



SHEFFIELD CITY COUNCIL

Development, Environment and Leisure Directorate

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

DATE 04/02/2008

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

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AREA(S) AFFECTED

**CATEGORY OF
REPORT**

OPEN

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SHEFFIELD CITY COUNCIL

Report Of The Direction of Development Services,
Development, Environment And Leisure
To The CITY CENTRE SOUTH AND EAST Planning And Highways Area Board
Date Of Meeting: 04/02/2008

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	07/04969/FUL
Application Type	A Full Planning Application
Proposal	Erection of 41 dwellinghouses (resubmission of application no. 07/03657/FUL) (amended drawings dated 24.01.2008)
Location	Land At West Side Of Beldon Road And North Of Samuel Drive Beldon Road Sheffield
Date Received	24/12/2007
Team	SOUTH
Applicant/Agent	West And Machell Ltd
Recommendation	Grand Conditionally subject to Legal Agreement

Subject to:

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

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

- 2 Before the development is commenced, details of all proposed external materials and finishes, including windows, shall have been submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall be carried out in accordance with the approved details.

In order to ensure an appropriate quality of development.

- 3 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 dwellinghouse shall be constructed without prior planning permission being obtained from the Local Planning Authority.

In the interests of the amenities of occupiers of adjoining property, bearing in mind the restricted size of the curtilage.

- 4 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 dwellinghouse 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.

- 5 The approved landscape works shall be implemented prior to the use of the development commencing or within an alternative timescale to be first agreed with the Local Planning Authority. Thereafter the landscaped areas shall be retained and they shall be cultivated and maintained for a period of 5 years from the date of implementation and any plant failures within that five year period shall be replaced unless otherwise agreed by the Local Planning Authority.

In the interests of the amenities of the locality.

- 6 Unless otherwise indicated on the approved plans no tree, shrub or hedge shall be removed or pruned without the prior written approval of the local planning authority.

In the interests of the amenities of the locality.

- 7 Before any work on site is commenced, measures to protect the existing trees, shrubs and or hedges to be retained shall be provided, in accordance with details which shall be submitted to and approved by the Local Planning Authority. These measures shall include a construction methodology statement and plan showing accurate root protection areas and the location and details of protective fencing and signs. Protection of trees shall be in accordance with BS 5837, 2005 (its replacement) and the protected areas shall not be disturbed, compacted or used for any type of storage or fire, nor shall the retained trees, shrubs or hedge be damaged in any way. The Local Planning Authority shall be notified in writing when the protection measures are in place and the protection shall not be removed until the completion of the development unless otherwise agreed in writing

In the interests of the amenities of the locality.

- 8 Prior to commencement of development, details of the highway construction methodology and tree root protection for the new access road in the north of the site shall have been submitted to and agreed in writing by the Local Planning Authority . Such details shall be incorporated into the construction of the roadway and retained thereafter.

In the interests of the amenities of the locality.

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

To ensure satisfactory drainage arrangements.

- 10 No buildings/structures shall be erected within three metres of the public sewer.

To ensure satisfactory drainage arrangements.

- 11 The dwellings at plots 1-11 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.

- 12 The dwellings shall not be used unless the car parking accommodation for 41 vehicles 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.

- 13 The dwellings 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.

- 14 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.

- 15 Details of parking and turning areas for vehicles involved in the construction of the development shall be submitted to and approved in writing by the Local Planning Authority.

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

- 16 Before any work on site is commenced, a report shall have been submitted to and approved in writing by the Local Planning Authority identifying how the predicted energy needs of the development will be reduced by at least 10% through the use of on-site renewable energy equipment. Before any part of the development is occupied, the renewable energy equipment shall have been installed and thereafter retained and used.

In order to ensure that new development makes energy savings in the interests of mitigating the effects of climate change.

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.

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
H4 - Housing for People on Low Incomes
BE5 - Building Design and Siting
GE15 - Trees and Woodland

This informative is intended as a summary of the reasons for grant of planning permission.

Attention is drawn to the following directives:

1. As the proposed development will involve the closing/diversion of a highway(s) you are advised to contact the Principal Engineer of Highway Information and Orders, Development Services, Howden House, 1 Union Street, Sheffield, S1 2SH, as soon as possible.
2. To ensure that the road and/or footpaths on this development are constructed in accordance with the approved plans and specifications, the work will be inspected by representatives of the City Council. An inspection

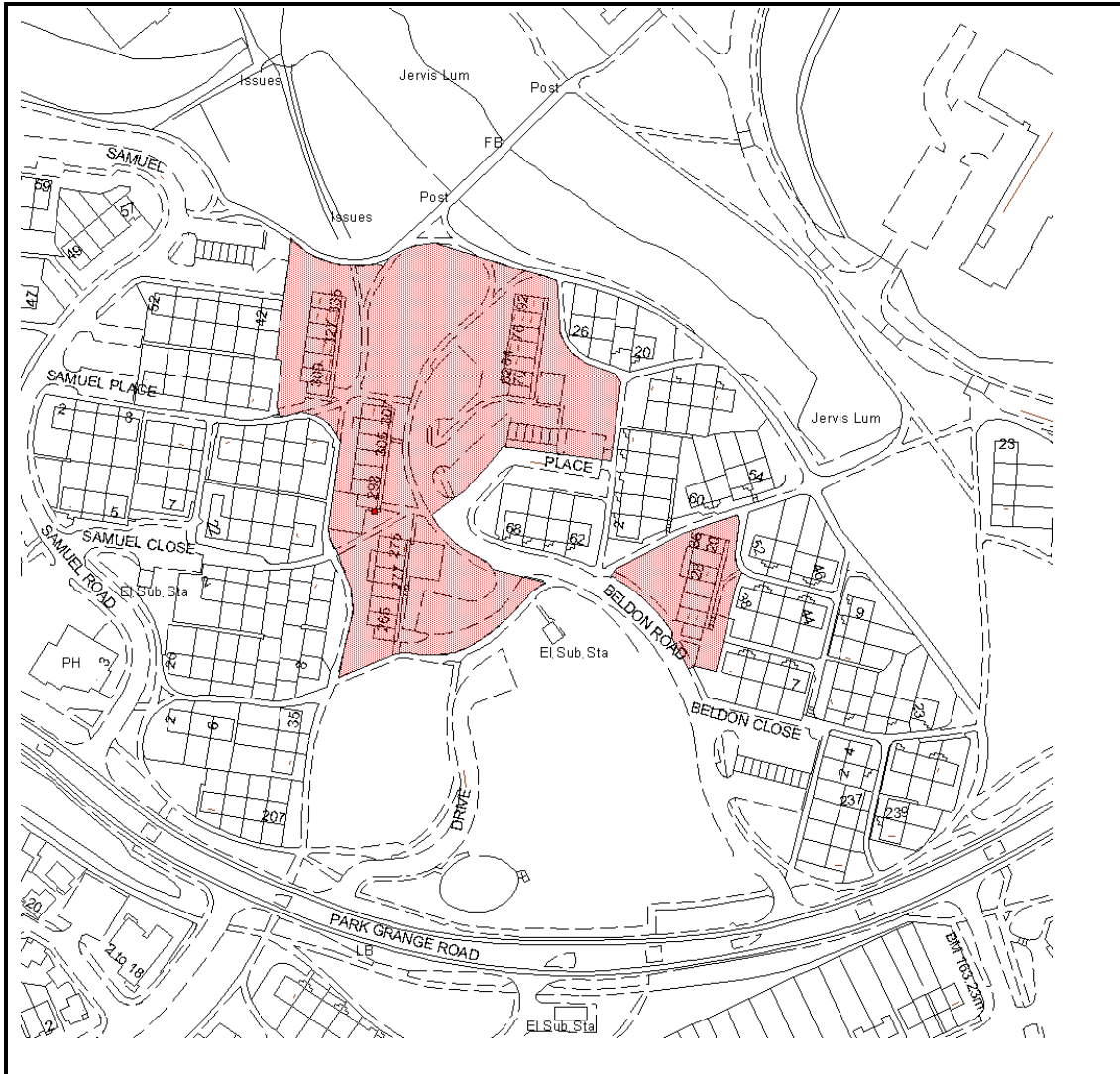
fee will be payable on commencement of the works. The fee is based on the rates used by the City Council, under the Advance Payments Code of the Highways Act 1980.

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

3. 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. The agreed address must be clearly displayed at each individual property before occupation in order to ensure that the postal service can correctly locate each property of delivery purposes.
4. 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.

Site Location

Site Location



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LOCATION AND PROPOSAL

The site is within the Norfolk Park Housing Renewal Area and is currently vacant, having been cleared of housing that used to be set out on the site. It slopes significantly down from Park Grange Road to the south towards Norfolk Park and Jervis Lum, which lies adjacent to the site. Access to the site is reached via Beldon Road, which runs down into the site from Park Grange Road. The site is grassed over and there are a number of mature trees on the site, the most significant being a group of about five trees in the north west of the site.

To the west is existing housing, which is two storeys high, brick and render with mono-pitched roofs. These houses are arranged in terraces that run east to west,

in line with existing contours, which mean that six blank end elevations face the application site. At the northwest corner, the end of Samuel Road adjoins the site.

At the southeastern corner lie four houses fronting Beldon Road and further housing lies along the eastern boundary. This part of the site is served by Beldon Place, which is accessed off Beldon Road. At the end of Beldon Road there is a parking/circulation area and access to some garages, which have a further storey of garages above, which are served from the opposite end from Beldon Place.

This application, as amended is for 41 two and three storey houses, many of which would be split level, due to dropping levels. At the southwest corner, a short spur road off Beldon Road would serve eleven houses. Further into the site, eight more houses are arranged either side of Beldon Road. At the lower end of the site, a road extends either side of the end of Beldon Road to serve new houses. Two terraces each having five houses would run east to west at the lowest part of the site. The front of these ten houses will face the park with parking in front and the side gardens face south onto further housing.

This application is a re-submission of an earlier application that was withdrawn because of unresolved issues relating to the siting of houses and the highway layout (07/03657/FUL).

REPRESENTATIONS

None have been received.

PLANNING ASSESSMENT

Policy

The site is within a Housing Policy Area in the adopted Sheffield Unitary Development Plan (UDP) and Policy H10 states that housing is the preferred use. Policy H14 – Conditions on Development in Housing Areas – states that new buildings should be well designed, in scale and character with the surrounding area, it should be well laid out, should not deprive residents of privacy and light. There should be safe access to the highway and appropriate off-street parking.

Policy H15 – Design of New Housing Developments – states that there should be basic standards of daylight, security, privacy and outlook for all residents and there should be pedestrian links to open spaces. Policy H16 – Open Space in New Housing Developments – requires a financial contribution to improve off-site open space and play provision. Policy H4 – Housing for People on Low Incomes – encourages the provision of affordable housing for people on low incomes to be included with the development. Policy BE5 – Building Design and Siting – states that good design and the use of good quality materials will be expected in all new buildings. Policy GE15 – Trees and woodland – encourages the retention of trees.

National guidance in the form of PPS3 – Housing – states that new development should be concentrated on sites that have been previously developed on

'brownfields' sites. The application site was previously developed for housing prior to its clearance so conforms to the policy guidelines of PPS3.

Layout, Design and External Appearance.

The layout of the existing housing, particularly to the west, follows the land contours, in that the housing is constructed in terraces along the contours, so that the houses step down the slope. This application reflects this, in part, particularly at the lower end of the site. At the top end, the scheme, as amended does reflect the lines of existing houses but cuts across the contours to a certain extent. It is noted that the existing road network is being retained and this does dictate, to a certain extent, the positioning and layout of the houses.

The site slopes significantly down towards the edge of Norfolk Park, which means that many of the houses would be split-level and some engineering works would be required to allow the development on a sloping site. The earlier, withdrawn application failed to achieve this terraced approach, which is demonstrated in this revised application.

The existing development around the site is a balance of modest houses with space around them in the form of gardens. The character of the proposal reflects this and is less cramped than the earlier, withdrawn application. The garden sizes, although modest, are all in line with Council criteria and would create meaningful private amenity space for future occupiers. At the northern end of the site, next to Norfolk Park, the withdrawn scheme had gardens next to the park, which were overshadowed by houses and trees, and this formed a poor amenity environment. The new application shows the gardens on the south side of the houses with the access road close to the park, which is a better solution.

The southern part of the site adjoins a further development site and here the houses front onto the footpath that runs along the boundary of the current application site. The intention is that this will create a strong link with future development. The earlier scheme had back gardens and a fence or wall facing the adjoining site, thus turning its back on it.

Consequently, the layout is considered to be acceptable, being a significant improvement on the earlier, withdrawn application.

The quality of the architecture, design and external appearance is acceptable. The design of the houses involves an acceptable mix of materials and building articulation in the form of expressed entrances and window features. Tall windows at the front are also interesting features and create balance in low, two storey houses. The exterior is a mix of brick, timber and render that is of much better quality than the existing houses to the east and west.

The layout, design and external appearance meets the criteria of Policies BE5 and H14 of the UDP.

Highways, Access, Parking and Transportation.

The site lies close to Park Grange Road along which run numerous bus services and Supertram.

The existing road network involving Beldon Road and Beldon Place is being retained to form the access within the site. This is supplemented by shared accessways at the end of Beldon Road that would serve housing at the northern end of the site. Pedestrian links within the site are included so that they provide links to the housing either side and to Norfolk Park and a footpath/cycle link is shown between the access road at the north end of the site and Samuel Road to the west.

The proposed road layout is acceptable as it allows service vehicles to manoeuvre safely within the site. Each plot has an off street parking space and there are visitor spaces. At Beldon Place, which is at the eastern side of the site next to existing houses, there are some existing garages and parking spaces. The garages would be lost but the existing parking spaces at the end of Beldon Place would remain to serve existing occupiers. The loss of the garages is acceptable as they used to serve occupiers of houses that have now been demolished. All new houses would have off street car parking.

Consequently, the highways layout is considered to be acceptable and accords with Policy H14 of the UDP.

Landscaping

The applicant is proposing to retain a number of existing trees on site, principally a group of five at the northern end close to a footpath link into Norfolk Park. Two more trees are also being retained and this will be augmented by additional tree planting within the site. Three trees at the northern part of the site would be lost to allow the development to take place. Also, a further four trees along the southern boundary would be lost to allow the proposal to link in with the future development site, which is desirable. Additional trees throughout the site would be planted to compensate for losses.

The group of trees at the northern end of the site would have a new road running beneath the canopy of two of the trees, but a particular construction system would restrict damage to the roots of these trees and this would be controlled by appropriate conditions.

A tree survey has been submitted in support of the application and this sets out the details of the condition of each tree. The group of five retained trees close to Norfolk Park is a welcome feature that would provide a focus. The details of the landscaping and tree protection measures could be controlled by conditions.

Affordable Housing

Policy H4 encourages affordable housing to be included in housing schemes of 25 units or more. However, the applicant would receive a Social Housing Grant and, by definition, all houses would be affordable so this policy is satisfied.

Sustainability

The applicant has submitted a Solar Heating Energy Study and a Eco-Housing Assessment in support of the application. The Solar Heating Energy Study concludes that by providing each house with a solar panel of at least 3 square metres, then a significant amount of energy could be saved at a cost-effective level.

The Eco-Housing Assessment notes that incorporation of the following would limit the consumption of energy.

- high specification glazing
- Increased insulation
- High efficiency heating appliances
- Energy efficient white goods
- Sustainable location close to buses and supertram
- Use of recycling facilities

Open Space Contribution

Policy H16 requires a financial contribution to be made to the improvement of off-site open space provision. In this instance a sum of £34,459 is required which would be controlled by the submission of a planning obligation or similar legal agreement.

SUMMARY AND RECOMMENDATION

The site is located next to the Jervis Lum entrance into Norfolk Park and is, currently, a sloping vacant site last used for housing, prior to its clearance. There is existing housing on two sides and the site is accessed from Beldon Road, which is to be retained. The application is for 41 two and three storey dwellings, many of them being split level, to deal with the sloping nature of the site. The layout is acceptable, having addressed all issues in the earlier scheme. The design and external appearance of the houses is of good quality and would lift the overall visual quality of the area.

There is sufficient off street parking and the road layout allows for safe and easy manoeuvring for private and service vehicles.

A group of five large trees at the north end of the site would be retained to provide a link into Norfolk Park and also a focal point within the development. Trees would be lost to allow the houses to be built, but these houses would be compensated by new trees within the site.

The proposal is considered to be acceptable and it meets the policy criteria set out earlier in this report. The application is, therefore recommended for conditional approval subject to the submission of a planning obligation controlling the submission of the commuted sum for the off-site open space improvements.

HEADS OF TERMS FOR LEGAL AGREEMENT

On or before the commencement of development, the owner shall pay to the Council the sum of £34,459 to be used towards the provision or enhancement of Open Space within the vicinity of the site.

In the event that a satisfactory S106 Planning Obligation covering the Heads of Terms set out in the preceding paragraph has not been concluded before 24th March 2008 (in order to meet the Government target time for the determination of the application), it is recommended that the application be refused for failure to make adequate provision in this regard.

