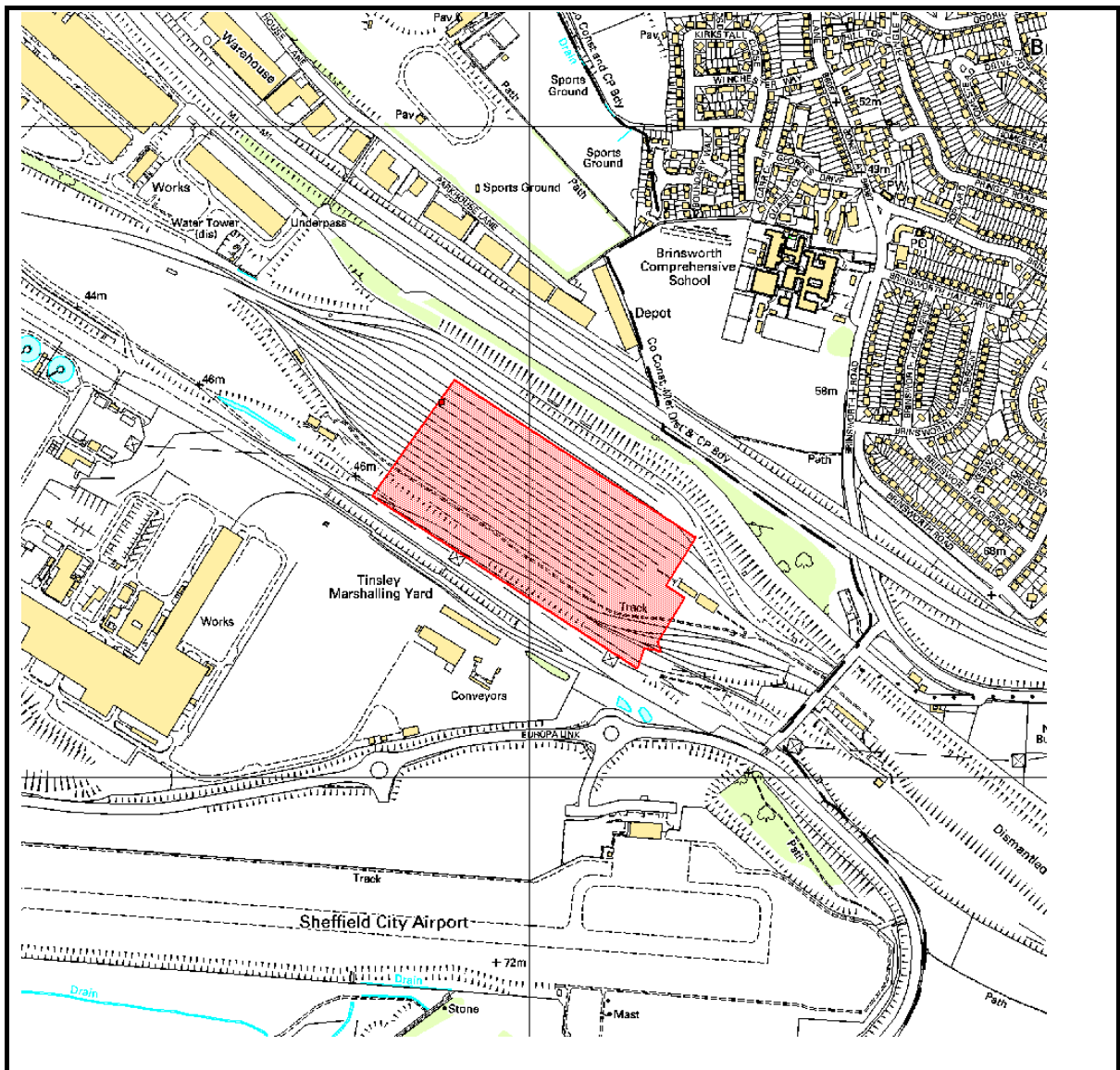
IB9 - Conditions on Development in Industry and Business Areas
T27 - Freight

This informative is intended as a summary of the reasons for grant of planning permission. For further detail on the decision please see the application report by contacting the Planning Records section on 2734215 or by visiting Sheffield City Council's website at www.sheffield.gov.uk/your-city-council/council-meetings/planning-boards

Attention is drawn to the following directives:

1. The applicant is advised that the conditions imposed on Outline Planning Permission reference 01/05082/OUT dated July 2002 remain relevant to the development of this site.

Site Location



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LOCATION AND PROPOSAL

The application site is located within the former Tinsley Marshalling Yards, which lie to the north of Europa Link, are bounded to the north by the M1 Motorway, and to the south by the large industrial complex of Outokumpu.

Outline Planning permission was granted in July 2002 for the 'Use of land as railfreight distribution centre and intermodal facility with warehouses/ancillary offices' (01/05082/OUT). An Environmental Statement, required under the terms of the Environmental Assessment Regulations 1999, accompanied the Outline Application. Indicative layouts submitted with the outline application demonstrated that the site could accommodate 96,151 square metres (1,000,000 square feet) of distribution units, in large shed structures.

This application seeks Reserved Matters approval for one such shed structure, with a proposed floorspace of initially 300,000 square feet, of which 10,000 square feet is ancillary office accommodation. This floorspace represents Phase One of Unit One on the site, with an extension of a further 96,500 square feet proposed under Phase Two, providing 396,500 sq ft in total.

This application seeks approval of matters reserved by the outline permission, excluding landscaping. It is therefore concerned with the approval of the siting, access, design and external appearance of the development.

The proposal incorporates extensive balancing ponds along the southern boundary of the site, serving also as a wildlife habitat, in addition to landscaping on the eastern edge of the site. Substantial servicing provision (50 service lorry bays in Phase One, plus 33 in Phase Two) is incorporated also to the south of the main shed building, and to the south and east of the building is proposed an area of car parking accommodating 230 cars. The shed building is served by a rail connection, in the form of a spur from the EWS rail sidings, which lie immediately to the north. This spur enters the building at its northeastern corner.

The assessment section of the report concentrates upon the reserved matters element of the proposal and will not therefore reconsider the principles of the development that were established by the outline permission. Where appropriate however, to serve as background information, reference will be made to some of the conclusions reached at that time.

RELEVANT PLANNING HISTORY

Outline Planning Permission was granted in July 2002 for the Use of the land as a rail freight distribution centre and intermodal facility with warehouses and ancillary offices (Ref: 01/05082/OUT).

Reserved Matters approval for the Landscaping element of the development of this particular plot was granted in November 2005 (Ref:05/03324/REM).

Reserved Matters approval for the construction of the site access and associated landscaping was granted in February 2006 (ref:05/00485/REM).

Full Planning Permission for the construction of a drainage connection from the wider site, to Shepcote Lane was approved in June 2005 (05/01611/FUL).

SUMMARY OF REPRESENTATIONS

Rotherham Metropolitan Borough Council, as adjoining Planning Authority, have made the following observations on the application:

- parking levels appear high at 330. Rotherham's standards would allow 213,
- Proposal is for a warehouse facility, and the intermodal element identified in the outline is not included,

- In the absence of the intermodal facility, the balance of rail use of the site will be reduced from that envisaged by the original Transport Assessment,
- The intermodal element should form part of the first phase.

The Campaign to Protect Rural England (CPRE) have written expressing concern that the proposed development does not offer attractive and useable cycleways through and into the site, or connections to the existing network; that it provides excessive levels of car parking; and that the balancing ponds provide no ecological planting or enhancement.

Tinsley Forum have written with the following comments on the application:

- the end user of the warehouse should work with local community organisations in relation to new employment opportunities for local communities,
- due to the location of the site, in close proximity to the Air Action Zone HGV's using the site should be required to utilise Euro 3 engines, working towards Euro 4 and subsequent Euro Standards inside 3 years of the standards enactment,
- the particular area of the Marshalling Yard has significant plant and wildlife cover, and a green roof would provide a habitat for the wildlife along with several other sustainable advantages,
- the lack of an intermodal facility at this stage may have an impact on the proportion of journeys undertaken by road,
- renewable energy should be used for the building's heating and lighting to have a positive effect on the area's air quality,
- traffic using junction 34 of the M1 would impact upon residential areas. Can the developer insist on HGV's using junction 33,
- Other developers in the area are aiming for BREEAM (Building Research Establishment Assessment Method) 'excellent' standards for the performance of their developments, to cut long term utility and other costs and contribute to the sustainable development of the area. Will this developer do the same?

One letter has been received from a neighbouring industrial operator seeking assurances that existing rail connections and site security to their site will be unaffected.

Two letters have been received from Brinsworth based 'Residents Against Pollution' requesting that consideration be given to the provision of a pocket car park, to be positioned near Wood Lane so that walkers from the local community can have easy access to the leisure trails that run through Tinsley Woods, and raising the following concerns:

- increased traffic and impact upon local villages,
- 24 hour operation,
- air, light and noise pollution, and intimidation,
- impacts on local schools,
- surface water,
- pedestrian safety on Wood Lane.

PLANNING ASSESSMENT

Policy Issues

The principal policy issues were assessed under the Outline Permission, however the following policies contained within the Unitary Development Plan for Sheffield are relevant to the consideration of the detailed reserved matters submission.

Policy IB9 seeks to ensure that buildings in General Industry Areas are well designed with buildings of a scale and nature appropriate to the site, and to provide safe access and appropriate car parking provision.

Policy T27 encourages the development of rail freight facilities, and the provision of a rail connection to the building is clearly in support of the aims of this policy.

Building Design/Site Layout/Visual Impact

The proposal represents a substantial shed structure, with the first phase containing a building with dimensions of 220m x 120m, and an overall height of 18.5m to its ridge (16.5m to eaves). The second phase, will result in a building with overall dimensions of 295m x 120m. The mass of the building is such that it will be visible from a number of viewpoints in the locality, including Europa Link, Sheffield Business Park, Tinsley Hill to the south of Sheffield City Airport, and the M1 Motorway.

The Environmental Statement (ES) submitted with the Outline application assessed the sensitivity of those viewpoints, and the visual impact of shed structures up to 40m high. At that time, officers concurred with the view expressed in the ES that the visual impact was not harmful, and this view remains relevant in the case of this application. The proposed structure is less than 50% of the height of those identified in the outline and its visual impact will therefore be significantly reduced.

The building design is very functional as may be expected for such a large shed structure, and is predominantly clad, with the principle cladding colour being Albatross Grey, and with Bahama Blue cladding serving as a plinth to the building and providing some vertical emphasis. The two coloured cladding elements differ in profile to provide further visual interest.

The office element to the building is an attached two-storey block with matching cladding materials but with significant use of glazing to both emphasise its function and to create visual interest. It is considered that the building design is acceptable and maintains the character of buildings in the immediate locality, which is dominated by large industrial structures and business units, which employ similar materials.

The site layout makes sensible use of the location of the existing rail sidings, and this largely dictates the position of the building. Whilst the service yard will be visually prominent when viewed from the proposed new spine road, its impact will be softened by the presence of the balancing ponds along that frontage. It provides

for simple efficient parking and servicing areas and allows for future expansion. In this context the site layout is considered to be acceptable.

Highways and Transportation

The ES submitted with the Outline application contained a Transportation Assessment that assessed the likely impact of traffic generated from the site, the benefits and potential for rail transportation of goods, and the sites accessibility.

At that time the traffic generation and impact was considered to be acceptable, even based on a worst-case assumption that all traffic associated with the site would be road based. This development follows the principles of the indicative layout submitted with the outline, and upon which those assessments were made.

The presence of a direct rail connection to the unit is therefore a positive element of the scheme, which will assist in encouraging less road-based traffic connected with the use of this particular building.

Concerns were raised by officers initially about the number of car parking spaces proposed (originally 330) and the applicant has subsequently agreed to reduce the provision to 230. However, it is considered that this level of provision is only justified in the fully developed scheme (i.e both phases). It is therefore considered appropriate for a condition to be imposed, which requires phasing of the car parking provision.

Detailed vehicle access arrangements and servicing facilities are considered acceptable, as is the pedestrian provision within the site, which again has been improved following negotiation.

Ecology

The provision of the balancing ponds over such a large area is considered to be a positive element of the scheme. Significant measures are being put in place by the applicant, including the retention of an existing pond, protection of amphibians within the pond during construction, and amphibian culverts to allow safe foraging.

These matters were however contained within the reserved matters application (ref;05/03324/REM) and are not for consideration as part of these proposals.

Drainage

Flood Risk and surface water run off issues were considered at outline stage and considered to be satisfactory. There have also been recent permissions granted for the implementation of drainage infrastructure across the wider site, which have set appropriate discharge rates, in order to avoid potential flooding problems downstream.

On a more detailed level the proposals includes measures to minimise the level of run-off and to utilise the water in a sustainable way (e.g. feeding into balancing ponds (via interceptors) and re-using roof discharge).

Sustainability

The applicant has submitted a 'Sustainable Construction Review' of the performance and viability of a range of techniques and products for the development. The report identifies that specifically for this project, a package of measures will be incorporated into the final development.

These include:-

- solar panel water heating for the office element,
- micro wind turbine (roof or mast mounted),
- collection of roof water run off for vehicle washing,
- permeable surfacing in car park areas,
- low energy lighting,
- low flow taps/urinals,
- maximising solar gain through rooflights,

These are considered to be worthwhile measures that will reduce the environmental impact of the development, and it is therefore considered appropriate to impose a condition to secure their inclusion.

Air Quality

As with the traffic generation issue, this matter was considered in detail at the outline stage, with a worst case assumption of wholly road based travel to and from the site, and it was concluded that the impact on local air quality would be minimal and not sufficient to warrant refusal of permission.

The scheme proposed makes provision for direct rail access to the warehouse building and therefore provides the potential for reductions in the predicted impact upon air quality by reducing road based traffic levels.

The occupier of the unit will also be bound by the requirements of the outline permission, to operate a Travel Plan, which will seek to contain mitigation measures to minimise this impact further. This can include some or all of the measures referred to in representations, such as the use of Euro 3 engines. This can be reinforced with a more specific condition imposed on this consent.

RESPONSE TO REPRESENTATIONS

It is acknowledged that the intermodal facility will offer great benefits in the provision of rail based freight movement, however its provision at an early stage of the development cannot be insisted upon as part of this reserved matters application.

The comments made by the CPRE have been addressed and are now incorporated successfully into the proposals.

The sustainability measures referred to have been taken into account and an agreed packaged is referred to within the report.

SUMMARY AND RECOMMENDATION

The proposal represents a substantial warehouse based development that reflects the principles established in the Outline Planning Permission, and will provide a major catalyst for the development of the site as a whole. The building design and site layout reflect that established in the outline permission, with a reduction in visual impact due to the reduction in the height of the building from that previously envisaged.

The site access, car parking and servicing arrangements are now considered acceptable, and the development incorporates a number of worthwhile sustainability measures.

In this context the proposals are considered acceptable and it is therefore recommended that Reserved matters approval is granted subject to the following conditions. Conditions imposed on the Outline Permission will remain relevant to the development of this part of the site.

Case Number	05/03455/FUL
Application Type	A Full Planning Application
Proposal	Erection of 6 dwellings (resubmission) (As amended 24/04/06)
Location	Site Of 32, Ryegate Road, Sheffield
Date Received	31/08/2005
Team	SOUTH
Applicant/Agent	Development Land & Planning Consultations Ltd
Recommendation	Grant conditionally subject to the completion of a 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 Before the commencement of development the following samples shall be approved in writing by the Local planning Authority:

- i) proposed facing materials and/or
- ii) proposed roofing materials

Thereafter, the development shall be carried out using the approved materials

In order to ensure an appropriate quality of development.

- 3 The windows on the side elevation of the proposed dwellings shall be glazed with obscure glass to the satisfaction of the Local Planning Authority and shall not at any time be glazed with clear glass without the prior written agreement of the Local Planning Authority.

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

- 4 Before the development is commenced finished floor levels shall be submitted to and approved in writing by the Local Planning Authority and thereafter the dwellings shall be constructed in accordance with approved levels.

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

- 5 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995, Part 1 (Classes A to E inclusive), Part 2 (Class A), or any Order revoking or re-enacting that Order, no extensions, porches, garages, ancillary curtilage buildings, swimming pools, enclosures, fences, walls or alterations which materially affect the external appearance of the dwellings shall be constructed without prior planning permission being obtained from the Local Planning Authority.

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

- 6 The existing boundary wall fronting Ryegate Road shall be retained and details of the proposed treatment of any new access through the wall shall be submitted to and approved in writing by the Local Planning Authority before work on site is commenced and the access shall not be used unless such treatment has been carried out in accordance with the approved details.

In the interests of the visual amenities of the locality.

- 7 Before any work on site is commenced, a landscape scheme for the site shall have been submitted to and approved by the Local Planning Authority. The scheme shall be carried out in accordance with the approved details within 1 month of the occupation of the development or within an alternative timescale to be first agreed in writing with the Local Planning Authority. When the above-mentioned landscaping has been carried out, thereafter the landscaped areas shall be retained. The landscaped areas shall be cultivated and maintained for 5 years from the date of implementation and any failures within that 5 year period shall be replaced in accordance with the approved details unless otherwise authorised in writing.

In the interests of the amenities of the locality.

- 8 No trees, shrubs or hedges existing within the site of the development shall be destroyed or otherwise removed and no tree shall be lopped or topped, without the prior written agreement of the Local Planning Authority, but if notwithstanding this condition any tree, hedge, part of a hedge or shrub is removed or destroyed or damaged to such a degree that in the opinion of the Local Planning Authority its removal is necessary, then a replacement shall be planted of a species and size to be approved by the Local Planning Authority prior to planting. Any such replacement shall be cultivated and maintained for 5 years and any failure within that 5 year period shall be replaced with like species unless otherwise agreed in writing by the Local Planning Authority.

In the interests of the visual amenities of the locality.

- 9 The dwellings 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.

- 10 The dwellings shall not be used unless the car parking accommodation for 2 spaces per dwelling as shown on the approved plans has been provided in accordance with those plans and thereafter such car parking accommodation shall be retained for the sole purpose intended.

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

- 11 At all times that demolition and construction works are being carried out equipment shall be provided to the satisfaction of the Local Planning Authority 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 but before the development is commenced full details of such equipment shall have been submitted to and approved by the Local Planning Authority. When the above-mentioned equipment has been provided thereafter such equipment shall be used for the sole purpose intended in all instances and be properly maintained.

In the interests of the safety of road users.

Attention is drawn to the following justifications:

1. The decision to grant planning permission and impose any conditions has been taken having regard to the policies and proposals in the Sheffield Unitary Development Plan set out below, and to all relevant material considerations, including Supplementary Planning Guidance.

H14 - Conditions on Development in Housing Areas
BE18 - Development in Areas of Special Character

This informative is intended as a summary of the reasons for grant of planning permission. For further detail on the decision please see the application report by contacting the Planning Records section on 2734215 or by visiting Sheffield City Council's website at www.sheffield.gov.uk/your-city-council/council-meetings/planning-boards

Attention is drawn to the following directives:

1. It is noted that your planning application involves the construction or alteration of an access crossing to a highway maintained at public expense.

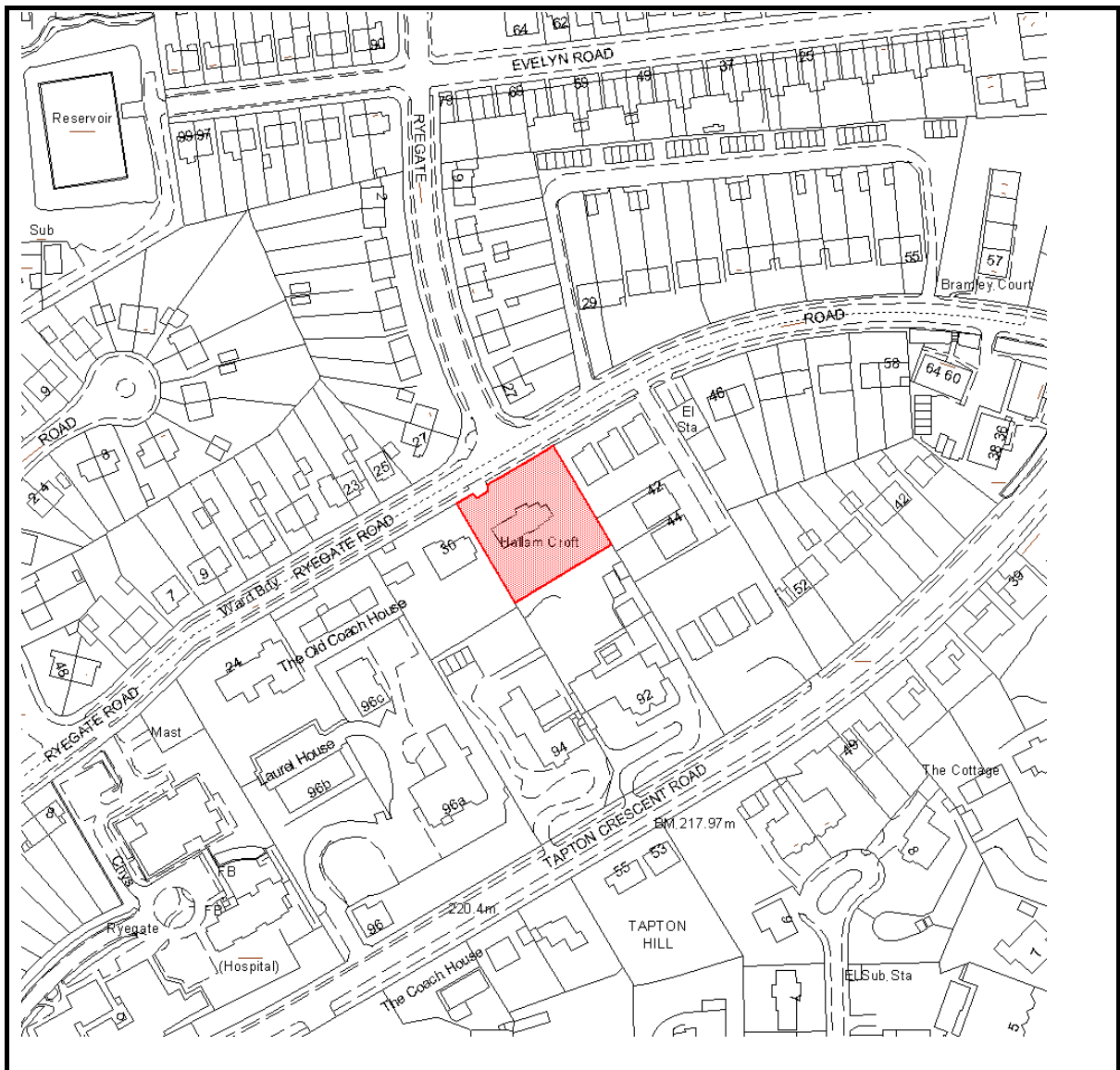
This planning permission DOES NOT automatically permit the layout or construction of the access crossing in question, this being a matter which is covered by Section 184 of the Highways Act 1980, and dealt with by:

Assistant Head of Highways
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.

2. The development will require the issuing of a formal postal address(s) by the City Council. This will apply even if the development is an infill site. Contact Lynn Fox on Sheffield 2736127 for details. Failure to carry out this process at an early stage may result in statutory undertakers refusing to connect services.
3. 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. If your planning permission involves the construction or alteration of an access crossing, this planning permission does not automatically permit the layout or construction of the access crossing in question. For access approval and specification, you should contact the Highway Co-ordination Group on Sheffield 2736136. The development will require the issuing of a formal postal address(s) by the City Council. This will apply even if the development is an infill site. Contact Lynn Fox on Sheffield 2736127 for details. Failure to carry out this process at an early stage may result in statutory undertakers refusing to connect services.
4. 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.

Site Location



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LOCATION AND PROPOSAL

The application site is located within a housing policy area on the edge of the Tapton Area of Special Character. The site is surrounded by residential properties.

The application site is currently occupied by a single residential property known locally as Hallam Croft and large private garden area. The existing property is set down from the highway and the associated garden area to rear and side is set down further.

The site is bounded to the front by a 2m high stonewall. The other boundaries within the site are marked by 2 - 3m high conifer hedges.

There is an existing vehicular access point to the front of the site, which leads down to a garage and hard surfaced vehicular turning area.

This application is to seek approval for the demolition of Hallam Croft and the erection of 6 dwelling houses with integral garages. These will take the form of three pairs of semi detached houses. This is a resubmission of a previous application which was withdrawn by the applicant.

SITE HISTORY

A planning application for the erection of six dwellings on this site in the form of a terraced block of four dwellings and a pair of semi detached houses was previously recommended for refusal at Area Board in July 2005. At this time there were officer concerns that :

-the proposed design of the development by reason of its excessive massing and terracing effect out of keeping with the character of the area

-The proposed development would result in unacceptable overlooking detrimental to the residential amenities of occupiers of adjacent property.
Also the proposal resulted in the loss of the existing front stone boundary wall, which was considered to be detrimental to the visual amenity of the Tapton Area of Special Character.

The application was withdrawn by the applicant before the Area Board meeting.

Planning Permission for the erection of 9 dwellings on the adjacent site to North East was approved in 2003. These have now been erected by current applicant and are now occupied.

SUMMARY OF REPRESENTATIONS

Following receipt of this application which initially was for a block of four town houses and pair of semi detached dwellings similar in appearance to that previously recommended for refusal 10 letters of objection were received from local residents outlining the following concerns

- The submitted plans detail no alterations to those previously refused by the council.
- The area surrounding the application property has been subject to extensive development over the last two years. Any further building work will represent overdevelopment. This is a proposal to maximise the numbers of dwellings on the site. The recently completed dwellings on the adjacent site are at a much lower density.
- Ryegate Road is narrow and has blind summit immediately outside the proposed entrance to this site, which is close to a local school and purpose built elderly housing. The increase in traffic to the new dwellings will increase highway safety concerns. This is made worse as the proposed new access points are opposite the junction with Ryegate Crescent. The absence of on site vehicular manouvering areas will mean vehicles have to reverse onto Ryegate Road.

- Properties built on adjacent site by same developer and similar to those now proposed are out of character with the area. These properties have destroyed the character of the area.
- Proposed tight terrace form is out of character with the area, which is characterised with a lower density of development. The existing site being on the edge of the Tapton Area of Special Character is more open in nature and allows views out across the city.
- The type of unit is out of scale with the area. The new properties being significantly higher than the existing property on the site.
- The proposed dwellings will be built close to the boundary with the adjacent dwelling at 30 Ryegate Road, as such this will be overbearing to this property and also property to rear on Tapton Crescent Road, which is at a lower level. The windows to the upper levels should be obscurely glazed to prevent unacceptable overlooking.

Following receipt of amended plans which detailed three pairs of semi detached properties a further 8 letters of objection were received which reiterated previous concerns detailed above.

In addition the letters stated that

- the revised scheme only indicated cosmetic changes, which do little to address concerns of massing and density
- There is no indication as to proposed materials
- The degree of separation between the semi detached properties is far too small to have the opening up and relief that is necessary on this site. Six houses is too many to fit onto this small frontage

PLANNING ASSESSMENT

Policy Issues

The site is within a housing policy area and policy H10 of the adopted Unitary Development Plan states that housing is the preferred use. This is subject to policy H14, which states that new housing should not affect the character of the area or have a detrimental impact on the amenities of adjoining occupiers.

The site is on the edge of the Tapton Area of Special Character, which is subject to Policy BE18 and requires new development to respect the appearance and character of an area and for the retention of features that contribute to the character of the Area.

Policy H16 deals with the provision of open space in relation to housing schemes and requires an appropriate contribution towards the provision or enhancement of recreation space in the catchment area of the site where the existing provision of recreation space within the catchment area is below the minimum guideline.

National guidance within PPG3 encourages the reuse of previously developed land over green field sites and states that proposed housing densities should be between 30 and 50 houses per hectare.

Layout and Design

The application as amended by the applicant indicates the proposed dwellings being built as three pairs of semi detached dwellings, which are to be set between 9m and 11m back from the highway.

The properties have been designed to appear as three detached properties, which due to the slope of the site will be two storeys to the front and three storeys to the rear with further accommodation being provided within the roofspace.

The ridgeline to the proposed dwellings will be at their highest 2m above the existing ridgeline to Hallam Croft and adjacent bungalow at 30 Ryegate Road. The pairs of semis, which will incorporate both front and rear facing gables into their design have side roof slopes which help provide an improved feeling of separation between the properties which was missing on the previous submissions. In addition the dwellings will be 1.2m apart.

There is a mix of existing property type on Ryegate Road ranging from traditional semi detached to the modern detached properties and a bungalow on the adjacent site. The proposed semi detached properties have been designed to appear as three detached properties each incorporating a single gable to highway frontage. The applicant has indicated that the properties would be stone built although this can be conditioned for subsequent approval.

The proposed six dwellings are located on a plot which has a 37m frontage to the highway compared with the adjacent site recently developed by the applicant which has a 30metre frontage and 3 dwellings on it. This means that the proposed semi detached properties will be built at a much higher density than those on the neighbouring site. The proposed density is approximately 44 per hectare, which falls within the density range outlined in PPG3. The density achieved on the application site has been kept artificially low as the application site is relatively deep with the proposed dwellings having above standard length rear garden areas.

Whilst the proposal is clearly built at a higher density to the surrounding properties it is considered acceptable in this instance as the proposed siting of the dwellings complies with Supplementary Planning Guidance in relation to neighbouring property.

Highway Issues

The existing property is relatively well screened from the front as it is set down from the highway and is located behind a 2m high stone boundary wall. This wall is considered to be an important feature within this Area of Special Character.

In order to overcome the councils concerns with regards to loss of this stone wall and highway safety the applicant is proposing that the boundary wall will be

maintained and have two vehicular access points at either end of it. Internal shared vehicular areas and private driveways will be designed at a maximum of 1:12 behind this in order to ensure the dwellings are sited as low on the site as possible.

Whilst the introduction of two new vehicular access points at this location in close proximity to a road junction is not ideal this is not considered as sufficient reason to refuse the application as the access points will only serve a small number of properties. In addition 2m x 2m pedestrian intervisibility splays will be provided to both sides of the proposed access points and the layout of the vehicular areas behind this boundary wall will ensure that vehicles are able to turn around within the site and leave in a forward gear.

The submitted plans indicate adequate off road parking to serve the new development and in site drive gradients are considered acceptable.

Residential Amenities

The submitted layout plan provides adequate amenity space for future occupiers of the proposed dwellings with long rear garden areas in excess of 15m deep. This layout also ensures that residents of property to the rear will not be adversely affected by the development with distances between existing and proposed dwellings in excess of the Council's minimum guidelines.

To the front the properties to the other side of Ryegate Road are elevated above the highway and do not look directly onto the application site as such the proposed dwelling will have little impact on the residential amenities of existing occupiers.

The proposed dwellings will be sited so that they do not exceed the 45 degree angle of clearance, which is required in respect of the existing neighbouring properties at 30 and 34 Ryegate Road. This will ensure that the new dwellings do not create unreasonable overshadowing and overdominance of these neighbouring properties. The new dwellings will be located 1.7m away from the side elevation of 30 Ryegate Road and 4m from the side elevation of 34 Ryegate Road.

The rear elevation of the properties has been amended since the earlier application in order to remove elevated full height doors and Juliette style balconies, which were considered to create unacceptable overlooking issues in relation to neighbouring property. The elevated windows, which are to be retained on the rear elevation, which do give views over the neighbouring garden areas are not considered to be unreasonable in this urban location. With the rear elevation of the proposed dwellings being set behind those of the neighbouring properties this helps to protect the private space immediately behind these dwellings.

If the application is approved it is considered appropriate to remove permitted development rights in order to prevent any future extensions or alterations which may affect the amenity of neighbouring occupiers or appearance of the dwellings. In addition it will be conditioned that side windows serving the upper stairwells in each property will be obscurely glazed to prevent unreasonable overlooking of neighbouring property.

Impact on the Character of the area

The site lies on the edge of the Tapton Area of Special Character and the existing low density housing and existing stone boundary wall which front the site all contribute to the character of the area. The revised plans which detail the retention of the existing stone wall to the highway frontage are considered essential to minimise the impact of this proposal in the street scene. The existing dwelling on the site is of little architectural merit and does little to enhance the appearance of the area. The design of the proposed dwellings is considered to be an improvement on those previously built on the adjacent site.

Open space contribution

Policy H16 of the Unitary Development Plan states that for developments of more than 5 houses or more a financial contribution is necessary to provide or enhance public open space. In this instance the proposed four bed properties would generate £9,918.90 which would most likely be spent on improving facilities at Lydgate Lane playground. If members were minded to approve this application this would be dealt with by a legal agreement.

RECOMMENDATION

The revised application is on balance considered to be acceptable. The proposed siting of the dwellings is unlikely to cause an unacceptable loss of amenity to neighbouring occupiers and the proposed dwellings are unlikely to have a significant impact on the visual amenity of the area. It is considered that the proposal fully complies with adopted Unitary Development Plan policies and that a refusal could not be justified in this instance.

It is therefore recommended that Planning Permission is granted subject to conditions, and to the completion of a Unilateral Undertaking. Heads of terms for Unilateral Undertaking: on or before the commencement of the development the owner shall pay the sum of £9,918.90 to the Council to be used towards the enhancement of Open Space Provision within 1 km of the site boundary.

Case Number	05/03438/FUL
Application Type	A Full Planning Application
Proposal	Erection of a multi-storey car park (374 spaces) and 2 retail units
Location	Land Within Curtilage Of , Weston Park Hospital N H S Trust, Whitham Road, Sheffield, S10 2SJ
Date Received	01/09/2005
Team	CITY CENTRE AND EAST
Applicant/Agent	Race Cottam Associates Ltd
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 Samples of all proposed external materials and finishes, including windows, shall be submitted to and approved in writing by the Local Planning Authority before the development is commenced. Thereafter, the development shall be carried out in accordance with the approved details.

In the interests of the visual amenities of the locality.

- 3 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.