Case Number 07/04946/CHU
Application Type Planning Application for Change of Use
Proposal Change of use of 2 no. flats into office accommodation
Location 139 Ecclesall Road South
Sheffield
S11 9PJ
Date Received 21/12/2007
Team SOUTH
Applicant/Agent Chris Gothard 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 office-space shall not be occupied unless sound insulation measures have been implemented, details of which shall have been submitted to and approved in writing by the Local Planning Authority prior to installation. Thereafter the approved sound insulation measures shall be retained.

In the interests of the amenities of occupiers of adjoining property.
- 3 The building shall only be used for the above mentioned purpose between 0800 and 1900 hours from Monday to Saturday and at no time on any Sunday or Public Holiday, unless otherwise agreed in writing by the Local Planning Authority.

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.

Site Location



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LOCATION AND PROPOSAL

The application site is located to the east of Ecclesall Road South, some 20 metres to the north of the junction with Banner Cross Road. The Unitary Development Plan designates the site as being within a Local Shopping Centre.

The application seeks consent to change two separate flats, covering a part of the ground floor and the first and second floor layouts, to office accommodation (type

B1 use class). The remaining part of the ground floor would continue its current use as a hairdressers.

RELEVANT PLANNING HISTORY

The site has previously been the subject of the following applications:

80/03067/FUL; Use of ground floor of premises as hairdressing salon and beauty parlour with self contained flat over
Approved, 26.11.1980

91/02581/FUL; Use of first floor and part of ground floor of building as a medical centre.
Withdrawn, 11.11.1991

91/02584/FUL; Use of first floor and part of ground floor of building as offices.
Withdrawn, 11.11.1991

SUMMARY OF REPRESENTATIONS

Following direct consultation, no written representations have been received.

PLANNING ASSESSMENT

The application site is located within a Local Shopping Centre, consequently the following policies are relevant to assessment of the application:

S7 'Development in District and Local Shopping Centres' refers to B1 Offices as being an acceptable use in principle. This is subject to the provisions of policy S10.

S10 'Conditions on Development in Shopping Areas' states that in shopping areas changes of use will be permitted provided that it would:

- a. not lead to a concentration of uses which would prejudice the dominance of preferred uses in the area.
- b. not cause residents or visitors in any hotel, hostel, residential institutions or housing to suffer from unacceptable living conditions, including air pollution, noise, other nuisance or risk to health or safety
- f. be served adequately by transport facilities and provide safe access to the highway network and appropriate off street parking and not endanger pedestrians

The current ground floor layout includes a hairdresser's unit, which would remain as part of this proposal. Consequently, the proposal would have a neutral impact upon the proportion of A1 (Retail) units, as the preferred use, within the Local Shopping Centre. On this basis the proposal is considered to be acceptable in regards to policy S10 (a).

Turning to the impacts of the proposed change of use upon neighbouring occupiers. The adjoining unit at No. 141 is an A1 shop, with what appears to be ancillary storage space at its 1st floor level. No. 137 is also adjoined to the

application site and is a single dwellinghouse, as such it is assumed that there are bedrooms adjoining the application premises at first floor level. To the rear of the site there is a dwellinghouse with habitable room windows facing the application premises.

The scope for noise generation by the proposed use would be expected to be very limited, and not of harmful impact upon the amenities of the adjoining occupiers. The use would be reasonably expected to operate during day-time hours, and therefore at evening / night the adjoining occupiers would not be affected by the office use. In order to ensure no harmful noise occurs, however, it is recommended that a details of noise attenuation are required by condition.

The neighbouring dwelling to the rear has habitable room windows facing the application site. The proposal does not feature any external alterations to the premises. Since no extra windows are being installed it is considered that the proposal would not lead to any additional opportunities for overlooking. It is not considered that the proposed uses of the rooms would involve significantly increased levels of activity compared to the rooms under their existing use. On this basis the proposal would be considered to have an acceptable impact upon the occupants of No.116 Banner Cross Road.

Overall, the proposal is considered to be acceptable in regards to the provisions of S10 (b).

Highway Issues

At the frontage of the property there is only capacity for one car to be parked. Within the vicinity of the site on-street parking restrictions prevent parking on both sides of Ecclesall Road South from 08.00 to 09.30hrs and 16.30 to 18.30hrs. Banner Cross Road features parking restrictions in close proximity to the junction with Ecclesall Road South, but is unrestricted beyond this zone.

The application submission refers to the proposed layout as incorporating a total of 256sq metres. It states that 10 full time staff would be employed at the site, it also confirms that there is no off-street provision for parking.

The layout plan shows workstations for 9 employees, however, it would be quite feasible to accommodate space for one further member of staff.

The Unitary Development Plan policy T22 'Private Car Parking in New Development' states amongst other things, that:

(d) outside the City Centre within approximately 500metres walking distance of Supertram stops, frequent bus services or railway stations, or where there is a combined adequate level of public transport provision up to one space per 100sq m of gross floorspace will be required,

(e) in all other locations up to one space per 35sq m of gross floorspace will generally be required

The buses which run along this stretch of Ecclesall Road South to/from the city centre are timetabled to operate approximately every 8 minutes on weekdays. This is considered to represent a frequent bus service, and therefore, part (d) of the policy T22 would be applicable. Therefore, 3 off-street parking spaces would be required. To supplement T22 (d) in location similar to the application site 1 space per 3 members of staff has been required, which would produce a similar requirement.

As stated above there are no off-street parking facilities associated to the site. The existing flats would, in accordance with guidelines, generate the requirement for 2 or 3 parking spaces, which would by necessity be on-street somewhere within the vicinity to the site. On this basis the proposed change of use would be expected to lead to a maximum of 1 additional car being parked on-street. An increase of 1 vehicle parked on-street would not be expected to have a harmful impact upon the free flow of traffic within the vicinity of the application site.

Deliveries to the site would not be of a significant frequency to represent a concern in highway safety terms.

On this basis the proposal is considered to satisfy the requirements of Policy T22 and S10 (f).

SUMMARY AND RECOMMENDATION

The application relates to a premises within the Local Shopping Centre, at the junction of Ecclesall Road South and Banner Cross Road. Consent is sought to change the use of two self-contained flats to B1 office accommodation. The proposal does not affect the dominance of A1 uses within the Shopping Centre, it is considered to not have a harmful impact upon the amenities of neighbouring occupiers and whilst it would be likely to lead to a small amount of on-street parking it would be considered that this would not be of such magnitude to lead to detrimental impact upon local highway safety circumstances.

Overall, the proposal would be considered to satisfy the requirements of Unitary Development Plan policies S7 and S10. As such the proposal is considered to be acceptable and approval is recommended.

Case Number	07/04922/LBC
Application Type	Listed Building Consent Application
Proposal	Refurbishment of University Arts Tower, including external re-cladding, formation of ramps and lifts and internal alterations to provide additional sanitary, welfare and storage facilities and improved access and fire protection
Location	Arts Tower, University Campus Western Bank Sheffield S10 2TN
Date Received	19/12/2007
Team	CITY CENTRE AND EAST
Applicant/Agent	HLM Architects
Recommendation	Grant Conditionally Subject to Secretary of State

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 Before the development is commenced, details of all proposed external materials and finishes, including windows, shall have been submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall be carried out in accordance with the approved details.

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

In order to ensure an appropriate quality of development.
- 4 Before the commencement of development, large scale details, including abutment details with existing structure, materials and finishes, at a

minimum of 1:20 of the items listed below shall be approved in writing by the Local Planning Authority:

Glazed walls
Glazed roofs
Glazed doors
Glazed door canopies

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

In order to ensure an appropriate quality of development.

- 5 A fully functioning mock up of the proposed curtain wall system, with a mock up of the curtain walling as existing, incorporating examples of existing glass from sash, fixed light and spandrel panel shall be erected on the site and shall illustrate the detailing and performance and appearance of the vertical sliding sash windows, the inward opening double glazed hopper and blinds, including framed and frameless alternative glazing solutions and mortar finish to be used. The mock up 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.

- 6 Prior to commencement of works, details of the extent and specification of concrete repair and cleaning shall have been submitted to and approved in writing by the Local Planning Authority and shall thereafter be carried out in accordance with the approved details.

In order to ensure that the fabric of the building is not damaged

- 7 Existing windows shall be retained and repaired unless otherwise agreed in writing by the Local Planning Authority.

In order to protect the original fabric of the building and the character and appearance of the Conservation Area.

- 8 Before the commencement of development, the details, specifications and finish of the windows as existing, new double glazed inward opening hopper, new beading and new blinds, structural glazed walls and roofs, windows, including elevations and sections, shall be approved in writing by the Local Planning Authority. Drawings shall be of a minimum of 1:10 scale and shall include details of proposed section sizes at a minimum of 1:1 scale. Thereafter the development shall be carried out in accordance with the approved details.

In order to ensure an appropriate quality of development.

- 9 All internal and external doors shall be retained unless otherwise agreed in writing by the Local Planning Authority.

In order to protect the character of the original building.

- 10 Before the development commences, details, specifications and finishes of all new internal and external doors, including frame section sizes, reveal depths and any mouldings and architraves at a minimum of 1:20 scale shall have been approved in writing by the Local planning Authority. Thereafter, the new doors, including any proposed new vision panels. shall be installed in accordance with the approved details.

In order to ensure an appropriate quality of development.

- 11 Before the development commences, details of all new partitions, joinery and timber structural elements and/or the repair, alteration or replacement of existing timber elements (including roof and floor timbers, partitions, stairs, balustrades, screens, wainscoting) shall have been approved in writing by the Local Planning Authority. Thereafter, the development shall be carried out in accordance with the approved plans.

In order to protect the character of the original building.

- 12 Before the development commences, details of all new metal elements and/or the repair, alteration or replacement of existing metal elements shall have been approved in writing by the Local Planning Authority. Thereafter, the development shall be carried out in accordance with the approved details

In order to ensure an appropriate quality of development.

- 13 Before the development commences, a schedule of all fixtures, finishes and fittings, with a photographic record, and details of their retention, repair, removal or relocation shall have been approved in writing by the Local Planning Authority. The development shall then be carried out in accordance with the approved schedule

In order to protect the character of the original building.

- 14 Before the development commences, details and locations of all new fixtures and fittings shall have been approved in writing by the Local Planning Authority. The development shall then be carried out in accordance with the approved details

In order to ensure an appropriate quality of development.

- 15 Before the development commences, the design and location of all new internal and external light fittings shall have been approved in writing by the Local Planning Authority. Thereafter the development shall be carried out in accordance with the approved details.

In order to ensure an appropriate quality of development.

- 16 Before the development commences, details of the location, layout, specification, appearance and colouration of all new services to the building (including sanitary accommodation, comms equipment, refreshment facilities, meter boxes, outlets and inlets for gas, electricity, telephones, security systems, cabling, trunking, soil and vent stacks, fresh and foul water supply and runs, heating, air conditioning, ventilation, extract and odour control equipment, pipe runs and internal and external ducting) shall have been approved in writing by the Local Planning Authority.

In order to ensure an appropriate quality of development.

- 17 Before the development commences, details of installations and alterations arising from the requirements of fire protection, means of escape, acoustic attenuation and insulation, natural and mechanical ventilation, disabled access and the provision of natural and artificial lighting shall have been approved in writing by the Local Planning Authority.

In order to ensure an appropriate quality of development.

- 18 Before the development commences, details of the design and appearance of boundary walls, gateways, steps and paths, hardstandings and other elements of the hard landscaping, including the extent of area to be free of car parking around the Arts Tower and external seating shall have been approved in writing by the Local Planning Authority. The development shall then be carried out in accordance with the approved details.

In order to ensure an appropriate quality of development.

- 19 Before the development commences, details of the design and location of all new internal and external signs shall have been approved in writing by the Local Planning Authority. The development shall then be carried out in accordance with the approved details.

In order to ensure an appropriate quality of development.

- 20 This development shall be carried out in complete accordance with the approved plans unless otherwise authorised in writing by the Local Planning Authority.

In order to ensure an appropriate quality of development.

- 21 No insulation bats shall be inserted behind the glazed spandrel panels until written approval is given by the Local Planning Authority to a satisfactory test sample, to be inspected on site, which is of an appearance as close as possible to the existing glazed spandrel panel.

In order to protect the character of the original building.

- 22 No damaged glazed spandrel panels will be replaced until written approval is given by the Local Planning Authority to a satisfactory test sample, to be inspected on site, which is of an appearance as close as possible to the existing glazed spandrel panels.

In order to protect the character of the original building.

- 23 The vertical section of removeable cladding is not approved unless details are first submitted to and approved in writing by the Local Planning Authority.

In order to protect the character of the original building.

- 24 Before the development is commenced, full details of the location, specification, appearance and disposition of the mechanical air supply and extract system shall be submitted to and approved in writing by the Local Planning Authority.

In order to ensure that inappropriate alterations are avoided

- 25 The ventilation and expansion gap detail around the ground to mezzanine full height glazing shall be retained and replicated where necessary, unless otherwise approved in writing by the Local Planning Authority.

In order to protect the character of the original building.

- 26 Prior to the commencement of development, the location, number, size and design of any proposed glazing manifestations shall be submitted to and approved in writing by the Local Planning Authority.

In order to protect the character of the original building.

- 27 Notwithstanding the submitted plans, the proposed access ramp and short rise lift arrangement is not approved. Before the development is commenced, details of the location, design, and appearance of the proposed and existing access ramps and new short rise lift shall be submitted and approved in writing by the Local Planning Authority.

In order to protect the character of the original building.

- 28 Prior to the commencement of development, full details of the proposed stair case pavilion, shall be submitted to and approved in writing by the Local Planning Authority.

In order to protect the character of the original building.

- 29 In order to determine that there will be no visible external manifestation of the proposed new toilet areas, samples of all fixtures and fittings and details

of internal lighting regimes shall be submitted to and approved in writing by the local planning authority.

In order to protect the character of the original building.

- 30 Prior to the commencement of development, full details of all new openings in the Cyclopean Wall, including the method of formation of the new openings and mortar and concrete samples, shall be submitted to and approved in writing by the local planning authority.

In order to protect the character of the original building.

- 31 Prior to the commencement of development, full details of the construction of the new glazed covered fire escape, including the roof profile, shall be submitted to and approved in writing by the local planning authority.

In order to protect the character of the original building.

Attention is drawn to the following justifications:

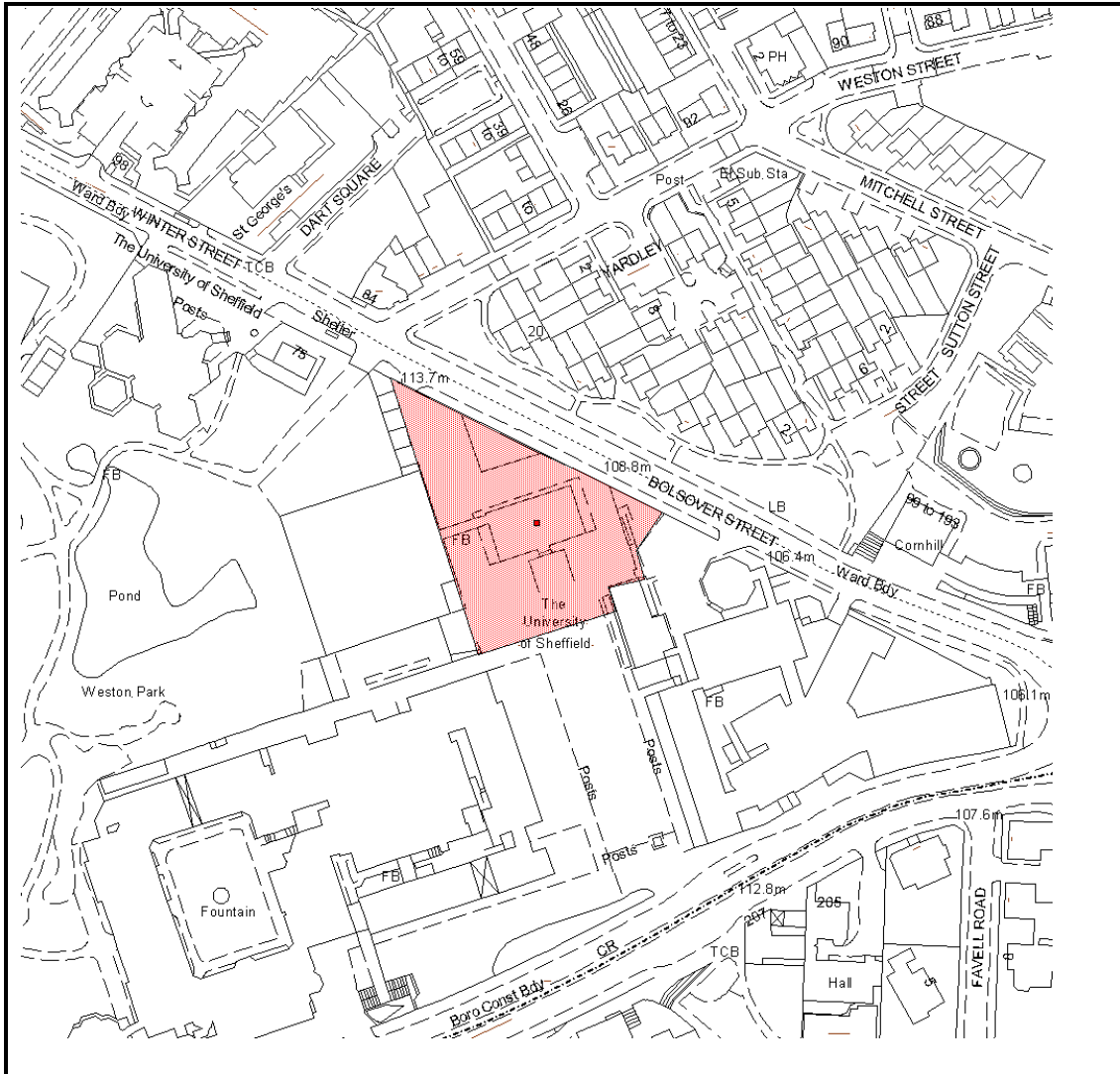
1. The decision to grant Listed Building Consent and impose any conditions has been taken having regard to the policies and proposals in the Sheffield Unitary Development Plan set out below, and to all relevant material considerations, including Supplementary Planning Guidance.

BE19 - Development affecting Listed Buildings

This informative is intended as a summary of the reasons for grant of planning permission.

Site Location

Site Location



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FOR REPORT SEE 07/04921/FUL

Case Number	07/04921/FUL
Application Type	A Full Planning Application
Proposal	Refurbishment of University Arts Tower, including external refurbishment of cladding, roofing over courtyard, formation of ramps and new entrance pavilion
Location	Arts Tower, University Campus Western Bank Sheffield S10 2TN
Date Received	19/12/2007
Team	CITY CENTRE AND EAST
Applicant/Agent	HLM Architects
Recommendation	Grant Conditionally

Subject to:

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

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

- 2 Before work on site is commenced, full details of suitable inclusive access and facilities for disabled people, both to and into the building(s) and within the curtilage of the site, shall have been submitted to and approved in writing by the Local Planning Authority and the building shall not be used unless such inclusive access and facilities have been provided in accordance with the approved plans. Thereafter such inclusive access and facilities shall be retained. (Reference should also be made to the Code of Practice BS8300).

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

- 3 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.

- 4 Details of the design and appearance of all elements of the hard landscaping, including the extent of area to be free of car parking around the Arts Tower and external seating, shall be approved in writing by the Local Planning Authority before the development commences. The development shall then be carried out in accordance with the approved details.

In the interests of the amenities of the locality.

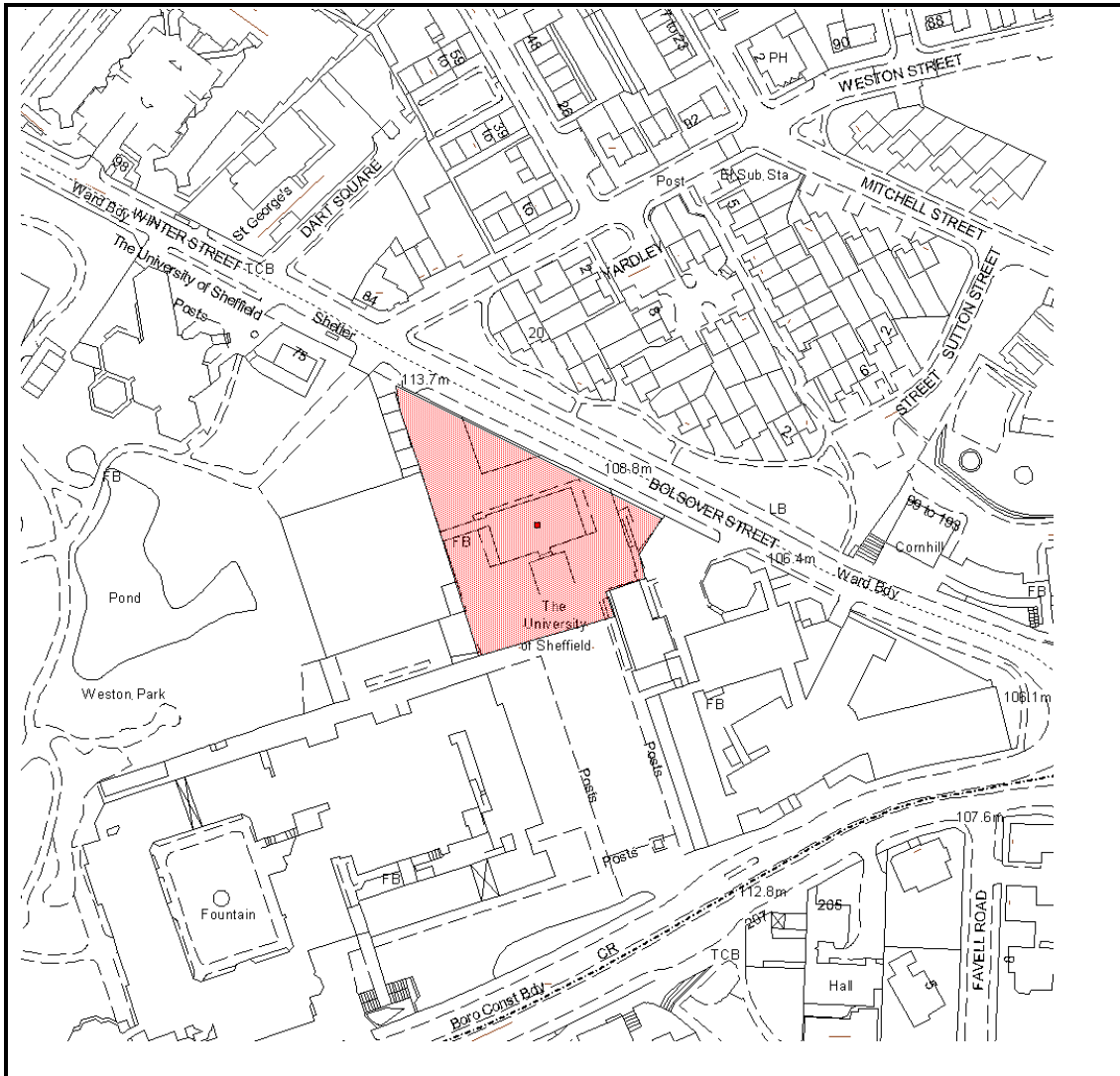
Attention is drawn to the following justifications:

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.

BE19 - Development affecting Listed Buildings

This informative is intended as a summary of the reasons for grant of planning permission.

Site Location



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LOCATION AND PROPOSAL

The University of Sheffield Arts Tower sits between Bolsover Street and Western Bank, to the west of the city centre. The tower and adjoining library are the result of an architectural competition to design a masterplan for the University campus at Western Bank, won by London firm Gollins Melvin Ward & Partners in 1953. The nineteen storey tower was officially opened by the Queen Mother in June 1966.

The Library and Arts Tower are considered to be leading examples of the early post-war International Style of modern architecture in the United Kingdom. Their significance was recognised in March 1993 when they were listed at grade II* for their architectural and historic interest. The Arts Tower in particular, has become a well known Sheffield landmark.

The wear and tear of forty years of occupation, changing legislation and environmental issues have raised a number of concerns in relation to the future of the Arts Tower. A recently prepared Feasibility Study identified the principal issues as:

- the poor condition of the curtain walling and its affect on occupants including overheating in summer, cooling in winter, glare, draughts, heat and energy loss;
- the inefficient movement of people in and out of the building resulting in queuing outside the building for lectures and to use the lifts and queuing inside the building to exit after lectures;
- the movement of people within the building, in particular conflicts of movement in the entrance lobby made smaller by recent fire escape upgrading, in/out conflict at lecture changeovers, inadequate queuing space, insufficient vertical circulation with only two regular passenger lifts supplemented by a continuous 'paternoster' chain lift;
- the egress of people in fire escape situations;
- the lack of entry security and inaccessibility of Porter's Lodge;
- the difficult maintenance of cladding, with external replacement of glass raising health and safety issues ;
- general health and safety concerns e.g. the method of opening windows;
- shortfalls in facilities and access for people with disabilities;
- compliance with current legislation (health and safety, fire, DDA);
- the erosion of heritage features caused by piecemeal alterations and additions; and
- the poor condition of services, i.e plumbing, heating.

To help resolve these issues in the context of the building's listed status the University commissioned the preparation of a Conservation Plan. The University and their agents have also undertaken a year's worth of pre-application meetings involving both the local planning authority and English Heritage.

Planning permission and listed building consent are now sought for a comprehensive scheme of works to the Arts Tower. They include, on the lower floors:

- new fire escapes out to Bolsover Street to the north east, to the eastern courtyard and out to the front of the building via a new route that can also be used as an occasional entrance independent of the tower;
- the installation of a vertical platform lift and increased milling space at basement level;
- the roofing over of the northern 'sunken' courtyard to provide additional, flexible space;
- the roofing of eastern escape routes to improve circulation;
- the formation of an additional stair flight; and
- alterations to lecture theatres and stairs to facilitate their use by disabled people.

At ground level:

- the formation of a new entrance ramp and vertical platform lift;
- the creation of two new entrances (either side of main entrance doors);
- alterations to the porter/reception point;
- an extension to lift lobby; and
- the relocation of the mezzanine staircase.

In the tower:

- the removal of partitions to form open plan/flexible office accommodation;
- additional toilets, accessible lavatories and showers;
- the installation of modern plant and services, including up-to-date communication, data and storage facilities; and
- improved protection for firefighters.

It is also proposed to refurbish and alter the Tower's existing curtain walling system by:

- installing double glazed units (safety glass) with solar protection;
- installing a subframe to allow the hinging of the lower frame to improve ventilation; and
- the replacement of all blinds.

RELEVANT PLANNING HISTORY

07/01874/LBC Listed building consent for the refurbishment of lecture theatres 4,5 and 6 was granted in September 2007.

02/00465/FUL & 02/00461/LBC Planning permission and listed building consent were granted in April 2002 for the erection of two external escape stairways.

01/01144/LBC In August 2001, listed building consent was granted for the installation of new and replacement doors and fire screens and the upgrading of ground floor level escape bridges.

00/01225/LBC Listed building consent was granted in October 2000 for internal fire safety improvements.

94/00637/LBC In July 1994, listed building consent was granted for alterations to form offices, seminar rooms and teaching space to floors 2, 4, 5, 6, 10 and 11.

94/00259/LBC Listed building consent for the installation of screens on floors 1 to 19 inclusively was granted in April 1994.

93/01694/LBC Listed building consent for the erection of a screen and door on floor 13 was approved in November 1993.

93/01693/LBC Listed building consent for the removal of partition walls on floor 4 and removal of dividing wall and erection of glazed screen with door on floor 7 was granted in November 1993.

93/01242/LBC In August 1993, listed building consent was granted for alterations to the 9th floor.

91/03301/FUL Planning permission was granted for the erection of a roof top radio distribution node of 30 radio dish antennas, equipment cabin and battery and rectifier room in February 1992.

SUMMARY OF REPRESENTATIONS

The Conservation Advisory Group considered the development proposals at their meeting on 18 December 2007. The Group welcomed the proposed refurbishment of the Arts Tower in principle, but raised a number of concerns:

- care should be taken in the location and treatment of the proposed toilets, in terms of their effect on the façade, so that they would not read as a vertical band off the central access.
- the rooftop cable and wireless gantry was very visible and spoiled the simplicity of the line at the top of the building and recommended that it should be reconsidered.
- the proposed fenestration could significantly change the front elevation of the building. However, the group considered that the proposed scheme would have the least impact of the range of solutions to the difficulty of refurbishing the windows.

The Group welcomed the overall approach in showing concern for the building and taking seriously the fact that it was listed. They felt that a similar degree of attention must be given to the procurement process, so that the approach to the refurbishment work itself would reflect the care taken by the Architects. The Group had no objection in principle to the proposals relating to the basement, ground and first floors and commended the manner of the development as a whole, in comparison to that of other buildings in the ownership of the University.

In their assessment of the proposals, English Heritage stressed the significance of the Arts Tower, describing it as the most elegant university tower block in Britain of its period and the best surviving example in Britain of the important type of monolithic tower influenced by Mies van der Rohe's Seagram Building. They welcomed the University's continued commitment to this important and high profile Grade II* listed modern building, shown in its willingness to invest in the building's future and to do so in a manner which goes a long way to protect the special interest of the building, and which is supported by a Conservation Plan. They recognise that certain changes are necessary to enable the building to continue to provide the appropriate level of service for the present time and into the future, and are generally supportive of the proposals, subject to the matters discussed below.

PLANNING ASSESSMENT

Policy BE19 of the Unitary Development Plan states that proposals for internal or external alterations which would affect the special interest of a listed building will be expected to preserve the character and appearance of the building and, where appropriate, to preserve or repair original details and features of interest. Thus the wholesale re-cladding of the Arts Tower was not considered to be a viable option. Numerous alternative solutions were investigated, however it is considered that the proposed refurbishment, which includes some alteration of the existing system to improve natural ventilation and to enable re-glazing from the inside rather than the outside, for reasons of operator safety, addresses the cladding's failures while largely protecting the appearance of the Arts Tower. The proposed hoppers have the disadvantage of breaking the subtly detailed plane of the wall when open. However, given the need to improve the internal environment, and since this allows the retention of the rest of the cladding system framing, this solution is considered to be acceptable by all.

The tower's south entrance was a showpiece of the original building. Originally there was a gap between the rear of the entrance platform and the building itself, which gave the impression that the entrance platform was a 'floating structure'. It is recognised that work to the entrance is desirable to improve crowd movement into the building at peak times and to provide more permanent wheelchair access, and the two new entrance doors to left and right of the original central entrance do not raise any significant concerns. However, it is questioned whether it is necessary to provide two, symmetrically placed ramps either side of the entrance platform (neither of which reach current standards in terms of their gradient) and a wheelchair lift on the west side and whether there is a way of revealing the dramatic 'floating structure' and purity of form of the entrance platform. Given these concerns, the provision of these features, and design details, are reserved by condition.

The roofing of the sunken courtyard to the north and the erection of the new entrance pavilion to the south, necessary for adequate fire escape provision from the lecture theatres below, are modern extensions to the Arts Tower. As both additions will be enclosed with glass, the latter will be designed as a completely glass structure with glass columns and beams, it is generally considered that these contemporary, transparent structures will not harm views of the tower. Moreover, as 'new' elements, their curved roofs are also considered to be acceptable. The detail of these structures is again reserved by condition.

The existing mezzanine staircases either side of the main entrance are considered to be harmful to the visual character of the Arts Tower, detracting from the spatial character of the lower floors. The relocation of the mezzanine staircase will de-clutter the entrance and re-create the original two storey entrance void with mezzanine balcony. It is necessary, however, to retain fire glazing to both sides of the main entrance doors to safeguard the fire and smoke protected route in and out of the building.

On the upper floors, it is proposed to remove the existing partitions, install new partitions and allow some areas to become open plan. The architecture

department (on the 16th and 17th floor) and the board room (1st floor) will remain in situ. This re-arrangement of partitions to suit changing needs is considered to be entirely consistent with the original design intent and as such will not harm the building's character or special interest.

Toilet provision in the upper storey of the tower is considered to be inadequate for modern circumstances and lacking in wheelchair provision. It is proposed to provide new toilets outside the core, on the south side of the tower. Mitigation measures, to prevent the toilet areas creating a different elevational appearance on the south façade of the tower, are vital in order to protect the uniform appearance of the tower. For example, the basins have been pulled back 300mm from the back of the columns to reduce their visual impact. Further detail needs to be provided and agreed in relation to the colour of fittings and as to how lighting regimes will be harmonised with other rooms on the south façade.

The existing heating system is inadequate and ventilation system is in a poor condition. The replacement of existing plant and services will have little impact on appearance of the building but will improve efficiency and operation. The dado trunking for new data and power distribution was the subject of extensive discussion during which it was confirmed that it would not be practical to install the required services into the floors. No means could be found of avoiding cutting across the deep rectangular fin-like piers that punctuate the inside faces of the facades. Therefore, while the proposed dado trunking will undoubtedly have a significant visual effect during the life of this technology, it will regularise the present disfiguring ad hoc interventions that have taken place and is considered to be acceptable.

SUMMARY AND RECOMMENDATION

Planning permission and listed building consent are being sought for the wholesale refurbishment of the University of Sheffield's grade II* listed Arts Tower. The works are intended to safeguard the long term future of the Arts Tower, whilst protecting its character. The result of lengthy and detailed pre-application discussions, it is generally considered that the proposals achieve the balance between the need for an upgraded and sustainable facility for the future whilst protecting its special architectural and historic interest. It is therefore recommended that Members grant planning permission and listed building consent subject to the conditions listed and referral to the Secretary of State.