- 4 Large scale details, including materials and finishes, at a minimum of 1:20 scale of the items listed below shall be approved in writing by the Local planning Authority before the commencement of development:

car park grilles/perforated metal cladding
shop front windows and canopy

glass block detail
eaves
car park entrance

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

In order to ensure an appropriate quality of development.

- 5 No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority, a scheme of landscaping which shall include details of all existing trees and hedgerows on the land and details of any to be retained together with measures for their protection in the course of development. The scheme shall be carried out in accordance with the approved plan 'within 1 month of the occupation of the development or within an alternative timescale to be first agreed in writing with the Local Planning Authority'. When the landscaping has been carried out, thereafter the landscaped areas shall be retained. The landscaped areas shall be cultivated and maintained for 5 years from the date of implementation and any failures within that 5 year period shall be replaced with like species unless otherwise agreed in writing by the Local Planning Authority.

In the interests of the amenities of the locality.

- 6 Unless otherwise authorised in writing by the Local Planning Authority surface water discharge from the site shall be subject to a reduction of at least 20% compared with existing peak flow. Before the development is commenced, detailed proposals for surface water disposal, including calculations to demonstrate the reduction shall have been submitted to and approved in writing by the Local Planning Authority.

To reduce the risk of flooding

- 7 Surface water and foul drainage shall drain to separate systems.

To ensure satisfactory drainage arrangements.

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

To ensure satisfactory drainage arrangements.

- 9 The development shall not be begun until the improvements (which expression shall include traffic control, pedestrian and cycle safety measures) to the highways listed below have either;

a) been carried out; or

b) details have been submitted to and approved by the Local Planning Authority of arrangements which have been entered into which will secure that such improvement works will be carried out before the car park is/are brought into use.

Highway Improvements:

- Whitham Road / Northumberland Road junction improvements based on the preliminary layout shown on D108542/TP/06)
- Variable Message Signing (including all equipment for the counting and control mechanism) at:
 - Fulwood Road / Glossop Road
 - Clarkehouse Road / Newbould Lane
 - Western Bank / Clarkehouse Road
 - Upper Hanover Street / Glossop Road
- Traffic management proposals (indicated in principle in Figure 3.1 of the Transport Assessment Addendum February 2006)
- Tree Root Walk / Whitham Road junction (preliminary layout shown on D108542/TP/06)
- Damer Street / Western Bank junction (road markings)
- Connect Sheffield Signage in locations to be agreed (unless otherwise authorised in writing by the Local Planning Authority)

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

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

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

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

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

- 12 Before the development is commenced, details of the means of ingress and egress for vehicles engaged in the construction of the development shall 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. Ingress and egress for such vehicles shall be obtained only at the approved points.

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

- 13 There shall be no gates or barriers erected at the means of access to the site.

In order to reduce the incidence of queuing on the adjoining highway network.

- 14 At all times that construction works being carried out equipment shall be provided to the satisfaction of the Local Planning Authority 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 but before the development is commenced full details of such equipment shall have been submitted to and approved by the Local Planning Authority. When the above-mentioned equipment has been provided thereafter such equipment shall be used for the sole purpose intended in all instances and be properly maintained.

In the interests of the safety of road users.

- 15 The car park 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 traffic safety and the amenities of the locality.

- 16 Before the car park is brought into use details of the management of the car park shall be submitted to and approved by the Local Planning Authority. Such details shall demonstrate that a minimum of 100 spaces shall be reserved solely for use by hospital visitors and patients, and shall also include details of the charging regime, maximum length of stay and hours of operation. The car park shall then be operated in accordance with the approved management arrangements. Any revisions to the approved managements arrangements shall first be approved by the Local Planning Authority.

To ensure that the car park operates in line with city council policy requirements.

- 17 Before the retail units are occupied full details of their service arrangements shall have been submitted to and approved by the Local Planning Authority. Such details should include the option of allowing servicing by smaller vehicles directly from the rear of the units via service doors into the car park. The servicing of the retail units shall thereafter be carried out in accordance with the approved details.

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

- 18 Prior to the commencement of development, a Framework Travel Plan, designed to reduce the need for, and impact of, motor vehicles, increase site accessibility and to facilitate and encourage alternative travel modes,

shall have been submitted to and approved in writing by the Local Planning Authority. The Framework Travel Plan shall include:

1. Clear and unambiguous objectives, modal split targets and an indicative programme of implementation, monitoring, review and reporting; and,
2. Details of arrangements to inform future occupiers of the requirement to develop and implement detailed Travel Plans, in accordance with the approved Framework Travel Plan and the condition outlined below.

In the interests of delivering sustainable forms of transport, in accordance with the Transport Policies in the adopted Unitary Development Plan for Sheffield and PPG13.

- 19 Prior to the occupation of any part of the development, a detailed Travel Plan(s), designed to reduce the need for, and impact of, motor vehicles, increase site accessibility and to facilitate and encourage alternative travel modes, shall have been submitted to and approved in writing by the Local Planning Authority. Where there has been a previously approved Framework Travel Plan for the proposed development, the detailed Travel Plan(s) shall be developed in accordance with it. The Travel Plan(s) shall include:

1. Clear and unambiguous objectives and modal split targets;
2. An implementation programme, with arrangements to review and report back on progress being achieved to the Local Planning Authority for written approval of actions consequently proposed, at intervals of one, three and five years from occupation;
3. Arrangements to carry out a user survey(s), the results of which shall be used to further define targets and inform actions proposed to achieve the approved objectives and modal split targets. On occupation, the approved Travel Plan(s) shall thereafter be implemented, subject to any variations approved in writing by the Local Planning Authority.

In the interests of delivering sustainable forms of transport, in accordance with the Transport Policies in the adopted Unitary Development Plan for Sheffield and PPG13.

- 20 Unless otherwise authorised in writing by the Local Planning Authority, the car park shall be built to 'safer parking scheme' standards.

In the interests of personal safety.

- 21 Before the development is commenced full details of the proposed lighting to the car park shall have been submitted to and approved in writing by the Local Planning Authority. Thereafter the scheme shall be carried out in accordance with the approved details.

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

- 22 Before the development is commenced full details of the proposed disabled parking provision shall have been submitted to and approved by the Local Planning Authority. The approved disabled parking provision shall be provided on or before the occupation of the new car park.

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

Attention is drawn to the following justifications:

1. The decision to grant planning permission and impose any conditions has been taken having regard to the policies and proposals in the Sheffield Unitary Development Plan set out below, and to all relevant material considerations, including Supplementary Planning Guidance.

BE5 - Building Design and Siting

BE7 - Design of Buildings Used by the Public

BE9 - Design for Vehicles

BE16 - Development in Conservation Areas

BE17 - Design & Materials in Areas of Special Character or Historic Interest

MU6 - Hanover Mixed Use Area

MU11 - Conditions on Development in Mixed Use Area

CF6 - Development in Institution: Health Areas

CF8 - Conditions on Development in Institution Areas

T21 - Car Parking

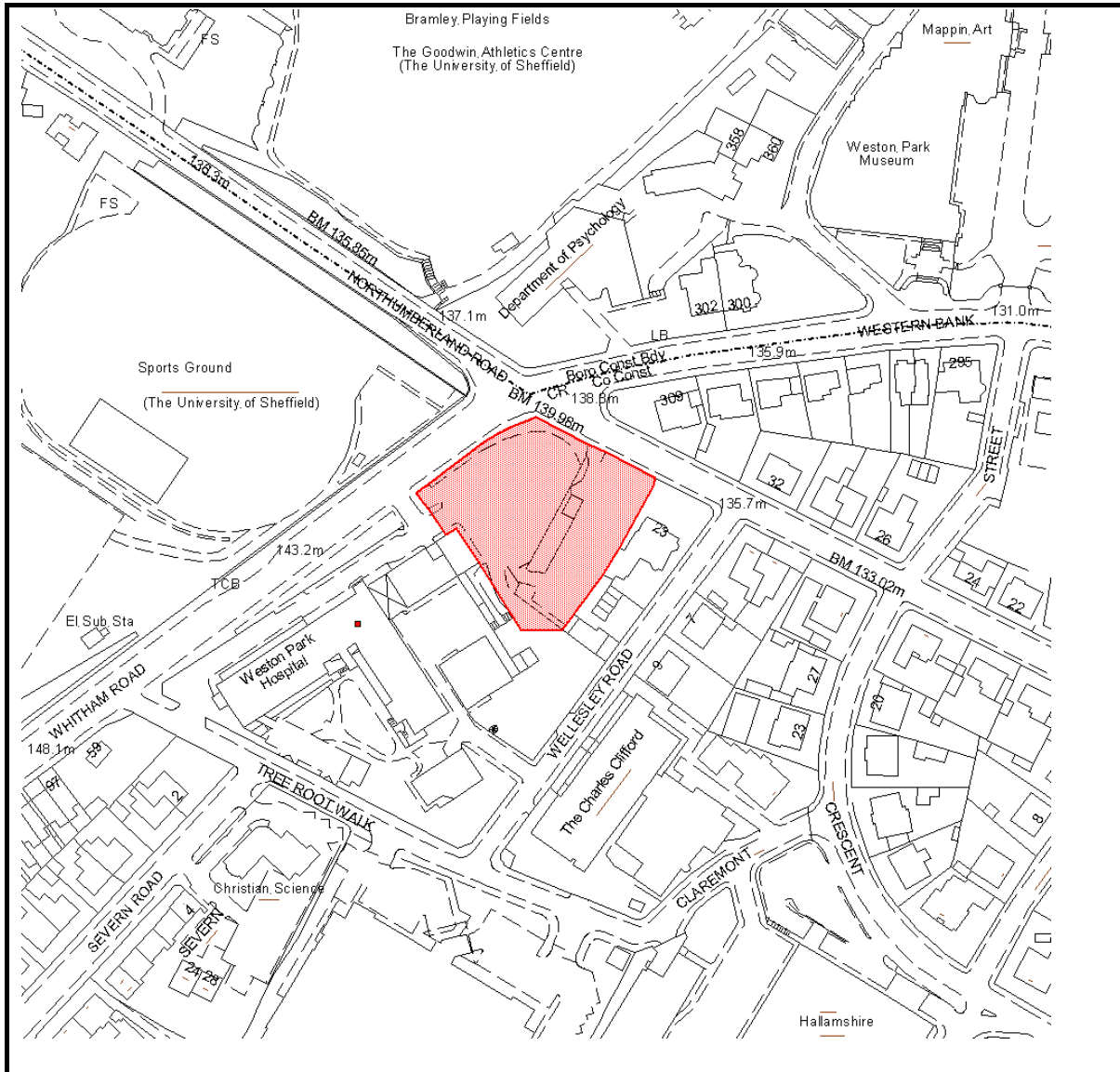
This informative is intended as a summary of the reasons for grant of planning permission. For further detail on the decision please see the application report by contacting the Planning Records section on 2734215 or by visiting Sheffield City Council's website at www.sheffield.gov.uk/your-city-council/council-meetings/planning-boards

Attention is drawn to the following directives:

1. 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.
2. 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.

- The applicant is advised that it will be necessary to enter into a Legal Agreement under Section 278 of the Highway Act 1980 and is requested to contact Helen Johnson (0114 273 6131) to discuss this further.

Site Location



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LOCATION AND PROPOSAL

The application site is located in a prominent position at the junction of Whitham Road and Northumberland Road, north east of the existing Weston Park Hospital building. It is currently occupied by a split-level surface car park, which serves the adjacent hospital campus. A retaining wall splits the site in two with a ramp providing access between the two levels. There is a small stone building adjacent to the retaining wall, on the lower part of the site, which appears to be a coach house that possibly served the adjacent stone villa.

A number of mature trees dissect the site along the line of the retaining wall, which would be lost as a result of this development proposal. Further trees exist adjacent to the site boundaries, some of which would be retained within the development proposals.

Properties surrounding the site are nearly all in Hospital/University ownership. Those to the north and east typically comprise of large detached stone built villas, whereas to the south there is the monolithic block that is the Weston Park Hospital, reaching up to seven storeys high and sited at a substantially higher level than the application site. The site on the opposite side of Whitham Road, to the west, is occupied by the University's all weather sports pitches.

Permission is sought for erection of a multi-storey car park, equivalent to three to five storeys in height, to serve the Hospital Trust campus. The car park would replace the existing 81 car parking spaces with 374 spaces (a net gain of 293 spaces). The car park incorporates two small retail units at ground level on the Whitham Road frontage to provide an active street frontage to this main pedestrian and vehicular thoroughfare.

PLANNING HISTORY

There is no planning history of relevance to the determination of this application.

SUMMARY OF REPRESENTATIONS

The application was presented to the Conservation Advisory Group on 20th September 2005 and their comments were as follows:

'The Group felt that the proposed development was too high and contained excessive massing and it would be an overbearing feature within the Conservation Area. The Group recommended that greening of the proposed building be considered by interim/roof terracing, to soften the building and that the elevation closest to the villa be moved back to create open space at ground level.'

The Sheffield Teaching Hospitals NHS Foundation Trust have written to stress the importance of the car park to their operations and have made the following observations:

- This car park, together with the one proposed at the Northern General Hospital, are being procured through the Private Finance Initiative and will be built under the supervision of the Trust's PFI partner, by a specialist car park provider and managed by a car park specialist.
- Achieving a successful financial package has involved long and complicated negotiation with the primary aim that no construction or operational costs fall onto the Trust because any spending by the Trust has to be seen to be supporting core business (improving health care for the local community)
- Provision of this car park will improve the patient experience and achieve some of the objectives set by the HUMUS group
- Due to the financial balance between the projected income stream from the car park against constructional and operational costs it is critical that capital

- costs are closely controlled, which includes the appropriate use of external materials which are good quality but do not compromise the financial viability of the scheme
- The Trust believe that the car park strikes the right balance between respecting the edge of the Conservation Area, whilst recognising the functional requirement of the building and acknowledging that there are other buildings of substantial scale adjacent to the site which do not incorporate the use of natural stone
 - They urge Members to support the proposal as now presented.

The University's Catholic Chaplain, who resides and works at 7 Wellesley Road has made the following observations:

- recognises the need to alleviate parking problems
- site directly opposite this residential property, which is also used for student counselling
- the development of the lower part of the site will seriously reduce daylight to front of house
- the stone coach house on the lower half of the site, which is to be demolished, is a fine example of Broomhill's heritage, yet no reference appears to be made to it in the application
- the artificial lighting to be used in the car park may give rise to light pollution at night, directly affecting the chaplaincy

The University of Sheffield have written in support of the application and state that the car park will alleviate the pressure of parking in the area and would be of benefit to the HUMUS partnership.

South Yorkshire Passenger Transport and BOSSY (the association of bus operators serving south Yorkshire) have raised concerns in respect of the development on the following grounds:

- Whitham Road is a key component in the Council's S10 quality bus corridor
- No assessment of the adverse impact this will have on the junction of Northumberland Road / Whitham Road
- Applicant should demonstrate that signalisation of this junction will not adversely affect bus journey times and should incorporate the latest technology to assist bus flows
- Retail units will lead to illegal parking on Whitham Road and adversely affect traffic flows at this point
- On-street parking inbound to the city should be removed and a bus lane created in its place once the car park has been built
- Charges should be made for the use of the car park to deter unofficial 'park and ride' facilities from being created
- New temporary car parking facilities should be provided whilst the site is under construction (with a park and ride minibus to service it if necessary)

Sheffield Chamber of Commerce have expressed concern in respect of any disruption to traffic flows that this car park may cause as the present flow is already poor and this could jeopardise the good work already done in the S10 corridor.

PLANNING ASSESSMENT

Policy Issues

The majority of the site lies within an Institution: Health Area, with the south-east edge of the site falling within the Hanover Mixed Use Area. This small part of the site also falls within the Northumberland Road Conservation Area.

Policy CF6 (Development in Institution:Health Areas) states that hospitals are one of the preferred uses. Car parks are not listed and should be determined on their merits although clearly in this case the proposal is ancillary to a hospital use.

Policy MU6 (Hanover Mixed Use Area) lists a number of uses as acceptable, including community facilities and institutions, with no single use being preferred. Again, car parks are not specifically mentioned and should be determined on their merits.

Policy CF8 (Conditions on development in institution areas) states that developments should not prejudice the dominance of preferred uses in the area, should not cause visitors / residents to suffer from unacceptable living conditions, should provide an environmental buffer where required, be well-designed and provide safe access to the highway network.

Policy MU11 (Conditions on Development in Mixed Use Areas) repeats the above guidance other than stating that there should be a mix of uses to avoid one particular use from dominating.

Policies BE16 and BE17 (Development in Conservation Areas and Design and Materials in Conservation Areas) both state that developments should enhance or preserve the character of the conservation area and should employ a high standard of design, with a sensitive and flexible approach to layouts of buildings.

Policy T21 (Car Parking) states that provision will be made for car parking where it would, amongst other things, meet the operational needs of businesses. It also states that levels of car parking should be regulated to prevent excessive peak hour congestion.

The proposed multi-storey car park is seen as part of a response to long term parking problems in the locality (commonly known as Central Campus), which has been the subject of long-standing talks between the various major stakeholders with an interest in the area (including Sheffield City Council, Sheffield Teaching Hospitals NHS Foundation Trust, Sheffield Children's NHS Trust, Sheffield Museums and Galleries and The University of Sheffield) (commonly known as the HUMUS group).

A parallel proposal has recently been lodged for a new, much larger, multi-storey car park at the Northern General Hospital campus.

It is acknowledged by the HUMUS partnership that there is a strategic and operational need to provide in the region of 600 additional spaces to serve the combined hospitals and university campus in this area, a fact heightened by the recent introduction of the Broomhill parking scheme, which was also as a response to long-standing commuter parking problems in the locality and to assist local residents, shoppers and businesses in the area. When taking into account the loss of the existing spaces on the site this car park provides 293 spaces, which is only half of the spaces that have been identified as required. The principle of providing a car park in this general location is, therefore, not in question.

Having regard to this fact, the key considerations that need to be addressed in this assessment are in relation to highways, design, impact on the conservation area and impact on the amenity of occupiers of adjoining property.

Highway Issues

The highways implications of the proposed development are clearly critical to the determination of this application, bearing in mind the position of the site in a heavily trafficked area of the city. The application was supported by a full transport assessment, to which various addendums have been made, in response to requests for further information / amendments / clarification from the Council's own highway engineers and Urban Traffic Control section.

It is recognised that the hospital campus is desperately short of operational car parking to meet the needs of staff, visitors and patients. As such it is imperative to find the best solution possible to manage the traffic generated by this car park on the surrounding highway network.

Access to the existing car park is from Whitham Road and this is currently the cause of substantial queuing and disruption to the free and safe flow of other road users. This application addresses that specific problem.

In order to try and remove this problem the access for the proposed car park will be taken from Northumberland Road. In order to accommodate a turning lane for vehicles entering the car park it is proposed to make this part of Northumberland Road one way down the hill. Further queuing space will be provided internally within the car park in order that a queue does not form back onto Whitham Road / Western Bank, which would disrupt the free and safe flow of traffic on Whitham Road, which is a main public transport route and part of the S10 Quality Bus Corridor. Making Northumberland Road one-way also has the advantage of removing an existing quite dangerous exit for vehicles from Northumberland Road onto Whitham Road as visibility at this exit point is very substandard.

The major highways alterations required to accommodate a multi-storey car park in this location include substantial improvements to the junction at the Northumberland Road / Whitham Road / Western Bank junction (potentially incorporating signal control, together with pedestrian crossing facilities, build outs to the footway and the provision of a section of cycleway on Northumberland Road), reversing the existing Wellesley Road one way flow (so that vehicles travel in the direction of Tree Root Walk), provide pavement build-outs and a yellow box

marking at the junction of Tree Root Walk with Whitham Road (to improve visibility), a yellow box marking at the junction of Damer Street and Western Bank and the provision of variable message signing, linked with the existing Hallamshire Hospital multi-storey car park to give real-time information to drivers trying to navigate to an available parking space.

Various options for the major improvements to the Whitham Road / Northumberland Road junction have been investigated but a final decision on the exact configuration will be taken only after a comprehensive assessment of any knock-on effects that this may cause to other road users, and specifically public transport, as officers share the view of the BOSSY group that it would be unacceptable to allow further delays in this transport corridor. It is, therefore, recognised that the final solution will need to address this specific issue, together with road safety considerations. The final design solution will be presented to a future meeting of this Area Board.

However, after investigating a number of design solutions it is concluded that the traffic generated by the proposed development can be accommodated on the surrounding highway network, albeit with some consequential disruption to other existing road users due to the changes to the one way priorities around the hospital campus. At the present time there are many additional movements generated by drivers driving round for long periods trying to track down an available space and it is anticipated that this will reduce significantly with the provision of this car park and the introduction of Variable Message Signing.

The Hospitals Trust have confirmed that these alterations to the one way routes will not have any adverse impact on the routes used by emergency service vehicles to access the campus.

The existing car parking directly outside the Weston Park Hospital will be re-designated to disabled car parking spaces (a substantial proportion of these spaces are currently designated for consultants, who will be displaced into the new car park) to provide the best possible access for disabled visitors / staff / patients to the site. This issue is covered by condition.

Secure cycle parking facilities are an integral part of this proposal, together with a requirement for a Travel Plan, in order to encourage people to travel to the site by means other than just the private car.

The road improvements will be designed in such a way that it is not possible to service the shops from the Whitham Road frontage, as this would be detrimental to traffic flows and safety. The applicants have been requested to provide servicing provision from the car park itself and barriers will be incorporated into the new junction arrangement to prevent servicing from Whitham Road.

Air Quality

The application was supported by the submission of an Air Quality Assessment, which has been considered by the Council's Environmental Protection Service. The site is not currently within an Air Quality Management Area and whilst the proposal

will result in a slight worsening of air quality in the immediate vicinity, it will not be to a significant degree. The measures proposed in the form of a Travel Plan and Variable Message signing will go a long way to minimising any slight worsening in localised air quality.

Design/Conservation Issues

The site is a split-level site and is currently occupied by a surface level car park. It is on a prominent corner at the junction of Whitham Road and Northumberland Road, particularly when approached from Western Bank. The eastern half of site lies within the Northumberland Road Conservation Area.

A retaining wall splits the site in two with a ramp providing access between the two levels. There is a small stone building adjacent to the retaining wall, on the lower part of the site, which appears to be a coach house that possibly served the adjacent stone villa. Whilst reasonably attractive, this is not a significant building and being less than 115 cubic metres in volume it does not require conservation area consent to be demolished.

A number of mature trees dissect the site along the line of the retaining wall, which would be lost as a result of this development proposal. Further trees exist adjacent to the site boundaries, some of which would be retained within the development proposals. The site is currently bounded by a high stone wall, which is to be retained (though lowered) along the Northumberland Road elevation (from where access to the car park is gained).

The main five storey bulk of the proposed car park is situated adjacent to the imposing mass of the existing Weston Park Hospital building and will be equivalent at this point to the lower part of the Weston Park Hospital. As such it follows the topography of the land, which is continued by the further stepping down to three storeys towards Northumberland Road in response to the domestic scale of the villa style properties in the conservation area.

The car park is set back from the boundary to allow for landscaping and replacement tree planting in order to try and soften the impact of the car park, albeit it is recognised that it is very difficult to mask entirely such a functional building.

Following pre-application negotiations with officers to try and improve the pedestrian environment at ground floor level, where the development faces Whitham Road, an active ground floor frontage, in the form of two small retail units with paved forecourt, has been incorporated in order to create street level activity and visual interest for passers by on what is a heavily used footway.

The upper levels of the car park are clad in powder coated perforated cladding panels and louvers. Artificial split-faced stone is used at the lower levels in response to the natural stone prevalent in the conservation area. Openings within the artificial stone elevations adjacent the conservation area reflect the window proportions of neighbouring villas.

Artificial stone and glass blocks are used to give vertical emphasis to the lift and stair towers. The prominent stair tower at the junction of Whitham Road and Northumberland Road features a large curved glass block wall to provide interest, day and night.

The applicants were requested to consider the use of natural stone in the development. However, the financial package required to provide the car park is so tight that it is not considered to be a financially viable option. The Trust's representation is detailed earlier in the report and they do also point out that this site sits at the juxtaposition between the significant Weston Park and other hospital buildings (none of which are finished in natural stone) and the stone villas.

Whilst it would be preferable to incorporate natural stone into the development as opposed to artificial stone, there are other compelling and strategic material considerations to bear in mind in the determination of this application. On this basis and bearing in mind the location of the car park adjacent to the imposing Weston Park Hospital building, it is considered that the use of artificial stone is justified on this occasion.

The conditions proposed require that samples of all materials, including the provision of sample section of masonry on site, will require officer approval, at which point the quality of the material can be thoroughly tested before final selection. Having regard to the above it is considered that the end result is a reasonably sensitive proposal given the restrictions of the rigid layout required by the building's use.

Effect on residential amenities

There are very few local residents as the site is largely surrounded by buildings that are already in institutional use. The nearest residential property appears to be 7 Wellesley Road (university chaplain) and 307 Western Bank, which provides accommodation for parents of children being treated at the Children's Hospital.

It is considered that the design of the proposed development which is stepped down towards Wellesley Road and Northumberland Road and the distances between the development and the nearest residential accommodation are such that residential amenity should not be compromised to the extent that a refusal of the proposal on this basis would be warranted, particularly bearing in mind the strategic importance of the project to the city and the fact that there is very little scope to provide a multi-storey car park elsewhere on this already densely developed campus.

A condition is included which requires the proposed lighting of the car park to be submitted for approval and due regard will be had to any potential light pollution issues to adjoining occupants.

Retail unit justification

Under the terms of Planning Policy Statement 6, the retail element of the proposals needs to be justified. The two retail units proposed within the development amount

to only 84 sq metres in total (42 sq metres each). These are very small units which would only be suitable for use by very small scale businesses (e.g. newsagent / florist / sandwich shop etc) which will have only a local market and will not be seen as a destination in their own right. They will serve the needs of visitors to the hospital campus and the large numbers of people who work in the locality. It is not, therefore, considered that there is any conflict with Planning Policy Statement 6 in this instance.

RESPONSE TO REPRESENTATIONS

It is considered that the points raised in the representations have been covered elsewhere in the main body of the report.

SUMMARY AND RECOMMENDATION

The proposed multi-storey car park is intended to alleviate the existing parking problems associated with the Hospitals Trust campus. The HUMUS partnership have recognised for a long time that the central campus (combining the University and Hospitals) has a shortfall in the region of 600 operational car parking spaces. This proposal will provide for around half of those spaces so still does not address the problem in full.

Various junction improvement solutions and potential amendments to traffic regulation orders have been investigated to determine whether the proposed development can be accommodated without major disruption to other road users and, in particular, the public transport operators, on the surrounding highway network. It is concluded that the development can be accommodated and the final design solution will come back to a meeting of this Area Board.

Amendments have been made to the design of the proposal, to incorporate an active frontage and to ensure that the proposal responds to this sensitive location as far as possible, whilst having regard to the functional requirements of the building and the need for it to be efficiently planned to achieve the maximum number of car parking spaces per floor. It is considered that the proposal strikes the right balance between functional requirements and external design considerations and responds positively to its location, with the elements within and adjacent to the conservation area being sensitively scaled and detailed.

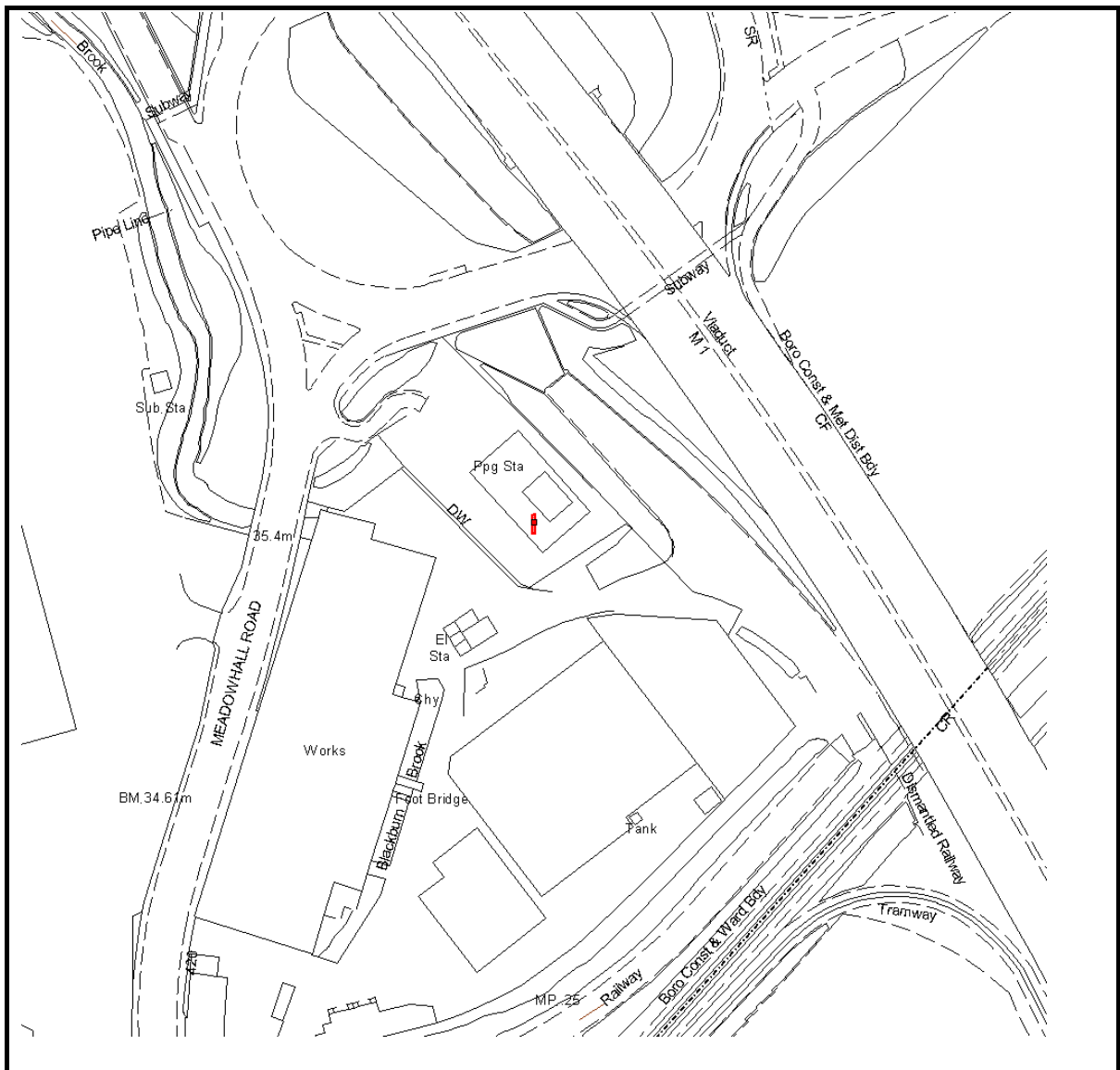
Having regard to all of the above considerations and recognising that the provision of this car park is of strategic importance to the effective delivery of healthcare services in the city, it is recommended that Members offer their support to this application and endorse the recommendation of approval.

Case Number	05/04922/HOARD
Application Type	Advertisement Hoarding Application
Proposal	1No. illuminated single sided 96 sheet display board mounted on 15 metre high pole
Location	Pumping Station Adjacent Firth Rixon Ltd, Meadowhall Road, Sheffield, S9 1BW
Date Received	28/12/2005
Team	CITY CENTRE AND EAST
Applicant/Agent	Highway Media
Recommendation	Minded to Refuse

Subject to:

- 1 The proposed sign is likely to distract drivers on the adjacent motorway and trunk road at a location where particular care is needed, to the detriment of traffic safety.
- 2 Due to the scale height and bulky design, isolated location and poor relationship with its surroundings the sign will detract from the visual amenities of the locality and is thereby considered to be contrary to Unitary Development Plan Policy BE13.

Site Location



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INTRODUCTION

This report relates to an advertisement application which is already the subject of an appeal for non determination. The Council cannot now make a decision on the application however members endorsement for the views put forward in the report is sought so that these can be presented at the appeal hearing.

LOCATION AND PROPOSAL

The application site is located in an industrial area to the west of Tinsley viaduct and close to junction 34S. The proposed hoarding is located next to a steel clad pumping station, which is surrounded by palisade fencing and naturally regenerating vegetation. To the east of the site is a dismantled railway line that is naturally vegetating and the Tinsley viaduct. To the south and west there are

industrial workshops and storage areas associated with a heavy engineering company. To the north is junction 34S.

The application proposes the erection of 3m x 12m illuminated lightbox that is to be erected on top of a 15m high steel pole. The advertisement is angled to face towards the northbound carriageway of the M1 motorway.

RELEVANT PLANNING HISTORY

Two similar signs were refused advertisement consent under delegated powers on the east side of the motorway viaduct in January of this year, (05/04384/HOARD). The applicants have appealed against the decision, a planning inspector is due to consider the appeal at a hearing in July.

SUMMARY OF REPRESENTATIONS

The Highways Agency have objected to the proposal on the basis that the advertisement may have a detrimental impact upon road user safety and the free flow of traffic.

PLANNING ASSESSMENT

Advertisements should be judged against public safety and amenity considerations.

Policy Issues.

The application site lies within a Fringe Industry and Business Area in the Unitary Development Plan. Preferred uses are general industry, warehousing and business.

Policy BE13 states that large poster advertisements will only be permitted if they would not be a traffic hazard, not harm the character and appearance of the area and be the only practical means of screening an unsightly building or land. They must also relate in scale and design to their surroundings.

Public Safety.

The sign will be clearly visible by drivers using the Motorway and the A631, which runs on the lower deck of the motorway. The Highways Agency have been consulted and objected on the basis that the proposal will distract drivers and have a detrimental impact on road user safety and the free flow of traffic. This is supported by the Council's own highway officers. PPG19 and circular 5/92 provide guidance on the type of signs that are likely to be open to objection on traffic safety grounds. The proposed signs do not appear to fall within any of the categories identified. However the guidance also advises that all advertisements are intended to attract attention but particular care should be taken at points where drivers need to take exceptional care, or other places where local conditions present special traffic hazards. It is advised that there are less likely to be road safety problems if the sign is in an industrial/commercial area and a normal hoarding. The guidance

also states that on land adjoining a Motorway no advertisements that would constitute a danger should be permitted.