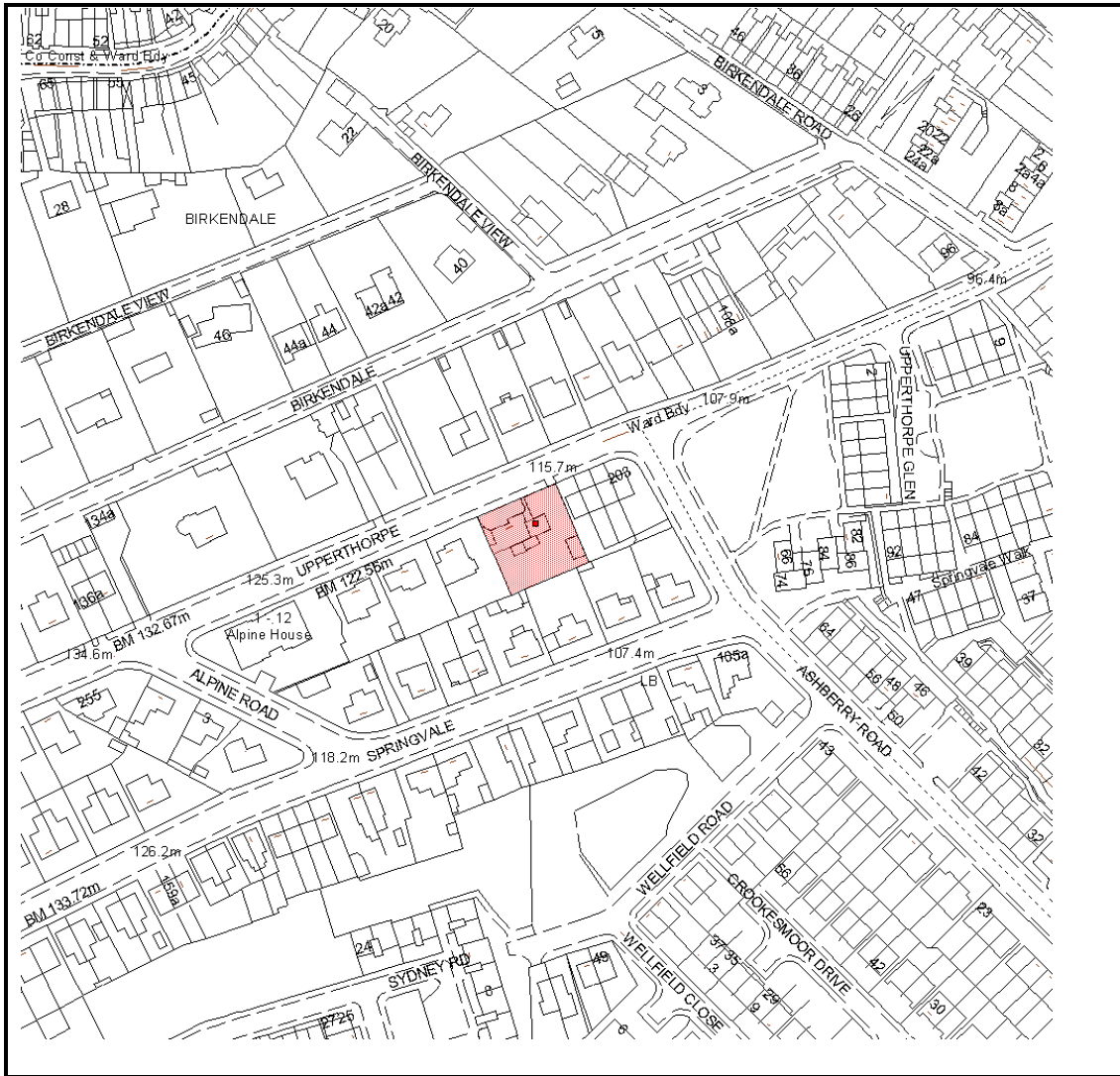
Case Number	07/04903/FUL
Application Type	A Full Planning Application
Proposal	Alterations and two storey side, front and rear extension to building to form 7 flats
Location	211 - 213 Upperthorpe Sheffield S6 3NG
Date Received	20/12/2007
Team	SOUTH
Applicant/Agent	Mr R Bishop
Recommendation	Refuse

For the following reason(s):

- 1 The Local Planning Authority consider that the proposed development by reason of its scale, massing, significant excavation to form basement level accommodation and alterations to the front elevation, would represent unsympathetic and excessive additions / alterations to the original building and the site curtilage. This would undermine the subservient relationship between No. 211 and No.213 Upperthorpe and the visual appearance of the site within the street scene. This would be considered to be detrimental to the character of Birkendale Conservation Area and be contrary to the aims of policies BE1, BE5 (a and c), BE15, BE16 and H14 (a) of the Adopted Unitary Development Plan.
- 2 Details relating to the lightwell have not been supplied. In the absence of such information the Local Planning Authority must assume that the proposed development could have a detrimental impact on the appearance of No. 213 Upperthorpe within the street scene, which would be considered to be detrimental to the character of Birkendale Conservation Area and be contrary to the aims of Policies BE15 and BE16 of the Adopted Unitary Development Plan.
- 3 The Local Planning Authority consider that the proposed development by reason of the rear parking area with its associated hardsurfacing and vehicle movements would have a harmful impact upon the character of Birkendale Conservation Area and amenities of occupiers of adjoining dwellings particularly No. 209 Upperthorpe. The proposal would therefore be considered to be contrary to the aims of policies BE15, BE16 and H14 (c) of the Adopted Unitary Development Plan.

- 4 The Local Planning Authority consider that the proposed use of the vehicular access / egress to and from the site would, by reason of its inadequate pedestrian intervisibility splays and the restricted width would be detrimental to the safety of road users and pedestrians and as such be contrary to policies H14 (d) of the Unitary Development Plan.

Site Location



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LOCATION AND PROPOSAL

The application site includes two dwellinghouses which are currently semi-detached.

They are located within Birkendale Conservation Area. The buildings are currently separate, single household dwellings, most recently providing student accommodation.

The application seeks permission to carry out alteration works to the two buildings to form a total of 7 flats. The external works relate predominantly to No. 211, and involve the addition of a two/three storey side extension and the enlargement of the 1st floor area via the re-modelling of the existing roof, the creation of retaining structures and a lightwell within the frontage area and the formation of a nine bay parking area at the rear.

RELEVANT PLANNING HISTORY

211 Uppertorpe

99/00729/FUL, Construction Of Dormer Window And Alteration To Dwellinghouse For Use As House In Multiple Occupation, Approved - 14.06.1999 (Not Implemented)

213 Uppertorpe

88/00388/FUL, Use Of Dwellinghouse As 2 Flats, Approved - 28.06.1988

SUMMARY OF REPRESENTATIONS

Following direct consultation and the posting of a site notice, five letters of representation have been received. The comments are summarised as follows:

- Proposed works are actually a three-storey extension.
- Proposal is over-development and contrary to management proposals for the conservation area. Contrary to character and appearance of the conservation area. Existing buildings have been referred to as of townscape merit, would be replaced by a large block of flats.
- Rear gardens would be lost and replaced by tarmac parking area.
- No details of materials, or landscaping
- Impacts upon boundary wall (currently undermined by trees) and neighbouring structures. A garage at boundary is a dangerous structure.
- Rear Garden is much neglected, at least 5 trees were felled last year without consent, which impacted on neighbouring buildings near to the boundary and lead to loss of wildlife. The removal of any further trees would further undermine the boundary.
- Parking area and access route would be elevated above neighbours' gardens. Likely to be significant vehicle movements, leading to noise/disturbance and fumes. Potential overlooking and loss of privacy, a fence would be needed to prevent this. Petrol/ oil deposits and impacts on the drainage system.
- Impact of security lighting.
- Additional surface water run-off.

PLANNING ASSESSMENT

Policy Issues

The site is located in a Housing Area under the provisions of the Unitary Development Plan. As stated above it is also located within Birkendale Conservation Area (BCA).

As such the following policies are required to be taken into account:

BE1 'Townscape Design' states; A high quality townscape will be promoted with a positive approach to conservation and a high standard of new design. The best of Sheffield's buildings will be kept and refurbished, and their settings improved.

BE5 'Building Design and Siting' states:

- a. original architecture will be encouraged but new buildings should complement the scale, form and architectural style of surrounding buildings.
- c. all extensions should respect the scale, form, detail and materials of the original building;
- f. designs should take full advantage of the site's natural and built features;

BE15 'Areas And Buildings Of Special Architectural Or Historic Interest' states;

Buildings and areas of special architectural or historic interest which are an important part of Sheffield's heritage will be preserved or enhanced. Development which would harm the character or appearance of Listed Buildings, Conservation Areas or Areas of Special Character will not be permitted.

BE16 'Development In Conservation Areas' states;

that in Conservation Areas permission will only be given for development which which would preserve or enhance the character or appearance of the Conservation Area.

Buildings which make a positive contribution to the character or appearance of a Conservation Area will be retained.

H10 'Development In Housing Areas' states that C3 Housing will be the preferred type of development.

H14 'Conditions On Development In Housing Areas' states new development will be permitted provided that

- a. new buildings and extensions are well designed and would be in scale and character with neighbouring buildings; 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

H15 ' Design of New Housing Developments' states that new housing developments should (b) provide adequate private gardens or communal open space to ensure that basic standards of daylight, privacy, security and outlook are met for all residents.

The proposal to form additional residential accommodation would comply with the provisions of policy H10, which states that housing is the preferred use at this site.

Conservation and Design Issues

The two buildings are identified as "Buildings of Townscape Merit" within the Birkendale Conservation Area Appraisal. This document has been the subject of public consultation, and is due to be put before Board within the forthcoming weeks. As such the weight that can be afforded to the document is somewhat limited at this stage. The buildings are described as being of townscape merit due to their positive contribution to the special interest of the conservation area.

The proposed extensions would be considered to represent wholesale alterations of No. 211 Upperthorpe. No. 211 is currently a modest ancillary building, which is subservient to the larger building. The proposal would be considered to result in a substantial building, which would more than double the original volume. It is considered that the extension works would swamp the original building.

The enlargement works would also be considered to undermine the subservient relationship of No. 211 to No. 213, due to the scale and massing of the extensions. This is exacerbated by the substantial forward projection of the new side extension, which is considered to compete with the projecting bay at the front of No. 213.

The application involves the use of the entire rear portion of the site to provide nine parking spaces. A part of the conservation area's character are villas and semi-detached properties in reasonably substantial gardens. These were provided by the Birkendale View Land Society to allow for the cultivation of vegetables to foster a measure of self-sufficiency. The rear portion of the site currently features some landscaping, but it is dominated by very rough surfacing. In its current state it would not be able to be described as a garden which makes a significant positive contribution to the conservation area. However, the potential exists that the garden area could be enhanced to reflect its original state. As such the proposed parking area would be considered to be contrary to the character of the area.

The alterations involve replacement of the front entrance door to No. 213 by a window (although this is not shown on the front elevation drawing). This would be considered to represent an unsympathetic alteration to the appearance of the building, having a damaging impact upon its contribution to the street scene and the character of the Conservation Area.

A lightwell is proposed at the front of No. 213 to provide some light to basement flat 2. No details of this are given, so its depth and the height of guard rails/walling is

not clear. With section details and further information it might be concluded that the lightwell would not have a harmful impact upon the appearance of the building within the street scene. However, at this stage this is not certain and it is considered that it is appropriate to refuse consent due to lack of information in this instance. Similarly, no drawing details are provided regarding heights of retaining structures, however it can be extrapolated (and has been confirmed by the Agent), these would be likely to be approximately 2m in height at certain points. This would be considered to be excessive, and also indicative of the buildings' inherent inability to provide the amount of accommodation proposed.

Overall, the proposal would therefore not be considered to either preserve or enhance the appearance and character of the buildings. It is considered that the application would result in damage upon the character and appearance of the conservation area due to poor and insensitive design, inappropriate scale and massing, over-development and loss of the garden space.

It is therefore considered that the proposal would be contrary to the provisions of UDP policies BE1, BE5 (a and c), BE15, BE16 and H14 (a).

Neighbour Impact Issues

The potential impacts of the proposal would be considered as being concentrated upon the occupants of No. 209 Upperthorpe, and to a lesser extent the other three properties within this terrace. No. 209 features a blank west elevation.

The proposed extension would project further forward and rearward than the existing building lines of No. 209. However, despite projections at the front and rear the extension would be separated adequately from No. 209 to prevent the occurrence of any overshadowing or an overbearing impact.

The proposed side elevation includes one window at basement level. This serves a bathroom. As such it is not considered that there would be any scope for overlooking or loss of privacy to occur.

The relationship to the properties at the rear would be considered to be consistent with the relationship created by the existing building.

The proposed formation of a nine bay car parking area at the rear of the site involves the use of an access route along the western boundary of No. 209. The elevated level of this access route above the level of No. 209 would exaggerate its impact in terms of noise and disturbance upon the occupants of No. 209 and have an injurious impact upon the residential amenities of this property due to impacts upon their privacy.

On this basis the proposal would be considered to have a detrimental impact upon the neighbouring occupants, and as such it is considered that approval should not be granted.

It is concluded that the proposal would not comply with the provisions of policy H14 (c), which requires the privacy of neighbouring occupiers to be protected.

Amenities of Potential Occupants

The currently submitted drawings include a number of inconsistencies and would not be able to be implemented without alteration

Despite these inconsistencies it is considered that the internal layouts of the 7 apartments would provide a reasonable amount of floorspace. The window arrangement would be considered to provide adequate opportunity for natural daylighting and ventilation. Flat 2 at basement level would involve the formation of the lightwell to bedroom 2. The window to Flat 2's bedroom 1 would be a new window and would be side facing. This would potentially be subject to some overlooking by occupants of other flats when accessing their units. However, this would be considered as being an infrequently occurring issue. The lightwell may be capable of providing adequate light and ventilation. Overall, basement flat 2 would be considered to be capable of providing reasonable amenities to its occupants.

The dual aspect nature of the flats at basement level is considered to address concerns arising from their somewhat poor front outlook.

The rear portion of the site would be heavily dominated by car parking bays. There is no provision for external amenity space to be provided. This would be considered as harmful to potential occupants of the apartments, and would be considered to be contrary to the provisions of policy H15 (b), which requires adequate communal open space to be provided

Highway Safety Impacts

As stated above the layout includes 9 parking spaces. It is noted that 2 of these spaces will necessitate vehicles having to reverse the full length of the car park and access route, which would not be considered appropriate. However, it is considered that the layout could be amended to ease manoeuvring, whilst providing 7 to 8 spaces which would be adequate in relation to 7 flats.

The width of the access to the parking area gives rise to some concern. At the meeting point with Upperthorpe the access is 3.3m in width and reduces to approximately 3m further along its length. In order to allow two vehicles to pass and avoid vehicles reversing to the highway, the access should be a minimum width of 5m for the first 5m into the site.

Additionally, there are no pedestrian / vehicle intervisibility splays indicated. Such splays would incorporate land owned by a neighbouring occupier, and it would therefore not be possible to require them in this case. The absence of these splays would be considered to be a threat to pedestrian safety.

The layout plan does not show any cycle parking, however, it is considered that it would be possible to provide facilities for storage of one space per flat within the layout.

Overall, there are considered to be a number of concerns in relation to the proposals impacts upon highway safety. As such the proposal is considered to fail to comply with the provisions of UDP policy H14 (d) in this regard.

Landscaping Issues

The two trees at the rear of the property are considered to be of poor quality and not worthy of preservation. At the site's frontage is a holly tree which could be retained as part of any development.

It is recommended that should consent be granted, this should be subject to a condition requiring a landscaping scheme including the planting of three extra heavy standard trees in the rear parking area, together with shrub planting along the fence and against the building.

Access Issues

No accessible parking spaces are shown in the parking layout. It is considered that these should be provided, and it may be preferable to locate them on-street. This issue could form a part of the revised layout assessed within the Highway Issues covered above.

The inconsistencies within the drawings mean it is not possible to assess the apartments for compatibility with mobility housing standards. It is, however, considered that it would be possible to provide 2 apartments which meet mobility requirements.

RESPONSE TO REPRESENTATIONS

The majority of points are covered in the body of the main report above. In regards to the issue of potential impacts upon the boundary wall and the existing garage, it can be commented that this is essentially a private issue and would not form a material planning consideration.

SUMMARY AND RECOMMENDATION

The application involves two dwellings within Birkendale Conservation Area and seeks permission to carry out alteration works including a two-storey side extension.

It is considered that the proposed extension works would have a harmful impact upon the character and appearance of the buildings, having a damaging impact upon the character of Birkendale Conservation Area.

The proposed parking area would lead to excessive vehicular movements along the boundary shared with the adjoining residential neighbour. It is therefore considered that the proposal would have a harmful impact upon the amenities of the occupiers of this neighbouring property.

The proposal is considered to have a harmful impact upon highway safety given the inadequate width of the access, the design of the parking layout which would

lead to excessively long reversing manoeuvres and the inability to provide pedestrian intervisibility splays.

The scheme features no scope for external amenity space, which would be considered to result in poor amenities for any potential occupants of the proposed units.

Consequently, it is considered that the proposal would fail to comply with the provisions of UDP policies BE1, BE5 (a and c), BE15, BE16, H14 (a, c and d) and H15 (b). As such it is considered that the application should be refused.

Case Number 07/04771/FUL

Application Type A Full Planning Application

Proposal Erection of two dwellinghouses and detached garages
(resubmission of planning permission)

Location 19 Dore Road
 Sheffield
 S17 3NA

Date Received 13/12/2007

Team SOUTH

Applicant/Agent Chris Gothard 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 Before the development is commenced, details of all proposed external materials and finishes, including windows, shall have been submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall be carried out in accordance with the approved details.

In order to ensure an appropriate quality of development.

- 3 The approved landscape works shall be implemented prior to the use of the development commencing or within an alternative timescale to be first agreed with the Local Planning Authority. Thereafter the landscaped areas shall be retained and they shall be cultivated and maintained for a period of 5 years from the date of implementation and any plant failures within that five year period shall be replaced unless otherwise agreed by the Local Planning Authority.

In the interests of the amenities of the locality.

- 4 Unless otherwise indicated on the approved plans no tree, shrub or hedge shall be removed or pruned without the prior written approval of the local planning authority.

In the interests of the amenities of the locality.

- 5 Before any work on site is commenced, measures to protect the existing trees, shrubs and hedges to be retained shall be provided, in accordance with details which shall be submitted to and approved by the Local Planning Authority. These measures shall include a construction methodology statement and plan showing accurate root protection areas and the location and details of protective fencing and signs. Protection of trees shall be in accordance with BS 5837, 2005 (its replacement) and the protected areas shall not be disturbed, compacted or used for any type of storage or fire, nor shall the retained trees, shrubs or hedge be damaged in any way. The Local Planning Authority shall be notified in writing when the protection measures are in place and the protection shall not be removed until the completion of the development unless otherwise agreed in writing

In the interests of the amenities of the locality.

- 6 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995, Part 1 (Classes A to F 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, hardstandings or alterations which materially affect the external appearance of the site 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.

- 7 Any boundary treatment proposed to be provided between the front garden areas to the dwellings shall not be provided unless full details thereof have first been submitted to and approved in writing by the Local Planning Authority.

In the interests of the amenities of the locality.

- 8 Surface water discharge from the completed development site shall be restricted to a maximum flow rate of 8 litres per second. Before the development is occupied written confirmation shall be given to the Local Planning Authority that the necessary equipment has been installed on site to achieve the required restricted rate of discharge.

In order to mitigate against the risk of flooding.

- 9 The existing dwelling 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 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

BE6 - Landscape Design

BE15 - Areas and Buildings of Special Architectural and Historic Interest

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

BE18 - Development in Areas of Special Character

H10 - Development in Housing Areas

H14 - Conditions on Development in Housing Areas

H15 - Design of 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.

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. The agreed address must be clearly displayed at each individual property before occupation in order to ensure that the postal service can correctly locate each property of delivery purposes.

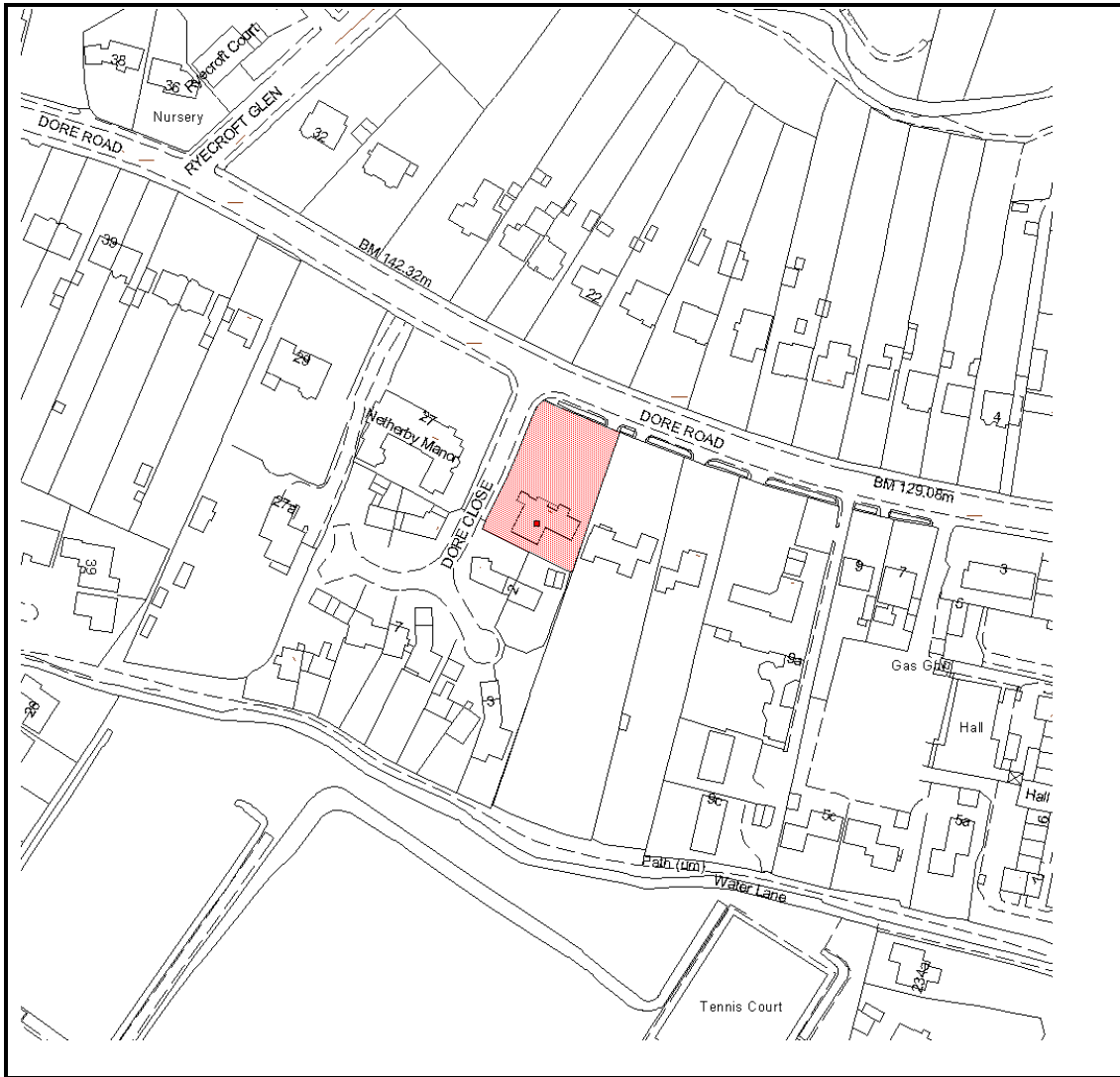
3. The applicant is advised that noise and vibration from demolition and construction sites can be controlled by Sheffield City Council under Section 60 of the Control of Pollution Act 1974. As a general rule, where residential occupiers are likely to be affected, it is expected that noisy works of demolition 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 proposed development lies within a coal mining area. In the circumstances applicants should take account of any coal mining related hazards to stability in their proposals. Developers must also seek permission from the Coal Authority before undertaking any operations that involves entry into any coal or mines of coal, including coal mine shafts and adits and the implementation of site investigations or other works. Property specific summary information on any past, current and proposed surface and underground coal mining activity to affect the development can be obtained from the Coal Authority. The Coal Authority Mining Reports Service can be contacted on 0845 762 6848 or at www.coal.gov.uk.
5. 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

6. This site contains trees, which are protected by Tree Preservation Orders or Conservation Areas. These trees must be retained and protected and the Local Planning Authority may pursue legal action where vegetation is illegally damaged or removed. The Wildlife and Countryside Act may also be a legal consideration in the removal or works to trees, if the trees are providing a habitat to protected species or a nest site to wild birds.

Site Location



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INTRODUCTION

This application is a resubmission of application ref 07/02789/FUL which was on the Board agenda for the meeting on 20th November 2007 with a recommendation for refusal. The application was withdrawn prior to the meeting.

LOCATION AND PROPOSAL

The site lies at the junction of Dore Road with Dore Close and covers an area of approximately 0.13ha. It is currently occupied by a c.1950 bungalow set towards the rear of the site and generally in line with the adjoining two storey dwelling at No17 Dore Road. There is a large front garden area, which is elevated approximately 1.2m above the highway in Dore Road, and a small enclosed

garden to the rear. Vehicular access is taken from Dore Road at a point adjoining the boundary with No17.

The Dore Road boundary is defined by a grass bank and metal railed fence. Several large mature trees are planted along the boundary directly behind the fence. The boundary of the site with the road junction is retained by an approx 1m high wall with 1m high close boarded fencing on top. This treatment continues along the Dore Close frontage of the site with the wall increasing in height. There is a mixture of hedging, shrubs and tall conifers behind this boundary. An approx 3m high beech hedge defines the boundary with No17 Dore Road.

The site rises approximately 3m from front to rear and approx 2.5m from the boundary with No17 to the boundary with Dore Close.

To the rear of the property are relatively small modern 2 storey dwellings in Dore Close. An approx 1.8m high wall defines the boundary of these dwellings with the application site. No 17 Dore Road is a c1950 2 storey dwelling with 2 double garages in the front garden area. It is at a slightly lower level than No19.

Netherby Manor (No27 Dore Road) lies on the opposite side of Dore Close. It is a very substantial Victorian former nursing home which has recently been converted into 8 flats. Netherby Manor faces and is set back from Dore Road. It is set back from Dore Close and is approximately 1.2m above the highway in Dore Close and set back approx 5.5m from the boundary. 2 of the flats in the building are single aspect to Dore Close.

On the opposite side of Dore Road are substantial stone built Victorian villas up to 3 storeys in height. They all have mature front gardens and are set back some 17m from Dore Road.

The application is for the demolition of the bungalow and its replacement with 2 large detached dwellinghouses with integral single garages. Detached double garages had originally been proposed, as in the previous application, but were replaced with the integral garages late in the application process. The dwellings will front Dore Road and have accommodation on 3 floor levels. The existing means of vehicular access from Dore Road is proposed to be used to serve one plot whilst the other plot is proposed to be accessed from Dore Close. Unlike the previous application, the levels to the initial section of the existing driveway from Dore Road are to remain as existing.

Concrete roof tiles and Upvc opening treatments have been deleted during the course of the application and the dwellings are now proposed to be built in natural stone with slate roofs and timber opening treatments. The existing boundary wall/fence to Dore Close is proposed to be retained (except to gain vehicular access). The existing metal railed fence is proposed to be retained to the Dore Road frontage with a new beech hedge along the boundary.

RELEVANT PLANNING HISTORY

An application to replace the existing bungalow with 2 dwellinghouses with detached double garages to the front was withdrawn in November 2007 (07/02789/FUL). The application was due to be recommended for refusal for the following reasons:

1. The Local Planning Authority consider that the proposed development would detract from the character and appearance of the Area of Special Character and would be injurious to the visual amenities of the locality owing to the prominent siting of the proposed double garages beyond the established primary building line in Dore Road, together with the proposed retaining structures required to accommodate the proposed reduction in existing ground levels to Plot 1. In these respects the proposal is contrary to Policies BE5, BE15, BE17, BE18 and H14(a) of the Unitary Development Plan.

2. The Local Planning Authority consider that the proposed development would be detrimental to the existing mature trees to the frontage of the site and the mature hedge to the boundary with No17 Dore Road which contribute to visual amenity and the character and appearance of the Area of Special Character and the proposals are thereby contrary to Policies BE6 and BE18 of the Unitary Development Plan. This is due to the proposed reduced ground levels and retaining structures in close proximity to those trees and hedge.

Planning permission for the replacement of the existing bungalow with 3 detached dwellings facing Dore Close was refused in May 2007 (07/01335/FUL). The reasons for refusal were:

1. The Local Planning Authority consider that the proposed development by reason of its projection beyond the established primary building line in Dore Road, lack of space between dwellings, boundary treatment, restricted rear garden areas, integral garages, opening treatments and roofing materials is out of keeping with the character of the Area of Special Character and would be injurious to the visual amenities of the locality. In these respects the proposal is contrary to Policies BE5, BE15, BE17, BE18 and H14(a) of the Unitary Development Plan.

2. Insufficient information is submitted to satisfy the Local Planning Authority that the existing mature trees and hedges within the site will not be required to be removed or pruned, either in order to facilitate the proposed development or to maintain adequate amenity for future occupiers of the dwellings. In the absence of such information, the proposed development is contrary to Policies BE6 and BE18 of the Unitary Development Plan.

3. The Local Planning Authority consider that the proposed development would result in overlooking of the adjoining property at No. 19 Dore Road and would be overbearing on No. 1 Dore Close resulting in an unreasonable loss of outlook from that dwelling. In this respect the proposal is contrary to Policies H14(c) and H15(b) of the Unitary Development Plan.

4. The proposed development would result in an excessive length of dropped vehicular crossing to the footway in Dore Close and reversing manoeuvres from the driveway to the dwelling in close proximity to the junction of Dore Close with Dore Road which would be potentially detrimental to road safety. In this respect the proposal is contrary to Policy H14(d) of the Unitary Development Plan.

Planning permission for a double garage in the front garden area was granted in 2003 (ref. 03/00149/FUL). The garage would be set back approximately 2m from Dore Close and approximately 15m from Dore Road. The permission has not been implemented and remains valid until February 2008.

An application to effectively renew the permission is currently being considered (07/04964/FUL).

SUMMARY OF REPRESENTATIONS

26 letters of objection have been received from local residents in respect of the application as originally submitted. Councillor Anne Smith has also objected to the scheme. In accordance with the Council's approved Statement of Community Involvement, additional publicity has not been necessary following receipt of the amendments as they reduce the scale of the proposals and respond to planning concerns. The points raised are summarised below:

- Intrusive and out of character with the neighbourhood
- Identical houses on small plots and close together out of keeping with individually designed houses in large plots that enhance area and incongruous
- Will add to traffic and parking congestion at lower end of Dore Road
- Only one dwelling of similar size to existing should be allowed
- Overdevelopment of site
- Too high – impact on neighbouring properties too great
- Do not enhance or preserve character of Area of Special Character
- Submission of plan showing encroachments of building line is irrelevant – each plot in Dore Road is unique
- Submitted photos of similar developments by applicant are irrelevant as they appear to be outside the Area of Special Character
- Intention to reflect modern development in Dore Close – these properties have little impact in Dore Road
- Minimal alterations to previous scheme – don't address previous issues raised
- Special Victorian character of road has resulted in ASC designation and consideration as Conservation Area – proposals completely out of keeping
- Overlooking, loss of light and domination of adjacent properties
- Potential for loss/damage of remaining trees now covered by TPO – already removed some trees prior to making original application
- References to non-compliance with local/national policies
- Frontage garages will block view of houses and detract from street scene
- Additional driveway to Dore Close unacceptable – danger to pedestrians, children (including handicapped child) and traffic – Dore Close too narrow with limited visibility and parking problems
- Add to drainage problems in area

- Obvious turning place is hammerhead in Dore Close – danger to children playing there
- impact on block paved roadway in Dore Close from construction vehicles
- totally out of scale and keeping with neighbouring properties in Dore Road
- too much infilling in Dore

One letter of support has been received (from a resident in Blacka Moor Road):

- habitable accommodation set well back – maintains principle of frontage development in Dore Road
- development will be a benefit to this part of Dore Road - existing bungalow out of character, surrounded by taller developments and typical of era of poor architectural form – will strengthen character and provide a better balance in scale to imposing domination of 3 storey Victorian houses on opposite side of Dore Road
- established boundaries protected (with exception of new access), ridge height sits perfectly, privacy standards exceeded, proposed garages no further forward than adjoining garaging, on-site turning provided and mature trees to road frontage unaffected

PLANNING ASSESSMENT

Policy

The site lies within a Housing Area and an Area of Special Character (ASC) as defined in the adopted Unitary Development Plan (UDP). The following UDP policies are most relevant in assessing the merits of the application:

- BE5 (Building Design and Siting)
- BE6 (Landscape Design)
- BE15 (Areas and Buildings of Special Architectural or Historic Interest)
- BE17 (Design and Materials in Areas of Special Architectural or Historic Interest)
- BE18 (Development in Areas of Special Character)
- H10 (Development in Housing Areas)
- H14 (Conditions on Development in Housing Areas)
- H15 (Design of New Housing Developments)

National planning guidance in PPS3: Housing is also relevant.

Principle, Density and Mix

The site lies within a designated Housing Area as defined in the UDP. The proposals represent a preferred use in accordance with Policy H10.

The proposals equate to approximately 15.5 units/ha. This is significantly less than expected in terms of national guidance in PPS3 but is more than the pattern of older development in the immediate area. Due to the constraints of the site (ASC, proximity to road junction and adjoining properties, mature trees), a lower density scheme is considered acceptable, in principle, on this site.

The development offers 2 substantial family dwellings. This is consistent with the dominant pattern of surrounding development and so does not enhance the mix of properties in the area.

Conservation and Design

The ASC is compact. It includes both sides of the lower section of Dore Road between Abbeydale Road South and Netherby Manor. It also includes Dore Close. It is the Victorian buildings set back from the road frontage in mature grounds in the area that form the basis for designation as an ASC. The existing bungalow at the site is a later addition which does not contribute to the character or appearance of the ASC. However, its large front garden with tall mature trees to the Dore Road frontage do reflect and contribute to the character of gardens within the ASC.

Consequently, there is no objection in principle to the loss of the bungalow. However, proposals for redevelopment are expected to respect the appearance and character of the ASC.

The proposed dwellings are designed to a high standard and incorporate some of the features consistent with the character properties in the ASC. These include bay windows, gables and natural stone. The front gables have been increased in height whilst still sitting below the main ridge line. This is to more closely represent the traditional gables in the area. The Upvc window treatments and concrete roof tiles originally proposed are not characteristic of the area and the applicant has agreed to replace these with natural slate and timber.

The level of space between dwellings and small rear gardens are similarly out of keeping with the character properties in the area. However, the lack of space between dwellings is not completely at odds with the grain of the area and the length of the rear gardens compares favourably with the rear garden to the existing bungalow.