Traffic using motorways is travelling at high speed and consequently drivers have little time to react to changing circumstance and manoeuvring vehicles. In such circumstances drivers need to take particular care and advertisements that are intended to attract attention are particularly hazardous. The consequences of an accident on the viaduct are particularly serious in that there is no verge to run off the Motorway, vehicles that hit a barrier are likely to be bounced back into the flow of traffic. For these reasons it is considered that the application should be rejected on safety grounds.

Amenity Issues.

The proposed hoarding is a bulky and ungainly form of advertising comprising of a 12m by 3.5m illuminated box supported on a relatively thin pole, which is raised 15m above ground level. Given the size of the hoarding, the narrow support structure and its height above ground level it will appear bulky, top heavy and an obtrusive feature. The site on which the hoarding is located is raised above the level of the adjacent industrial site and dismantled railway line. The pumping station, which it will abut, is approximately 6m high to eaves and consequently the sign will tower above it and the adjacent industrial buildings. Other than the viaduct itself there are no other buildings or structures of a similar height nearby. Consequently the sign will appear isolated, randomly sited and out of scale with its surroundings.

Given the location the hoarding will mainly be visible to passing motorists on the motorway and adjacent trunk road. The views of the site are largely of an industrial landscape. However views from the motorway and trunk road are important, as they are influential in forming the public's impression of the City. Gateways into the City can have a disproportionate impact on forming first impressions of the City and influencing decisions to visit or invest in the City. Given the bulky inelegant design of the signs and the fact that they are divorced from other structures they will appear visually intrusive and give a poor impression of Sheffield to passing motorists. Whilst views from the viaduct are of an urban cityscape this does not justify the erection of poorly designed and intrusive advertising.

SUMMARY AND RECOMMENDATION

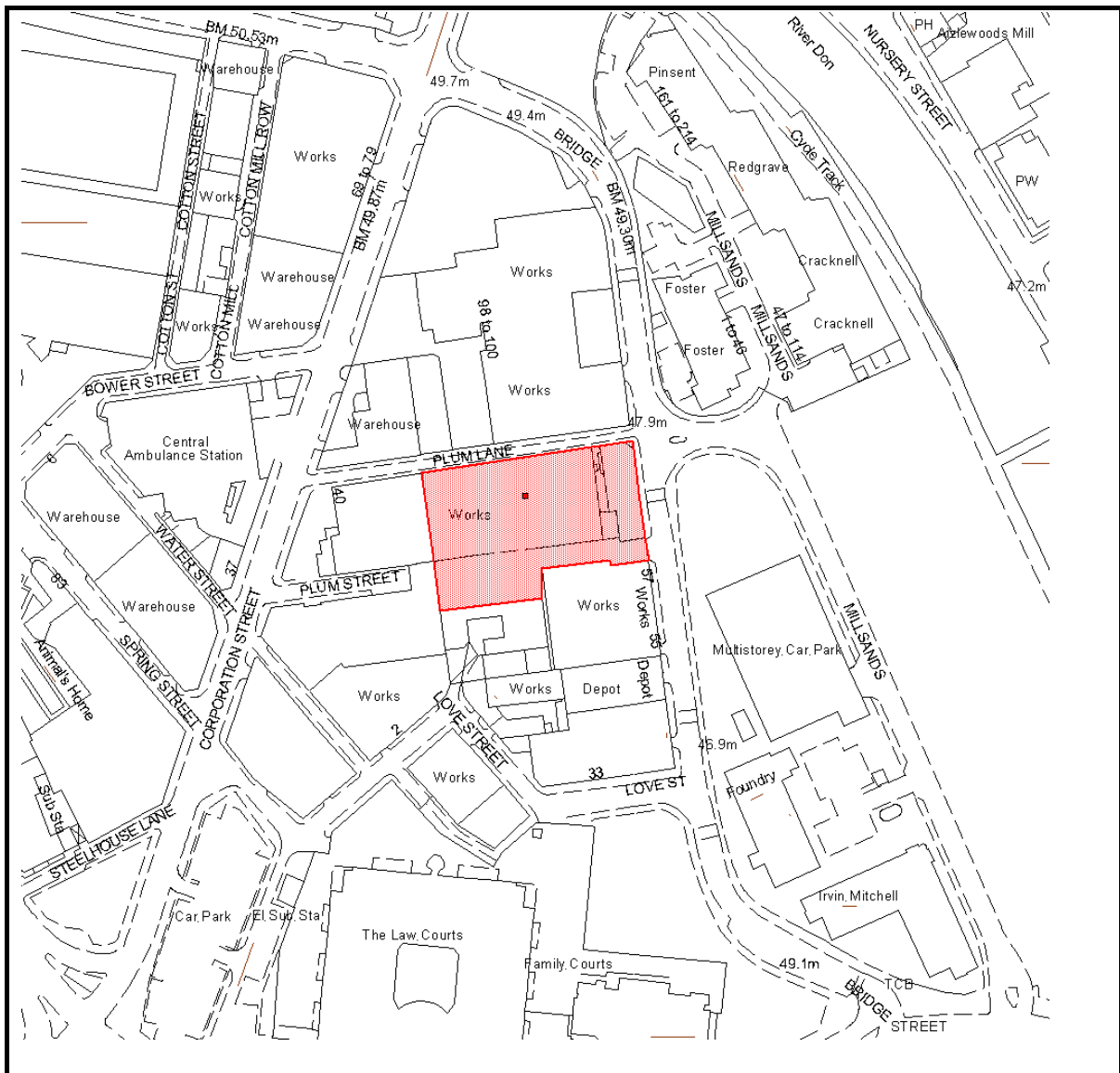
The proposed hoarding will be a traffic hazard. It also will be an intrusive feature that detracts from the amenity of the area, relates poorly to its surroundings and will not screen unsightly buildings or land. It is therefore recommended that members endorse the above views and confirm that advertisement consent would have been refused on this basis if the Council had been allowed to determine the application.

Case Number	06/00261/FUL
Application Type	A Full Planning Application
Proposal	Erection of 1 x 11/13 storey building to form 209 apartments with retail use (Class A1/A3) at ground floor, offices (Class B1) at first floor and associated car parking accommodation
Location	Bridge House, Bridge Street, Sheffield, S3 8NS
Date Received	17/01/2006
Team	CITY CENTRE AND EAST
Applicant/Agent	Studio One
Recommendation	Refuse

For the following reason(s):

- 1 The proposed development represents a departure from the provisions of the adopted plan. In the absence of special circumstances to justify a departure from the adopted plan on this occasion, the Local Planning Authority considers that the proposal is contrary to the aims of Policy IB5 of the Unitary Development Plan by reason of proposing residential development within an area designated for General Industrial purposes in which residential uses are considered inappropriate by virtue of living conditions for residents living there permanently and the potential hindrance to existing industrial uses.
- 2 The Local Planning Authority considers that the proposed development by virtue of its scale, massing and design would fail to complement the scale, form and character of the surrounding area, would be over-bearing in relation to the street and fail to provide a lively and interesting ground floor environment, contrary to Policy BE5 of the Adopted Unitary Development Plan and guidance set out in the Urban Design Compendium.

Site Location



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LOCATION AND PROPOSAL

Bridge House occupies a 0.28-hectare site on the corner of Bridge Street and Plum Lane. It is constructed in traditional redbrick with a flat roof and provides four storeys of accommodation. Bridge House is currently vacant but was previously in B1/light industrial use. The surrounding area is mixed in character; to the north, south and west it is adjoined by redbrick commercial premises of predominantly two-storeys but to the west lies the Coode Building, a five to eleven storey modern residential development.

This is a full planning application for the demolition of the existing building and the construction of a 13-storey development (with basement car parking). It comprises a 37-space basement car park, an A1/A3 unit and office unit with a 37-space car park at ground floor level, offices and roof terrace at first floor with eleven floors of

residential accommodation fronting Bridge Street and nine floors fronting Plum Lane. The lift tower projects to 14-storeys.

The ground floor retail/food and drink units front Plum Lane with an entrance on to Bridge Street. The main residential entrance is also located on Bridge Street with the remainder of this elevation comprising ventilation screens to the car park. The building is set back from the existing established building line by approximately 6 metres on Bridge Street and 2 metres on Plum Lane.

A variety of external materials are proposed including grey facing brick at ground and first floor and to part of the residential block to Bridge Street and Plum Lane. The remaining Plum Lane residential elevation is constructed in chequered squares of light and dark grey terracotta rain-screen wall cladding. The principal elevation to Bridge Street comprises the balconies to the residential units interspersed with pierced steel sliding screens and stainless steel balustrades. The lift shaft is constructed in copper faced cladding panels.

Vehicular access to the site is achieved from Plum Lane via a ramp system in and out. The development provides a total of 74 car parking spaces as well as a cycle store within the ground floor parking area and a visitors cycle store.

RELEVANT PLANNING HISTORY

There is no planning history relevant to the consideration of this application.

SUMMARY OF REPRESENTATIONS

The application was advertised as a Departure from the Unitary Development Plan by way of site notice and press notice. One letter of comment was received from adjacent occupiers:

Graham Oxley Tool Steels Ltd (adjacent site): No objection to the application provided that they retain vehicular access to the site and there is suitable soundproofing to the residential units.

A holding objection has been submitted on behalf of Castlemore Securities Ltd. Further details of this objection are awaited, which will be reported directly to the Board.

The following key responses have been received as a result of the statutory consultation:

Environment Agency: No objections.

SCC Access Officer: Insufficient access statement.

PLANNING ASSESSMENT

This application proposes the demolition of the existing premises and the construction of a new 11 to 13-storey development comprising office and food and

drink uses at ground and first floor with 209 residential apartments above. The principal issues to consider in the determination of this application include:

- i. Planning Policy - principle of development;
- ii. Design, scale and massing;
- iii. Highways

The Council is also required to consider representations made as a result of the consultation exercise.

Planning Policy

Within the Adopted Unitary Development Plan (UDP) the application site is designated a General Industry Area. Policy IB5 of the UDP, which relates to development in General Industry Areas, advises that General Industry (Use Class B2) and Warehousing (Class B8) are preferred uses within these areas. A number of other uses are deemed acceptable, including small shops (Use Class A1), food and drink outlets (Use Class A3), and business (Use Class B1) uses. Housing is deemed to be unacceptable within General Industry Areas on the basis that living conditions in General Industry Areas are deemed unsatisfactory for living there permanently. Given the inclusion of residential uses, this application is contrary to policy IB5 of the Adopted UDP and represents a departure from the Plan and has been advertised as such. On this basis, however, the application is recommended for refusal as it fails to comply with the objectives of Policy IB5 of the Adopted UDP

It is relevant to note that the site falls within the boundary of the West Bar Development Area, which is the subject of Draft Interim Planning Guidance, published in February 2006. In December 2005, the Board approved the production and consultation of draft Interim Planning Guidance for the West Bar. A public consultation event was undertaken between 16th and 18th February and following an assessment of the responses received, a revised IPG has been prepared which is due to be considered for adoption by Planning Board on 30th May. Once adopted, the IPG will form a material consideration in the determination of any application within the West Bar area. Whilst not a material consideration in the determination of this proposal, it is pertinent to acknowledge that the IPG identifies offices (B1) (comprising at least 50% of gross floor space) to be the preferred use within West Bar with residential (C3) and food and drink outlets forming acceptable uses. Thus, in terms of land use, given the predominance of residential use in this scheme, the proposal would also fail to comply with the pending IPG.

Design, scale and massing

The existing Bridge House building is constructed in red brick to a scale of four commercial storeys. The proposed development extends to a scale of 11 storeys fronting Plum Lane and 13 storeys fronting Bridge Street with the lift tower on the corner extending to 14 storeys. It is to be built in a mixture of brickwork, terracotta cladding and copper faced cladding.

Policy BE5 of the Adopted Unitary Development Plan advises that good design and the use of good quality materials will be expected in all new buildings. It also states that new developments should complement the scale, form and architectural style of surrounding buildings and should be of a human scale wherever possible. In large-scale developments BE5 affirms that the materials should be varied and the overall mass of the building broken down and corner sites should be developed to provide a lively and interesting environment.

Within the Urban Design Compendium, the site falls within the Riverside Quarter. The UDC suggests that development in the Riverside Quarter be of a scale of the riverside works and warehouses with more dominant forms along major traffic routes and gateway sites. It recommends that buildings within the Quarter will be typically 2-6 storeys, which this application significantly exceeds given that it is sited neither on a major traffic route nor does it form a gateway site.

In terms of scale and massing, whilst acknowledging the height of the adjacent Coode Building, it is considered that the scale of the proposed development, given the immediate context of the site, is over-bearing and will create a 'canyon' effect on Plum Lane and, to some extent, on Bridge Street. Indeed, Bridge House sits within the context of the surrounding low-rise industrial buildings to which this proposal fails to relate, contrary to Policy BE5.

Moreover, it is considered that the application as proposed fails to deliver a development of a human scale. It presents a solid 'wall' to both Bridge Street and Plum Lane and comprises extensive areas of brickwork/cladding and a repetitive fenestration treatment, which reinforces the perceived massing of the proposal. Additionally, it fails to provide an active street frontage, particularly to Bridge Street, which predominantly presents the ventilation screens to the car park. To Plum Lane, less than 50% of the elevation comprises an active frontage. This is considered unacceptable, relating poorly to the street environment, contrary to Policy BE5.

In summary, the development as proposed is considered inappropriate in scale, massing and design in the context of the current site and fails to address the design parameters set out in Policy BE5 of the UDP and advice contained within the Urban Design Compendium.

Whilst not a material consideration, it is useful to note that the Draft Interim Planning Guidance highlights the relevance of the Urban Design Compendium, noted above. It also advises that a number of key principles should be adhered to in any new developments proposed in the area including active frontages on key routes, a fine grain approach and high quality, innovative and distinctive sustainable architecture. As currently proposed, it is considered that this application would fail to meet the objectives of the Draft IPG.

Highways

In principle, the application does not raise any specific concerns with regard to highways issues and the proposals are broadly acceptable in this regard.

RESPONSE TO REPRESENTATIONS

The adjacent commercial occupier commented on the proposals to ensure that the right of way between the two buildings was preserved and suitable sound-proofing was installed. On the basis that this application is recommended for refusal, it is considered unnecessary to address these specific comments.

A holding objection has been received on behalf of Castlemore Securities Ltd, who are currently in the process of masterplanning the West Bar area in the context of the Draft IPG. Details of the objection will be presented directly to the Board.

SUMMARY AND RECOMMENDATION

The proposed redevelopment of Bridge House for a mixed-use but predominantly residential scheme fails to comply with the principles of IB5 of the Unitary Development Plan and represents a departure from the UDP. As such, it is considered that the application cannot be supported and is recommended for refusal.

It is also considered that the proposed development is of insufficient design quality and fails to complement the scale, form and architectural style of surrounding buildings, nor does it provide a proposal of a human scale that adequately addresses the street scene nor delivers a lively and interesting environment, contrary to Policy BE5 of the Adopted Unitary Development Plan.

Case Number 06/00222/CHU

Application Type Planning Application for Change of Use

Proposal Retention of outdoor seating area

Location 22A Norfolk Row, Sheffield, S1 2PA

Date Received 19/01/2006

Team CITY CENTRE AND EAST

Applicant/Agent Twenty Two A Ltd

Recommendation Grant Conditionally

Subject to:

- 1 The seating capacity within the outdoor seating area shall not exceed 23 persons as shown on the drawings hereby approved.

In the interests of the amenities of the locality.

- 2 The tables and chairs shall not be kept or placed on the footway except within the area shown on the drawings hereby approved.

In the interests of the amenities of the locality.

- 3 Notwithstanding the drawings hereby approved, the footway in front of the doors to Nos 22A and No 22 Norfolk Row shall be kept clear of all obstructions to provide an accessible passage width of 1.2 metres.

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

- 4 The outdoor seating area shall be used for the above-mentioned purpose only between 0700 hours and 2000 hours on any day.

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

- 5 No amplified sound shall be played within the outdoor seating area

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

Attention is drawn to the following justifications:

1. The decision to grant planning permission and impose any conditions has been taken having regard to the policies and proposals in the Sheffield Unitary Development Plan set out below, and to all relevant material considerations, including Supplementary Planning Guidance.

S3 - Development in the Central Shopping Core

BE7 - Design of Buildings Used by the Public

BE11 - Public Spaces

GE24 - Noise Pollution

This informative is intended as a summary of the reasons for grant of planning permission. For further detail on the decision please see the application report by contacting the Planning Records section on 2734215 or by visiting Sheffield City Council's website at www.sheffield.gov.uk/your-city-council/council-meetings/planning-boards

Attention is drawn to the following directives:

1. You are advised that a licence from the Council is required under the Highways Acts. For further advice please contact Highway Regulation and Co-ordination Tel: 273 6677

Site Location



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LOCATION AND PROPOSAL

This is a small café on the south side of Norfolk Row not far from the junction with Norfolk Street.

The footway outside the buildings has been used as an outdoor seating area for a number of years without planning permission. This application is for permission to continue to do so.

HISTORY

Permission was granted in 1995 for use of the building as a café. The use has continued since that time and has proved popular with customers.

REPRESENTATIONS

None. One letter received raising no objection provided that fire exit route to adjoining building is kept clear.

ASSESSMENT

Policy

The site lies within the Retail Core of the Central Shopping Area in the Unitary Development Plan. Policy S3 lists cafes as an acceptable use.

Norfolk Row is designated as a public space. Policy BE11 states that public spaces will be protected and enhanced where they make an important contribution to the character or appearance of an area or provide places for people to walk or relax.

Policy BE7 expects buildings used by the public to have safe, easy and equal access for people with disabilities.

Policy GE24 requires that development should not create a noise nuisance.

The building is a Grade 2 listed building.

Amenity

The use has been carried for a number of years without serious difficulty, although on occasion the tables and chairs have spilled over on to the setted carriageway in the middle of Norfolk Row. This should not continue.

The tables and chairs do obstruct the footway, but Norfolk Row is lightly used by pedestrian and vehicular traffic. It is also free from clutter and fixtures. There have been no reported difficulties with pedestrians using the setted area to pass the tables and chairs.

Listed Building Issues.

None. The proposal does not affect its character.

Disabled Access

The routes through the tables and chairs to the café entrance and to the door of the adjoining shop should be kept clear to a width of 1.2m, which is the usual standard. The widths shown on the submitted plan of 0.8m and 1.0m are considered inadequate. This is required by condition.

Hours of Use

The hours of use should correspond to those permitted by the main permission for the café use. This is required by condition.

Amplified Sound

The main permission allows amplified sound within the building provided it is not audible outside. No amplified sound should be played within the outdoor seating area, and this is required by condition.

RESPONSE TO REPRESENTATIONS

Covered by condition.

CONCLUSION

The proposal is considered acceptable provided that the tables and chairs are kept to the number and location proposed, and access to the doors kept clear.

RECOMMENDATION

Grant subject to the recommended conditions

Case Number	06/00290/CHU
Application Type	Planning Application for Change of Use
Proposal	Use of first floor of building as circuit based gym
Location	Brincliffe House, 861 Ecclesall Road, Sheffield, S11 7AE
Date Received	20/01/2006
Team	SOUTH
Applicant/Agent	Mr A Carpenter
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 Amplified sound/music shall only be played within the building in such a way that noise breakout to the street does not exceed:(i) background noise levels by more than 3dB(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, when measured at the rear of the building.

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

- 3 Not more than 20 persons shall be accommodated within the gym at any one time.

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

- 4 The 4 car parking spaces indicated on the plans for use in connection with the gym shall be retained solely for use in connection with the gym.

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

- 5 The gym shall not be used unless the access and facilities for people with disabilities, indicated in the applicant's letter received on 29th March 2006, have been provided in accordance with details to have first been submitted

to and approved in writing by the Local Planning Authority and thereafter such access and facilities shall be retained.

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

Attention is drawn to the following justifications:

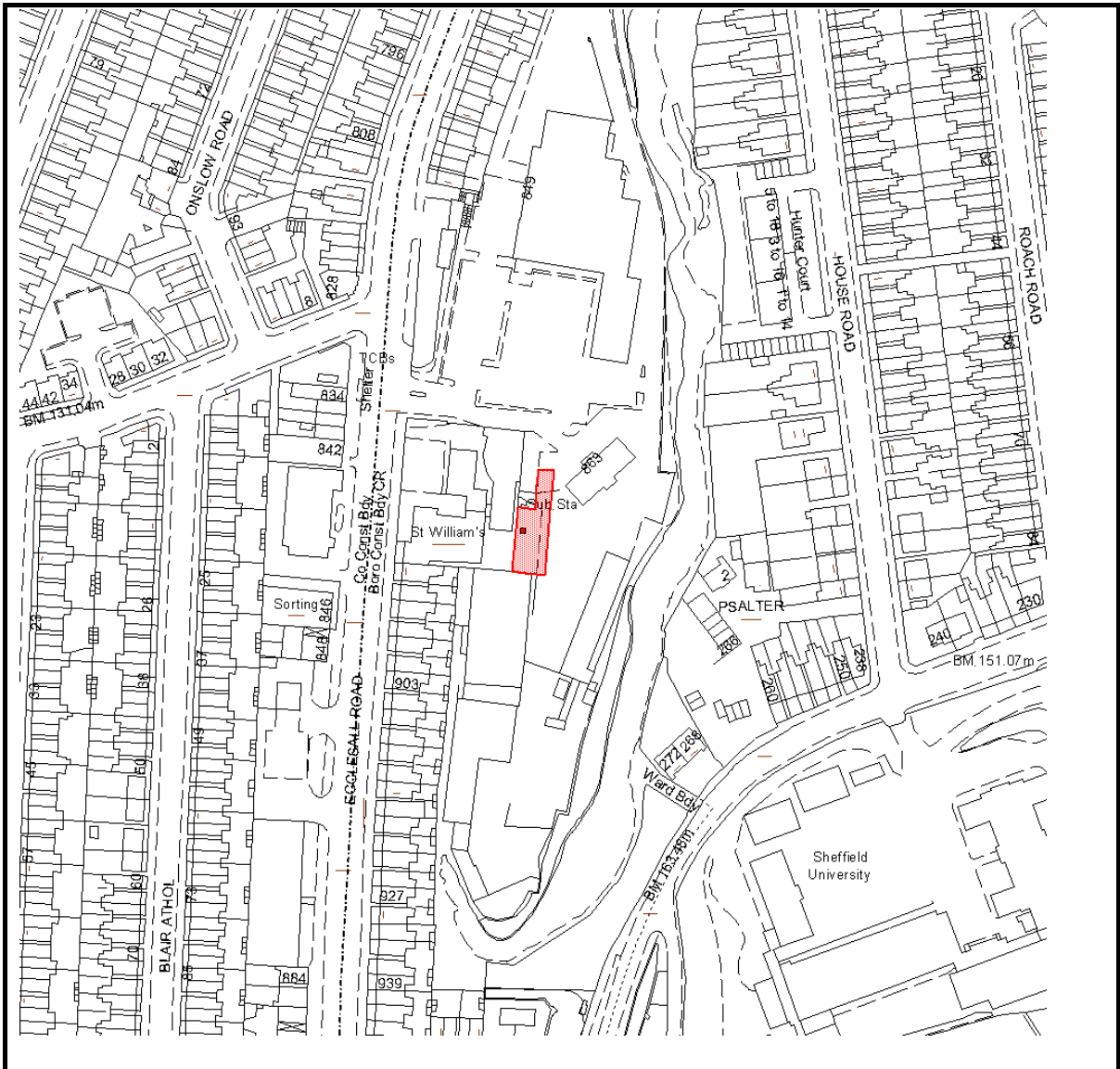
1. The decision to grant planning permission and impose any conditions has been taken having regard to the policies and proposals in the Sheffield Unitary Development Plan set out below, and to all relevant material considerations, including Supplementary Planning Guidance.

S7 - Development in District and Local Shopping Centres

S10 - Conditions on Development in Shopping Areas

This informative is intended as a summary of the reasons for grant of planning permission. For further detail on the decision please see the application report by contacting the Planning Records section on 2734215 or by visiting Sheffield City Council's website at www.sheffield.gov.uk/your-city-council/council-meetings/planning-boards

Site Location



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LOCATION AND PROPOSAL

The site is the vacant first floor of a two storey building at Brincliffe House (126m² floorspace). The ground floor of the building is storage/garaging. The building is within J F Finnegan's (builders) headquarters and yard and is leased to Fretwell-Downing who occupy the main office block at Brincliffe House. The building lies directly to the rear of St Williams RC Church. It is accessed from a private roadway which serves the adjoining Somerfield supermarket and smaller shops in addition to the Finnegan's and Fretwell-Downing buildings.

The application is to use the first floor of the building as a small gym. The gym will offer circuit training to private members (ladies only) on an appointment-based system. Due to the limited space and equipment available only 8 members will initially be accommodated at any one time plus 2 staff. There is ultimately potential for up to 14 members on site at any one time. 4 existing car parking spaces will be

allocated for use in connection with the gym. No alterations to the building are proposed.

RELEVANT PLANNING HISTORY

Historical applications suggest that this building may originally have been used as a joiners workshop as part of the building contractor's yard.

Permission was granted in 1987 for the use of the first floor as a canteen (87/0873P). It is not clear whether the permission was ever implemented.

Permission was granted for the covering of the external stairway in 1987 (87/2157P).

A representative from Fretwell-Downing indicated during the site inspection that the building had last been rented to a music company, having previously been used as a marketing suite in connection with the adjoining office block.

The planning history is not clear. What is clear is that the building has, in the past, been ancillary to the builders yard and, more recently, to the office block adjacent the yard. It is also clear that the building is no longer required by either Finnegan or Fretwell-Downing.

REPRESENTATIONS

None received.

PLANNING ASSESSMENT

Policy

The site lies within the Banner Cross District Shopping Centre (DSC). UDP Policies S7 and S10 are most relevant in assessing the proposed change of use.

The proposal represents a Class D2 use (Assembly and Leisure). The last use, as a marketing suite incidental to the adjoining office block, falls within Class B1.

Retail shops (Class A1) are the preferred use in Shopping Centres in accordance with Policy S7. The building has no prospect of accommodating a retail use. This is due to its design and its location within a private site hidden from the retail frontage in Ecclesall Road.

Class D2 and B1 uses are both listed as 'acceptable' uses. The proposals represent the replacement of one acceptable use with another acceptable use and therefore accord, in principle, with S7. The change of use does not affect the dominance of preferred uses or prejudice the shopping function in the DSC. The proposal therefore complies with S10(a).

Amenity

The proposals add to, rather than detract from, the range of facilities within the DSC. There is adequate separation between the site and the nearest residential property in the DSC in Ecclesall Road. The gym is a low-key operation with use being restricted to individual pieces of equipment rather than group-based activities. Although no problems are anticipated, a condition restricting the breakout of any amplified sound is appropriate as there are windows in the rear elevation at approx 45° to the rear of dwellings in Ecclesall Road. With this condition in place, there is no justification for restricting the hours of use.

Highway Issues

4 parking spaces are identified within the site for use in connection with the gym. These spaces have previously been used in connection with the use of the first floor of the building and hence there is no displacement of parking from the adjoining office buildings.

The level of provision is considered acceptable and accords with the Council's current Car Parking Guidelines. A restriction on the number of users should be conditioned to prevent any increase in demand for off-site parking.

Access Issues

Access to the building is via a covered external stairway. Access is not suitable for wheelchair users and cannot reasonably be modified. The applicant has indicated that the equipment and service offered is not suitable for wheelchair users. However, ambulant disabled members will be welcomed. An intercom system is proposed to summon assistance with the stairway and visual/oral indicators will be provided to assist use of the gym equipment. Provision of these aids can be conditioned.

In view of the above Assessment, the proposals comply with Policies S7 and S10.

SUMMARY AND RECOMMENDATION

The site is the vacant first floor of a building within a building contractor's yard. It was last used in connection with an adjoining office block.

The proposed use as a gym will not affect the balance of uses within the Banner Cross District Shopping Centre. 8-12 members are anticipated to be using the facility at any one time. 4 car parking spaces will be allocated to the gym. Subject to suitable conditions, there will be no adverse impact on residential amenity or parking demand.

The proposals comply with relevant UDP policies and it is recommended that planning permission is granted subject to conditions.

Case Number	06/00423/FUL
Application Type	A Full Planning Application
Proposal	Erection of 17 Studio apartments with associated bin and bike stores, landscaping and car parking accommodation
Location	48-54 Staveley Road, Sheffield, S8 0ZQ
Date Received	02/02/2006
Team	SOUTH
Applicant/Agent	CODA Studios Ltd
Recommendation	Grant conditionally subject to a Unilateral 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 Details of all proposed external materials and finishes, including windows, shall be submitted to and approved in writing by the Local Planning Authority before 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.

- 3 Surface water and foul drainage shall drain to separate systems.

To ensure satisfactory drainage arrangements.

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

To ensure satisfactory drainage arrangements.

- 5 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.

- 6 The surface water discharge from the site is subject to a reduction of at least 20% 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 by the Local Planning Authority prior to commencement of building.

This is to take into account new parameters, including global warming, which are predicted to increase surface water discharge in the future.

- 7 Before the development is commenced a Phase 1 and 2 Risk Assessment, to characterise the contamination on site and propose a remediation scheme to ensure safe redevelopment, shall have been submitted to and approved in writing by the Local Planning Authority. Should any previously unsuspected contamination be encountered during the development, the Local Planning Authority shall be notified within one working day of its discovery, together with any proposed amendments to the proposed remediation scheme. The development shall then be carried out in accordance with the approved scheme and the applicant shall provide written verification that the remediation has been completed as approved, within 21 days of the approved scheme being completed.

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

- 8 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (and any order revoking and re-enacting the order) no windows or other openings shall be formed in the elevations facing towards properties on Wolsely Road and Gamston Road without the prior written consent of the Local Planning Authority.

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

- 9 All new windows shall be constructed with a minimum of 100mm reveal depths.

In the interests of the visual amenities of the locality.

- 10 Before the development is commenced, 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 used unless such cycle parking has been provided in accordance with the approved plans and, thereafter, such cycle parking accommodation shall be retained.

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

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

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

- 12 At all times that construction works are being carried out equipment shall be provided to the satisfaction of the Local Planning Authority 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 but before the development is commenced full details of such equipment shall have been submitted to and approved by the Local Planning Authority. When the above-mentioned equipment has been provided thereafter such equipment shall be used for the sole purpose intended in all instances and be properly maintained.

In the interests of the safety of road users.

- 13 Before any work on site is commenced, a landscape scheme for the site shall have been submitted to and approved by the Local Planning Authority. The scheme shall be carried out in accordance with the approved details within 1 month of the occupation of the development or within an alternative timescale to be first agreed in writing with the Local Planning Authority. When the above-mentioned landscaping has been carried out, thereafter the landscaped areas shall be retained. The landscaped areas shall be cultivated and maintained for 5 years from the date of implementation and any failures within that 5 year period shall be replaced in accordance with the approved details unless otherwise authorised in writing.

In the interests of the amenities of the locality.

- 14 Before work on site is commenced, details of a suitable means of site enclosure shall be submitted to and approved in writing by the Local Planning Authority and the apartments shall not be used unless such means of site enclosure has been provided in accordance with the approved details and thereafter such means of site enclosure shall be retained.

In the interests of the amenities of the locality.

- 15 Before work on site is commenced, full details of the access and facilities for people with disabilities, as shown on the plans, shall have been submitted to and approved in writing by the Local Planning Authority and the apartments shall not be used unless such access and facilities have been provided in accordance with the approved plans and thereafter such access and facilities shall be retained.

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

- 16 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 and in the interests of the amenities of the locality and occupiers of the proposed dwellings

- 17 Prior to the commencement of the development, a detailed Travel Plan shall have been submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall include:

1. Clear & unambiguous objectives to influence a lifestyle less dependent upon the private car;
2. A package of measures to encourage and facilitate less car dependent living; and,
3. A time bound programme of implementation.

Prior to the occupation of any dwelling, evidence that all the measures included within the approved Travel Plan have been implemented or are committed shall have been submitted to and approved in writing by the Local Planning Authority.

In the interests of delivering sustainable forms of transport, in accordance with the Transport Policies in the adopted Unitary Development Plan for Sheffield and PPG13.

- 18 Before the proposed development is commenced, full details of the proposed bin stores shall have been submitted to and approved by the Local Planning Authority and such details as are approved shall be carried out on site before the use of the proposed development is commenced.

In the interests of the amenities of the locality and occupiers of the proposed dwellings.

Attention is drawn to the following justifications:

1. The decision to grant planning permission and impose any conditions has been taken having regard to the policies and proposals in the Sheffield

Unitary Development Plan set out below, and to all relevant material considerations, including Supplementary Planning Guidance.

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

This informative is intended as a summary of the reasons for grant of planning permission. For further detail on the decision please see the application report by contacting the Planning Records section on 2734215 or by visiting Sheffield City Council's website at www.sheffield.gov.uk/your-city-council/council-meetings/planning-boards

Attention is drawn to the following directives:

1. The applicant is advised to contact the Council's Development Services, Land Drainage Group, 2-10 Carbrook Hall Road, Sheffield, S9 2DB (Telephone Sheffield 2735847) to seek approval for the proposed drainage arrangements, as soon as possible, prior to the commencement of development.
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. 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. If your planning permission involves the construction or alteration of an access crossing, this planning permission does not automatically permit the layout or construction of the access crossing in question. For access approval and specification, you should contact the Highway Co-ordination Group on Sheffield 2736136. The development will require the issuing of a formal postal address(s) by the City Council. This will apply even if the development is an infill site. Contact Lynn Fox on Sheffield 2736127 for details. Failure to carry out this process at an early stage may result in statutory undertakers refusing to connect services.
4. You are advised that residential occupiers of the building should be informed in writing prior to occupation that:
 - (a) limited/no car parking provision is available on site for occupiers of the building,

(b) resident's car parking permits will not be provided by the Council for any person living in the building.