The dwellings in Dore Close are similarly uncharacteristic with the appearance of the traditional properties in the ASC. However, these were built prior to the ASC designation and have no presence in Dore Road.

The proposed dwellings breach the building line of the immediately adjoining two storey dwelling (No17) by approximately 8m. This is due primarily to the single storey garages attached to the front elevations. The garages replace the much larger detached double garages originally proposed. These garages were each 6m x 6m and projected some 13m beyond the front elevation of No17. The amended scheme is a significant improvement although the garages will still be relatively prominent. The 8m breach is not considered sufficient to justify refusal as the buildings will still sit behind the line of the substantial flats conversion at Netherby Manor (opposite side of Dore Close) and behind the line of dwellings towards the Abbeydale Road South junction within approximately 80m of the site. The garages will be set back in excess of 15m from the front boundary of the site and trees are proposed to be planted between the front boundary and the garages. However, these are expected to filter views rather than provide significant screening as the proximity of the structures discourages large specimens.

The applicant has submitted a plan indicating development along the length of Dore Road that breaches a notional 'building line', in support of the application. It also indicates that the proposed development does not breach the building line. However, each application must be considered on its individual merits and these developments do not set a precedent.

There are two large detached garages in the front garden of the adjoining property (No17) and there is an extant permission for a similar size garage to the front of the existing bungalow at the site (ref 03/00149/FUL). A renewal of the latter permission is currently being considered (ref.07/04964/FUL). The approved garage at the site would be reasonably well screened due to the existing boundary treatment and its position away from the view up the driveway. There is also reasonable separation between it and the bungalow which prevented any massing issue. In the case of No17, the garages are not readily visible due to mature boundary treatments and their position away from the view up the driveway.

The objective should be to maintain the landscape character of the front of the site on what is a prominent and elevated corner plot. Any significant loss of greenery on the frontage will detract from the character of the ASC rather than preserve or enhance it.

The replacement of the original single storey projections and detached double garages with integral single garages significantly reduces the amount of development on the site and allows for greater retention of the existing front garden area.

On balance, the proposals adequately respect the appearance and character of the area and the development complies with UDP Policies BE5, BE15, BE17, BE18 and H14(a).

Landscape

The existing bungalow has a mature landscaped garden to the front. It is apparent that a number of trees/shrubs have been removed from the area behind the front boundary treatment although little evidence remains on site. Aerial photos suggest that the landscape treatment was originally quite dense in this area. 4 large mature trees remain to the front boundary. These trees have recently been made the subject of a Tree Protection Order (TPO).

Unlike the previous applications, the ground levels are now intended to be left undisturbed in the immediate proximity of the trees. The existing driveway level is proposed to be reduced at a point approximately 10m from the nearest TPO tree and the proposed garages are in excess of 18m. The works are capable of being accommodated without adversely affecting the trees. A method statement for construction can be conditioned. A retaining wall between the two front garden areas in front of the proposed garages is no longer proposed and a 1m high retaining wall to the road frontage has also been deleted from the plans to ensure that the trees are not adversely affected. The existing grassed bank will be retained and planted with a beech hedge in this area.

In view of the above, the proposals comply with UDP Policy BE6.

There is no objection to the loss of the smaller trees within the site indicated for removal. These do not include any significant native species and are generally conifers that do not add to the character of the area. The loss of boundary treatment to create the access to the proposed garage to Plot 2 is minimal within the context of the long boundary to Dore Close and restricted to the loss of reconstituted stone wall/timber boarded fence with smaller species trees/shrubs behind. This is also considered acceptable.

Residential Amenity

The applicant had been asked to consider traditional two storey dwellings with hipped roofs. The loss of roofspace accommodation would enable a lower form of development which, together with the altered roof form, would reduce the massing of the development when viewed from the rear of the two dwellings facing the site in Dore Close. The applicant was not willing to consider this but had reduced the ground levels to Plot 1 in order to reduce the overall height during the course of the previous application.

The proposed dwellings remain up to 3.5m higher than the ridge of the existing bungalow. However, the ridge of the new dwellings would be set approximately 4m further from the rear boundary than the existing bungalow and the roofs will not break beyond the angle of the existing roof plane.

First floor windows to the dwellings will overlook the rear of the two storey dwellings at Nos1 and 2 Dore Close. However, the windows will be in excess of 22m from the main rear elevations of those dwellings and therefore marginally exceed the normally accepted privacy distance of 21m. Existing boundary treatment to the rear of the site comfortably exceeds 2m in height and there will be no overlooking from single storey rear projections to the proposed dwellings.

The alignment of the dwellings in relation to the adjoining dwelling at No17 and a blank side elevation facing Dore Close will ensure no loss of privacy to either No17 or the flats at Netherby Manor which are approximately 17m away.

The proposed private garden areas are approximately 165m² in area. These areas are small in comparison to the general nature of the area but provide adequate residential amenity for future occupiers.

In view of the above, the proposals are considered to comply with UDP Policies H14(c) and H15.

Highway Issues

Adequate off street parking is provided to serve the proposed dwellings.

The amended layout improves manoeuvring for vehicles within the site in comparison to the original proposals and encourages turning within the site rather than reversing to the highway.

In view of the above, the proposals are considered to comply with Policy H14(d).

SUMMARY AND RECOMMENDATION

The principle of demolition of the c1950s bungalow on the site and redevelopment for two dwellings is considered acceptable and the low density is justified in this instance. The design of the proposed dwellings is also considered acceptable and adequate residential amenity can be provided/maintained.

Single storey front projections and large detached garages to the front of each proposed dwelling have been removed and replaced with single integral garages. Whilst there is a breach of the building line in relation to the immediately adjoining property, the revised scheme adequately respects the primary building line along the remainder of this side of Dore Road. The landscaped gardens and boundary trees contribute to the character and appearance of the Area of Special Character (ASC) and the revised scheme is considered to adequately protect this character. There is not expected to be any adverse impact on the mature trees to the frontage of the site which have been made the subject of a Tree Protection Order.

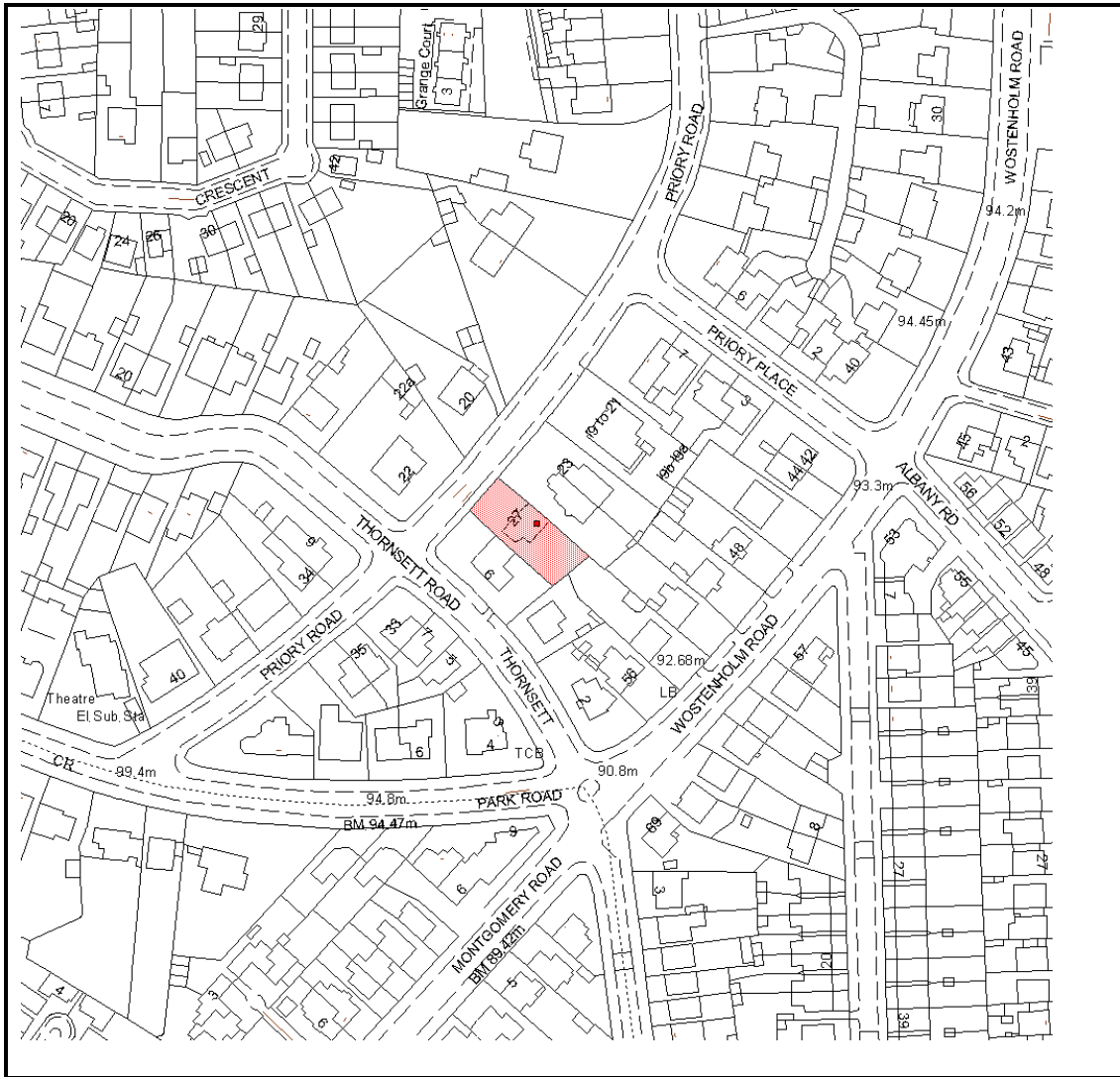
Overall, the development is considered to comply with relevant UDP Policies and it is recommended that planning permission is granted subject to conditions.

Case Number	07/04729/FUL
Application Type	A Full Planning Application
Proposal	Alterations to building including rear conservatory and replacement of external stairway to form 4 self contained flats with associated car parking
Location	27 Priory Road Sheffield S7 1LW
Date Received	12/12/2007
Team	SOUTH
Applicant/Agent	TAD Architects
Recommendation	Refuse

For the following reason(s):

- 1 The proposed development does not include suitable car parking accommodation within the site and the Local Planning Authority consider that, in the absence of such car parking accommodation, the proposed development could lead to an increase in on-street parking in the vicinity of the site, which would be detrimental to the safety of road users and, as such, contrary to Unitary Development Plan Policy H5.
- 2 The Local Planning Authority considers that the access drive within the site is of insufficient dimensions so as provide a safe, shared pedestrian/vehicular access and this would be to the detriment of future occupiers of the flats.
- 3 The Local Planning Authority consider that the proposed development by reason of the loss of garden space for car parking area and poor detailing to the external alterations to the building, gives rise to an unsatisfactory design, detrimental to the character of the Nether Edge Conservation Area and contrary to the aims of Policies BE15 and BE18 of the Unitary Development Plan.

Site Location



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LOCATION AND PROPOSAL

This is an application within Nether Edge Housing Area, the Nether Edge Conservation Area and an Area of Special Character for change of use from a mixed office/ bedsit use to form four flats.

The property in question is a substantial 2/3-storey stone-built Victorian villa. The property is currently vacant to allow for refurbishment works.

The adjacent properties appear to be in use as either single-household dwellings (No. 25) or as office accommodation (No. 6 Thornsett Road).

The application property is set in a reasonably sized curtilage measuring 36 metres by 14.5 metres overall. The ground floor of the property is level with the highway

but a fall in level occurs beyond the rear elevation of the property such that the natural garden level at the rear boundary is approximately 2-3 metres below that of the highway.

This fall in level means that the buildings basement/ lower ground floor (with existing fenestration) is visible on the rear elevation.

The street scene of Priory Road is that of a Victorian suburban street with large houses and villas, some of which have now been converted to commercial uses, lying in generous curtilages.

The application involves modifications to the internal layout to form a total of 4 flats, one each at lower ground, ground, first and second floor levels.

External changes to the building would involve the addition of light wells to serve the lower ground floor flat bedrooms, a renewed fire escape/entrance stair, the addition of a conservatory to the lower ground floor to the rear and some limited movement of windows in the rear elevation to facilitate continuous floor levels.

Parking for the scheme, amounting to 5 off street spaces would be accommodated to the rear of the property, with the access drive passing along the side of the house.

RELEVANT PLANNING HISTORY

Permission was granted in 2007 (07/00123/CHU) for change of use to a single family dwelling, but has not been implemented.

REPRESENTATIONS

There have been no representations.

PLANNING ASSESSMENT

The site lies within a Housing Area as defined in the Sheffield Unitary Development Plan (UDP). Housing (Use Class C3) is regarded as the preferred use in such areas and as such the proposal is satisfactory with regard to Policy H11

Policy H5 ' Flats, bedsitters and Shared Housing states:

Planning permission will be granted for the creation of flats, bed-sitters and the multiple sharing of houses 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
- c. there would be appropriate off-street car parking for the needs of the people living there.

Policy BE16 Development in Conservation Areas states:

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, and built development in open spaces; or
 - b. demolition of buildings, walls and other features; or
 - c. proposals involving the felling or lopping of trees; or
 - d. advertising;
- which would preserve or enhance the character or appearance of the Conservation Area.

BE18 Development in Areas of Special Character

In Areas of Special Character the following will be expected:

- a. the submission of planning applications which provide enough information to enable an assessment to be made of the impact of the development on the Area; and
- b. the retention of buildings, walls, trees, open spaces and other features that contribute to the character of the Area; and
- c. new development which respects the appearance and character of the Area.

The main issues for consideration are car parking, living conditions of future occupants and the visual appearance of the Conservation Area.

Affect on the appearance of the Conservation Area.

It is considered that the lightwell railings are out of character and that the rooflights are not Conservation Area type and are overly large.

The external staircase would be a replacement for existing and as such this is considered acceptable.

The proposed conservatory is considered acceptable.

It is considered that the substitution of horizontal grills to the lightwells and the use of Conservation Area type rooflights would render these aspects acceptable but in the light of the reasons for refusal these changes have not been sought through negotiation.

This property is subject to the Article 4 directive which identifies it as a character building within the Conservation Area.

This particular part of the Nether Edge Conservation Area is characterised by stone built properties in generous curtilages.

The curtilages themselves form part of the grain of development that gives the Conservation Area its character and they provide a setting not only for the villas and houses to which they belong but also for neighbouring buildings. It is noted

that some premises have been converted to commercial use in the past and have created hardstandings similar to that proposed.

However, these hardstandings were historically established before enhanced controls and/or completed in exercise of previous permitted development rights, which have now been restricted by the Article 4 direction.

It is now felt that a proposal of this type would result in an excessive amount of the rear garden of the property being given over to car parking and that this is unacceptable in the Nether Edge Conservation Area. The removal of a significant area of soft landscaping to the rear of the existing building would be to the detriment of the setting of the building and would be unsympathetic to the original villa. It thereby fails to preserve or enhance the character of the Conservation Area and is therefore considered contrary to policy BE16 of the Unitary Development Plan.

Amenity considerations (neighbouring dwellings).

It is not considered that the proposal will introduce any element which adversely affects the amenity of existing residents. The amended window positions do not give rise to any privacy concerns, and the upper floors of the building have until recently been in residential use.

Amenity considerations (future occupants).

The accommodation provides an acceptable level of amenity for occupants. There is always concern with regard to independent basement/lower ground floor accommodation. However, in this case the flat formed is effectively single aspect with outlook from principal rooms to the rear. Though the bedrooms are served only by lightwells it is considered that, on balance, sufficient residential amenity, in outlook terms, is afforded by the rear elevation fenestration.

There is little provision for private external amenity space with only a small area of landscaping earmarked immediately adjacent the proposed conservatory. However, the front garden is retained and it is considered that appropriate planting to the front boundary could secure a reasonable outside amenity area. Negotiation on this matter has not been sought because of other, more fundamental problems with the scheme.

Car parking and access

A development of this nature would normally require a minimum of five off-street car parking spaces to be provided and this provision is indicated on the plans.

However, the parking layout shown does not work spacially, as vehicles parked in spaces 3, 4 and 5 will not be able to adequately manoeuvre from the spaces.

Further, manoeuvring from spaces 1 and 2 is not ideal and any potential for vehicles to reverse from the rear parking area would be unacceptable.

The most recent residential accommodation which existed on the upper floors has shared facilities rather than being the self contained flats that are proposed. It is considered that potential residents of the proposed flats are more likely to be car owners / users and consequently that the access will be more frequently used.

Whilst appreciating that the most recent use included office accommodation, all this accommodation could be accessed from Priory Road thus allowing pedestrians to avoid using the "car park" access - this will be the case with the proposed use.

In addition the side access is undesirably narrow for a shared vehicular/ pedestrian route being only 2.3 metres wide when compared to the 3.2 metres minimum as required by Supplementary Planning Guidance.

SUMMARY AND RECOMMENDATION

The application involves alterations to a vacant property, most recently used as a mix of offices and bedsits to form four flats.

Some external alterations to the property are considered to be inappropriate in the Conservation Area and the creation of the significant hardstanding area to the rear, to form car parking, is considered to fail to preserve the character and appearance of the Conservation Area.

The proposed car parking is considered unacceptable and the drive of inadequate width to serve as a shared vehicular/pedestrian access.