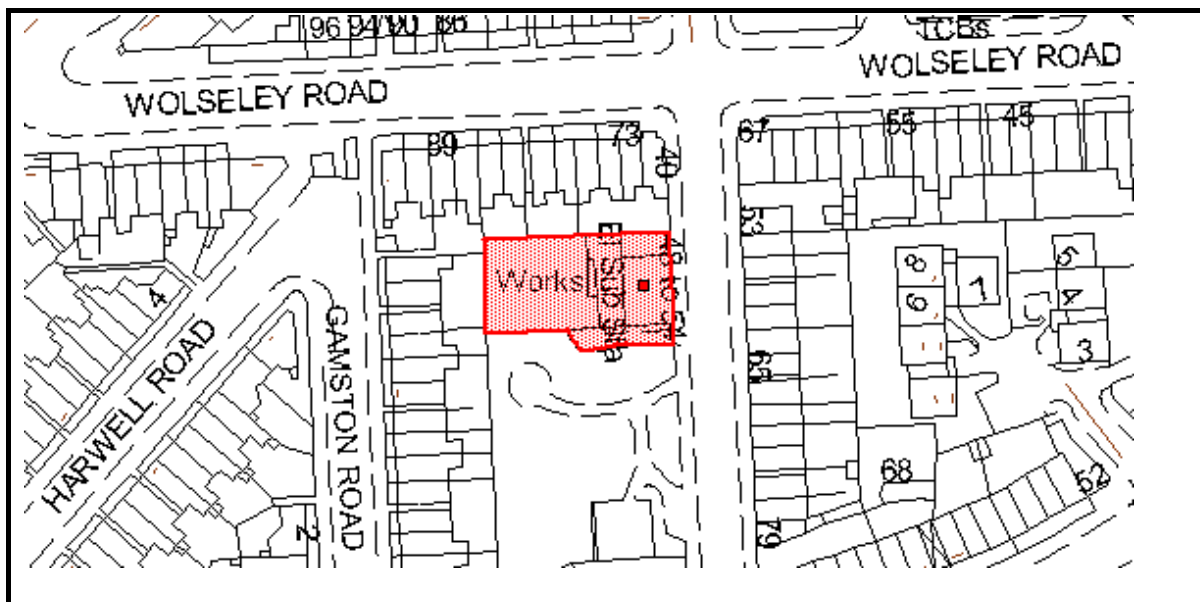
5. Before the development is commenced, a dilapidation survey of the highways adjoining the site shall be jointly undertaken with the Council and the results of which agreed in writing with the Local Planning Authority. Any deterioration in the condition of the highway attributable to the construction works shall be rectified in accordance with a scheme of work to be agreed with the Local Planning Authority.
6. 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.
7. 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, DEL, Barkers Pool House, Burgess Street, Sheffield S1 2HF. Tel (0114) 2734170

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

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

Site Location



2 letters of objection were received, with regard to the car free nature of the proposed development, which provides only 1 disabled car parking space and may increase existing car parking congestion problems, for residents of terraced housing on Staveley Road and Wolseley Road.

If car ownership in the area is 42%, then some 7 or 8 spaces should be provided for the apartments. Why should we accept car free developments.

During the rush hour, Wolseley Road is a clearway and Abbeydale Road has car parking restrictions, so vehicles park on the side-streets.

The mosque redevelopment at Wolseley Road and the flats development at 88 – 98 Chippinghouse Road, have both increased local car parking congestion, due to construction traffic. Increasing the number of studio apartments from 16 to 18, will exacerbate these problems.

The Travel Plan states that the proposals will reduce heavy traffic formerly associated with the industrial workshops. However, the workshops have been vacant for 5 years and this traffic has already ceased.

PLANNING ASSESSMENT

Policy Issues

The site is located within a Housing Policy Area, in The Sheffield Unitary Development Plan 1998 and housing is a preferred use, subject to Policies H14 and H15, which requires that sites are not over-developed, depriving residents of light, outlook and amenity space.

It is considered that the current proposals will improve the amenity of adjoining residents, in terms of daylight, outlook and privacy and there are no policy objections.

A Section 106 contribution of £7791.95 is to be provided towards the enhancement of local open space, under policy H16.

Highway Issues

The proposals are an affordable, car free development, in an area of terraced housing, where most properties rely on on-street car parking. Only one off-street, disabled car parking space is to be provided.

A Travel Plan has been submitted to justify this and indicates that the site is located in a sustainable, inner city area, close to bus routes, shopping, schools and all facilities. Sixteen covered, secure, cycle parking spaces are to be provided. The Travel Plan will offer residents a free bicycle, or a travel pass for 1 year.

The Travel Plan was approved on the previous application for 16 studio apartments and the addition of one more studio apartment, is not considered to make a material difference to car parking demand.

This frontage has 3 on street, car parking spaces, which could be made available for disabled occupiers if necessary.

Design Issues

The development will demolish the existing workshop buildings on the site and create a courtyard of residential properties, on a slightly reduced and better located footprint. This will remove a use which has potential to cause disturbance and improve the outlook and sunlight enjoyed by most of the existing residential properties adjoining the site.

The apartments will be in red brick and reconstituted slate with aluminium windows and this is considered to be reasonably in character in this area. The height of the apartments will be no higher than the existing buildings.

The apartments have been designed to be single aspect, with their main elevations facing South East towards Staveley Road and South towards the adjoining park. This will ensure that the park is overlooked, making the park safer for local children.

No windows are proposed on the side or rear elevations and this will ensure that the existing housing on Wolseley Road and Gamston Road will not be overlooked. An external walkway facing the rear of properties on Wolseley Road gives some potential for overlooking, however, a substantial boundary wall will serve as an adequate screen to rear gardens of those properties.

RESPONSE TO REPRESENTATIONS

The Travel Plan has already been approved under 05/02161/FUL for 16 flats.

The industrial workshop is the lawful use for this site and this use could recommence. It is therefore valid for the Travel Plan to take the commercial vehicles and on-street, staff car parking, formerly generated, into account.

The current plans have been amended, reducing the number of apartments from 18 to 17. This is only one more than the previous approval and it is considered that this will not unduly increase car-parking demand.

3 extra cycle parking spaces are to be provided, to compensate for the extra apartment.

SUMMARY AND RECOMMENDATION

The development will secure the demolition of the derelict industrial workshops at 48-54 Staveley Road, which have been damaged by fire and are currently in an unsafe condition. It will redevelop the site for 17 single aspect apartments, on a new footprint, which will improve sunlight, outlook and privacy, for most of the existing residents adjoining the site.

The development is a car free development and a Travel Plan has already been approved for the site, on a previous application, for the erection of 16 apartments. The addition of 1 extra apartment is not expected to increase car parking demand unduly and 3 additional cycle parking spaces are to be provided to compensate for the extra apartment.

The proposals are recommended for approval subject to appropriate conditions.

Case Number	06/00623/FUL
Application Type	A Full Planning Application
Proposal	Alterations to building including erection of canopy and patio/decked area, and alterations to front boundary entrance including demolition of public toilets, to use as a restaurant (Class A3) (as amended by plans dated 17/5/2006)
Location	Former Club House, Mosborough Miners Welfare Ground, Station Road, Mosborough, Sheffield, S20 5AD
Date Received	13/02/2006
Team	CITY CENTRE AND EAST
Applicant/Agent	Trevor Birchall Design Ltd
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 Details of all proposed external materials and finishes, including windows, shall be submitted to and approved in writing by the Local Planning Authority before 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.

- 3 Before work on site is commenced, details of a suitable means of site enclosure shall be submitted to and approved in writing by the Local Planning Authority and the restaurant shall not be used unless such means of site enclosure has been provided in accordance with the approved details and thereafter such means of site enclosure shall be retained.

In the interests of the amenities of the locality.

- 4 No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority, a scheme of landscaping which shall include details of all existing trees and hedgerows

on the land and details of any to be retained together with measures for their protection in the course of development. The scheme shall be carried out in accordance with the approved plan 'within 1 month of the occupation of the development or within an alternative timescale to be first agreed in writing with the Local Planning Authority' following (variable). When the landscaping has been carried out, thereafter the landscaped areas shall be retained. The landscaped areas shall be cultivated and maintained for 5 years from the date of implementation and any failures within that 5 year period shall be replaced with like species unless otherwise agreed in writing by the Local Planning Authority.

In the interests of the amenities of the locality.

- 5 The restaurant 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.

- 6 The restaurant shall not be used unless the sight line, as indicated on the approved plans, has been provided. When such sight line has been provided, thereafter the sight line shall be retained and no obstruction to the sight line shall be allowed within the sight line above a height of 1 metre.

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

- 7 The restaurant shall not be used unless all redundant access 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 traffic safety and the amenities of the locality.

- 8 At all times that construction works being carried out equipment shall be provided to the satisfaction of the Local Planning Authority 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 but before the development is commenced full details of such equipment shall have been submitted to and approved by the Local Planning Authority. When the above-mentioned equipment has been provided thereafter such equipment shall be used for the sole purpose intended in all instances and be properly maintained.

In the interests of the safety of road users.

- 9 Before the development is commenced, 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

restaurant 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 development hereby permitted.

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

- 10 The restaurant shall be used for the above-mentioned purpose only between 0900 hours and 2330 hours, Mondays to Saturdays, and 0900 hours and 2300 hours on Sundays and Public Holidays.

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

- 11 There shall be no opening lights on the western elevation of the building.

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

- 12 Notwithstanding the terms of the Town and Country Planning (Use Classes) Order 1987, or any statutory instrument revoking and re-enacting that Order, the restaurant (Class A3) shall be used solely for the use hereby permitted and shall not be used for any other purpose within Class A1 (Shops).

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

- 13 The restaurant shall not be used for the purpose hereby permitted unless suitable apparatus for the arrestment and discharge of fumes or gases has been installed. Before such equipment is installed details thereof shall have been submitted to and approved by the Local Planning Authority. After installation such equipment shall be retained and operated for the purpose for which it was installed.

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

- 14 The restaurant shall not be used unless a sound attenuating fence as indicated on the approved plans, 3 metres high and consisting of 10 kilograms per metre surface density, shall be erected along the western boundary of the site unless otherwise approved in writing by the Local Planning Authority.

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

- 15 Before development commences, details shall be submitted and approved in writing by the Local Planning Authority of a screen fence on the western boundary of the proposed patio and the boundary treatment to the proposed

surface yard. The restaurant shall not be used unless such approved details have been implemented and thereafter retained.

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

- 16 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 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.

- 17 No deliveries to the building shall be carried out between the hours of 2300 to 0700 hours Monday to Saturday and 2300 hours to 0900 hours Sundays and Public Holidays.

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

- 18 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 within the site of the development between 2300 hours and 0700 hours.

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

- 19 No amplified sound shall be played within the building except through an in-house amplified sound system fitted with a sound limiter, the settings of which shall have received the prior written approval of the Local Planning Authority.

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

Attention is drawn to the following justifications:

1. The decision to grant planning permission and impose any conditions has been taken having regard to the policies and proposals in the Sheffield Unitary Development Plan set out below, and to all relevant material considerations, including Supplementary Planning Guidance.

LR5 - Development in Open Space Areas

LR7 - Development of Recreation Space for Non-Recreational Uses

CF2 - Keeping Community Facilities

H14 - Conditions on Development in Housing Areas

This informative is intended as a summary of the reasons for grant of planning permission. For further detail on the decision please see the application report by contacting the Planning Records section on 2734215 or by visiting Sheffield City Council's website at www.sheffield.gov.uk/your-city-council/council-meetings/planning-boards

Attention is drawn to the following directives:

1. 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:

Assistant Head of Highways
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.

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. 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.
4. The applicant is advised that the construction of the site access will affect the siting of a bus stop. The South Yorkshire Passenger Transport Executive must be contacted to arrange relocation of the stop. The address is PO Box 801 Exchange Street, Sheffield, S2 5YT, tel 0114 2767 575.

Site Location



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LOCATION AND PROPOSAL

The site is located on land to the west of the current Mosborough Miners Welfare Club and its site entrance. Buildings on the site consist of a single storey structure, mainly brick clad with mono pitched roofs, formerly the club house and last used as a community facility, the Welcome Centre. Attached to the front is small betting office with parking bays directly off the highway. To the east of the building is the entrance to the car park serving the current Club building with some car parking opposite, but outside of the site. On the highway frontage to the west of the buildings is a disused public toilet and electricity sub station and behind this unmade land with a secondary access to the playing fields to the north.

Surrounding land uses include residential development to the west some at a higher level, for example 58 Toll House Mead with a front brick retaining wall and wooden fence and a wooden fence to the rear garden along this boundary. The

playing fields to the north are at a higher level with a grass embankment approximately 2 metres high. The only landscaping feature is a mature hedge on the western boundary.

The majority of the site is relatively level but rises to the south and southwest the highest point being the southwest corner where the secondary access to the playing fields meets Station Road. This is approximately 2 metres above the main site level.

It is proposed to convert the building into a restaurant, Use Class A3. A false roof will be erected with the main entrance to the building being added to the western elevation with a canopy over. Existing windows are utilised on the western elevation and new patio doors replacing windows on the eastern elevation one of which leads on to a patio area in the north eastern corner. A yard for bin storage will be located on the western elevation bounded by a high fence.

The redundant toilet block will be demolished to provide a new access to proposed restaurant leading to a car parking area with space for 25 cars including two disabled spaces. The front boundary will be demarked by a low stone wall with railings including entrance gates for vehicles and pedestrians. The substation is to remain.

Landscaping is proposed to the highway boundary, the north east corner and along the western boundary. The latter contains an existing mature hedge which it is proposed should remain. A 3 metre high acoustic fence will be erected on this boundary adjacent to houses on Toll House Mead.

The existing betting shop is to remain as a self contained unit with its own parking area.

RELEVANT SITE HISTORY

The use as a community centre ceased approximately 2 years ago.

SUMMARY OF REPRESENTATIONS

Two letters have been received raising concerns about the proposal.

Issues raised are:

- The location is not suitable for the proposed use due to its location in a residential area.
- Its use could lead to parking on Station Road which is very busy.
- There are already enough food outlets in the area.
- The proposal would adversely affect trees on the western boundary which have wildlife value and acts as a sound barrier. The writer would like them pruned and retained
- The proposed 3 metre high fence would be overshadowing and over dominant
- Noise arising from the car park and the restaurant may be a problem which is acknowledged by the inclusion of a sound attenuation fence proposal and there are already public nuisance problems in Mosborough to which this proposal will add.

- Hours of operation plus smells from cooking and potential litter around the site should also be taken into account.
- The demolition of the public toilets to create a new access will add to existing highway problems in the area.
- The toilets have a preservation order on them.

PLANNING ASSESSMENT

Policy Issues

The site falls within an Open Space Area in the Unitary Development Plan and the current use of the building for community purposes and Policies LR7 'Development of recreational use for non recreational uses' and Policy CF2 'Keeping community facilities' must be taken into consideration. With regard to the loss of recreational open space the site was originally included in an Open space Area as the former club house at that time served the playing fields. This function ceased when the new club house was built and the site no longer performs an open space function. The sites reuse as a restaurant is also considered not to contravene Policy LR5 'Development in Open Space Areas' for the above reason.

The proposed change of use would result in the loss of a community facility and is thus subject to Policy CF2. However a new community centre is included in the recently approved former primary school site at School Street, reference number 06/00454/FUL.

The new use must also be shown to be compatible with the amenities of adjoining residents and meet the criteria in Policy H14 'Development in Housing Areas' particularly in relation to noise from the car park and other late night disturbances.

The use should also be considered in relation to the site's location away from the shopping centre as required by the Governments Planning Policy PPS6. In this case there are no obvious alternative sites for it in the centre. Use will be made of a building that is not regularly used and is accessible by various means of transport. It is unlikely that the use will impact excessively on the vitality of other established shopping centres. However the granting of A3 use would allow a change of use to A1 (shops) as permitted development thus a condition will be include to prevent this change.

Design Issues

The site currently presents an unkempt appearance in a prominent position off Station Road. This includes the derelict toilet block which has no particular architectural merit, graffiti covered walls, broken down boundary treatment, blocked up windows and rubbish strewn surrounding land. Amended plans include a higher false roof than originally proposed tying into the porch features to improve the roofs appearance. New windows are proposed on the eastern elevation tidying up the fenestration with a patio replacing a broken down retaining wall and balustrade. New brickwork will match existing. The highway frontage will also benefit from new unified boundary treatment and demolition of the toilet block. Unfortunately the substation will be retained but this is outside the site.

Externally the site will be improved by the provision of landscaped areas including the retention of existing landscape features to the western boundary. Overall the creation of a car parking area will result in replacement of the rough grass and an unmade surface vehicle track. A storage area is proposed to the left of the main entrance full details have not been supplied at this stage but will be conditioned to ensure that it complements the appearance of the building.

It is thus not considered that the proposal will adversely affect the visual amenities of the area.

Amenity Issues

In considering the impact of the proposal on the amenities of surrounding occupiers the current approved use should be taken into account. The community use has given rise to complaints in the past possibly from late evening use of the building. Restaurant use would control hours of use to prevent late night use and details of any fume extraction system will be conditioned. The main windows of the restaurant face away from the houses and screening for the patio should be provided on its boundary facing west.

Subject to suitable details the proposed sound attenuation fence plus the retained hedge should provide adequate screening for houses to the west of the site. Reference is also made to potential over dominance of this fence to 58 Toll House Mead. The house is set above the site by approximately 1 metre and the boundary treatment includes a retaining wall and wooden fence approximately 1.5 metres high. The 3 metre high sound attenuating fence will be set away from the boundary of 58 Toll House Mead by 2 metres on average and this distance from the house and the proximity of the existing boundary fence is considered to reduce any over shadowing effect of the high fence. To the rear of the house the fence will be separated from the rear garden by the existing hedge. Further more the fence is designed to reduce any noise nuisance arising from use of the car park.

Other details such as the fume extraction system will be conditioned.

Highways Issues

A new access is to be created which is considered acceptable in highway safety terms subject to the provision of inter visibility splays. The car parking provision is adequate and includes two disabled parking spaces. An amendment to the original submission is a separate pedestrian entrance. The site currently includes another entrance to the playing fields which will be removed. This access has little benefit, it is located close to the south western corner of the site with a steep slope to the highway and unmade surface. A bus stop is located adjacent to the toilets in the position of the new access. An advisory note will be added to inform the applicant of the need to move the bus stop.

CONCLUSION AND RECOMMENDATION

The change of use brings a disused building back into use and improves an poorly maintained area. Amendments to the building will improve its external appearance. Although the site is within an Open Space Area it has no recreational or open space value. There are other food and drink outlets in the area but not of this type i.e. restaurant use. The loss of community facilities is countered by the approval of new facilities close by. The details submitted are designed to protect the amenities of local residents through the erection of a sound attenuating fence and the location of main windows.

Thus the proposal is considered to concur with Policies LR5, LR7, CF2 and H14 of the Unitary Development Plan

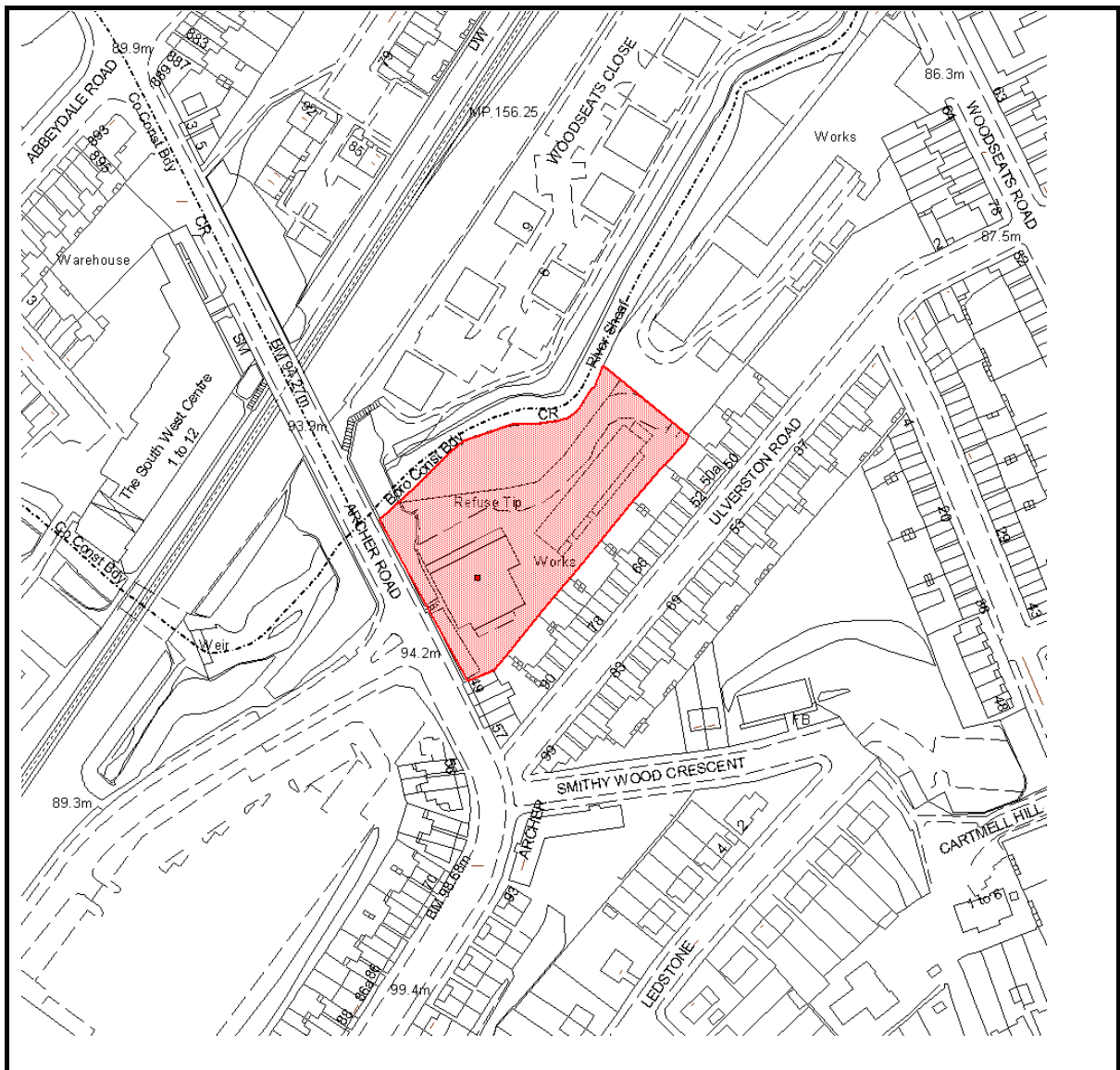
It is therefore recommended that the Area Board approve the application subject to conditions

Case Number	06/00624/FUL
Application Type	A Full Planning Application
Proposal	Erection of 30 2-bed apartments in 2 x 3 storey blocks, vehicular access, car parking accommodation and landscaping works
Location	Site Of Vernons The Bakers And Bankside Works, Archer Road, Sheffield, S8 0JT
Date Received	21/02/2006
Team	SOUTH
Applicant/Agent	Spawforth Associates
Recommendation	Refuse

For the following reason(s):

- 1 The Local Planning Authority consider that the proposed development would result in very poor outlook and inadequate levels of privacy for future occupants, this being contrary to Policies H5, H14 and H15 of the Sheffield Unitary Development Plan.
- 2 The Local Planning Authority consider that the proposed design of the development by reason of the siting of residential blocks, architecture and the layout of internal spaces and parking areas fails to take full advantage of the site's natural features, does not respond to the context of the surrounding built and natural environment and is overly dominated by car parking. For these reasons the proposal is considered contrary to Policy BE5 and H14 of the Unitary Development Plan.
- 3 The proposed development would result in the direct loss of, and/or would prejudice the longer term retention of a number of trees on the river embankment, which contribute significantly to the character, visual amenity and wildlife habitat of the area. For this reason the proposal would be contrary to policies BE6, GE11, GE15 and GE17
- 4 The Local Planning Authority consider that the development has main aspect windows that fail to achieve an adequate degree of separation to existing windows in adjacent terraced housing. This is contrary to policy H14 of the Sheffield Unitary Development Plan.

Site Location



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LOCATION AND PROPOSAL

The application site is an area of land (0.48 hectares) formerly occupied by two light industrial operations, namely Vernons the bakers and Penrose furniture. The site lies adjacent Archer Road which is elevated approximately 2-2.5 metres above the site. The main body of the site is relatively flat but there is a significant fall on the north western boundary as the site falls drops away towards the River Sheaf.

The sloping embankment to the river is well covered with established trees, which whilst not having great individual value work as a group to provide a substantial green break in the built environment.

Current vehicular access to the site is from Archer Road, immediately adjacent the bank of the Sheaf.

The boundary treatment between the site and Archer Road consists of intermittent semi-mature trees lying adjacent a chain link boundary fence.

The street scene of Archer Road varies greatly along its length but in the immediate locality is defined by two storey terraced dwellings on the north side of Archer Road and by the large commercial gymnasium building (Esporta) on the south side though the latter is set back a considerable distance from the road.

This is an application for the erection of 30 two bedroom flats in two, three storey blocks. The main block (Block A) containing 18 flats would be situated with its main axis running perpendicular to Archer Road with its street elevation set back approximately 4 metres from the footway. The second block (Block B) containing 12 flats would be situated towards the rear of the site, once again with its main axis running perpendicular to Archer Road.

PLANNING HISTORY

An application for the erection of 34 two-bedroom flats was withdrawn on Officer advice in 2003 (03/01887/FUL). This scheme involved only half of the current site area (the area of Penrose curtilage was excluded) and was withdrawn after concerns were raised regarding scale, massing, overbearing and overlooking and because of the potential conflict in use between residential and continuing commercial operation on the Penrose portion of the site.

SUMMARY OF REPRESENTATIONS

10 letters/e-mails of representation have been received including one from Megg Munn M.P. The development will:

- unacceptably intensify vehicular traffic on Archer Road
- be out of scale with surrounding development
- overshadow neighbouring properties
- overlook neighbouring properties
- spread contaminants to nearby residences and the River Sheaf
- destroy an area of green space
- create noise and fumes adjacent the rear gardens of properties on Ulverston Road
- lead to on street parking
- attract vermin to bin stores close to the rear gardens of properties on Ulverston Road
- Will have a detrimental impact on natural habitats and wildlife in the area.
- There is no significant difference in numbers to the scheme previously refused (the previous scheme was in fact withdrawn)

Other matters mentioned:

- More flats are unnecessary in the area
- Development could damage drains

- Development could cause settlement

PLANNING POLICY

National

Planning Policy Guidance Note 3 'Housing'

PPG3 seeks to encourage new house building on previously developed land, to increase the density of new housing development with the objective of minimising land-take and also in order to support a higher level of local services. It advises that housing should not be developed at densities of less than 30 dwellings per hectare. In this case the density level equates to approximately 62 dwellings per hectare, which is above the guidance level and therefore in line with national policy.

Planning Policy Guidance Note 13 'Transport'

PPG13 states that Local Planning Authorities should 'not require developers to provide more spaces than they themselves wish, other than... where there are significant implications for road safety'

Unitary Development Plan

The site lies within a Housing Policy Area, and as such the proposal should be assessed with regard to Policies:

- H5 "Flats, bedsitters and shared Housing"
- H10 "Development in Housing Areas"
- H14 "Conditions on Development in Housing Areas"
- H15 "Design of New Housing Developments" and
- H16 'Open Space in New Housing Developments'

Also relevant in this assessment are policies having regard to the natural environment, namely Policies:

- BE5 'Building Design and Siting'
- BE6 'Landscape design'
- GE11 'Nature Conservation and Development' and
- GE15 'Trees and Woodland'
- GE17 'River and Streams'

Policy H5 "Flats, Bed-Sitters and Shared Housing" states that:

Planning permission will be granted for the creation of flats only if:

- a. a concentration of these uses would not cause serious nuisance to existing residents; and
- b. living conditions would be satisfactory for occupants of the accommodation and for their immediate neighbours; and

there would be appropriate off-street car parking for the needs of the people living there.

Policy H10 identifies housing as being the preferred use in such an area.

Policy H14 'Conditions on Development in Housing Areas' states that:
In Housing Areas, new development or change of use will be permitted provided that:

- a. new buildings and extensions are well designed and would be in scale and character with neighbouring buildings; and
- b. new development would be well laid out with all new roads serving more than five dwellings being of an adoptable standard; and
- c. the site would not be over-developed or deprive residents of light, privacy or security, or cause serious loss of existing garden space which would harm the character of the neighbourhood; and
- d. it would provide safe access to the highway network and appropriate off-street parking and not endanger pedestrians; and
- e. it would not suffer from unacceptable air pollution, noise or other nuisance or risk to health or safety; and

Policy H15 "Design of New Housing Developments" states that:

The design of new housing development and residential institutions will be expected to:-

- provide adequate private gardens or communal open space to ensure that basic standards of daylight, privacy and security and outlook are met for all residents;

Policy H16 'Open Space in New Housing Developments' requires on-site open space provision or a financial sum to improve off-site provision.

Policy BE5 'Building Design and Siting' states that:

Good design and the use of good quality materials will be expected in all new and refurbished buildings and extensions. The following principles will apply:

Physical Design

- a. original architecture will be encouraged but new buildings should complement the scale, form and architectural style of surrounding buildings.
- b. in new developments comprising more than one building there should be a comprehensive and co-ordinated approach to the overall design;
- d. in all new developments, design should be on a human scale wherever possible, and, particularly in large-scale developments, the materials should be varied and the overall mass of buildings broken down;
- f. designs should take full advantage of the site's natural and built features;

Policy BE6 'Landscape design' states that :

Good quality landscape design will be expected in new developments and refurbishment schemes. Applications for planning permission for such schemes should, where appropriate, include a suitable landscape scheme which:

- integrates existing landscape features into the development, including mature trees, hedges and water features

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

Policy GE15 'Trees and Woodland' states that 'trees and woodland will be encouraged and protected by:
-requiring developers to retain mature trees, copses and hedgerows, wherever possible, and replace any trees which are lost; and
-not permitting development which would damage existing mature and ancient woodlands.

Policy GE17 – River and Streams – encourages the creation of a continuous public footpath along one bank of major rivers and streams except where this would conflict with nature conservation or public safety.

PLANNING ASSESSMENT

Design and impact on the street scene.

Built form

It is felt that the orientation of the blocks fails to make best use of the natural features of the site, most notably in the way that Block A addresses Archer Road and the river.

Whilst the applicant is supporting statement indicates that the southwest elevation is considered a 'front elevation' it is felt that the absence of a main entrance and the fact that the southeast and northwest elevations are more substantial in their massing gives the impression that this elevation is instead a side elevation.

The presence of a substantial pedestrian ramp would also be very apparent in the street scene. Given that the topography of the site offers a significant opportunity to create a level access into Block A from footway level, this is considered to be poor in design terms.

In addition to the above the east and west elevations of Block A, the former of which will still have a significant presence on the street scene of Archer Road, are considered to be repetitive architecturally and the absence of variation in form, detailing and window hierarchy is felt to present a 'barracks' like feel to the development.

The scheme also features large expanses of hardstanding in order to provide off-street car parking. This would contribute to a largely 'sterile' environment within the site where the entire area between blocks was entirely dominated by the motorcar to the detriment of residential and visual amenity within the site.

Taking all of the above into consideration it is considered that the scheme fails create a well defined street frontage, does not take full advantage of the site's

natural features, features repetitive elevation treatment on principal elevations and places an unacceptable emphasis on the provision of surface car parking.

Amenity of existing residents

Windows in block A achieve minimum separation distances to windows in the rear elevations of terraces on Ulverston Road. Windows in the east elevation of Block B achieve a 21 metre separation to the rear elevation of terraces on Ulverston Road. The majority of these serve an access corridor and therefore cannot be considered to have overlooking potential. However the lounge window in Apartment 11 is considered to have an overlooking potential that is marginally unacceptable due to its increased elevation relative to windows in terraces to the west.

Supplementary Planning Guidance intended to prevent overbearing and overshadowing of existing properties indicates that the minimum distance from a ground floor main aspect window to a two-storey gable end should be 12 metres. It is considered good practice in more suburban locations to increase this distance by 3 metres for every additional storey in the new development. The closest gable wall to the Ulverston Road terraces is that on the south west elevation of Block B and this is 15 metres from the main aspect windows in the rear elevation of the terraces. Since the proposed building is a three storey structure it is considered that the separation is acceptable.

Concerns have been raised with regard to the proximity of off street parking close to the boundary of the terraced properties. Whilst it is considered that those spaces closer to the foot of the main access ramp would be set at a level significantly lower than these properties and would be unlikely to generate amenity problems it is considered that those further to the north could be a potential noise source. In the light of the significant flaws in the scheme as a whole and the recommendation of this report no mitigating measures have been sought but it is suggested that should permission be granted a 1.8 metre high brick wall be conditioned as a boundary treatment.

Concerns have also been raised with regard to the spreading of contaminants on the site. Once again if permission were to be granted conditions relating to a satisfactory remediation scheme to the satisfaction of the Environmental Protection Service would be required.

Amenity of future occupants

Flats (Block A)

There are significant concerns with regard to the amenity of future occupants of certain flats within both blocks. It is considered that the majority of ground floor flats in Block A will suffer from very poor outlook. The middle flats have been designed as single aspect and as such ground floor flats and possibly first floor units in the east elevation would suffer from an extremely gloomy outlook being heavily shaded by existing bank side trees. Those ground floor flats in the middle of the building on the west elevation would also benefit from very little in the way of a quality outlook

and would also have their privacy greatly compromised by the immediately adjacent pedestrian access ramp.

Whilst the southernmost flats in these blocks would 'benefit' from additional main aspect windows in their side elevation the outlook from these windows would be limited to a landscaped bank only 1 metre away. Those ground floor flats in the northwest corner would exhibit a different but no less onerous situation since the main aspect windows in the north elevation face directly onto the pedestrian access from the pedestrian ramp to the main entrance.

Flats (Block B)

Similarly, it is felt that those occupants of apartments 1,2, 5 & 6 of Block B, whose sole main aspect windows face west onto existing tree cover, would suffer from dark gloomy aspects.

External amenity space.

Further concern relates to the extremely limited amount of amenity space available to future residents of Block A. It is not expected that the same levels of external amenity space be provided for flats development as would be required for individual dwellings. However, it is felt that a development of this nature, outside the city centre, should provide the residents with some form of usable outdoor amenity space. It is not considered that the steeply sloping riverbank would provide adequate quality provision and the area to the north of Block B is remote from those occupants of Block A.

Highways

Access

The current vehicular access to the site would be inadequate due to its close proximity to the hump backed bridge over the Sheaf. The proposed new access would be a significant improvement and that the location of the access immediately opposite that for Esporta would not be likely to create highway conflicts and it is not considered that the volume of traffic generated by the scheme would represent a significant increase in vehicular movements on Archer Road

Car parking

The Unitary Development Plan parking guidelines indicate a requirement for 1 off-street car parking space to be provided for each flat and a further one visitor space per four flats. The provision of 40 spaces is therefore considered acceptable.

Loss of Trees

Although the site falls within a Housing Policy Area and housing is the preferred use in principle, the site contains a significant bank of trees adjacent the River Sheaf which collectively form a valuable natural feature of high public amenity value.

It is considered that the development could significantly affect the trees within the site. It is clear that in order to create residences with reasonable outlook, amenity space and infrastructure, there would need to be immediate tree losses and the possibility of significant further pressure (from future occupiers of the proposed units) to either remove completely or, significantly cut back further trees on the site.

In conclusion, it is considered that the proposal would result in the immediate loss of woodland of public amenity value and that construction requirements (retaining walls and other engineering works) and pressure from future residents could result in further loss of trees to the detriment of the visual amenity of the locality. As such the proposal is considered contrary to Policies BE6, GE11 and GE15 of the Unitary Development Plan.

Wildlife habitat

Bank side trees such as those present on the site and the associated ground cover often provides an important corridor for wildlife. It is considered that the likely loss of trees as discussed in the 'Loss of trees' section of this report would result in a comparable loss of habitat for local wildlife.

Riverside walk

It is considered that the provision of a riverside walk along the bank side would be inappropriate in this location due to the necessity to either fell bank side trees or overcome the significant gradient difference between the adjacent site and this. Instead, it is considered that (should permission be granted) it would be more appropriate to seek a legal agreement to secure a contribution towards a link bridge across the Sheaf to the existing riverside walk on the opposite bank.

Open Space

In the light of Officer recommendation a contribution towards off site open space provision has not been sought. However, if Board were minded to grant permission a unilateral obligation would be required in order to satisfy Policy H16.

CONCLUSION AND RECOMMENDATION

This is a previously developed site in a sustainable location within a Housing Area. As such the Local Planning Authority would welcome an appropriate residential redevelopment. It is felt that the riverside location and the level of the site relative to Archer Road offer significant opportunities for a sensitive and high quality scheme. It is not considered that the density of the scheme necessarily represents an over-development of the site.

However, it is considered that the scheme fails to take advantage of the natural features of the site in order to provide an acceptable level of amenity for future occupants.

The scheme fails to address Archer Road itself and effectively 'turns it's back' on the existing street scene, and major elevations within the scheme that will nonetheless appear in the street scene of Archer are repetitive and lacking in architectural merit.

Further, it is considered that the scheme would be likely to result in future pressure for bank side tree losses that would arise in consequence of the amenity issues raised by overshadowing of proposed dwellings. This would have implications for both the visual amenity of the locality and for wildlife habitat.

Finally, one element of the scheme fails to achieve adequate separation distances to terraced properties in Ulverston Road, which would result in overlooking of these residences.

The proposal is considered contrary to Policies BE5, BE6, H5, H14, H15, GE11, GE15 and GE17 of the Sheffield Unitary Development Plan.

For the reasons outlined above, it is recommended that the application be refused.

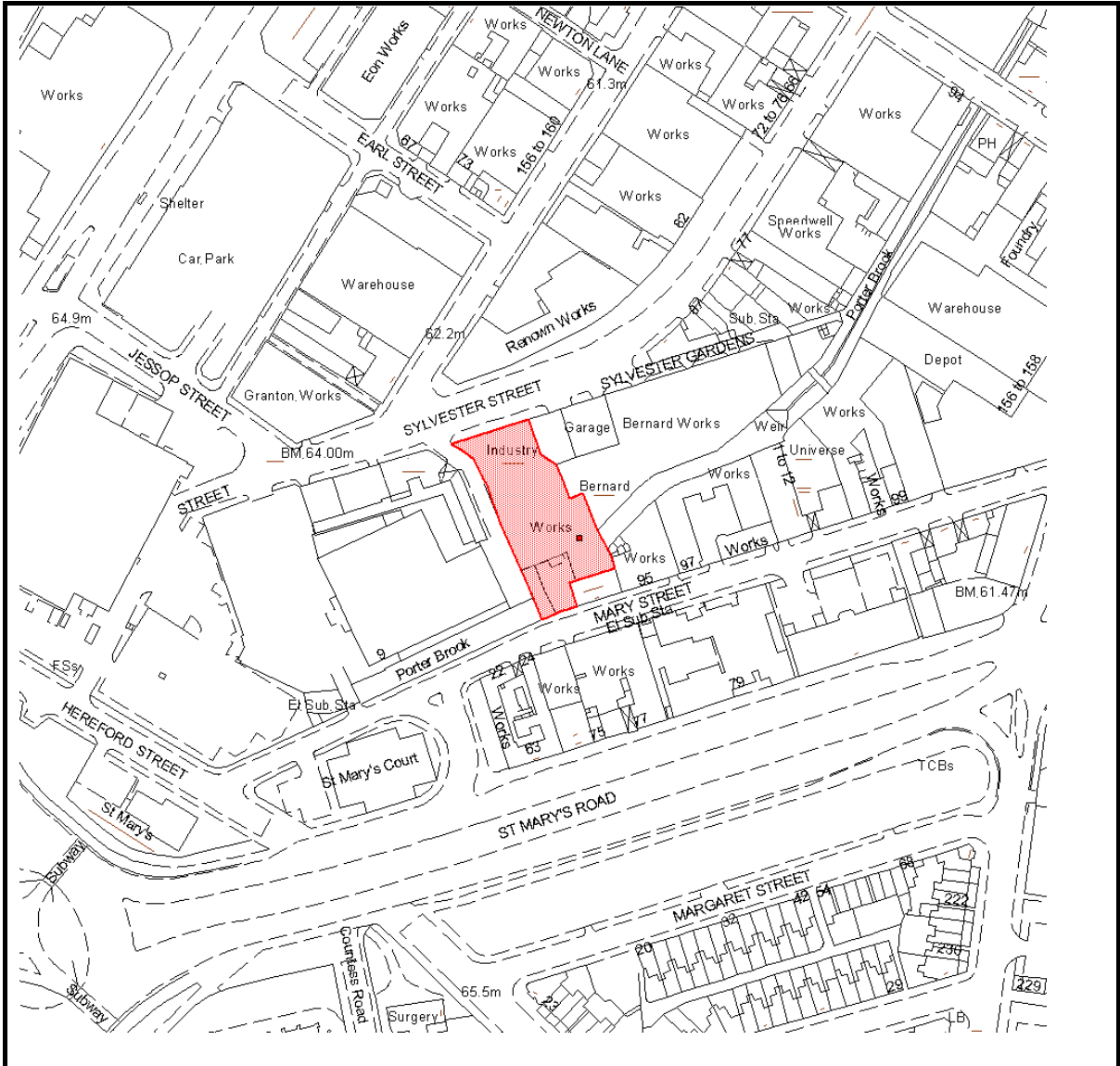
Case Number	06/00628/FUL
Application Type	A Full Planning Application
Proposal	Demolition of existing buildings, erection of 63 dwelling units and 2 commercial units in a 5 storey block with lower ground floor car and cycle parking accommodation
Location	Site Of Hawk Works, (Former Turner Works), Mary Street/Sylvester Street, Sheffield, S1 3JN
Date Received	21/02/2006
Team	CITY CENTRE AND EAST
Applicant/Agent	Franklin Ellis Architects
Recommendation	Refuse

For the following reason(s):

- 1 The Local Planning Authority considers that given the location of this site within a Fringe Industry and Business Area, the proposed development fails to provide a sufficient balance of uses and the predominance of residential development would prejudice the employment character of this location, contrary to Policies IB6 and IB9 of the Unitary Development.
- 2 The Local Planning Authority considers that the proposed development by reason of its scale, form, massing, poor detailing and relationship to adjacent buildings would give rise to an unsatisfactory design, an overbearing impact on adjacent buildings and the streetscene and a failure to provide a sufficiently active street frontage. This is considered detrimental to the character of the Cultural Industries Quarter Conservation Area and the adjacent Listed Building contrary to the aims of Policies BE5, BE15, BE16, BE17 and BE19 of the Unitary Development Plan.
- 3 By virtue of its siting, scale and massing, the proposed development fails to address the opportunity to re-open the culverted Porter Brook and to promote public access to the Brook as well as opportunities to enhance its nature conservation value, contrary to Policy GE17 of the Unitary Development Plan
- 4 The Flood Risk Assessment is considered to provide insufficient information to enable the Local Planning to properly assess the risk. In the absence of such information the Local Planning Authority must assume that the proposed development could have a detrimental impact on adjoining

watercourses. As such the development is deemed contrary to Policy GE20 of the Unitary Development Plan.

Site Location



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LOCATION AND PROPOSAL

The application comprises the site of the former Turner Works, which occupies land between Sylvester Street and Mary Street. It fronts Sylvester Street to the north and Mary Street to the south with Bernard Works lying to the east and Sylvester House (Listed) and the Klaussners retail shed to the east across an existing access road. The existing buildings also extend over the Porter Brook, which runs in a northeasterly direction through the site.

The existing Turner Works is a series of predominantly two storey red brick buildings. It is currently vacant but was previously occupied in the 1990s for the metal trade. The surrounding area comprises a number of historic buildings

interspersed with more recent developments. Along Sylvester Street, the existing units are of a relatively low scale with a number of single and two storey retail sheds rising up to the Grade II Listed Sylvester House, which comprises three substantial floors of accommodation adjacent to the application site. Along Mary Street, the scale of development varies between two and four storeys.

This is a full planning application for the demolition of the existing buildings and the construction of a part-four part-six storey development (including lower ground car parking) providing 398 square metres of commercial floorspace (7.5%), 5034 square metres of residential accommodation (63 units) and 30 car parking spaces at lower ground level. The four-storey elements front Mary Street and Sylvester Street with the development stepping up to six storeys across the majority of the site with an unbroken roofline. It is proposed that the development be constructed in a mixture of red brick, timber panelling, aluminium framed glazing and slate roof.

Vehicular access is provided from Sylvester Street via an archway through the building. Pedestrian access to the residential block is located from Sylvester Street with the commercial unit accessed from Mary Street. An outdoor amenity space is provided to the rear of the building adjacent to the Porter Brook, which would run below.

The entire site lies within the Cultural Industries Quarter Conservation Area.

RELEVANT PLANNING HISTORY

There is no planning history relating to this property but it is relevant to note the concurrent application for Conservation Area Consent (06/00629/CAC), which is considered in the subsequent report.

SUMMARY OF REPRESENTATIONS

The application was advertised by way of site notice, press notice and neighbour notification. One letter of objection has been received from the occupiers of 17 Mary Street, the adjacent commercial unit, who raise the following concerns:

- (i) The development will be constructed in part immediately adjacent to the rear wall of their premises and will block any light to their windows (which are currently blocked up)
- (ii) The development would block their fire escape, which exits to the rear;
- (iii) There would be a small inaccessible gap between the development and the side wall of No.17, which might prove problematic;
- (iv) It will not be possible to access the rear or side of the building for maintenance.
- (v) The development is too high and out of character.

A comment has been received from the occupiers of 111 St Mary's Road who support such developments in the locality, as they will lead to improvements in the area. They are concerned, however, with regard to the poor state of the road surface on Mary Street.

The following key statutory responses have also been received:

Environment Agency: object to the proposed development as insufficient flood risk information has been provided and the modelled flood level used for the flood risk assessment is not suitable.

PLANNING ASSESSMENT

This application represents the redevelopment of this prominent vacant site within the Cultural Industries Quarter (CIQ). The principal issues to consider in the determination of this proposal include the following:

- Principle of development –Policy and Land Use;
- Design, siting and massing
- Transport

The Council is also required to consider representations made as a result of the consultation exercise.

Policy and Land Use

Within the Sheffield Adopted Unitary Development Plan the application site is designated as a Fringe Industry and Business Area. Policy IB6 of the UDP relates to development in such areas and advises that whilst Business (B1), General Industry (B2) and Warehousing (B8) uses are preferred, a range of other uses including small shops (A1), food and drink (A3), leisure and recreation (D2) and housing (C3) may also be acceptable.

In the case of housing, the policy states that the better environment of these areas might exceptionally allow some houses where living conditions are satisfactory and they would not hinder industrial and business development. However, the intention is for such areas to continue to provide employment and Policy IB9 (a) confirms that in industry and business areas, the preferred uses should effectively remain dominant.

The current application proposes a very small proportion of (unspecified) commercial floorspace in relation to the residential units, the ratio of which is considered unacceptable. Thus, as proposed, the application is considered to be contrary to the provisions of Policy IB6 and IB9 of the UDP.

It is relevant to note that the Council has prepared a Draft Planning Guidance Note for key sites adjacent to the Porter Brook, which includes this site. With regard to land use, the Guidance Note advises that the preferred uses are a mix of business and residential with the creation of active frontages to Sylvester Street, Sylvester Gardens and Mary Street. It also advises that a co-ordinated approach across the sites is encouraged to create a mixed-use sustainable scheme that provides bar/café, business (B1) and residential use.

As noted above, this application does provide commercial space (albeit unspecified) but provides only a partially active frontage to Sylvester Street and a predominance of residential development. Clearly, the submission of this

application also fails to address the need for a co-ordinated approach across the key sites.

Design, Siting and Massing

In the context of planning policy, Policy BE5 of the UDP principally seeks good design and the use of good quality materials, with a respect for the scale, form and architectural character of the area. Given the location of the site within the CIQ Conservation Area, Policy BE15 advises that developments that would harm the character or appearance of a Conservation Area will not be permitted. Policy BE16 determines that development in Conservation Areas must preserve or enhance the character or appearance of the Conservation Area whilst BE17 advises that within Conservation Areas, a high standard of design using traditional materials and a sensitive approach will be expected. With regard to the relationship to the adjacent Listed Building, Policy BE19 relates to development affecting the setting of a Listed Buildings and requires that it should preserve the character and appearance of the building and its setting.

Within the Urban Design Compendium, the Cultural Industries Quarter is identified as a location to establish a cultural enclave where the principle of development is 'repair' and 'recovery' to enhance the existing character and activity of the area whilst embracing new development opportunities. It suggests that the appropriate scale of buildings will generally be 3-5 storeys with some scope for taller buildings at Howard Street and Granville Square.

This application proposes a development that is part 4-storey, adjacent to Mary Street and Sylvester Street, with the majority of development across the central block of the site at 6 storeys. This central element comprises a single unbroken roofline that would project above the surrounding historic and listed buildings. On this basis, it is considered that the proposal is over-dominant in relation to surrounding development and fails to complement the scale, form and character of the surrounding area, contrary to Policies BE5, BE16 and BE19 and advice contained within the Urban Design Compendium.

It is also considered that the architectural quality of the proposal is insufficient in the context of the Conservation Area and in relation to the setting of the adjacent Listed Building. It provides a single mass of development, particularly within the central 6-storey block, which fails to reflect the plot sizes of the locality and adds to the perceived massing of the building. With particular regard to the Sylvester Street elevation and the relationship to the Listed Sylvester House, the design of the scheme in terms of roof treatment is considered alien to the character of both the Conservation Area and adjacent Listed Building, contrary to Policies BE5, BE15, BE16, BE17 and BE19.

Finally, Policy BE5 advises that in all new developments, design should be of a human scale and the overall mass of buildings broken down. In this case, the ground floor of Sylvester Street is dominated by the lobby and car park entrance, which fails to provide an active frontage or a development of a human scale. A further concern is the lack of a pedestrian link between Sylvester Street and Mary Street, which fails to enhance accessibility and permeability through the area.

Relationship to Porter Brook

The Porter Brook is identified in the UDP as an important waterway. Policy GE17 advises that the development will be permitted only where it would not cause damage to the waterway environment. It also encourages the re-opening of culverted watercourses where opportunities arise. With particular regard to the Porter Brook, the Council is currently working with the Environment Agency to develop opportunities to open up the Brook through the CIQ and re-opening previously culverted sections. This aspiration is recognised in the Draft Porter Brook Planning Guidance Note, which seeks to promote the waterway value of Porter Brook and the relationship of buildings to it.

Accordingly, any new development along the Porter Brook must seek to reflect the prospect of improving the Porter Brook and its banks and creating public access and viewing points. The layout of the development as proposed fails to address this opportunity as it builds over the Porter Brook and provides limited public access or views to it. Moreover, this site is unique in the locality in providing one of the few opportunities to open up access and viewing points on the Porter Brook. Accordingly, the proposal is considered contrary to Policy GE17 of the UDP.

RESPONSE TO REPRESENTATIONS

The adjacent occupier at 17 Mary Street has raised a number of concerns regarding the relationship of the proposed development to the property at No.17. With regard to maintaining the rear access to No.17, this is not a planning matter but a legal matter between the objector and the new owners of Turner Works. The objector has advised that there is no formal right of access to his property from Turner Works but it was previously enjoyed on an informal basis. With regard to building up to the wall of No.17, this would be subject to a Party Wall agreement between the applicant and the objector, which again, is not a planning matter. The issue of scale and height is addressed in the report above.

SUMMARY AND RECOMMENDATION

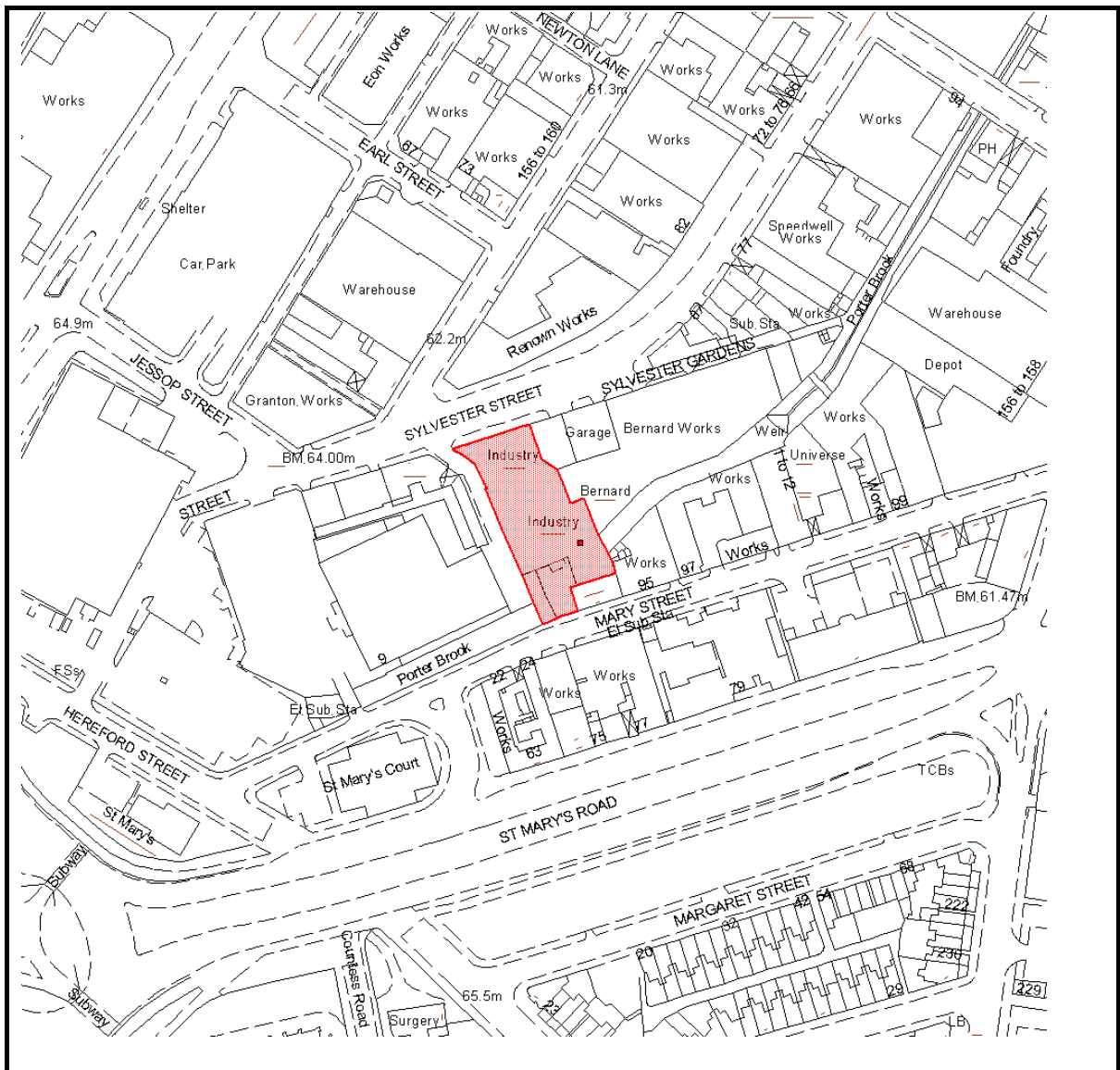
The proposed development fails to provide a sufficient balance between commercial and residential floorspace, contrary to Policies IB6 and IB9 of the Unitary Development Plan. Furthermore, it is considered that the scale, form and character of the development fails to relate sufficiently to the surrounding area, with particular regard to the adjacent Listed Building and in the context of the sites location within the CIQ Conservation Area, contrary to Policies BE5, BE16 and BE19 of the UDP. It also fails to address the opportunities to re-open the Porter Brook contrary to Policy GE17. Accordingly, the application is recommended for refusal. Finally, insufficient information was submitted with regard to the potential flood risk, contrary to Policy GE20 of the UDP.

Case Number	06/00629/CAC
Application Type	Conservation Area Consent Application
Proposal	Demolition of industrial buildings
Location	Site Of Hawk Works, (Former Turner Works), Mary Street/Sylvester Street, Sheffield, S1 3JN
Date Received	22/02/2006
Team	CITY CENTRE AND EAST
Applicant/Agent	Franklin Ellis Architects Ltd
Recommendation	Refuse

For the following reason(s):

- 1 The Local Planning Authority considers that the proposed replacement building is of insufficient quality and architectural merit to preserve or enhance the character of the Cultural Industries Quarter Conservation Area and thus, to warrant the demolition of Turner Works. As such, it is considered contrary to Policy BE16 of the Unitary Development Plan and advice contained within Planning Policy Guidance Note 15 (Planning and the Historic Environment).

Site Location



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LOCATION AND PROPOSAL

The application comprises the site of the former Turner Works, which occupies land between Sylvester Street and Mary Street within the CIQ Conservation Area. It fronts Sylvester Street to the north and Mary Street to the south with Bernard Works lying to the east and Sylvester House (Listed) and the Klausnners retail shed to the east across an existing access road. The existing buildings also extend over the Porter Brook, which runs in a northeasterly direction through the site.

The existing Turner Works is a series of predominantly two storey red brick buildings. It is currently vacant but was previously occupied in the 1990s for the metal trade. The surrounding area comprises a number of historic buildings interspersed with more recent developments. Along Sylvester Street, the existing units are of a relatively low scale with a number of single and two storey retail

sheds rising up to the Grade II Listed Sylvester House, which comprises three substantial floors of accommodation adjacent to the application site. Along Mary Street, the scale of development varies between two and four storeys.

This is a Conservation Area Consent application for demolition of the former Turner Works, an unlisted building within the Conservation Area.

RELEVANT PLANNING HISTORY

There is no planning history relating to this property but it is relevant to note the concurrent planning application for the construction of a part-four part-six storey development (including lower ground car parking) providing 398 square metres of commercial floorspace, 63 residential units and 30 car parking spaces at lower ground level. (06/00628/FUL), which is considered in the previous report.

SUMMARY OF REPRESENTATIONS

The application was advertised by way of site notice, press notice and neighbour notification. No comments were received in specific response to this application.

PLANNING ASSESSMENT

The application proposes the demolition of the existing Turner Works, a former industrial premises and yard that was last used for storage and ancillary offices in the 1990s. The premises extend across the site from Sylvester Street to Mary Street and are constructed predominantly in red brick with a metal roof.

The applicant has submitted a brief Conservation Area Statement, which seeks to justify the demolition of the existing buildings on the grounds that the current buildings are largely post-war industrial units that do not make a positive contribution to the Conservation Area and are of a construction, in terms of materials, that is not in keeping with the materials used on historic buildings. In essence, it is argued that the premises detract from the Conservation Area by virtue of its poor physical condition, prolonged period of vacancy and unexceptional architecture and are thus considered suitable for demolition and replacement with a new mixed-use building.

The key issue to consider in the determination of this proposal is the appropriateness of demolishing the existing building to enable the redevelopment of the site for the scheme submitted in application 06/00628/FUL.

Planning Policy

Policy BE15 of the Unitary Development Plan relates to areas and buildings of Special Architectural and Historic Interest and notes that development that would harm the character or appearance of Conservation Areas will not be permitted. Policy BE16 relates specifically to development in Conservation Areas and advises that permission will only be granted for proposals that contain sufficient justification to enable their impact on the area to be judged acceptable and where it would preserve or enhance the special character or appearance of the Conservation

Area. In Conservation Areas and Areas of Special Character, Policy BE17 advises that a high standard of design using traditional materials and a sensitive and flexible approach to the layout of buildings and roads will be expected for new buildings.

Also relevant to the determination of this application is PPG15 (Planning and the Historic Environment), which provides specific advice with regard to demolition in Conservation Areas. Paragraph 4.27 of PPG15 confirms that there is a general presumption in favour of retaining buildings that make a positive contribution to the character or appearance of a conservation area. As such, it is expected that proposals to demolish such buildings should be assessed against the same broad criteria as proposals to demolish listed buildings, which has regard to the condition of the buildings and cost of repair, the adequacy of efforts to retain the building and the merits of alternative proposals for the site. PPG15 then clarifies that in less clear-cut cases - for instance, where a building makes little or no such contribution - the local planning authority will need to have full information about what is proposed for the site after demolition. It advises that consent for demolition should not be given unless there are acceptable and detailed plans for any redevelopment. It has also been held that it is relevant to consider the merits of any proposed development in determining whether consent should be given for the demolition of an unlisted building in a conservation area.

Turner Works is a relatively unattractive collection of industrial buildings that are not considered to particularly enhance the character or appearance of the Conservation Area or make a significant contribution to it. As such, it is considered that the principal assessment in the determination of this application is whether there are any acceptable and detailed plans for redevelopment.

As detailed in the previous report, a full planning application has been submitted for the redevelopment of the Turner Works site. This application proposes a development that is part 4-storey, adjacent to Mary Street and Sylvester Street, with the majority of development across the central block of the site at 6 storeys. This central element comprises a single unbroken roofline that would project above the surrounding historic and listed buildings. As proposed, the development is considered over-dominant in relation to surrounding development and fails to complement the scale, form and character of the surrounding area. It is also considered that the architectural quality of the proposal is insufficient in the context of the Conservation Area and in relation to the setting of the adjacent Listed Building (Sylvester House). It provides a single mass of development, particularly within the central 6-storey block, which fails to reflect the plot sizes of the locality and adds to the perceived massing of the building. With particular regard to the Sylvester Street elevation and the relationship to the Listed Sylvester House, the design of the scheme in terms of roof treatment is considered alien to the character of both the Conservation Area and adjacent Listed Building.

As such, the proposed demolition of Turner Works is considered contrary to Policy BE16 of the Unitary Development Plan and advice contained within Planning Policy Guidance Note 15 (Planning and the Historic Environment).

SUMMARY AND RECOMMENDATION

It is considered that the proposed re-development of the site is not of sufficient merit to warrant the demolition of the existing buildings and should be resisted until acceptable and detailed plans are provided. The application is therefore recommended for refusal for the reason set out below.

Case Number	06/00813/FUL
Application Type	A Full Planning Application
Proposal	Erection of two-storey 44 bay golf driving range and ancillary accomodation
Location	Moorview Golf Range, Bradway Road, Sheffield, S17 4QW
Date Received	02/03/2006
Team	SOUTH
Applicant/Agent	Moor View Golf Centre Limited
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 Repairs and new areas of infill masonry shall match the existing surrounding masonry in bonding, colour, size, shape and texture and in the colour and finished treatment of mortar joints.

In order to ensure an appropriate quality of development.
- 3 Details of all proposed external materials and finishes, including windows, shall be submitted to and approved in writing by the Local Planning Authority before the development is commenced. Thereafter, the development shall be carried out in accordance with the approved details.

In the interests of the amenities of the locality and occupiers of adjoining property.
- 4 Details of the ball retention fencing (including the replacement of damaged fencing) shall be submitted to and approved in writing by the Local Planning Authority before the development is brought into use. Thereafter, the fencing shall be carried out in accordance with the approved details and retained.

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

Attention is drawn to the following justifications:

1. The decision to grant planning permission and impose any conditions has been taken having regard to the policies and proposals in the Sheffield Unitary Development Plan set out below, and to all relevant material considerations, including Supplementary Planning Guidance.

GE3 - New Building in the Green Belt

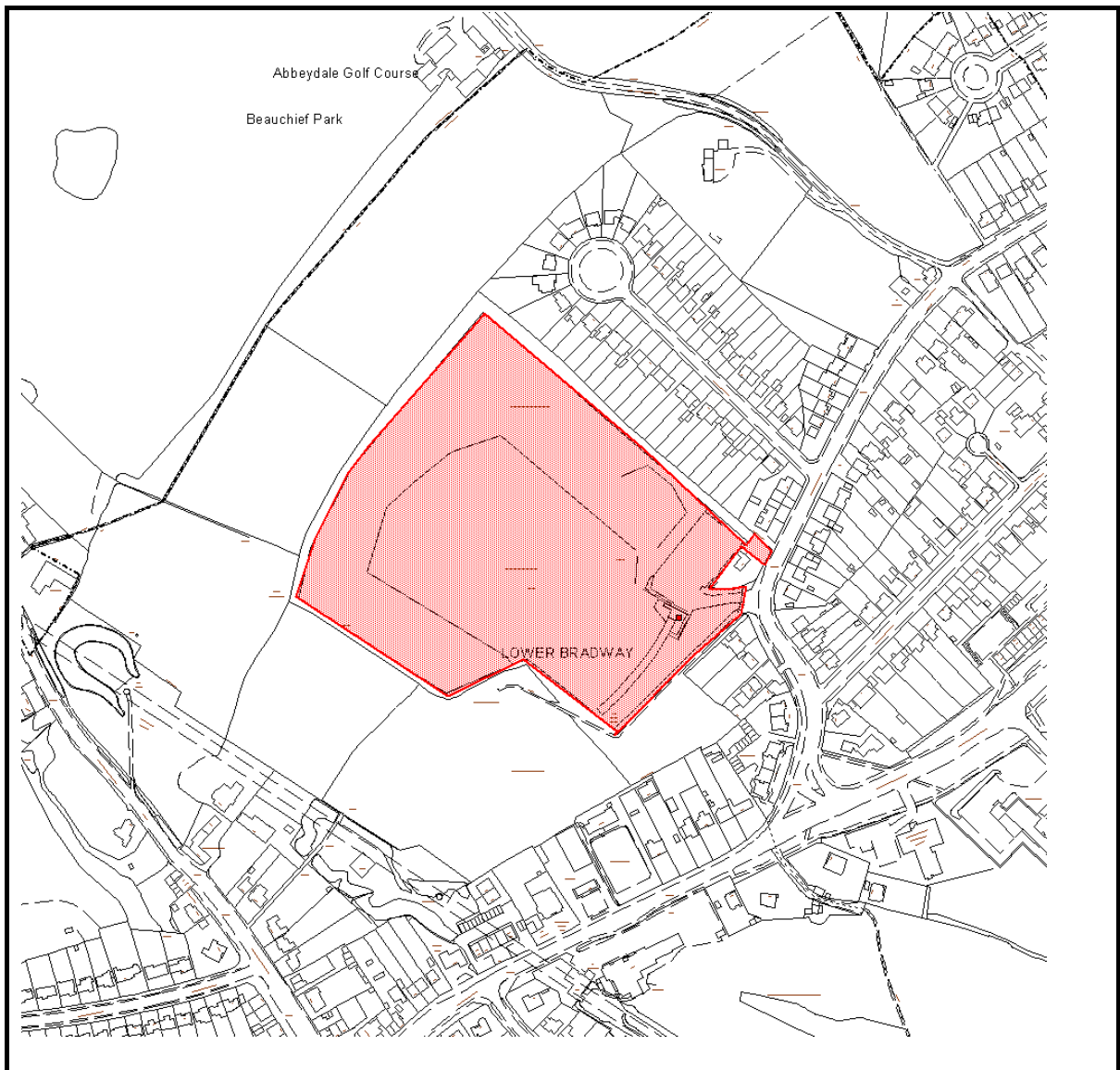
GE4 - Development and the Green Belt Environment

This informative is intended as a summary of the reasons for grant of planning permission. For further detail on the decision please see the application report by contacting the Planning Records section on 2734215 or by visiting Sheffield City Council's website at www.sheffield.gov.uk/your-city-council/council-meetings/planning-boards

Attention is drawn to the following directives:

1. The developer should be aware that the installation of any floodlighting within the site would require planning permission, and should be the subject of a separate planning application.