It is not considered that there will be a significant loss of amenity to neighbouring properties.

On the basis of the above information, it is recommended that permission be refused.

Case Number	07/04639/CHU
Application Type	Planning Application for Change of Use
Proposal	Application for use of building as cafe/bar with opening hours of 8 a.m. to Midnight on any day (Application under Section 73 to vary condition No's 2 and 3 of application No. 04/03842/CHU)
Location	202-204 West Street Sheffield S1 4EU
Date Received	30/11/2007
Team	CITY CENTRE AND EAST
Applicant/Agent	Mr M M McCormick
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 Notwithstanding the provisions of the Town & Country Planning (Use Classes) Order 1987, the ground floor of the building shall be used as a dual use café/bar (Class A3/A4) with ancillary take-away and shall not at any time be used solely as a drinking establishment (Class A4) or a hot food take-away (Class A5).

In order to define the permission. In the interests of the amenities of the locality.

- 3 The ground floor of the building (Nos. 202-204 West Street) shall be used for the above-mentioned purposes only between 0800 hours and 2400 hours on any day.

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

- 4 The proposed canopy shall be the same colour finish as the existing canopy on no. 202 West Street.

In the interests of the visual amenities of the locality.

- 5 The existing canopy and new canopy shall not be extended beyond 1.2 metres from the existing front elevation.

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

- 6 Within a period of 3 months of the date of this planning permission a level threshold shall have been provided to the entrance thereto in accordance with details to be submitted to and approved in writing by the Local Planning Authority, unless otherwise agreed in writing by the Local Planning Authority and thereafter such level threshold shall be retained.

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

- 7 The existing and proposed fume extraction system detailed in the emailed statement dated 13.08.04 are approved and no other form of fume extraction system shall be installed unless otherwise agreed in writing by the Local Planning Authority.

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

- 8 The existing door in the west elevation shall not be opened for the purpose of ventilation or access/egress of the general public other than for emergency purposes.

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

- 9 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.

- 10 Amplified sound or live 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 façade of .

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

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

a) Be carried out in accordance with an approved method statement,

b) Demonstrate that the specified noise levels have been achieved. In the event that the specified noise levels have not been achieved, then notwithstanding the sound attenuation works thus far approved, a further scheme of sound attenuation works capable of achieving the specified noise levels and recommended by an acoustic consultant shall be submitted to and approved by the Local Planning Authority before the use of the development is commenced. Such further scheme of works shall be installed as approved in writing by the Local Planning Authority before the use is commenced and shall thereafter be retained.

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

12 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.

13 No movement, sorting or removal of waste bottles, materials or other articles, nor movement of skips or bins shall be carried on outside the building within the site of the development between 2300 hours and 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.

14 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.

15 The opening windows/shutters shall be kept closed between 2000 hours and 0700 hours, and shall not at any time be opened otherwise without 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.

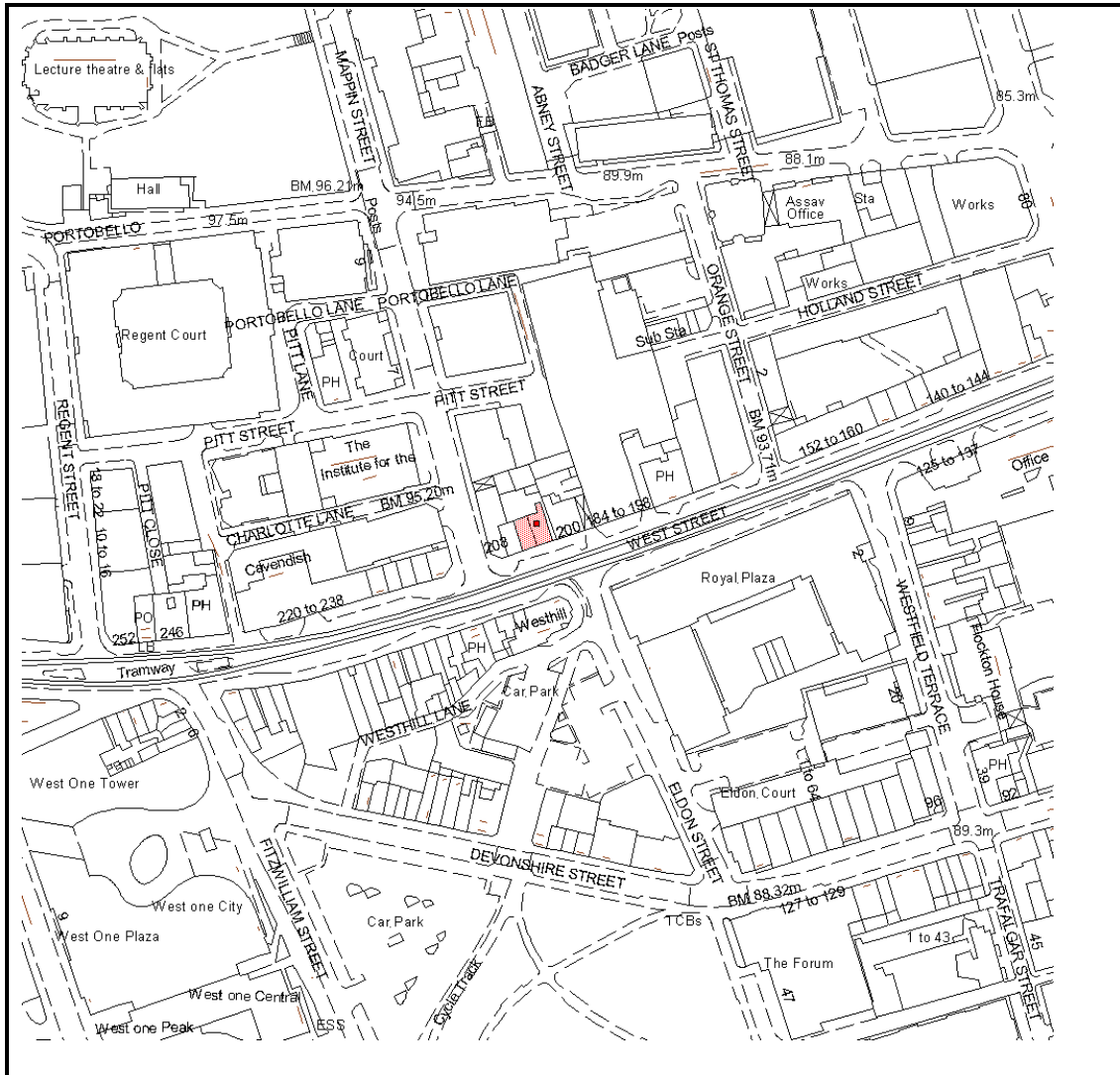
S3 - Development in the Central Shopping Core
S10 - Conditions on Development in Shopping Areas

This informative is intended as a summary of the reasons for grant of planning permission.

Attention is drawn to the following directives:

1. The applicant is advised that condition No(s) 4 to 8 were imposed by planning permission No. 04/03842/CHU and are reproduced on this notice to provide you with a complete record of all conditions, regardless of whether some may have already been discharged.

Site Location



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LOCATION AND PROPOSAL

The site lies within the Central Shopping Area, as defined in the Unitary Development Plan and relates to two shop units, nos. 202-204 West Street, situated within a parade of shops, which are currently used as a coffee shop, 'Café Moco', with takeaway facility. Upper floors are used as offices and residential flats. At the rear of the site is a shared hard-surfaced communal parking/servicing area, accessed from Mappin Street, beyond which are buildings used in connection with Sheffield University.

Along this frontage, to the west, within the parade of units, is an A1 retail shop unit (Spaceman.co.uk) occupying no. 206 and the 'Subway' café with takeaway facility (Class A3/A4) occupying no. 208. To the east is a double-fronted A1 retail shop

unit (S Watt Smith & Sons), offices occupied by Sheffield University, and an A1 retail shop beyond.

Planning permission is sought to use the existing ground floor as a café/bar (Class A3/A4) with extended opening hours of 0800 hours to midnight on any day (Application under Section 73 to vary conditions 2 and 3 of previous planning application ref no. 04/03842/CHU).

RELEVANT PLANNING HISTORY

Planning permission (ref no. 04/03842/CHU) was granted 26th October 2004, subject to conditions, for the continuation of use of the ground floor of no. 202 and use of no. 204 as a café and take-away and retention of front canopy and erection of front canopy.

Planning permission was sought previously (application no. 04/03126/FUL refers) for the use of the ground floor of no. 204 as an extension to the café/takeaway (no. 202) and extension of opening hours of existing café to 1930 hours. The application was withdrawn, as there was no planning permission for the existing A3 use at no. 202 West Street.

Planning permission was granted 12th November 1986 (86/02212/FUL, previously numbered as 86/2118P) for new shop fronts for unit nos. 202-208 inclusive.

SUMMARY OF REPRESENTATIONS

No letters of representation have been received.

PLANNING ASSESSMENT

Policy

The site lies within the Central Shopping Area, as defined in the Unitary Development Plan. Policy S3 states that food and drink outlets (Class A3) are acceptable hence planning permission was granted for the previous use as a café with take-away facility. This planning application refers to the continued use of the premises as a café with takeaway facility, but also to incorporate the use of the premises as a bar, which now falls within Use Class A4 following the changes made to the Use Classes Order. There is clearly a presumption in favour of these types of uses, given that Policy S3 permitted food and drink outlets and given it's City Centre location, where such uses can add to the vitality and viability of the shopping area. The proposed uses are therefore acceptable in principle, subject to complying with Policy S10.

Policy S10 relates to development in shopping areas and requires that such development should not undermine the dominance of preferred uses in the Area and should not cause residents to suffer from unacceptable living conditions. Since the proposed uses are the 'Preferred Uses' in accordance with Policy S3, and subject to appropriate measures taken to safeguard the amenities of existing residents/users of neighbouring properties, Policy S10 would be complied with.

The site also lies within the Devonshire Quarter, where there is a restriction imposed in the percentage of non-retail uses allowed along the linear frontage. Along West Street, a maximum of 50% of non-retail uses has been imposed, to ensure that the mix of retail and food and drink units is maintained. Along this linear frontage, which extends from Orange Street up to Mappin Street the percentage of non-retail uses already exceeds 50% owing to the existence of the application site, Café Moco, two large educational buildings (Class D1), the Hallamshire public house (Class A3) and the Subway café (Class A3). The proposed development would result in no change to the percentage of non-retail uses along this linear frontage, and given the fact that it has already been compromised, there are no grounds to refuse the application.

Amenity Issues

Use and Hours of Opening

The opening hours of the existing café have been 0800 hours to 1930 hours, Mondays to Sundays, which is a slight variation of what was granted in 2004, which stated 1000 hours to 1930 hours on Sundays and Public Holidays. However, the applicant is seeking to extend the hours of opening to midnight, every day and to partly use the premises as a bar (Class A4). Guideline 10 of The City Centre Living Strategy identifies parts of the City where different opening times will be applied to new developments, and suggests that later opening is acceptable. The Night Time Uses Interim Planning Guidance (26th October 2005), which supersedes the City Centre Living Strategy, highlights zoned controlled areas, of which this area allows A4 (drinking establishments) and A5 (hot food take-aways) uses to open no later than 12.30am. It is therefore considered in principle, that the proposed extended hours of use would be acceptable.

The applicant has verbally confirmed that he wishes to use the premises as a bar, albeit not a conventional bar. Currently, there is an acoustic night held on Thursday evenings, and occasionally the premises are used for private functions, offering a bar facility. It is considered that to the use the premises as a bar could not be resisted given other establishments exist within the vicinity and the fact that the site lies within the Central Shopping Area. The applicant has no desire to change the general concept of the business, ie maintain its coffee shop atmosphere etc. However, to ensure that the character of the premises is maintained, a condition would be imposed stating that the café use shall remain as the prominent use and that the premises shall at no time be used solely as a bar or take-away.

Noise

The activities associated with the existing use does generate some noise as a result of people entering and leaving the building and activities taking place within. The site is situated within a Shopping Area where there are offices and residential properties within the vicinity. The use and hours of operation of the premises would change, such that there is likely to be more activity and noise. Music is played within the coffee shop and given the proposed extended hours of opening,

and the fact that there have been some complaints made previously about noise, it is recommended that sound attenuation measures are implemented. Conditions would be imposed to enforce such measures.

Fume Extraction

The existing café is used as a coffee shop but does sell chilled foods. Light meals are produced and sold and matters relating to fume extraction have previously been dealt with on the previous planning application.

Highway Issues

The proposal does not raise any highway issues. The site is well served by public transport given its city centre location.

Access

Currently, the site does not benefit from a level threshold, although a condition was imposed on the previous planning permission. In order to achieve a level access into the building, the existing footway would need to be raised, which would involve works to the highway. The existing footway is approximately 3 metres deep and the rise required is approximately 100mm, which is not significant. Such works are likely to be achievable, as there would be sufficient space available, without causing a hazard for pedestrians and vehicles. A Directive would therefore be attached requiring the applicant to seek a license for such works.

Outdoor Seating

At the time of the site visit, there were 2 tables with chairs outside the cafe on the footway. Action will be taken to have these removed.

SUMMARY AND RECOMMENDATION

The proposed change of use to include A4 (drinking establishment) is considered acceptable in terms of Policy S3, and subject to it not being the predominant use, this would be acceptable. Whilst contrary to the Devonshire Quarter Action Plan, owing to the linear frontage containing more than 50% of non-retail uses, this is considered acceptable in this case, given that there would be no percentage change resulting from this development.

The proposed extended hours of opening to midnight every day are considered acceptable and in accordance with the City Centre Living Strategy and Night Time Uses Interim Planning Guidance.

Subject to the imposition of additional conditions to safeguard the amenities of occupiers of adjacent properties, the proposed development is considered acceptable and therefore recommended for conditional approval.

Case Number	07/04637/FUL
Application Type	A Full Planning Application
Proposal	Erection of buildings for use as warehouse (Use Class B8) and a builders merchant's warehouse, including a wind turbine, open storage areas, riverside footpath, balustrade and cycleway, site access, boundary walls, fencing, gates, landscaping, car and car parking
Location	Keyline Builders Merchants 515 Queens Road Sheffield S2 4DS
Date Received	30/11/2007
Team	SOUTH
Applicant/Agent	Atisreal
Recommendation	Grant Conditionally subject to Legal Agreement

Subject to:

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

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

- 2 Before the development is commenced, details of all proposed external materials and finishes, including windows, shall have been submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall be carried out in accordance with the approved details.

In order to ensure an appropriate quality of development.

- 3 Finished floor levels for the developments hereby approved, shall be set no lower than 64.5m above ordnance datum for site A and 65.6m above ordnance datum for site B, as shown on drawing No. 29216 SK3 dated 12/11/2007.

To reduce flood risk as recommended by the flood risk assessment.

- 4 Before any development is commenced, a scheme for the provision and implementation of a permanent flood defence 800mm high along the Queens Road boundary, other than at the site entrance, as shown on

drawing No. 29216 SK3, dated 12/11/2007, shall have been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details before the use of any of the new buildings is commenced.

To reduce flood risk as recommended by the flood risk assessment.

- 5 Before any development is commenced, details of a flood route through the site shall have been submitted to and approved in writing by the Local Planning Authority.

To allow any flood water that comes out of the channel upstream to be directed back through the site, into the River Sheaf, without affecting the properties on the site as shown on drawing No. 29216 SK3, dated 12/11/2007.

- 6 The development shall provide rainwater harvesting for landscaping purposes and on site balancing, or other sustainable urban drainage works, sufficient to reduce the surface water runoff from the site by at least 20%.

To ensure satisfactory drainage arrangements.

- 7 Before the use of any of the new buildings is commenced an evacuation plan shall have been submitted to and approved in writing by the Local Planning Authority. The scheme shall be incorporated into the site health and safety files.

To provide safe evacuation during flood events and reduce reliance on emergency services, as recommended by the Flood Risk Assessment.

- 8 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 development is brought into use.

Highway Improvements:

Queens Road (formation of new access and associated Traffic Regulation Orders and alterations to existing highway signing and lining).

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.

- 9 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.

- 10 The new buildings 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.

- 11 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.

- 12 At all times that 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 The car and cycle parking indicated on the approved plans shall be provided for each new building, before the use of each new building is commenced.

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

- 14 Notwithstanding the submitted details, prior to the commencement of each phase of the development, full details of the proposed, landscaping, riverside walk, balustrade, gates, fences, walls, steps, paths, cycleway, hardstandings, hard and soft landscaping, which shall include details of the proposed wildlife corridor along the River Sheaf, planting areas, a complete species list, plant numbers and sufficient trees to screen the housing on Myrtle Road , etc, shall have been submitted to and approved by the LPA.

To ensure the protection and enhancement of local biodiversity.

- 15 The proposed gated footpath, riverside balustrade, cycleway, fencing, riverside wall repairs, Japanese knotweed removal and hard and soft

landscaping, shall be carried out for each phase of the development, in accordance with the approved plans and details, within 1 month of the occupation of each phase and the landscaped areas shall thereafter be cultivated and maintained for 5 years, or until adoption, in the case of the riverside path and cycleway and any failures within that 5 year time period shall be replaced.

In the interests of the amenities of the locality.

- 16 No deliveries or servicing, involving large vehicles, shall take place between 11pm and 7am on any day.