Site Location



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LOCATION AND PROPOSAL

The site currently accommodates a golf driving range just off Bradway Road and within 100 metres of the Greenhill Parkway. Planning permission was granted in 2003 and subsequently implemented for the demolition of the existing clubhouse building, and erection of new driving range clubhouse building with associated car parking.

The new clubhouse building comprises a crescent shaped footprint with a glazed facade overlooking the driving range and a canopied entrance. The building sits beneath deep eaves and comprises a mixture of stone and timber cladding with a slate roof.

The existing driving range bays were not re-developed as part of the previous application, and with the exception of the replacement of a number of timber cladding boards remain unchanged.

A public footpath runs along the southeast boundary of the site separating it from a number of residential properties (80 –130 Bradway Road). To the southwest of the site lies recreational space, there is open space to the northwest and the rear gardens of the properties fronting Elwood Road adjoin the northeast boundary. Number 58 Bradway Road situated at the entrance to the site is a Grade II Listed Building.

Permission is being sought to demolish the existing 22 driving range bays and replace with a two-storey building containing 22 driving bays at ground level and 22 at first floor level.

RELEVANT PLANNING HISTORY

Planning permission was granted in 2003 for the alterations to existing driving range and erection of a new driving range clubhouse building with associated car parking. Application No. 03/03121/FUL. This proposal has subsequently been implemented.

Planning permission was sought in 1999 for the erection of a replacement building to accommodate a shop, bars, restaurant area, offices, conference centre and ancillary accommodation Application No. 99/00836/FUL. The application was prepared for a decision at Area Board on 2 July 2001, the recommendation was for refusal on the basis of the scale of the buildings and works being detrimental to the character of the Green Belt. However the application was withdrawn before the Area Board.

A subsequent application for a similar scheme was submitted under application number 01/10580/FUL, this too was withdrawn before a decision could be made by the Local Planning Authority.

In 1984 planning permission was granted for bar (ancillary) opening hours of 9:00 to 10:45 Sat-Thurs and 9:00 to 11:15 Fri- Sat. Application No. 84/00478/FUL

SUMMARY OF REPRESENTATIONS

There have been 13 letters of representation received in response to the consultations carried out on the proposal.

- Increased danger and noise associated with more traffic at this corner of Bradway Road
- Lack of sufficient parking spaces on the premises leading to more parking on Bradway Road, especially with an increase in the number of driving bays
- Noise and worse behaviour from groups leaving the range late at night

- Replacement of the decaying and damaged fencing should be renewed to a high standard. With two storeys the balls will fly higher
- There is a possibility that any large flat two-storey element of the building close to the footpath could be a target for graffiti
- Increase in the number of driving bays would mean more need for bar and refreshment facilities, which are limited to 09:00 – 23:00 currently
- Concern regarding extra and higher positioned lighting need for a two storey structure making the building visible over a much wider area
- Golf balls driven from the bays at on the top storey could pass over the fencing and injure users of the footpath
- The huge pile of rubbish in the bottom corner of the range has been there over a very considerable period and in spite of many requests nothing has been done to remove it, this should be removed as part of the redevelopment of the site
- The proposal would be obtrusive from the rear windows of neighbouring properties

PLANNING ASSESSMENT

Policy Issues

The site is located within the Green Belt as designated within the adopted Sheffield Unitary Development Plan. As a result the contents of Planning Policy Guidance Note 2 (PPG2, Green Belts) and Policy GE3 (New Building in the Green Belt) are relevant in the assessment of the planning application. Also of importance are the provisions of Policy GE4 (Development and the Green Belt Environment). It should also be noted that the site adjoins a Site of Special Scientific Interest (Beauchief Golf Course) as designated within the Unitary Development Plan, the implications of this are addressed later in the report.

In accordance with the provisions of PPG2 and the Unitary Development Plan there is a presumption against inappropriate development in the Green Belt, which by definition is harmful to the Green Belt.

New buildings are considered to be inappropriate unless they comprise essential facilities for outdoor sport and recreation. By definition essential facilities comprise those, which are genuinely required for uses, which preserve the openness of the Green Belt.

The existing bar and shop are established uses, already having planning permission, and are not being extended as part of this application. The proposed development is for the actual outdoor recreation, with the increase in the number of driving bays. The ground floor area is to remain similar to the existing situation, with the additional driving bays to be provided at first floor level.

On this basis, it is not considered an objection could be raised to the proposed uses on Green Belt policy grounds.

Also to note the site is located within the vicinity of a group of Listed Buildings (number 40-52 Bradway Road) and in line with the provisions of Planning Policy

Guidance Note 15 (Planning and the Historic Environment) it is the Local Authority's duty to ensure that the character, setting and appearance of these buildings is protected.

Highways Issues

The proposed increase in the number of bays will inevitably result in increased levels of traffic generated by the site.

Based on estimates using the TRICS database, referring to the potential trip rates it is possible to estimate the maximum parking accumulation. In this instance it would appear that the maximum demand resulting solely from the use of the driving range would be 47 spaces. 57 spaces are provided on the site, allowing adequate parking provision for visitors and staff.

Design

The newly erected clubhouse building takes the form a crescent shape, with a glazed facade overlooking the driving range. The building envelope sits beneath deep eaves and comprises a mixture of stone and timber cladding. The roofing material is slate.

The proposed development consists of pulling back the existing driving range bays to line up with southeast elevation of the clubhouse building. The roof pitch will follow that of the existing clubhouse building, albeit the ridge height will project slightly higher. The materials proposed mirror those found on the clubhouse building, with timber boarding, and natural stone for the facing materials and blue slate to the roof.

It is considered that the alterations proposed present an improvement on the existing driving range bays, with the use of matching materials, and with roof pitches and elevations mirroring those of the existing clubhouse building. The design of the driving range bays allows it to sit within the surrounding landscape without it being too obtrusive.

Although views within the Green Belt looking towards the site will be affected, with the increase in height of the ridge by approximately 3.2 metres, they are screened by soft landscaping surrounding the site. It is believed that the development would not be harmful, and there will be no significant impact on the openness of the Green Belt.

Effect on residential amenities

The existing building, apart from the main entrance, turns its back on the nearby residential dwellings presenting for the most part a blank elevation. There are no windows proposed to the new driving range bays, although a number of velux windows and two windows serve a small office, assembly room and a tuition room. It is not considered that this will lead to any adverse impact on the amenities of

occupiers of neighbouring properties. The proposed increase in height of the built form is also not considered to present any adverse impact on occupiers of neighbouring buildings, being positioned a sufficient distance away.

SUMMARY AND RECOMMENDATION

The scheme will improve the appearance of the golf club complex as a whole, which currently presents a well designed new clubhouse. The floor area of the proposed buildings remains similar to the existing footprint, with the proposed development introducing an additional floor, which will not be unduly prominent within the Green Belt. This is considered acceptable in Green Belt policy terms on account of the improved appearance.

Case Number	06/00903/FUL
Application Type	A Full Planning Application
Proposal	Alterations to shop front and use of building as a solarium
Location	353 - 355 Glossop Road, Sheffield, S10 2HP
Date Received	06/03/2006
Team	SOUTH
Applicant/Agent	Hurst Associates
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 ground floor premises of 353 & 355 Glossop Road shall be used for the above-mentioned purpose only between 07:00 hours and 21:00 hours on any day.

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

- 3 Before work on site is commenced, full details of suitable access and facilities for people with disabilities, both to and within the ground floor of the premises and also within the curtilage of the site, shall have been submitted to and approved in writing by the Local Planning Authority and the premises shall not be used unless such access and facilities have been provided in accordance with the approved plans 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

Attention is drawn to the following justifications:

1. The decision to grant planning permission and impose any conditions has been taken having regard to the policies and proposals in the Sheffield

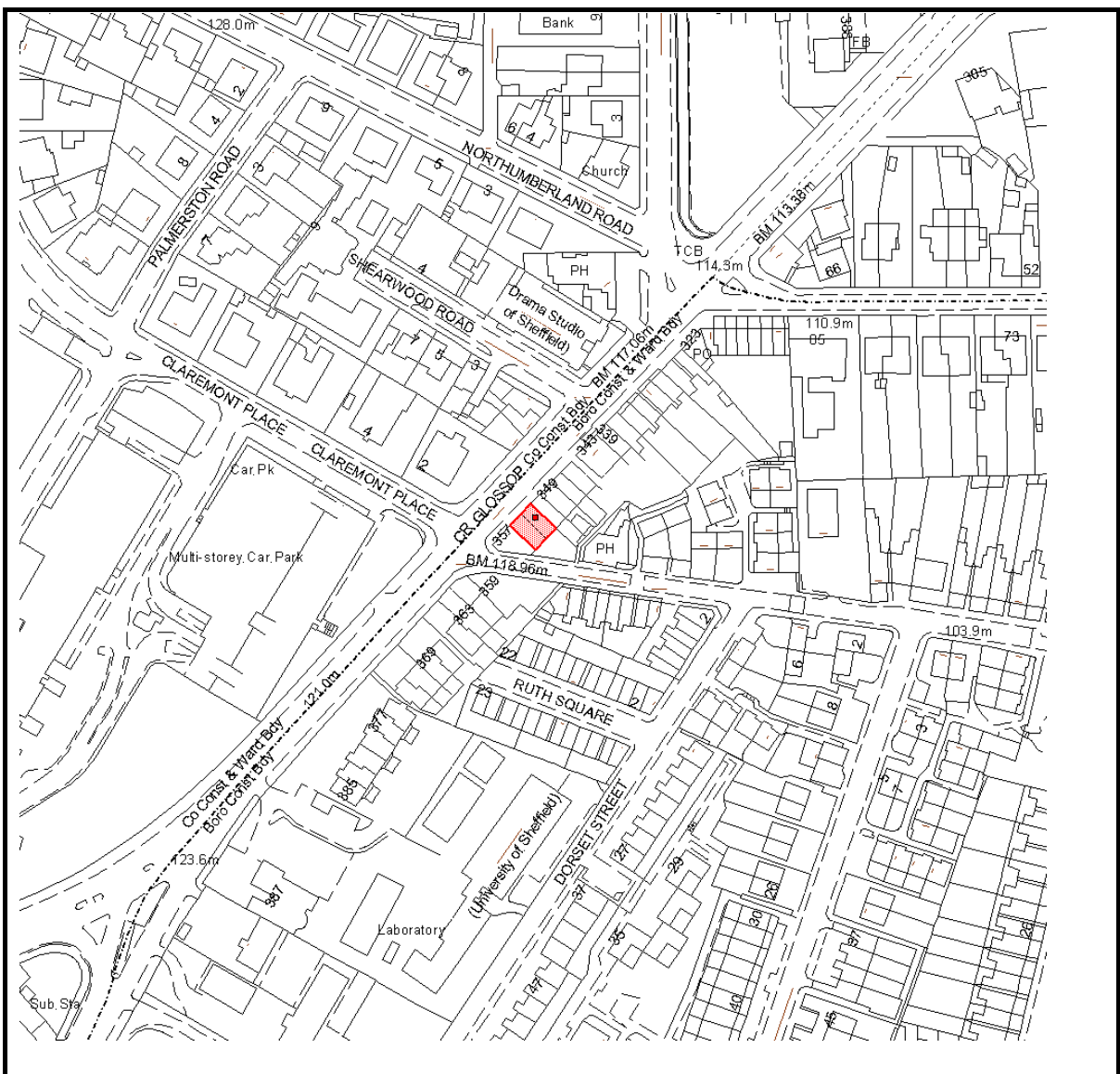
Unitary Development Plan set out below, and to all relevant material considerations, including Supplementary Planning Guidance.

S7 - Development in District and Local Shopping Centres

S10 - Conditions on Development in Shopping Areas

This informative is intended as a summary of the reasons for grant of planning permission. For further detail on the decision please see the application report by contacting the Planning Records section on 2734215 or by visiting Sheffield City Council's website at www.sheffield.gov.uk/your-city-council/council-meetings/planning-boards

Site Location



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LOCATION AND PROPOSAL

The application relates to an old brick, terrace property on Glossop Road. Situated in a Local Shopping Centre, the property is surrounded by a mixed use area to the North / West, and a residential area to the South/ East. The Local Shopping Centre consists of small retail premises (Class A1), small hot food takeaways (Class A5) and several vacant premises. The area also contains 2 public houses and various buildings owned by Sheffield University, which are located within 100 metres of the application property.

Currently the property is vacant, along with the pharmacy next door. The application property is situated near the end of the parade of shops and is situated next to a newsagent which is open until 22:00 hours. There are residential units above most of the premises within the parade of shops.

This application seeks permission for a change of use from A2 Financial Services to a Solarium (classed as a Sue Generis Use). The change of use would apply to the ground floor of the building.

RELEVANT PLANNING HISTORY

95/01760/ADV 353-355 Glossop Road 1 Illuminated Fascia Sign

96/00480/FUL Erection of an External Stairway to Self Contained Flat

SUMMARY OF REPRESENTATIONS

There have been no representations received in connection with this application.

PLANNING ASSESSMENT

The site lies within a Local Shopping Centre (LSC) as designated in the Unitary Development Plan. Retail uses (Class A1) are preferred in accordance with Policy S7 of the Unitary Development Plan.

Policy S10(a) permits change of use provided that the proposed development would not lead to a concentration of uses that would prejudice the dominance of the preferred retail use. This policy is essentially concerned with ensuring retail “dominance” at ground floor level to encourage a customer footfall, which will maintain the vitality and viability of the shopping centre. It is considered that with more than half of the premises still being used as retail (Class A1), the preferred use stated in the Unitary Development Plan would still be the dominant one.

Visual Amenity

The alterations to the shop front are minimal, involving the removal of an entrance door and replacement with a window. This has no significant impact on the external appearance of the building.

Amenity Issues

Policy S10(b) has regard to amenity issues and states that new development or changes of use would only be permitted if it would not cause residents to suffer

from unacceptable living conditions. It is noted that there are residential units in the immediate vicinity, however, due to the nature and scale of the proposed use, and the fact that there are several properties in close proximity that are open past 22:00 hours, it is considered that the proposal would not create unacceptable living conditions for neighbouring residents.

It is considered that in order to maintain acceptable standards of living for the local residential areas, conditions should be attached restricting the hours of use and the use of the premises as a Solarium. The applicant has suggested opening hours of between 07:00 hours and 21:00 hours daily. These opening hours are no worse than some of the premises within the parade of shops which open beyond 22:00 hours. It is considered, therefore, that the proposal is acceptable in respect of UDP policy S10.

It is considered subject to such conditions being attached to any approval given, that the amenity of the residential properties would not be compromised. Moreover, it is considered that the existing mix of uses in the area would ensure that the proposed use does not create a significant additional impact to the detriment of the occupants of the adjoining properties. It is concluded the development is therefore acceptable in respect of Policy S10(b).

Highway Issues

The proposed use would have no implications in highways terms. It is also considered that the proposed use would not generate any more vehicular traffic than the previous use. In addition, it is also noted that the site is accessible by foot, bicycle and bus. It is concluded that the proposal would not be of detriment to highway safety and would be consistent with the aims of PPG13 in promoting sustainable transport choices and Policy S10(f).

SUMMARY AND RECOMMENDATION

The proposal represents a change of use of the ground floor of the premises at 353-355 Glossop Road, from A2 financial services to a Sue Generis Use. It is considered that owing to the nature of the other shops in the vicinity, the change of use would not sufficiently dilute retail activity within the LSC or materially detract from highway safety. The impact on the amenity of the occupants of the neighbouring residential properties is considered in this assessment. It is concluded subject to the attached conditions, that the proposed use would not cause significant disamenity.

In the circumstances, the proposal complies with national guidance in PPS 6 and PPG13 and Unitary Development Plan Policies S7 and S10. It is recommended that planning permission is granted subject to the attached conditions.

Case Number	06/00765/FUL
Application Type	A Full Planning Application
Proposal	Refurbishment of 29-31 Garden Street and the erection of a mixed-use scheme comprising 143 apartments, 4527 sq. metres of B1 business space and 100 car parking spaces (resubmission)
Location	Site At 29 To 65, Garden Street, Sheffield,
Date Received	08/03/2006
Team	CITY CENTRE AND EAST
Applicant/Agent	Axis Architecture
Recommendation	Grant conditionally subject to the completion of a 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 Samples of all proposed external materials and finishes, including windows, shall be submitted to and approved in writing by the Local Planning Authority before 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

- 3 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.

- 4 Large-scale details of the following items, including details of materials and finishes, at a minimum of 1:20 shall be submitted to and approved in writing by the Local Planning Authority before the commencement of development: eaves, balconies, handrails and entrance canopies. Thereafter, the works shall be carried out and maintained in accordance with the approved details.

In order to ensure an appropriate quality of development. .

- 5 Before any work on site is commenced, a landscape scheme for the site shall have been submitted to and approved by the Local Planning Authority. The scheme shall be carried out in accordance with the approved details within 1 month of the occupation of the development or within an alternative timescale to be first agreed in writing with the Local Planning Authority. When the above-mentioned landscaping has been carried out, thereafter the landscaped areas shall be retained. The landscaped areas shall be cultivated and maintained for 5 years from the date of implementation and any failures within that 5 year period shall be replaced in accordance with the approved details unless otherwise authorised in writing.

In the interests of the visual amenities of the locality.

- 6 Before the development is commenced full details of the proposed car parking (including signing and lining, lighting, access control measures and management arrangements), shall have been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved car parking shall be provided before the occupation of the development.

In order to define the permission

- 7 Notwithstanding the approved plans, prior to the occupation of any part of the building, further details of the location of parking spaces designated for disabled use and the mechanism for their allocation in relation to the commercial and residential parts of this development shall be submitted to and approved in writing by the Local Planning Authority. Such details shall be implemented prior to the occupation of any part of the building and shall thereafter be retained for the lifetime of the development.

To ensure an accessible development and to accord with Policy T21 of the Adopted Unitary Development Plan.

- 8 Before the occupation of the development, or in accordance with a timescale to be agreed with the Local Planning Authority, the footways adjoining the site shall be reconstructed in accordance with the secondary palette identified in the Sheffield Urban Design Compendium, and the street lighting shall be upgraded to acceptable standards unless otherwise authorised in writing by the Local Planning Authority.

In the interests of the visual amenities of the locality.

- 9 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

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

10 Prior to the commencement of development, a Framework Travel Plan, designed to reduce the need for, and impact of, motor vehicles, increase site accessibility and to facilitate and encourage alternative travel modes, shall have been submitted to and approved in writing by the Local Planning Authority. The Framework Travel Plan shall include:

1. Clear and unambiguous objectives, modal split targets and an indicative programme of implementation, monitoring, review and reporting; and,
2. Details of arrangements to inform future occupiers of the requirement to develop and implement detailed Travel Plans, in accordance with the approved Framework Travel Plan and the condition outlined below.

In the interests of delivering sustainable forms of transport, in accordance with the Transport Policies in the adopted Unitary Development Plan for Sheffield and PPG13.

11 No development work, including ground clearance and demolition work shall take place unless and until the developer, their agent or their successor in title has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation that has been submitted to and approved in writing by the Local Planning Authority.

To ensure that any archaeological remains present, whether standing or buried, are preserved - either by being left in situ or recorded and removed in accordance with an agreed method, before they are damaged or destroyed.

12 Before the development is commenced, full details of proposals for the inclusion of public art within the development 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.

- 13 At all times that construction works being carried out equipment shall be provided to the satisfaction of the Local Planning Authority 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 but before the development is commenced full details of such equipment shall have been submitted to and approved by the Local Planning Authority. When the above-mentioned equipment has been provided thereafter such equipment shall be used for the sole purpose intended in all instances and be properly maintained.

In the interests of the safety of road users.

- 14 The buildings shall not be used unless details have been submitted to and approved in writing by the Local Planning Authority, showing how surface water will be prevented from spilling onto the public highway. Once agreed, the measures shall be implemented as approved and thereafter be retained.

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

- 15 Unless otherwise authorised in writing by the Local Planning Authority, the development 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.

- 16 Before the development is commenced full details of the proposed service arrangements for the development shall have been submitted to and approved in writing by the Local Planning Authority. Thereafter, the servicing of the building shall be carried out in accordance with the approved details.

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

- 17 Surface water and foul drainage shall drain to separate systems.

To ensure satisfactory drainage arrangements.

- 18 No development shall take place until details of the proposed means of disposal of foul and 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 satisfactory drainage arrangements.

- 19 The surface water discharge from the completed development site shall be subject to a reduction of at least 20% compared to the existing peak flow. Before the development is commenced, detailed proposals for surface water

disposal, including calculations to demonstrate the reduction, must be submitted to and approved by the Local Planning Authority.

In the interests of satisfactory and sustainable drainage

- 20 Prior to being discharged into any watercourse, surface water sewer or soakaway system all surface water drainage from parking areas and hardstandings shall be passed through a petrol/oil interceptor designed and constructed in accordance with details to be approved in writing by the Local Planning Authority.

To prevent pollution of the Water Environment.

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

To ensure satisfactory drainage arrangements.

- 22 Prior to the occupation of any part of the residential development, the sound attenuation works described in Section 5.0 of the Noise Impact Assessment dated July 2005 (with addendum letter dated 25 November 2005) produced by Hepworth Acoustics (ref 3383.1v1 and 3383.2/1) shall be carried out as specified in the Report and such works thereafter retained.

The works shall be capable of achieving the following design criteria:

Inside Bedrooms LAeq15min not exceeding 35dB (2300 to 0700)
Inside Living Rooms LAeq15min not exceeding 45dB (0700 to 2300)
Outdoor Areas/Balconies LAeq1hour not exceeding 55dB (0700 to 2300)

No part of the residential development hereby permitted shall be occupied until written confirmation is given to the Local Planning Authority to verify that the approved scheme of sound attenuation works has been installed in the building in full

In the interests of the amenities of future residential occupiers of the development.

- 23 Before any part of the development hereby permitted is occupied, a validation test of the sound attenuation works shall be carried out and the results submitted to and approved in writing by the Local Planning Authority. The validation test shall:

- a) Be carried out in accordance with an approved method statement;
- b) Demonstrate that the specified noise levels have been achieved.

- I n the event that the specified noise levels have not been achieved, then notwithstanding the sound attenuation thus far approved, a further scheme

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

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

- 24 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 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.

- 25 The development shall not be used unless all redundant access 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 traffic safety and the amenities of the locality.

- 26 Before the development is commenced a Phase 2 Risk Assessment, to characterize the contamination on site and propose a remediation scheme to ensure safe redevelopment, shall have been submitted to and approved in writing by the Local Planning Authority. Should any previously unsuspected contamination be encountered during the development, the Local Planning Authority shall be notified within one working day of its discovery, together with any proposed amendments to the proposed remediation scheme. The development shall then be carried out in accordance with the approved scheme and the applicant shall provide written verification that the remediation has been completed as approved, within 21 days of the approved scheme being completed.

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

- 27 Before the development is commenced, full details of the proposed mobility housing units, which should amount to 25% of the total provision shall have been submitted to and approved by the Local Planning Authority. The approved units shall thereafter be provided.

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

Attention is drawn to the following justifications:

1. The decision to grant planning permission and impose any conditions has been taken having regard to the policies and proposals in the Sheffield Unitary Development Plan set out below, and to all relevant material considerations, including Supplementary Planning Guidance.

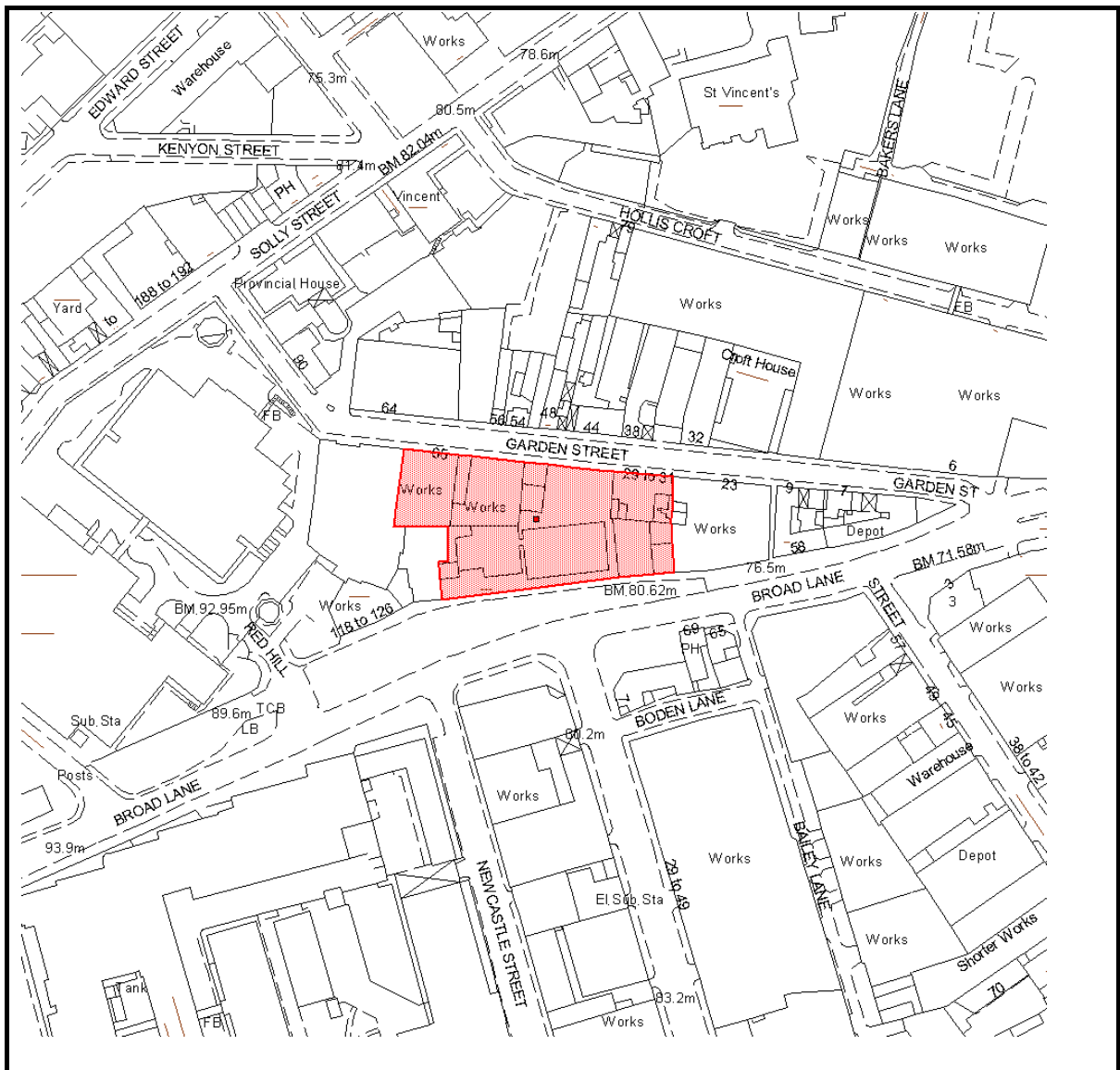
IB5 - Development in General Industry Areas IB11 - Housing & Residential Institutions in Industry & Business Areas BE5 - Building Design and Siting

This informative is intended as a summary of the reasons for grant of planning permission. For further detail on the decision please see the application report by contacting the Planning Records section on 2734215 or by visiting Sheffield City Council's website at www.sheffield.gov.uk/your-city-council/council-meetings/planning-boards

Attention is drawn to the following directives:

1. The development will require the issuing of a formal postal address(s) by the City Council. This will apply even if the development is an infill site. Contact Lynn Fox on Sheffield 2736127 for details. Failure to carry out this process at an early stage may result in statutory undertakers refusing to connect services.
2. 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.
3. It is recommended that the work be carried out in accordance with BS 3998 "Recommendations for tree work".
4. You are advised that residential occupiers of the building should be informed in writing prior to occupation that:
 - (a) limited/no car parking provision is available on site for occupiers of the building,
 - (b) resident's car parking permits will not be provided by the Council for any person living in the building.

Site Location



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INTRODUCTION

Members may recall that an earlier application on this site (reference 05/02300/FUL) was refused on the basis that the scheme did not include sufficient B1 business space and was therefore contrary to the aims of the St Vincent's Quarter Action Plan. The refused application is now the subject of an appeal, which is due to be heard at a Public Local Inquiry in July this year.

This application has been submitted in order to try and address the concerns of the previous scheme and includes an increased B1 business content as well as a re-configured layout to ensure that the business element is concentrated on the main Broad Lane frontage to give it due prominence. The application is also supported by correspondence from one of the current occupiers of the site, which sets out that the investment on this site is required to fund a relocation to new, more suitable business premises at Holbrook, to ensure the long-term survival and

competitiveness of the company and secure the existing employment that is generated by the use.

LOCATION AND PROPOSAL

The site lies within the Well Meadow Conservation Area, in a General Industry Area, as defined in the Unitary Development Plan. The site also lies within a Business Area, as identified in the St Vincent's Action Plan.

The site relates to a piece of land, which is bounded by Broad Lane to the south and Garden Street to the north. Currently the site is occupied by a number of business premises, namely Bro Marsh & A1 Towing Ltd, George Ibbertson (Sheffield) Ltd, and William Whiteley & Sons Ltd. The buildings within the site are varied in character, ranging from single-storey to two-storey brick structures and includes an aluminium-sided workshop, a 19th Century former school building to the east of the site and ancillary yard areas. Buildings date from the 19th Century, through to mid and late 20th Century.

Adjacent to the site, in the south-west corner is a three-storey Georgian building, which is used as a house in multiple occupation, to the west is an enclosed open parking area with the former Health and Safety building beyond, which is now owned by the University. Opposite the site, to the north, fronting onto Garden Street is the HSE office building and other smaller business and industrial units. Opposite the site, to the south are premises belonging to Peak Imaging and the Window Centre. Extending further down Garden Street, to the east of the site are various small local business units, a Youth Community Centre and other industrial units, including Footprint Tools.

The area immediately in front of the site, fronting onto Broad Lane is a wide cobbled area used as a public pay and display car park.

It is proposed to demolish most of the buildings on the site, with the exception of 29-31 Garden Street, and to erect a mixed-use scheme on the site comprising of residential (143 units) and B1 Business Space (4527 sq m) in a number of blocks ranging between 4 and 9/10 storeys in height. This report relates to both the Conservation Area application for demolition (06/00814/CAC) and the full planning application for the redevelopment (06/00765/FUL).

RELEVANT PLANNING HISTORY

As detailed above, an earlier application (reference 05/02300/FUL) on the same site was refused in December 2005 as it was considered that the proposal did not include sufficient business space and was contrary to the aims of the St Vincent's Action Plan.

An appeal has been lodged against the refusal of planning permission and the matter is due to be heard at a Public Local Inquiry commencing on the 11th July 2006.

SUMMARY OF REPRESENTATIONS

William Whiteley & Sons, who currently occupy part of the site have written in support of the application and raise the following points:

- they have put together a consortium of all the land owners within the application site boundary in order to try and facilitate the relocation requirements of the various parties.
- William Whiteley's are hoping to relocate to a new facility at a site in Holbrook, which they have already secured and invested a considerable sum.
- A delay or refusal of this application raises serious issues in respect of maintenance, timing the move, and new construction costs.
- Concerned that the prospective purchaser of the site may withdraw from the deal, resulting in the existing companies being unable to relocate.
- All of the companies affected have a historic base in Sheffield and wish to continue their craftsmanship in new facilities in order to ensure their long-term survival and prosperity.
- They recognise that it is not desirable for these types of industries to stay in the St Vincent's location and this is expressly stated in recent policy guidance.
- Further delay in determining the application may result in a lack of sufficient funds to relocate, the current consortium disbanding, and an uncertain future for the current businesses.
- They urge Members to support this proposal for what they believe to be a prestigious development for the city, combined with securing a long-term future for a number of historic Sheffield businesses.

The South Yorkshire Police Architectural Liaison Service have suggested that the development would benefit from being built to Secure By Design standards. In particular access to the development should be controlled, with the business units having no access up to the residential floors. Basement parking must be well lit and be access controlled. All ground floor glazing should be laminated and doors and windows designed to secure by design standards. The resident entry point should be access controlled and the courtyard should be secured for residents use only.

South Yorkshire Passenger Transport Executive raise no objections to the proposal but make the following comments / suggestions:

- welcome developments such as this in accessible locations
- the developer may want to take advantage of discounted travel passes by providing an annual season ticket for each property and a personal journey planner
- Consideration should be given to promoting this development as car-free rather than providing 100 car parking spaces, or spaces could be allocated for a future car-club
- Suggest that the developer should fund the provision of real-time information on public transport to be incorporated into the development
- Residential and employee travel plans should be required as part of any approval

The University of Sheffield have repeated their concerns from the previous submission, as follows:

- the area is designated for business use in the Local Policy Framework and as the regeneration of the St Vincent's Quarter is at such an early stage careful consideration should be given to whether a residential use, which is outside of the use designated in the plan for that area, should be given permission even with the increased B1 element (as it is still not up to the 50% requirement and consider it to be a token gesture)
- should permission be granted, it would greatly effect how the rest of the area develops. If we allow a deviation from the plan at this stage, what other deviations will be permitted and the effect of residential land values, compared to other users start to play a part
- Supports the Action Plan but believes it is important that the development of the area is carried out in a controlled way in line with the Local Policy Framework.

One letter of representation has been received from Footprint Tools Limited. Their comments/concerns include the following:-

- Concerned about noise and vibration from their premises, which may have an affect on the proposed development
- Although the proposed development is not opposite their premises, it would be sited on the hillside, be of considerable height and noise emits from their Forge, through doors, vents and the roof
- Hepworth Accoustics have measured noise and vibration but this application differs with many more apartments facing Garden Street
- Noise from Footprint Tools not only emits from ground level but also through vents in the walls and roof
- The noise surveys carried out may not be representative of their forge when fully working
- In conclusion, concerned at any threat to their business from claims of future residents about noise and vibration, whilst understanding that development needs to be encouraged in the area

Conservation Advisory Group (CAG) considered the earlier application at their meeting of 22nd November 2005. The scale, massing and external appearance of the development has not altered significantly since that time
And as such they re-iterated their previous concern.

'The Group considered the proposal to be acceptable in terms of its height and scale for the Garden Street elevation but considered that the proposed Broad Lane frontage was unacceptable owing to its scale and massing. Concern was also expressed with regard to the effect of the development on the existing Georgian building and the scheme must respect the Listed Buildings on the site and the Well

Meadow Conservation Area. The Group also stressed that the Montgomery Monument within the area should be preserved.'

PLANNING ASSESSMENT

Policy Issues

The site lies within a General Industry Area as defined in the Unitary Development Plan and so Policies IB5 and IB9 would apply. Policy IB5 states that the preferred uses in such areas are general industry (Class B2) and warehouses (Class B8, excluding open storage). However, Policy IB5 does state that other uses are acceptable, such as food and drink outlets (Class A3).

The proposal consists of B1 business use (4,527 sq m) and 137 apartments (as opposed to 161 in the earlier scheme), which Policy IB5 identifies as an unacceptable use, as satisfactory living conditions would generally not be achieved. Hence, the proposed residential use would be a departure from the Unitary Development Plan and has been advertised accordingly.

Policy IB9 states that new development would only be permitted where it would not lead to a concentration of uses which would prejudice the dominance of industry and business in the area, and would not cause residents of housing to suffer from unacceptable living conditions. The Policy also requires that the proposed development should be well designed and should not harm the quality of the environment such that other new industry and business would be discouraged, and be adequately served by transport facilities.

Policy BE5 requires development to incorporate good design, the use of good quality materials and encourages original architecture. New buildings should complement the scale, form and architectural style of surrounding buildings and the design should take account of the natural and built features of the site.

The site falls within the Well Meadow Conservation Area and therefore Policies BE15, BE16, and BE17 would apply. Such policies are principally concerned with preserving and enhancing the character and appearance of the Conservation Area and as such, a high standard of design is expected together with the use of traditional materials. In particular, Policy BE16 states that those buildings which make a positive contribution to the character and appearance of the Conservation Area will be retained.

Planning Policy Guidance 15 'Planning and the Historic Environment' specifically states that special attention to the desirability of preserving or enhancing the character or appearance of the area should be the prime consideration in determining a consent application. The document also states that the general presumption should be in favour of retaining buildings, which make a positive contribution to the character or appearance of a Conservation Area.

The proposal would involve the retention and refurbishment of the former school building, numbered as 29-31 Garden Street. The preservation of this building is welcomed, since it has been identified as being a character building, which

contributes to the character of the Conservation Area. The remainder of the buildings, have no architectural merit, and as such there is no objection to these being demolished, in order to facilitate the redevelopment of the site.

St Vincent's Action Plan

The site also falls within the St Vincent's Action Plan area. This Action Plan, which was adopted by the Council in December 2004, provides a defined vision for the regeneration of this area and is a material consideration when considering planning applications. The Action Plan is an interim policy document, which is being used prior to the completion of the Sheffield Development Framework (SDF), which would supersede the existing Unitary Development Plan.

The Action Plan identifies the site as lying within a New Business Area, where business uses would be expected. The plan stipulates that the dominant use in this area should be the preferred B1 business use and consequently any new development should comprise predominantly of the preferred use (generally greater than 50% of the floorspace). Housing (Use Class C3) is listed as an acceptable use, other than on the ground floor, and subject to it not being the dominant use and provided that it could be demonstrated that they would 'make a vital contribution to the delivery of substantial office space'.

The proposal comprises of 4527 sq metres of office space (48,735 sq ft) and 143 flats (109 x 1 bed/studio and 34 x 2 bed) . In floorspace terms the split equates to approximately 61% residential and 39% B1 business use. A further fundamental change from the previous scheme is that the business space has now been prominently sited on the Broad Lane frontage (where previously it was largely sited on the Garden Street frontage) and the residential accommodation re-configured across the site.

The scheme, whilst not entirely in accordance with the aims of the Action Plan or the emerging SDF in strict percentage terms, does now provide substantial office accommodation to meet the needs of the City. The type of employment in the area is industrial and the aim of the Action Plan is to encourage greater change in the level of employment to business, by changing the role of the area. Bearing this in mind it is also important to take on board the representation received on behalf of the current industrial occupiers of the site who are clearly looking to relocate to more suitable modern premises to continue their businesses, with the consequential employment benefits that this would bring to the city. There is clearly a viability issue to take into account in this regard. Bearing in mind the reconfiguration of the layout and the provision of nearly 50,000 sq ft of office accommodation, together with the compelling argument made by the current industrial occupiers of the site, it is considered that, on balance, there are special circumstances which warrant a relaxation of the predominance policy on this particular site in order, in particular, to facilitate the relocation of some important Sheffield businesses to new, more suitable premises.

Design/Visual Amenities

The scheme involves a number of blocks, which are arranged around the periphery of the site, fronting on to Broad Lane and Garden Street.

The existing character building fronting onto Garden Street would be retained and a link building would be created between that and the proposed office block fronting onto Broad Lane.

The blocks vary in height, ranging from 4 storeys up to 9/10 storeys. The buildings generally graduate up Garden Street to reflect the topography and given the reduced height of approx. 4/4.5 storeys high, with the uppermost floors set back, they are also to a scale, which is more consistent with the existing street frontage. The Broad Lane frontage generally reflects the topography, by gently falling away in height towards the east, down Broad Lane. However, midway along this frontage is a larger building, which would provide a point of interest, especially when viewed from the top of Rockingham Street.

Broad Lane Frontage

The Broad Lane frontage would encompass 5 main blocks, the tallest of which would be positioned midway along the frontage and incorporate an aluminium/zinc composite frame, with horizontal steel channel sections with a combination of clear and obscure glazed panels. The attached 'link' block, which would extend over the pedestrian route through to the retained character building, would be of similar construction, but incorporate aluminium-zinc infill panels. The adjacent building is to incorporate a white acid washed concrete frame and columns with channel section detail to floor edges, and two-tone green glass infill panels to most floors.

On the uppermost part of the site would be a 4-storey block, the height of which would not exceed that of the adjacent Georgian building. This block would be constructed of brick with aluminium/zinc channel detail and glazed infill panels. The adjacent attached block, which would be 6-storeys high, would be of similar construction, but include aluminium/zinc panels on the first, second and third floor with projecting winged balconies, which would be supported on a steel framework. The uppermost floor, which would be set back, would be predominantly glazed in a combination of clear and obscure glass, hence this floor does appear subservient to the main block and ensures the building is not excessive in height.

Garden Street Frontage

The Garden Street frontage, which would comprise of a brick facade, in keeping with the neighbouring industrial buildings, would be broken up by vertical zinc detailing, in order to reduce the expanse and so reflect the existing rhythm of plot widths. Roofs would generally be flat, and given the land gradient, this detail gives a greater emphasis to the graduating effect of the blocks. A pitched roof would be introduced within the new build, mid way along this frontage, together with a glazed storey either side, which would provide additional visual interest at the roof line, with the latter giving the impression of a lighter-weight structure so reducing the impact of the upper storey, in terms of its height.

Courtyard Elevations

The inner elevations (facing into the courtyard) would comprise of lighter buff brickwork and render with infill, glazed units. The use of these lighter coloured materials is recommended, especially combined with the glass, given that the courtyard areas would be over-shadowed to a degree, as a result of the orientation and position of the proposed buildings. The predominant use of glass would provide much needed reflective light, given that the courtyard, when measured from east to west, would be approximately 11 to 18 metres wide, when measured from north to south (and approximately 33 to 37 metres long).

It is envisaged that the courtyard area, which would provide amenity space for residents, would be predominantly hard-surfaced, with minimal amounts of soft landscaping. The courtyard would not benefit from high degree of natural sunlight, hence hard landscaping would be more appropriate in this instance. To ensure a safe environment and in the interests of providing a good quality environment which would be well utilised, it is recommended to introduce minimal low maintenance planting. Details of the proposed landscaping works would need to be secured by condition should the development be approved.

The choice of materials are considered acceptable as they reflect the historic and industrial nature of the surrounding area and would constitute an effective use of natural materials, which allows for a robust and contemporary approach to be taken in the overall design of the scheme.

The Broad Lane frontage is acceptable in terms of height, as it follows the topography of the site and neither would it compete with the landmark building of St Vincent's Church. The proposed development would inevitably be visible in the same views as the church, but the new buildings would not appear over-dominant.

Public Art

An element of Public Art should be incorporated into the development, due to its prominent location on Broad Lane. The applicants have confirmed that this is acceptable and this is conditioned accordingly.

Highway Issues

The proposed development does not raise any serious highway concerns. The proposal would involve the provision of 100 undercroft car parking spaces. The level of car parking accommodation is considered acceptable, given its city centre location and the opportunities for alternative modes of travel available.

To ensure adequate visibility from the means of access onto Garden Street, ideally a 2 metres x 2 metres pedestrian/intervisibility splays would be provided on either side of the means of access. However, this could only be achieved on the west side and not to the east, owing to the position of the existing school building (a character building), which would be retained and refurbished. Although not an ideal situation, it is considered acceptable, given the fact that a character building

would be retained and that vehicular movements are likely to be limited to restricted times of the day.

Any approval of planning permission would be subject to additional conditions relating to servicing of the development, identifying the disabled parking spaces, cycle and motor cycle parking provision and improvements to the footway to be carried out, which would involve surfacing and lighting to both Garden Street and Broad Lane.

Effect on Residential Amenities

The site is located in an area that is predominantly occupied by industrial premises and as such there is a potential risk of noise and disturbance for future occupiers of both office and residential accommodation.

PPG 24 'Planning and Noise', establishes the use of noise exposure categories (NEC's) for the assessment of whether residential developments are acceptable in areas that are close to identifiable noise sources. A Noise Impact Assessment was carried out by Hepworth Acoustics as part of the original submission and further noise monitoring has taken place, in respect of activities been carried out at Footprint Tools premises. Hepworth acoustics have also provided information to show that the reconfiguration of the development does not alter the conclusions of the earlier report. Following the receipt of the letter from Footprint Tools they have also been in direct contact with Footprint to explain the latest findings.

The noise survey took readings from the Broad Lane and Garden Street frontages. Traffic noise was the dominant noise source at Broad Lane, whilst the Garden Street frontage was subject to industrial and traffic noise. In terms of PPG24, the noise levels measured at the Broad Lane frontage fell within Categories B and C and noise levels taken from the Garden Street frontage fell within Category B. PPG24 states that sites which fall within category B noise should be taken into account when determining planning applications and where appropriate, conditions should be imposed to ensure adequate protection. PPG24 states that sites which fall within Category C should not normally be granted. However, if permission is granted, conditions should be imposed to ensure an adequate level of protection is achieved.

With regard to the further supplementary noise report, this was primarily concerned with the activities taking place within the premises of Footprint Tools. Footprint Tools is situated to the north-east, with frontages onto Garden Street, where there are Forge activities taking place, involving the use of large stampers. Concern was expressed with regard to noise outbreak through the roof of Footprint Tools, which may affect residents on the higher floors. Hepworth Acoustics were requested to take measurements of operating noise levels of Footprint Tools, when the majority of equipment was in use, whilst the workshop doors were open. From these measurements they produced the predicted noise levels. Since there would not be noise sensitive rooms (eg living rooms and bedrooms) on the Garden Street elevation apart from units at the very top corner, and there would be an additional barrier in the form of corridors, subject to satisfactory high specification glazing and alternative acoustically treated ventilated systems being implemented, noise levels

would be acceptable. The proposed noise attenuation details are secured by condition.

It is considered that given the distance between the application site and Footprint Tools, and the predicted levels of noise from those premises, that there is no requirement for additional noise readings or vibration readings to be taken. The Environmental Protection Service have confirmed that they do not consider that this site would be affected by vibration. They confirm that they have visited the site when the stampers were in operation.

Contaminated Land

A Geo-Environmental Appraisal has been carried out. The report submitted is an historical desk study, which provides recommendations for a more detailed risk assessment to be carried out. A condition of any development would require a Phase 2 Risk Assessment to be carried out, prior to the development of the site, and the results together with mitigation measures shall be identified. Following completion of such works, a post remediation verification report, which demonstrates that such works have been carried out in accordance with the agreed recommendations would have to be submitted should the site be redeveloped.

Mobility Housing

The scheme indicates the provision of 19% of the units meeting the mobility housing standards laid out in Supplementary Planning Guidance. This falls slightly short of the 25% specified in Policy H7 of the UDP and the SP and as such a condition is proposed to address this shortfall.

Archaeological Issues

An Archaeological Report has been prepared by ARCUS. The report identifies the site as having some archaeological/historical interest. The site contains a former school building (numbered as 29-31 Garden Street), which dates back to approximately 1870s. The building was a church school, converted to a works c1940 and retains substantial historic external features. This building is intended to be refurbished, although the extent of works proposed is unknown at this time and as such it is therefore recommended that more information is supplied, both in terms of details, including photos, of the existing internal and external fixtures/fittings together with details of the proposed alterations to the building.

The assessment also suggests that there is potential for below-ground archaeology, which would principally relate to early 19th Century domestic housing and possibly small scale industrial workshops, which was a crucial period in the development of the City. Given that the proposal involves the construction of basement car parking, which would destroy any archaeological evidence, there is a need to consider the below-ground archaeology of this site further.

There are several buildings occupying the site, but until demolition has been carried out, further investigations as to the extent of archaeological findings cannot

be ascertained. It is suggested that the yard area to the west of the school building is significant, as it was the location of the steel and file works of the Peace Brothers from the early 19th Century. It is therefore recommended that this area be tested by trial trenching, before the development is commenced. A condition would be imposed for such works, together with the requirement for a programme of archaeological work (including recording) in accordance with a written scheme of investigation should the development be approved.

Open Space Contribution

In accordance with Policy H16 of the UDP, the developer is required to make a contribution towards the provision of open space, in lieu of direct open space provision. This is calculated on figures taken from the City Centre Living Strategy, which recognises that there is a shortfall of open space in the city centre.

A Unilateral Undertaking under Section 106 of the Town and Country Planning Act, 1990, would be required to secure a contribution. In this case the contribution amounts to £134,090. Such monies would be distributed, following consultation with the relevant Area Panel.

RESPONSE TO REPRESENTATIONS

The majority of issues have been considered in the main body of the report. Officers are satisfied that the proposed residential and office accommodation can be adequately protected against nearby noise sources. Indeed the development has been designed in such a way that it is largely corridors that face the Garden Street frontage, with habitable rooms facing the courtyard.

Substantial revisions to the design of the scheme were achieved through the course of the earlier application, to the extent that the scheme is now considered to be a well thought out proposal, responding positively to the topography of the site, with a bold but sensitive external appearance utilising materials commonly found in historic industrial quarters of the city. Security issues have also been considered and additional details are required by condition.

The tall element of the building is positioned such that it will not detract from views into the St Vincent's Quarter and in particular views to the church. It is much less imposing than other schemes which have been approved and are now on site further down the hill on Tenter Street. Furthermore, in order for the office element of the scheme to be successful it is considered that the scheme needs to have enough presence to attract attention on the Broad Lane frontage.

The University's concerns are acknowledged but it is considered that this scheme now addresses, to a large extent, the concerns in respect of the earlier scheme, particularly bearing in mind the need for the existing industrial users on the site to relocate to more suitable premises.

The SYPTE suggestions will be considered as part of the Travel Planning Process, which is required by condition.

CONCLUSION & RECOMMENDATION

The proposal represents a substantial development in the St Vincent's Action Plan area. The proposals have been amended significantly since the earlier refusal, not in terms of design (which was previously considered to be satisfactory) but in terms of the split of uses and the position of those uses.

Whilst the development does not entirely accord with the St Vincent's Action Plan in that the proposal results in more than 50% of the development being dedicated to residential use in an area which is primarily designated for business use, it is considered that there is now a substantial business element proposed and that it is well located, largely on the main frontage to Broad Lane.

This is seen as the best location for business uses to ensure their attractiveness to potential occupiers and to form the desired business corridor on the Broad Lane / Tenter Street frontage. The success of the Velocity scheme further down the hill on Tenter Street demonstrates that there is significant demand for quality office accommodation in this location.

Furthermore, the development of this site in the manner now proposed will allow the existing industrial users of the site to relocate to more suitable, modern premises in the city to secure their long-term future and employment opportunities. It is on this basis that the applications are recommended for approval subject to the listed conditions.

HEADS OF TERMS

The developer shall make a contribution of £134,090.55 towards the provision or enhancement of open space in the city centre, in line with Policy H16 of the UDP, the City Centre Living Strategy and Supplementary Planning Guidance.

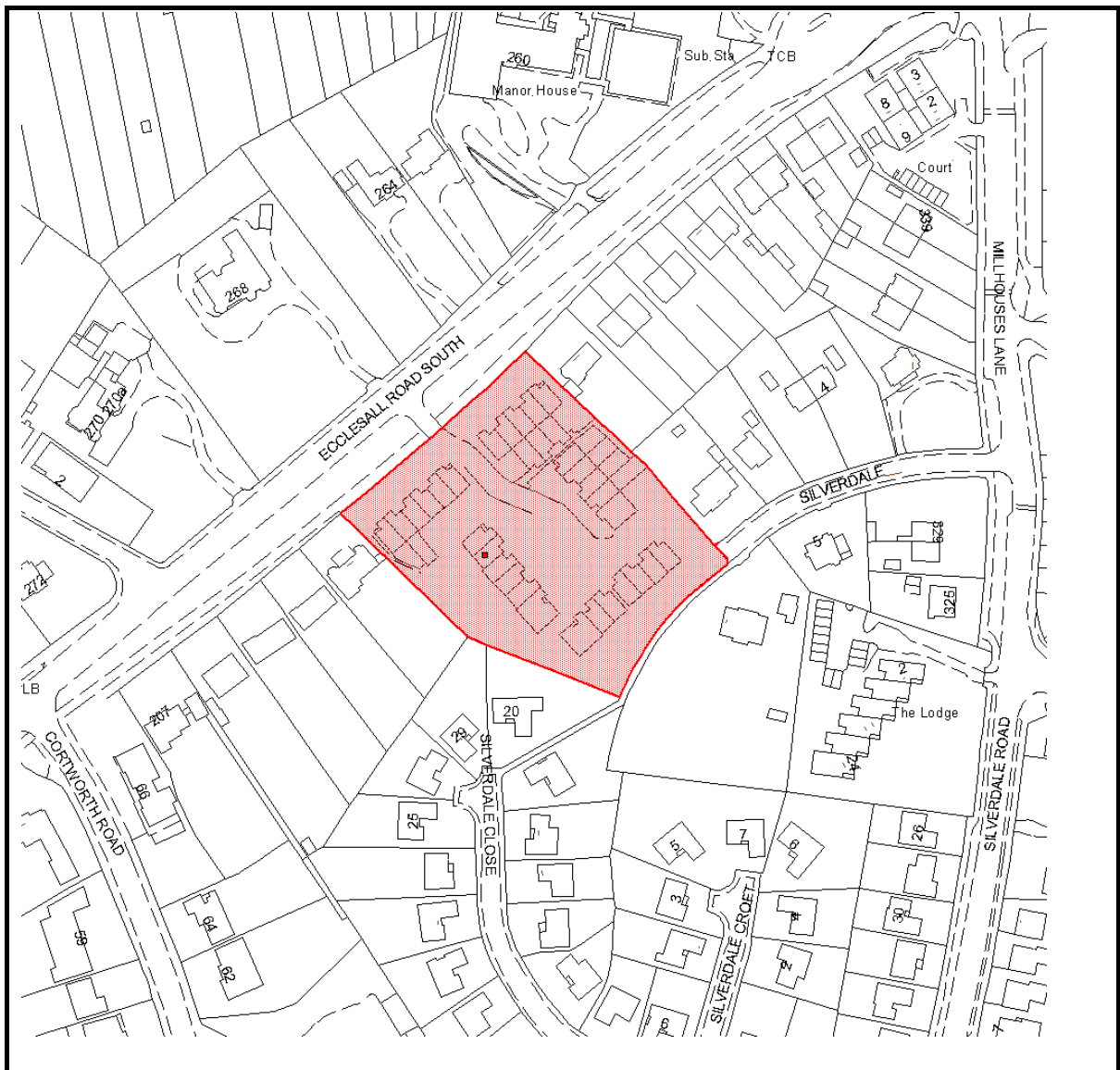
In the event that a satisfactory S106 planning obligation covering the Heads of Terms set out in the preceding paragraph is not concluded before 2nd June (in order to meet the Government's target time for the determination of the application), it is recommended that the full planning application be refused for the failure to make adequate provision in this regard.

Case Number	06/00939/FUL
Application Type	A Full Planning Application
Proposal	Adjustment of garden levels (from previously approved application 04/00177/FUL) for plots 17-28, including introduction of retaining structures
Location	16-30 And 23-29 Blenheim Mews, Sheffield, S11 9PR
Date Received	08/03/2006
Team	SOUTH
Applicant/Agent	Browne Smith Baker
Recommendation	Refuse

For the following reason(s):

- 1 The Local Planning Authority considers that the retaining feature and boundary fencing alongside the public footpath to the south east of the site is visually unacceptable being out of scale and character with the street scene and over bearing in nature detracting from the character of the area. The proposal would therefore be contrary to Policies H14 and BE5 of the adopted Unitary Development Plan.

Site Location



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LOCATION AND PROPOSAL

This application relates to amendments to a scheme already granted; the amendments explained in detail below.

The application site comprises the former site of the Blenheim Nursing Home and adjoining bungalow to the south west. The character of this part of Ecclesall is established by large houses set in extensive gardens containing landscaping and mature trees. There are large trees lining the road near to the site and there is a grassed verge about 10 metres deep between the road and the footpath.

The site has now been developed as housing and this is near completion. Two terraces of 11 town houses in total front Ecclesall Road South, split in the middle by the access leading to the remaining 18 houses on lower ground.

With respect to the boundaries, the one along the south east is with two houses. One fronts Ecclesall Road South and there is a hedgerow along here of mixed species. The remaining boundary is with 20 Silverdale Close and the bulk of this boundary is a high conifer hedge reaching about 6m. A footpath runs along the bottom of the site linking Silverdale Close with Silverdale Crescent. Beyond the path are mature trees that screen the site from houses to the south east. Along the north east boundary, which is with more houses, is a hedgerow. There is a stone wall along the frontage with Ecclesall Road South and trees have been retained along the front of the former nursing home. The site at this frontage is broadly level but it slopes down to a lower level area that adjoins the footpath linking Silverdale Crescent with Silverdale Close.

This new application does not alter the housing layout or alter any plots. This proposes an adjustment of garden levels (from previously approved application 04/00177/FUL) for plots 17 to 28 inclusive including the introduction of retaining features. Plots 17 to 23 inclusive have rear gardens adjoining the public footpath at the rear of the site. The rear gardens of plots 24 to 28 adjoin the garden of no. 20 Silverdale Close, the boundary being a tall, dense conifer hedge. Part of plot 23 also adjoins this boundary.

In support of the proposal the applicant states that the consent implemented resulted in gardens which had a gradient of 1 in 3 which were problematic. At such a gradient there is a possibility of land slippage which raises a safety issue. Also, the applicant intends to create garden spaces which would be more useable and meaningful. Consequently, the proposal involves the raising of garden levels on all plots which includes retaining walls and the introduction of fencing to establish garden boundaries.

Plots 24 to 28 all show retaining walls with fencing around the garden boundaries. Rear access to the garden is shown via a footpath that lies between plots 23 and 24 providing a link to the internal estate road. In parts the height of the retaining wall is shown to reach 2 metres high with close boarded fencing on top, 1.8 metres high.

With respect to the gardens of plots 17 to 23 which slope down to adjoin the footpath, a retaining wall is shown on the plans on plots 22 and 23 only. This wall would be 1.5 metres at its highest point, be 10 metres long and have a 1.8 metre close-boarded fence on top. The highest point of the fencing would be 3.3 metres, along the public footpath boundary.

The boundary along the footpath would have 1.8 metre close boarded fencing for the entire length. However, this means that for the 10 metres where the retaining wall is shown, there would be a second fence behind the boundary fence rising in total to 3.3 metres.

For plots 19, 20 and 21 there is a footpath access at the rear of the garden with 1.8 metre fencing on both sides, one side being the footpath boundary fencing.

The plans show the gardens at a shallow gradient behind the walls and fences.

Members should be aware that this is a retrospective application in that the retaining walls, garden levels and fencing have already been put in place. However, Members should also be aware that where the application relates to plots 17 to 23 inclusive, the details of the application and what has been constructed bear no resemblance to each other. Retaining walls have been introduced which are not shown on the plans, and there are irregular lines of fencing within the gardens rising up from the fencing along the boundary with the public footpath.

RELEVANT PLANNING HISTORY

In September 2002 an application for 31 town houses was refused (ref: 01/10532/FUL) on the grounds that it was contrary to Policy H14 of the adopted Unitary Development Plan (UDP) because the rear crescent was out of scale and character with the area.

On 24 February 2003, an application (03/03857/FUL) for 30 houses was resisted by South Area Planning Board. In taking this decision, the Members made specific reference to a plot identified as No. 17 close to the existing house at 10 Silverdale Crescent. A revised scheme was submitted that omitted Plot 17 and this was considered improvement enough to allow the Board to support the application and it was granted (as amended) on 17 March 2003.

On 16 March 2004 an application (04/00177/FUL) for alterations involving re-siting 4 dwellings, alterations to car parking and introduction of paths and bin stores was granted.

REPRESENTATIONS

One letter of no objection and six letters objecting to the application have been received:

- concerns over drainage and impact on gardens, including flooding;
- impact on tree roots;
- raising land on plots 19 to 23 unacceptable as the height of the fence would be 3.3 metres above the footpath and be oppressive;
- social control not possible because of fencing;
- overlooking and loss of privacy;
- plots 24 to 26 unacceptable because the retaining wall will damage the conifer hedge;
- unsightly appearance of fence as constructed;
- applicants' supporting statement about the gradients of each of the gardens before the alterations is incorrect.

Councillor Mike Pye also objects to the application because it would result in overlooking.

PLANNING ASSESSMENT

Policy Issues

The site is within an area allocated as Housing Policy Area according to the adopted UDP for Sheffield. Policy H10 states that housing is the preferred use in such areas subject to the other policy criteria.

Police H14 states that:

- new buildings should be well designed
- the site should not be overdeveloped or deprive residents of light, privacy or security
- safe access to the highway
- not suffer from unacceptable air pollution or other nuisances; and
- not lead to noise, excessive traffic levels or other nuisances.

Policy BE5 deals with building design and siting and seeks to ensure that a high quality in this respect is achieved.

Policy GE15 deals with the trees and woodland and this policy requires trees and landscaping to be retained within sites where possible and any trees lost should be replaced.

Policy H15 deals with the design of new housing developments and adequate private gardens and amenity space should be provided to ensure that basic standards of light and privacy are retained.

A number of issues need to be addressed arising from the policy criteria and neighbours' representations.

Impact of Proposal on the Boundary of 20 Silverdale Close

It is important to note that the entire boundary of 20 Silverdale Crescent has a dense conifer hedge of at least 6 metres high. This provides effective screening between the proposal and 20 Silverdale Close.

The alterations to plots 23 to 28 are screened from public view because they lie between the conifer hedge and the houses. They can only be seen by the people living there. It is accepted that the solution to raise garden levels is engineered but there are benefits in these because they will be more meaningful amenity spaces for the residents.

Due to the effective screening, there would be no harm to the locality in terms of visual impact and appearance of this part of the application. It is noted that the proposal has been constructed in accordance with the plans as submitted. Also, due to the density of the conifer hedge, there would be no possibility of overlooking 20 Silverdale Close so there would be no loss of privacy.

Consequently, this part of the application does not conflict with policies H14, H15 or BE5 of the adopted UDP.

Impact of the Proposal on the Public Footpath and Adjoining Residents

The proposal would result in a 1.8 metre close-boarded fence running along one side of the footpath apart from a 10 metre section at the rear of plots 22 and 23, where the fencing would rise to 3.3 metres. The fencing would screen gardens which have gradients allowing height differences of up to 2 metres from the top and bottom of the gardens. The issues here are whether or not the design is acceptable, there would be overlooking from the gardens and if the fencing would be overbearing.

The design and visual impact of the 1.8 metre fencing along the line of the path is acceptable, in line with boundary treatments accepted throughout the city. However, it is considered that the 10 metre section which has fencing set directly behind the fence along the footpath, extending above this by 1.4 metres is a crude solution that would be visually incongruous and unacceptable, and contrary to policies H14 and BE5 of the UDP.

With respect to whether or not the fence would be overbearing, the length along the footpath at 1.8 metres high would not be. The higher 3.3 metre section running for 10 metres would be overbearing and be unacceptable, contrary to Policies H14 and BE5.

The siting of plots 17 to 23 is established by earlier consents and it is considered that there would be no loss of privacy. One property lies across the public footpath from the application site which is 'Fairfield', Silverdale Crescent. Along 'Fairfield's' boundary with the public footpath is a fence and mature hedgerow which provides an effective screen, although it is possible to look through the hedge at certain points. The fence would screen views from the bottom of the gardens but views across towards 'Fairfield' would be available from the gardens nearer to the houses. Given the distances involved and the screening provided by the hedge, it is considered that the gardens at the levels shown on the plans would not result in unacceptable overlooking.

Members should note that the higher levels shown on the drawings are not dissimilar to those on earlier approvals, so there is consistency in this. Consequently, there would be no conflict with policies H14 and H15 of the UDP.

Impact of Fencing and Retaining Walls as Constructed Along Public Footpath

As Members are already aware, retaining walls and fences have been erected along this section of the site, the layout being quite different from that shown on the supporting plans. For virtually the entire length along the footpath an uncoordinated arrangement of fences and walls rise from the line of 1.8 metre high close-boarded fencing along the boundary. The design layout and visual appearance is overbearing, engineered and visually unacceptable. It is of very poor quality, contrary to the quality of the character of the area. The fences within the gardens are clearly visible along the path behind the boundary fence rising with the garden levels.

This is contrary to policies H14 and BE5 of the UDP.

Impact on Trees

The trees affected are those in the well-established conifer hedge. The walls and fences have been constructed away from the conifer hedge, which does not appear to have been significantly affected. The actual boundary between the site and 20 Silverdale Close lies on the application site side of the conifers where a much lower hedge has been damaged, but the applicant has undertaken to replace this.

Consequently there is no conflict with policy GE15 of the UDP.

Incorrect Supporting Information

The applicant states that, as earlier approved, the development would have resulted in rear gardens having gradients of 1 in 3. This would have resulted in an unsafe land form and limited the use of the area or a meaningful garden. A local resident has pointed out that this is incorrect and that some, at least, of the gardens had shallower gradients. This has been checked and the local resident is, in part, correct. However, this application cannot be resisted because of this alone. The assessment has examined the impact of the proposal and how it would affect the locality and this has been set out in this report.

RESPONSE TO REPRESENTATIONS

A number of the concerns raised by residents have already been addressed in the report. However, some responses are still required.

With respect to drainage, this is outside planning control, as set out in planning guidance and legislation.

Regarding the issue of social control or security, the fencing would still allow surveillance of the public footpath and paths behind gardens.

SUMMARY AND RECOMMENDATION

This is a planning application to vary the details and layout approved under earlier planning consents by way of adjusting garden levels (from previous approval 04/00177/FUL) for plots 17 to 28 inclusive, including the introduction of retaining features.

The proposal has been set against the appropriate UDP policy criteria in policies H14, H15 and BE5. Elements of the application are acceptable. However, the retaining feature and fencing along a 10 metre section adjacent to the public footpath is unacceptable and contrary to policy. The proposal is for a second 10 metre length of fencing placed on top of a retaining wall which would be behind the 1.8 metre high fence along the length of this boundary. This is a contrived, unsightly engineered solution that would visually detract from the character of the area and be overbearing in nature. Consequently, the application is recommended for refusal and enforcement action requested to ensure that the unauthorised fencing and retaining structures are removed.

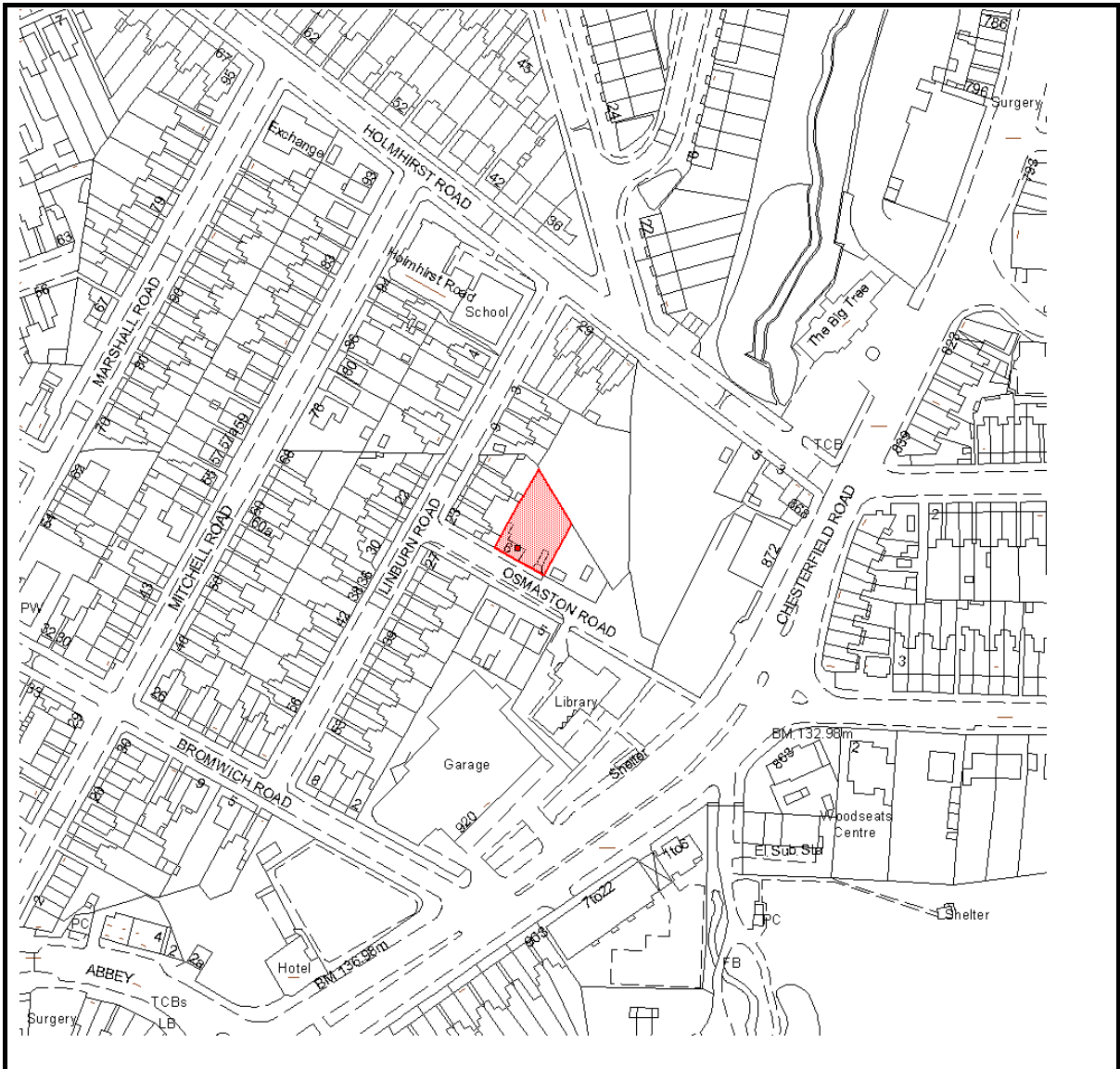
Retaining features and fencing have already been erected along the boundary with the footpath in a totally different arrangement than that shown in the application. For reasons set out in the report, this is unacceptable and it is therefore requested that members authorise the Assistant Chief Executive, Legal and Governance to take all necessary steps, including, if necessary, enforcement action and the institution of legal proceedings to secure the removal of the unauthorised fencing and retaining structure.

Case Number	06/00964/FUL
Application Type	A Full Planning Application
Proposal	Erection of units for use of part of garden as a cattery (for maximum of 10 cats) and alterations to outbuilding
Location	6 Osmaston Road, Sheffield, S8 0GT
Date Received	09/03/2006
Team	SOUTH
Applicant/Agent	Development Land & Planning Consultations Ltd
Recommendation	Refuse

For the following reason(s):

- 1 The Local Planning Authority consider that the proposed cattery would constitute an over intensification of the use of the site , which would result in an unacceptable degree of noise, odour and general disturbance for occupiers of adjoining residential property. In these respects the proposal is contrary to Policies H10 and H14 of the Unitary Development Plan 1998.

Site Location



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LOCATION AND PROPOSAL

The proposal involves development in the garden of a dwellinghouse at No. 6 Osmaston Road, by converting the existing outbuildings and providing new buildings in the rear garden area for use as a cattery. The proposals include the erection of 10 new cat pens in an 'L' shape, (7.9m wide x 4.5m deep and 5.3m wide x 4.4m deep, with a monopitched roof, 2.9m high at the ridge and 2.5m high at the eaves).

A separate isolation unit is also proposed, (2.1m wide x 3.1m deep x 2.5m high).

An existing rear conservatory, store and utility room are to be altered for use as a washroom, preparation / treatment area and a holding unit for 1 cat.

RELEVANT PLANNING HISTORY

Planning Application – 05/04510/FUL – for the use of the rear garden area of 6 Osmaston Road as a cattery and the erection of cattery units for 10 cats, was refused planning permission on the 28th of February 2006 and is now subject to an appeal. The only difference between this application and the current application is that the isolation unit has been moved further away from adjoining dwellings.

SUMMARY OF REPRESENTATIONS

Letters of objection were received from 3 nearby properties, on the grounds that these premises are not a suitable location for a cattery.

The boundary of the site is too close to adjoining residential properties, especially No.15, Linburn Road, only 4 metres away. The nearest cattery unit is only 10.5 metres away from the site boundary, so the nearest cats would be housed only 14.5 metres away from adjoining housing and this could create odours, hygiene problems and noise disturbance from caterwauling at night.

The letter from the Feline Advisory Bureau contains theoretical possibilities not facts or solid evidence, to show that traffic, noise and odours would not impact negatively upon surrounding properties.

The Feline Advisory Bureau, is an association of cat enthusiasts, not a Government Body and is not qualified to give an unbiased assessment of the impact of catteries upon adjoining residential occupiers. It offers training courses at £200 each, for people setting up catteries and it is in their best interests to see more catteries established.

There are a large number of foxes living in the adjoining woodland, on Osmaston Road and the scents from the cattery, could attract foxes, generate noise and disturb both residents and cats.

Most catteries within the Sheffield Area are located in rural areas, well away from residential properties. This is a busy urban area and the noise from local pubs would disturb any cats boarded here.

The land adjoining the site was recently subject to a planning application for 28 flats, which would have been within a few metres of the cattery buildings.

Rather than 2 journeys to and from the cattery per day, it is likely that most visitors would drop off or pick up cats at the weekends and the lack of off-street car parking facilities, would exacerbate existing, on-street traffic generation and car parking problems on Linburn Road and Osmaston Road, some of which are caused by visitors to Woodseats Library and Holmhurst Church. Whilst the planning permission for a car park for the library would alleviate this a little if it were to be developed. This is a terraced street and the householders need to park on the street.

The 2 car parking spaces on the forecourt of No. 6 Osmaston Road are taken up most of the time, by the cars of the residents and their visitors. No additional car parking has been provided to take into account the proposed intensification of the use of the site, by the provision of a cattery.

PLANNING ASSESSMENT

Policy Issues

The site is located within a Housing Policy Area in The Sheffield Unitary Development Plan 1998.

Policies H10 and H14 apply. These require that new uses must not lead to noise, smells or other nuisance for nearby residents. The application proposals will provide cattery units within 15 metres of adjoining residential properties and this is considered to be contrary to policies H10 and H14.

Highway Issues

The site has a garage and 2 car parking spaces, one of which is to be available for visitors to the cattery and this is considered to be sufficient (see also response to representations).

Design Issues

The proposed cattery buildings would be single storey, in timber and wire mesh, with a felt roof. They would be located within a rear garden area and would have little visual impact, screened by existing side and rear boundary walls and by an existing garage and 3.5m high trellis, on the Osmaston Road frontage.

Impact on Residential Amenity

The proposed new cattery units would be within 15 - 27 metres of 8 residential properties and it is considered that this could give rise to noise and disturbance for adjoining residents. Experience of catteries in residential locations such as this is that they result in complaints from local residents, particularly due to noise from cats "calling" in the quiet evening period. The proximity of the site to the foxes in Osmaston Wood, could exacerbate noise disturbance further.

The housing on Linburn Road is only 4 metres away from the cattery site and would be only 15 metres away from the cattery units, with only a 1 metre high boundary wall as a screen, which due to changes in ground levels is 3.4 metres high from the cattery side. They could suffer from noise, smells, general activity and loss of privacy and amenity, due to the proposed intensification of the use of this rear garden area/back-land site

RESPONSE TO REPRESENTATIONS

This is an area of terraced housing and the generation of additional on-street car parking would be a matter of concern. However, the site has off-street car parking

facilities and the use is not expected to generate a significant increase in vehicular movements.

Planning permission has recently been granted for a new car park on land fronting onto Woodseats Library and this should reduce the on-street car parking problems, associated with the library.

Summary

The proposals involve the intensification of the use of the rear garden area of an existing residential property, at No. 6 Osmaston Road, to provide a cattery for 10 cats.

The proposals were refused planning permission on the 28th of February 2006. Those proposals would have located an isolation pen, within 4 metres of adjoining housing. This unit has now been relocated.

The cat pens would be located within 15 metres of several terraced houses and within 27 metres of 8 residential properties. It is considered that the proposed cattery, could cause noise, odour and general disturbance, to these adjoining residential properties and the proposals are therefore recommended for refusal.

Case Number	06/00814/CAC
Application Type	Conservation Area Consent Application
Proposal	Demolition of buildings (excluding 29-31 Garden Street)
Location	Site At 29 To 65, Garden Street, Sheffield,
Date Received	15/03/2006
Team	CITY CENTRE AND EAST
Applicant/Agent	Axis Architecture
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 Planning (Listed Buildings and Conservation Areas) Regulations 1990.

- 2 The buildings identified for demolition shall not be demolished before a binding legal contract for the carrying out of works of redevelopment of the site is made, and evidence of such a contract has been supplied to the Local Planning Authority and planning permission has been granted for such redevelopment.

To ensure that premature demolition does not take place and result in an undeveloped site, some time before rebuilding, which would be detrimental to the visual character of the locality.

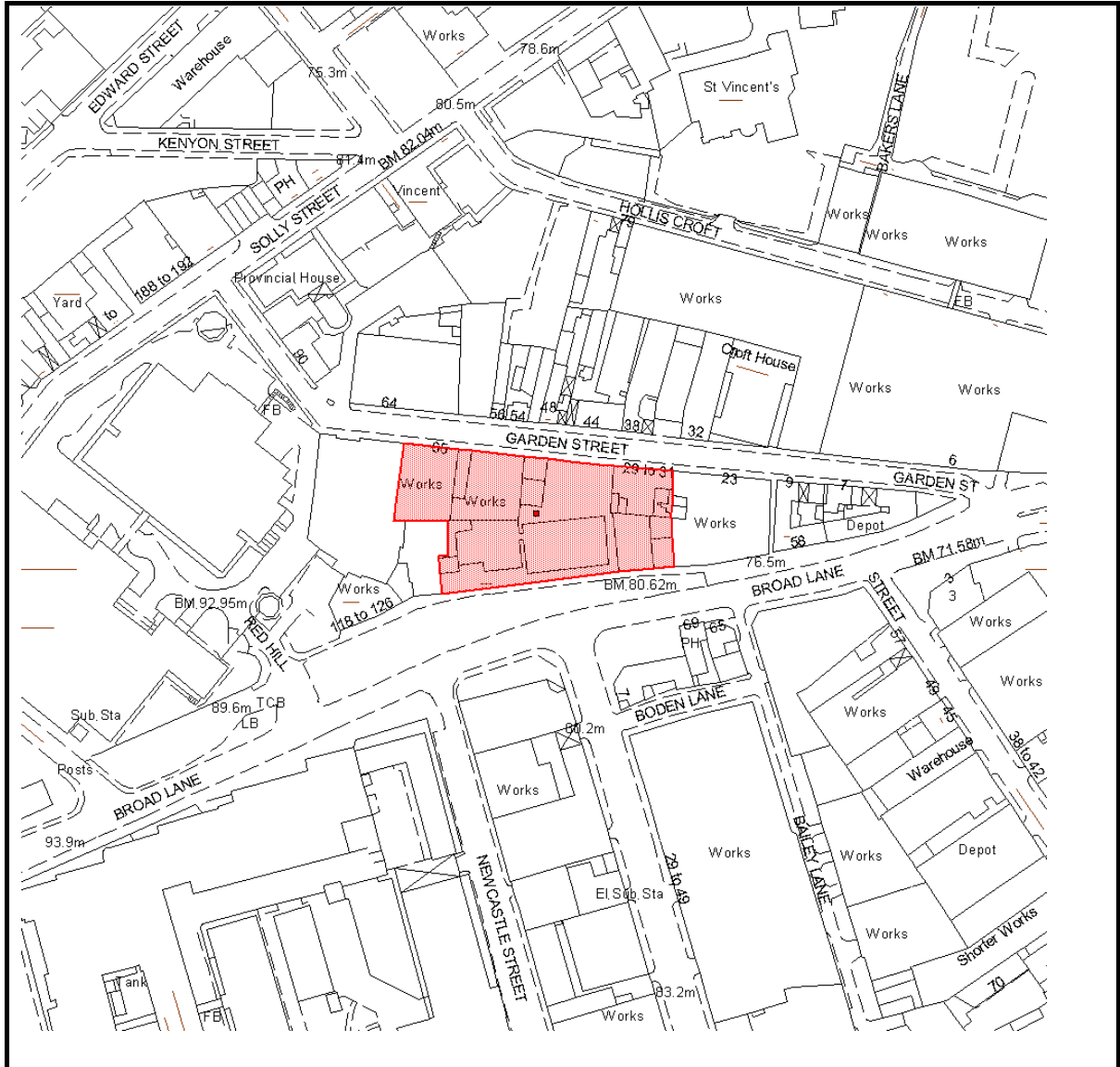
Attention is drawn to the following justifications:

1. The decision to grant conservation area consent and impose any conditions has been taken having regard to the policies and proposals in the Sheffield Unitary Development Plan set out below, and to all relevant material considerations, including Supplementary Planning Guidance.

BE16 - Development in Conservation Areas

This informative is intended as a summary of the reasons for conservation area consent. For further detail on the decision please see the application report by contacting the Planning Records section on 2734215 or by visiting

Site Location



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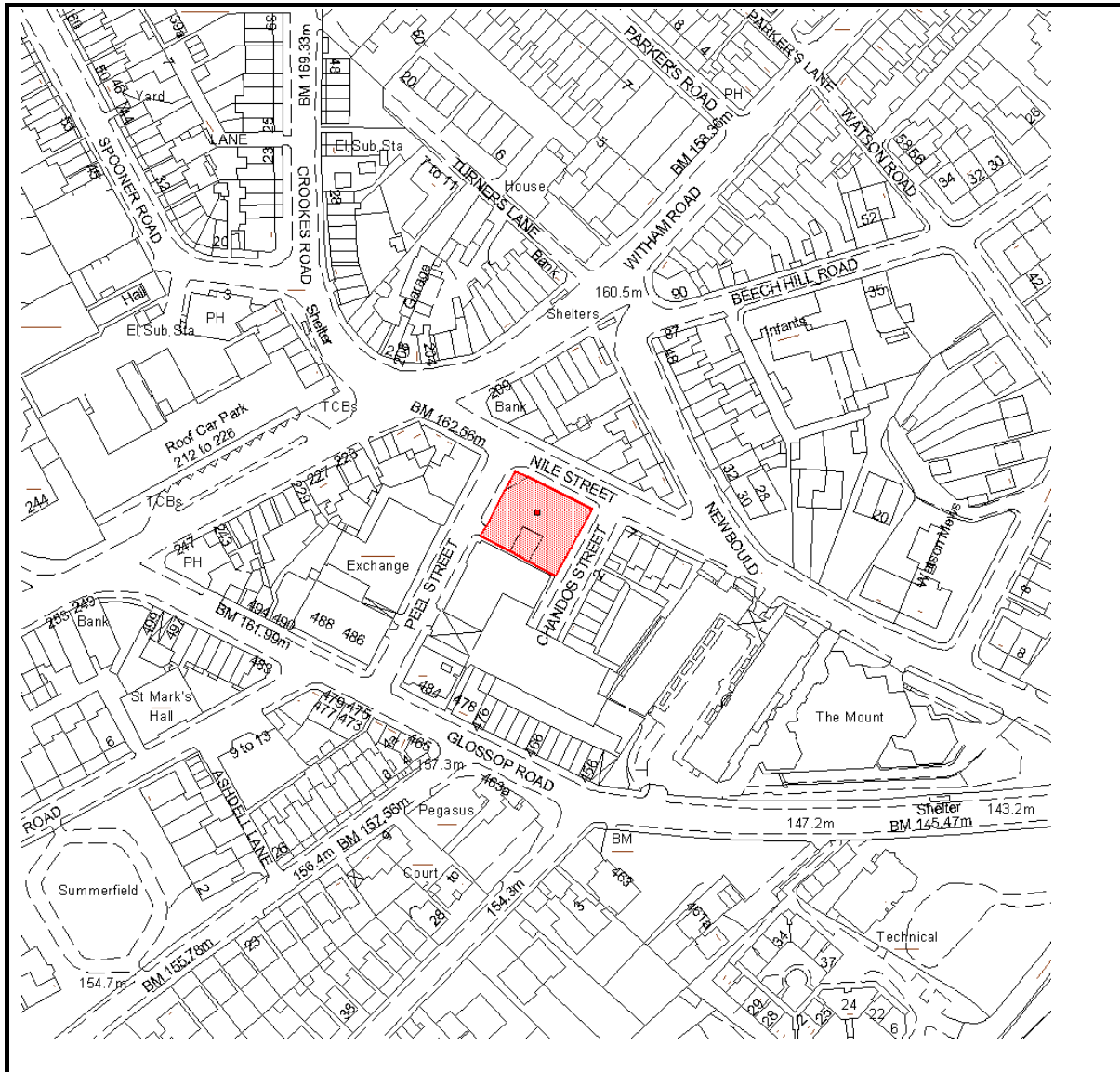
Please see application number 06/00765/FUL for report

Case Number	06/01337/FUL
Application Type	A Full Planning Application
Proposal	Erection of a Public House with living accommodation over and provision of car parking accommodation (Application under Section 73 to vary Condition 13 as imposed by planning permission 98/00951/FUL to allow opening to 00:30 following Friday and Saturday nights)
Location	'The Place', Nile Street, Chandos Street And, Peel Street, Sheffield, S10 2PQ
Date Received	06/04/2006
Team	SOUTH
Applicant/Agent	The Graham Bolton Planning Partnership Ltd
Recommendation	Refuse

For the following reason(s):

- 1 The Local Planning Authority consider that the proposal to allow opening to 00:30 following Friday and Saturday nights would result in an unacceptable level of noise and disturbance that would be detrimental to the amenities of occupiers of nearby residential property. The proposed development is thereby contrary to Policy S10(b) of the adopted Unitary Development Plan

Site Location



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LOCATION AND PROPOSAL

The Place is located within Broomhill District Shopping Centre, about 40m to the south east of the junction of Nile Street and Witham Road (the A57). Witham Road becomes Fulwood Road, and they form the main shopping street in the District Centre and are the focus for most of its shops, cafes, pubs, takeaways and other uses. The road is a busy arterial route into and out of the city.

The main frontage is onto Peel Street, facing a small private car park, and commercial premises. There is no residential property in Peel Street, but there is living accommodation above shops in Glossop Road. There are dwellinghouses to the south side of Chandos Street and to the south and east of the site in Nile Street and Newbould Lane.

The application seeks consent to vary a condition and allow the premises to open until 00:30 following Friday and Saturday nights. The existing planning permission incorporates a condition which allows the premises to be open between 08:00 and 00:00 hours on any day.

RELEVANT PLANNING HISTORY

The original planning consent for the overall development was granted planning consent under 98/00951/FUL, and included a condition which allows the premises to be open between 08:00 and 00:00 hours on any day. Additionally, a condition was incorporated which prevented the provision of seating and tables etc in the external area of the site.

An application dealt with under reference 02/01902/FUL sought the removal of the condition preventing the introduction of a seating area. The application was refused due to the unacceptable level of noise and disturbance arising from the seating area, which would be detrimental to the amenities of occupiers of nearby residential property. It was considered the proposal would have been contrary to policy S10(b) of the adopted Unitary Development Plan.

The application later became the subject of an appeal. The appeal was dismissed, and the Inspector commented that the majority of the shopping centre's evening attractions are concentrated along the main shopping street. A survey submitted with that application showed that pedestrian activity in the centre, in the evening up to and after closing time, was concentrated on Whitham Road and Glossop Road, being centred around the pubs, restaurants, takeaways and cash points on Whitham Road. Little activity was recorded on Nile Street. It was considered that Nile Street was therefore likely to be much quieter in the evening and the introduction of any new activity would be likely to have a greater impact.

SUMMARY OF REPRESENTATIONS

Following direct consultation with neighbouring occupiers and the placing of three site notices within the vicinity to the site, one written representation has been received.

SUMMARY OF REPRESENTATIONS RECEIVED

The comments made can be summarised as below:

Correspondent's house in close proximity to the site of the application.

Concern that extended hours would lead to customers being attracted from other pubs in the area, after their closing time, leading to general increases in late night noise.

Concern that that noise levels will be increased at 00:30 hours, by which time it is usually quiet.

A late licence would encourage “club” type events, with louder music. Would also encourage other local pubs to seek an equivalent licence, compounding the issues.

Ample provision of late night entertainment in city centre, within a short distance.

PLANNING ASSESSMENT

Policy Issues

The site is located within Broomhill District Shopping Centre, as such the proposal is subject to the provisions of policy S10. This, amongst other things, states that development is acceptable provided that it would not cause residents in any housing to suffer from unacceptable living conditions, including noise.

The Public House is located in close proximity to residential dwellings. On the opposite side of Nile Street are the rear elevations of 123 to 127 Newbould Lane. To the east of the site there are residential dwellings on Chandos Street and Nile Street. As discussed above the main area of late-night activity is the Whitham Road frontage; with its pubs, restaurants, takeaways and cash points. There is little activity on Nile Street and the sensitivity to noise of these residential properties is heightened by the level of background noise being significantly lower late in the evenings than during the daytime

The residential properties referred to are essentially family dwellings, and are located in such close proximity that there is no scope for dispersal of customers, to reduce the resulting noise impacts that would be created. It is considered that extending opening until 00:30 hours (on Friday and Saturday nights) would add two half hour periods during which customers are able to arrive at/leave the venue, thereby having additional impacts upon residential amenities during a particularly noise sensitive period of the night.

It is therefore considered that the proposal would result in significant disamenity for residents and would therefore be contrary to Policy S10(b) of the adopted UDP.

Highway Issues

The proposal is not considered to lead to any implications in highway safety terms. It is not considered that the proposal would lead to net additional traffic or vehicular movements in relation to the site. Overall, the proposal is considered to be acceptable in highway safety terms.

RESPONSE TO REPRESENTATIONS

The points made are covered in the above assessment.

SUMMARY AND RECOMMENDATION

The application is to amend a condition limiting opening hours from between 08:00 hours and 00:00 hours on any day, to allow opening up until 00:30 hours following Friday and Saturday nights. The condition was imposed to prevent disamenity to

nearby residents arising from customer based noise and disturbance when arriving at or leaving the venue.

There have not been any apparent changes in the relationship between the application site and residential property since permission was granted for the public house in 1999.

Overall, the proposal is considered to be detrimental to residential amenity and therefore contrary to UDP Policy S10 (b). The proposal is therefore recommended for refusal.

Case Number	06/01274/FUL
Application Type	A Full Planning Application
Proposal	Erection of a 12 metres high telecommunications streetworks monopole with integral antenna and associated equipment cabinets (Resubmission)
Location	Land To The Front Of The Telephone Exchange, Greenhill Parkway, Sheffield, S8 7JQ
Date Received	11/04/2006
Team	SOUTH
Applicant/Agent	CaraSpace Consulting - D Hosker
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 Before development commences, details of the colour scheme for the proposed equipment cabinets shall have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved scheme.

In the interest of the amenities of the locality and occupiers of adjoining property and the protection of the character of Greenhill Conservation Area.

Attention is drawn to the following justifications:

1. The decision to grant planning permission and impose any conditions has been taken having regard to the policies and proposals in the Sheffield Unitary Development Plan set out below, and to all relevant material considerations, including Supplementary Planning Guidance.

BE14 - Telecommunications

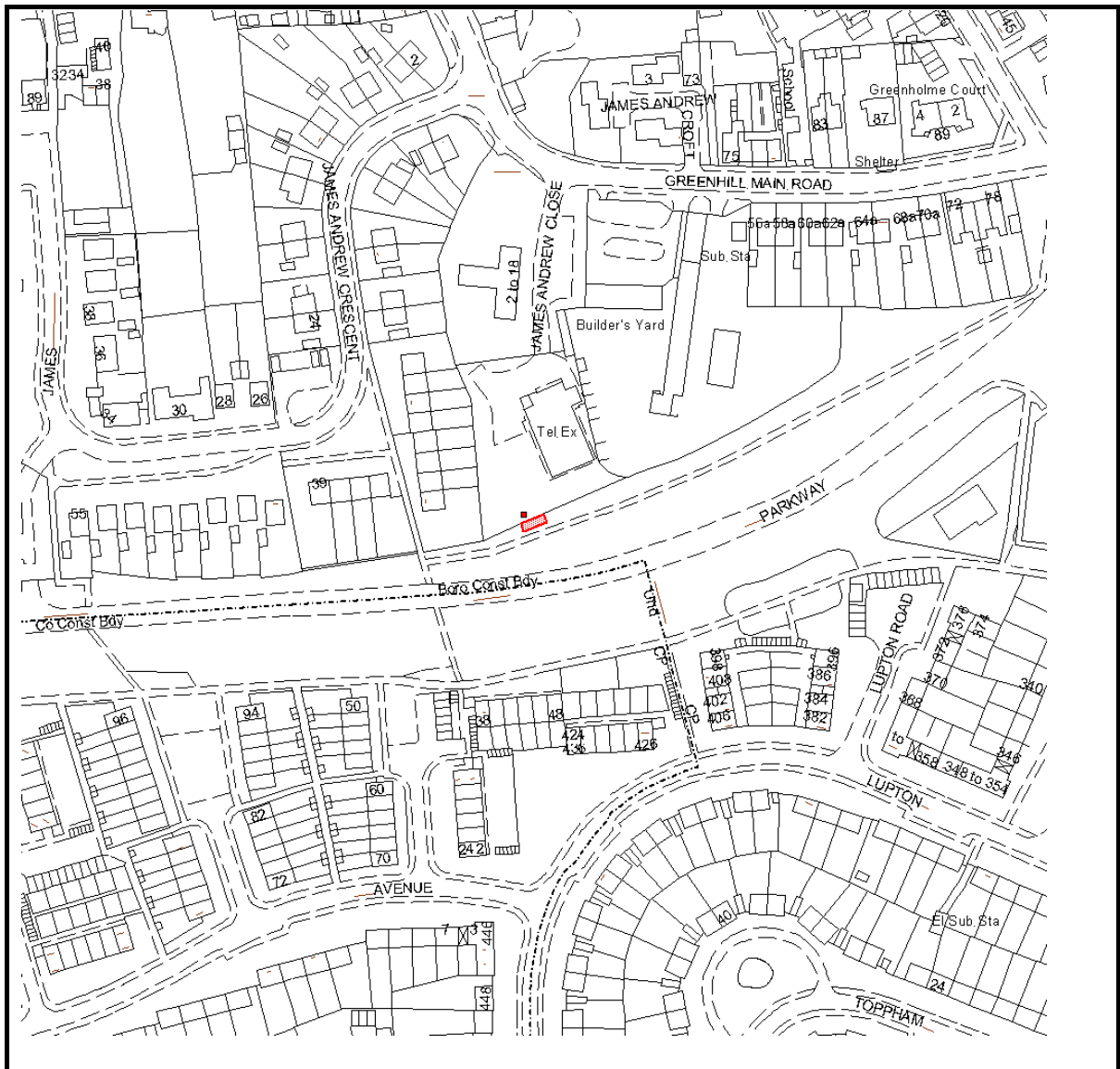
BE16 - Development in Conservation Areas

H10 - Development in Housing Areas

This informative is intended as a summary of the reasons for grant of planning permission. For further detail on the decision please see the application

report by contacting the Planning Records section on 2734215 or by visiting Sheffield City Council's website at www.sheffield.gov.uk/your-city-council/council-meetings/planning-boards

Site Location



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LOCATION AND PROPOSAL

The application relates to a site consisting of a grass verge located between the rear boundary of the Greenhill Telephone Exchange and Greenhill Parkway. The area is identified within the adopted Sheffield Unitary Development Plan as land within with Greenhill Conservation Area, and is allocated for housing.

The immediately surrounding area is predominately residential in character with two storey dwellings to the west, and on the opposite side of Greenhill Parkway are three storey flat units.

It is proposed to erect a 12-metre high mock telegraph-pole telecommunications monopole with 2 equipment cabinets to the grass verge between the rear boundary of the Telephone Exchange and the back edge of the footpath.

RELEVANT PLANNING HISTORY

Planning application No. 06/00472/FUL was withdrawn in March 2006 before the Local Planning Authority had made a recommendation on the application for the same site as this application.

A site 10-metres to the north of this application within the Telephone Exchange compound has the following planning history:

Planning permission was refused 2002 for the erection of a 15-metre high timber monopole with associated antenna and equipment cabin and 2.4 metre high fencing. Application No. 02/02457/FUL

Planning permission was refused in 2003 for the erection of 15 metres high telecommunications monopole with 0.3 metres dish antennae. Application No. 02/03843/FUL.

SUMMARY OF REPRESENTATIONS

6 letters of representations have been received to date including 1 from Meg Munn MP

The main issues raised are:

- A previous application was turned down in 2002 owing to the site being located within a Conservation Area
- There are residential properties nearby and the visual impact would be unacceptable
- Gaining access to the mast will cause a problem from Greenhill Parkway
- The proposal will be visually obtrusive within the Conservation Area
- There are a number of existing sites within the vicinity, why can't they share?
- There are listed building close to the site
- An extremely old oak tree would have to be bulldozed down to make way for the proposal
- Health related issues
- Neighbouring property prices will decrease

PLANNING ASSESSMENT

Policy Issues

The application site is located within Greenhill Conservation Area and is located as a Housing Area as defined within the Sheffield Unitary Development Plan.

Policy H10 'Development in Housing Areas' of the Sheffield UDP states that ; development proposals for uses not listed in the policy will be decided on their individual merits. Policy H14 states that development will be permitted where it would occupy a small area and not lead to a concentration of non-housing uses which would threaten the residential character of the area and would be on a scale consistent with the residential character of the area or meet primarily the needs or (in the case of uses other than shops) occupy an existing building set in its own grounds and complies with Policies H10 to H13.

Policy BE16 'Development in Conservation Areas' of the Sheffield UDP states that; In Conservation Areas permission will only be given for proposals which contain sufficient information to enable their impact on the Area to be judged acceptable and which comprise (a) development including erection of buildings and changes of use from originally intended uses of buildings... which would preserve or enhance the character or appearance of the Conservation Area.

Policy BE14 'Telecommunications' of the Sheffield UDP states that; Telecommunications development should be sited and designed so as to minimise its visual impact, subject to technical and operational considerations and new equipment should share masts or be sited on existing structures where this is technically and economically possible.

Government guidance on telecommunications development is contained in PPG8. It states:

"The Government's policy is to facilitate the growth of new and existing telecommunications systems whilst keeping the environmental impact to a minimum. The Government also has a responsibility for protecting public health. The aim is to ensure that people have a choice of who provides their telecommunications service ... and equitable access to the latest technologies."

To ensure that choice and geographical spread are achieved the Government has set operators targets for coverage. In the case of 3G all five-licence holders have to build networks covering 80% of the population by 2007. Material considerations include the significance of the proposed development as part of a national network, planning authorities must have regard to technical constraints on the location of the development and the obligations placed on the operators to provide a service.

The Government encourages planning authorities to respond positively to telecommunications development but take account of other guidance note advice on the urban and rural environment.

Design and Amenity Issues

This proposal seeks to erect a monopole between the rear boundary of the Telephone Exchange and Greenhill Parkway. A previous application was withdrawn in March 2006 for the same site, proposing a 14.7 metre tall streetworks pole.

This application seeks to erect a 12 metre tall monopole to the top of the antennas, which is to take the form of a timber telegraph pole. This type of pole has been used in a number of sensitive locations within Sheffield, which are often in Conservation Areas.

This site falls just in the Conservation Area, which finishes approximately 3 metres to the south of the site. From within the conservation area, the proposal will take on the form of a telegraph pole, which is a common feature within the surrounding area and Conservation Area.

For the most part, the proposal will be in seen within the context of the street scene when travelling along Greenhill Parkway. Greenhill Parkway features a number of tall street lighting columns measuring approximately 14 metres in height. The introduction of a mock telegraph pole in this location will not create an obtrusive or prominent feature. Furthermore the proposal will be partially screened by mature trees either side of the site.

The equipment cabinets are proposed to sit abutting the existing 2.4 metre tall fencing forming the rear boundary of the Telephone Exchange, providing a good backdrop. The cabinets measure 0.9 x 0.8 x 1.2m and 0.5 x 0.6 x 1.2m and therefore are similar to other street furniture located along Greenhill Parkway.

It is considered that the proposal will not have any adverse impact on the occupiers of neighbouring properties, with the closest property being situated over 25 metres away and having an element of screening from the existing mature trees. The flats to the south of the site are situated a sufficient distance away from the proposal as to not have any adverse visual impact with a main road between them and the site.

It is considered that the proposal will not adversely affect the character of the Greenhill Conservation Area. As such it complies with Policies BE14, BE16 and H10 of the Sheffield UDP.

Health Issues

Current Government guidance is contained in the updated Planning Policy Guidance PPG8 Telecommunications. (August 2001), this states that:-

“Health consideration and public concern can in principle be material considerations in determining applications for planning permission and prior approval. Whether such matters are materials in a particular case is ultimately a matter for the courts, It is for the decision-maker (usually the local planning authority) to determine what weight to attach to such considerations in any particular case.

However, it is the Government's firm view that the planning system is not the place for determining health safeguards. It remains central Government's responsibility to decide what measures are necessary to protect public health. In the Government's view, if a proposed mobile phone base station meets the ICNIRP guidelines for public exposure it should not be necessary for a local planning authority, in processing an application for planning permission or prior approval, to consider further health aspects and concerns about them."

The applicant has submitted the relevant ICNIRP certificate in this case and therefore the application accords with the relevant government guidelines.

SUMMARY AND RECOMMENDATION

In view of measures taken to blend this proposal into the surrounding landscape with the use of a mock telegraph pole, it is considered that the proposal will not create a prominent or obtrusive feature within either the surrounding street scene nor the Greenhill Conservation Area.

Planning permission is recommended for approval for this application.