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

- 17 Noise levels from plant and machinery, including the wind turbine, shall not exceed 10dB below background levels at the boundary when measured as LA90.

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

- 18 Before the development is commenced, the additional intrusive site investigations, mentioned in the site investigation report, shall have been carried out and details of any remediation measures, necessary to avoid the leaching of contaminants, shall have been submitted to and approved by the LPA and all the approved remediation measures proposed in the phase 2 report shall have been carried out and a verification report shall have been submitted to and approved by the LPA, confirming the measures carried out and the proposals for further monitoring and maintenance thereafter.

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

- 19 No development work shall be undertaken during the bird nesting season, (between 31st March and 31st of August).

To protect and enhance local biodiversity. To avoid undue disturbance to birds, nesting along the riverside

- 20 Before the development is commenced, full details of the proposed boundary treatment, including the provision of a 3 metres high brick boundary wall, to provide screening and sound attenuation, for the adjoining properties on Queens Road and proposals to secure the site boundary, during demolition works, shall have been submitted to and approved by the LPA, and such works as are agreed shall be provided, in accordance with the phasing details, to be submitted therewith.

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

- 21 Before the commencement of each phase of the development, full details of the external lighting proposed, for each site and for the riverside corridor, shall have been submitted to and approved by the LPA and such works as are agreed, shall have been provided before the use of each development phase is commenced.

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

- 22 The proposed wind turbine shall be provided in accordance with the approved plans before the use of the builders merchants warehouse is commenced.

In order to ensure that new development makes energy savings in the interests of mitigating the effects of climate change.

- 23 The proposed gates shall be set a minimum of 10 metres back from the back edge of the footpath on Queens Road.

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

- 24 The shall not be used unless the access and facilities for people with disabilities shown on the plans have been provided in accordance with the approved plans and 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.

IB6 - Development in Fringe Industry and Business Areas

IB9 - Conditions on Development in Industry and Business Areas

IB14 - Siting Industries and Sensitive Uses Near to Each Other

BE5 - Building Design and Siting

BE6 - Landscape Design

BE7 - Design of Buildings Used by the Public

GE17 - Rivers and Streams

T21 - Car Parking

This informative is intended as a summary of the reasons for grant of planning permission.

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. Formal consent for the discharge to the river and for the outfall structural design must be obtained from the Council's Development Services, Land Drainage Group, 2-10 Carbrook Hall Road, Sheffield, S9 2DB (Telephone Sheffield 2735847) before work on site commences.
3. 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.
4. The proposed development lies within a coal mining area. In the circumstances applicants should take account of any coal mining related hazards to stability in their proposals. Developers must also seek permission from the Coal Authority before undertaking any operations that involves entry into any coal or mines of coal, including coal mine shafts and adits and the implementation of site investigations or other works. Property specific summary information on any past, current and proposed surface and underground coal mining activity to affect the development can be obtained from the Coal Authority. The Coal Authority Mining Reports Service can be contacted on 0845 762 6848 or at www.coal.gov.uk.
5. 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. 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.
7. 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. The agreed address must be clearly displayed at each individual

property before occupation in order to ensure that the postal service can correctly locate each property of delivery purposes.

8. The applicant is advised that noise and vibration from demolition and construction sites can be controlled by Sheffield City Council under Section 60 of the Control of Pollution Act 1974. As a general rule, where residential occupiers are likely to be affected, it is expected that noisy works of demolition and construction will be carried out during normal working hours, i.e. 0800 to 1800 hours Monday to Friday, and 0800 to 1300 hours on Saturdays with no working on Sundays or Public Holidays. Further advice, including a copy of the Council's Code of Practice for Minimising Nuisance from Construction and Demolition Sites is available from the Environmental Protection Service, 2-10 Carbrook Hall Road, Sheffield, S9 2DB: Tel - 0114 2734651.
9. To ensure that the road and/or footpaths on this development are constructed in accordance with the approved plans and specifications, the work will be inspected by representatives of the City Council. An inspection fee will be payable on commencement of the works. The fee is based on the rates used by the City Council, under the Advance Payments Code of the Highways Act 1980.

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

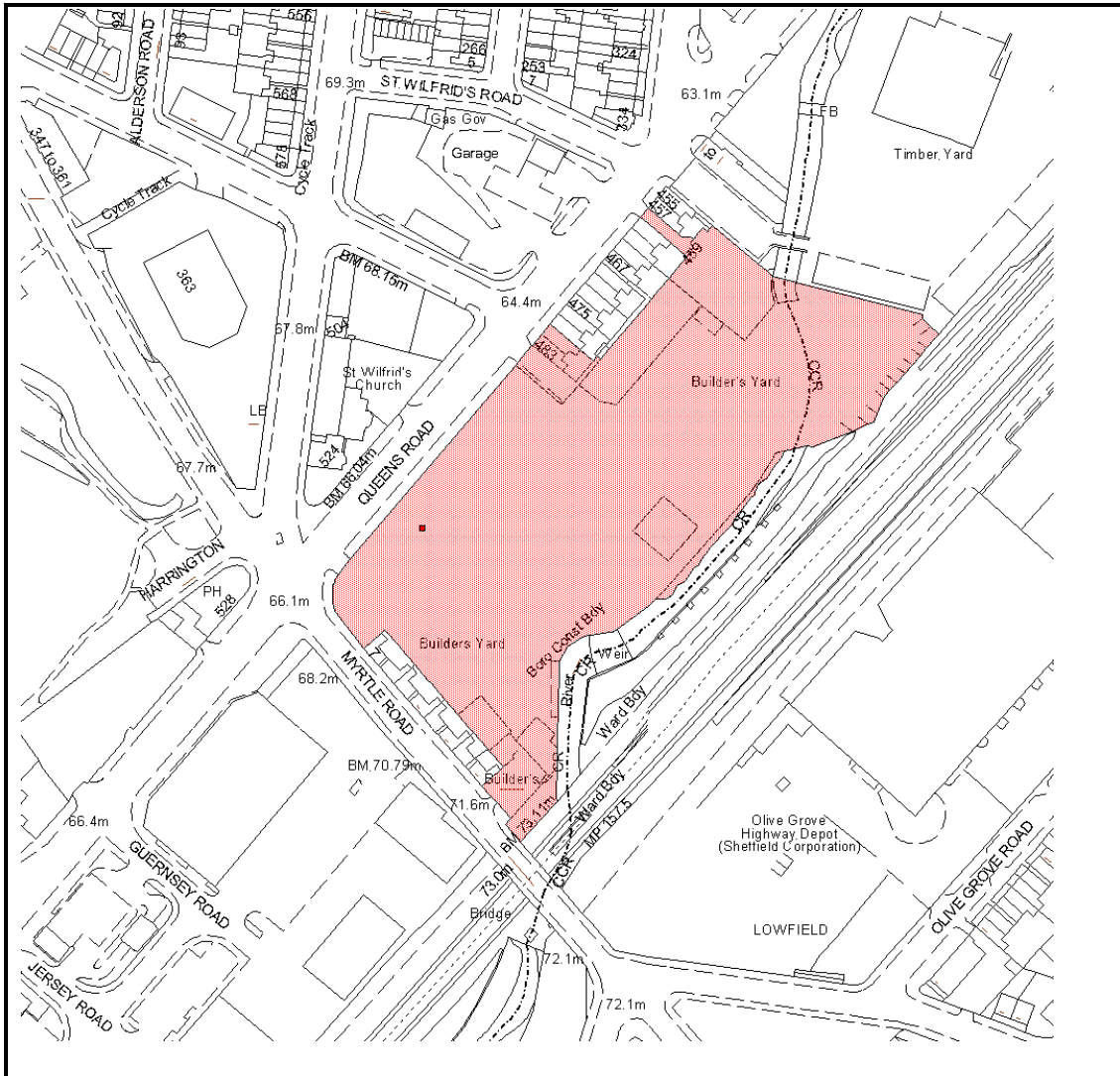
10. Section 80 (2) of the Building Act 1984 requires that any person carrying out demolition work shall notify the local authority of their intention to do so. This applies if any building or structure is to be demolished in part or whole. (There are some exceptions to this including an internal part of an occupied building, a building with a cubic content of not more than 1750 cubic feet or where a greenhouse, conservatory, shed or pre-fabricated garage forms part of a larger building). Where demolition is proposed in City Centre and /or sensitive areas close to busy pedestrian routes, particular attention is drawn to the need to consult with Environmental Protection Services to agree suitable noise (including appropriate working hours) and dust suppression measures.

Form Dem 1 (Notice of Intention to Demolish) is available from Building 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

11. There are microwave links for orange, 3G, BT and Vodafone services, within 220 metres of the proposed wind turbine and the developer will need to obtain clearance from these link operators, confirming that they are satisfied that the proposals will not interfere with the operation of these links.

Site Location



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INTRODUCTION

Members may recall that in considering an almost identical proposal for the site, at its meeting of 20th August 2007, the Area Board endorsed the following officer recommendation, in the light of an Environment Agency objection to the development:-

It is recommended that given the EA objection, Planning Permission is granted, subject to the removal of the EA objection, and subject to conditions and the signing of a Unilateral Undertaking securing the financial contribution towards the provision of a fish pass.

In the event that the EA objection is not withdrawn before the 31st August 2007 (in order to meet the Government's target time for determination of the application), it

is recommended that Planning Permission is Refused owing to the failure to demonstrate that the site will not be subject to flooding, or make adequate provision in this regard.

The EA objection was not subsequently withdrawn and as a result the applicant withdrew the Planning Application. This application represents a resubmission following further assessment of the flood risk issues on the site.

LOCATION AND PROPOSAL

The proposals involve the demolition of the existing, 20,000 ft² Keyline, wholesale and retail, builders merchant's warehouse, at 515, Queens Road, Sheffield, which is on a 1.4 hectare site and the consolidation of the use, onto half of the site.

A new 10,000 ft², builders merchants warehouse, is to be erected, 58m long x 16.3m deep x 8m high, to the ridge and 6.4m high, to the eaves .

The existing open storage facilities, are to be retained, with a new access, turning facilities and layout and 7 car parking spaces are to be provided, including 2 spaces, suitable for disabled / mother and baby use. A cycle parking area is also to be provided.

The proposals for the other half of the site, involve the erection of an 'L' shaped, 90,000 ft², Big Yellow, self storage facility, 53m wide x 29m - 60m deep x 13.2m high , on a 23,350 ft², footprint, together with loading / unloading bays, turning facilities and 8 car parking spaces, including 2 spaces, suitable for disabled / mother and baby use . Six cycle parking spaces are to be provided.

The Big Yellow, self storage facility, will share the proposed new access / egress, with the builders merchants.

The proposals will provide a 2.4m high weldmesh security fence, along the Queens Road frontage, screened by an 800mm high boundary wall and 2metres of landscaping.

A 3m high boundary wall is to be provided between the site and the existing housing on Queens Road, for security, sound attenuation and screening purposes. The rear of the site is to be secured by a 2.4m high paladin fence.

A new 5m wide, riverside walk / cycleway, with partial landscaping, is to be provided alongside the river Sheaf.

An environmental buffer, of grass, trees and shrubs, is to be provided, to the rear of existing housing, on Myrtle Road.

The proposals include the provision of a 2.5 KW wind turbine, WES5, Tulippo model , with 2.5m blades, on a 12m high mast, to provide some renewable energy, for the proposed new buildings and to promote the sale of renewable energy devices.

The development of the site will be phased, to provide the new access and the builders merchants first, before commencing work on the Big Yellow site.

HISTORY

A previous application for this development – 07/02189/FUL, was withdrawn on the 30th August 2007, following an objection from the Environment Agency.

SUMMARY OF REPRESENTATIONS

The new proposals include a revised flood risk assessment and revised flood attenuation proposals and the Environment Agency no longer have any objections to the proposals, subject to appropriate conditions.

A letter was received from Ofcom to say that there are several microwave links, for orange, vodaphone, 3G and BT within 63 to 220m of the proposed wind turbine and that the operator will need to ensure that the turbine does not interfere with these links.

Orange wrote to say that they have microwave links close to the turbine, but they did not object to the proposals and JRC responded on behalf of radio links, to say they have no objections to the proposals.

Letters were received from NATS and Sheffield Airport, to say that they have no objections to the proposed wind turbine.

PLANNING ASSESSMENT

Policy

The site is allocated for Fringe Industry and Business Purposes, in the Sheffield Unitary Development Plan, 1998 and warehouses are a preferred use, under policy IB6, so there are no objections to the proposed Big Yellow self storage use.

Builder's merchants are sui generis operations and must be treated on their own merits and whilst open storage is listed as an unacceptable use, under policy IB6, it is ancillary to the main operation and does not therefore constitute a Departure from the provisions of the Development Plan. The site has been in use as a builder's merchants for many years and the proposed development will concentrate this use, onto half of the existing site. The proposals are therefore considered to be acceptable, as an improvement to the current situation.

Under policies IB9 and IB14 the proposed development must not cause nearby residents to suffer from unacceptable conditions and an environmental buffer is required, between industry and housing.

Environment Protection Issues

The proposed wind turbine emits only 35 dBA, above background noise levels, at a distance of 20 metres away, from the mast and operates at wind-speeds as low as

3 metres / second. The nearest housing is 60 metres away and should not experience any undue noise problems, at this distance.

The proposals will improve the outlook for the existing frontage housing, on Queens Road, by demolishing the existing builder's merchants and relocating the new building 38 metres, further away. A 3m high brick wall, is to be provided to the boundary, for screening, security and sound attenuation.

The site has been a concrete works in the past and a 600mm capping layer, is to be applied over the site, to avoid contamination. A radon and methane resistant membrane, is to be provided beneath the buildings.

Further testing is needed to ensure that there is no leachate, from the site, into the river Sheaf and this will be conditioned accordingly.

The site is located within a zone 3, high risk, flood plain, but did not flood, in the recent, 100 year flooding event. The flood attenuation proposals, will repair the riverside wall, raise the site level by 600mm, raise the building floor levels and ensure the provision of a channel through the site for floodwater, to flow back into the river.

On this basis the Environment Agency raise no objections to the proposals subject to conditions.

Conditions are proposed to, a). limit the hours of use of large vehicles, visiting the Big Yellow warehouse, to 7 am until 11 pm, to avoid noise disturbance at night and b). to limit noise levels from plant and machinery, at these sites, to no more than 10dB below background levels, at the site boundary.

Design and Impact

The proposed builders merchant's warehouse, will have a blue brick base, grey metal clad walls, 6 blue roller shuttered, vehicular bays and a dark grey, profiled metal roof. It will be 57 metres away from Queens Road and will be screened, for the most part, by the frontage housing. It is considered to be acceptable within the street-scene.

The existing builders merchant's warehouse, is only 9 metres away, from the rear elevations of housing on Queens Road. The proposed new warehouse, will be 47 metres away, improving light and outlook thereto.

Much of the builders merchant's site, will remain a concrete, open storage area, for building materials, as existing, but will be screened by 3m high boundary walls, with an 800mm high wall, landscaping and security fencing at the site entrance.

The Big Yellow self-storage building, will have a blue brick base and grey and white metal cladding, with a grey canopy over the entrance. The front elevation, to Queens Road, has yellow cladding and terracotta panels, which turn the corner, onto Myrtle Road. Yellow, is the signature colour of Big Yellow and the

contemporary design proposed, makes this feasible, even in such a prominent location.

The Big Yellow self-storage facility, will be 17 to 22 metres away, from the rear elevation of housing on Myrtle Road. The housing is built above the arches, of the Myrtle Road bridge and the proposed warehouse ridge height, will line through with the ridge height of the housing at the top of the bridge.

The light grey roof curves upwards, from an eaves height of 9 metres, to a ridge height of 12 metres and a buffer of trees and tall shrubs is proposed between the housing and the warehouse, to help reduce the impact.

The block paved, vehicular courtyard to the Big Yellow warehouse, is 36 metres away from the housing, on the far side of the building and should not cause undue noise disturbance.

The site will have 2.1m high black weldmesh, security fence, with trees and landscaping, for screening, on the Queens Road frontage.

The proposed warehouse buildings are designed with sustainability in mind and will have good insulation, energy efficient lighting, a renewable energy supplier and roof water harvesting, for landscape watering purposes.

A 2.5KW, low noise, urban wind turbine, is proposed, in pale grey, with 3 x 2.5 m blades, on a 12 metre high mast. It will produce around 8000 kwh / year, at an urban wind-speed of 5.5 metres per second.

It will be located at the rear of the site, close to the riverside walk and will be screened from Queens Road by frontage housing. It will be 60 metres away from the nearest housing and should not cause undue noise disturbance. It will provide renewable energy for the new buildings and is welcomed.

Landscaping

The proposals include the provision of 2 metres of landscaping to the Queens Road frontage, a landscaped buffer between the site and housing on Myrtle Road and the provision of a new 5 metre wide riverside walk and cycleway.

This will have the standard riverside balustrade, alongside the river and a 2.4m high black weldmesh fence, on the other side, for site enclosure. The riverside corridor, will widen out, into a landscaped area, adjoining the Big Yellow self-storage facility.

The riverside walk will terminate at the bridge on Myrtle Road, for the time being, but may be continued, underneath the arches, if the walk is completed along adjoining sites, in the future.

The riverside retaining wall, is to be repaired and a financial contribution of £10,000 is to be made for the provision of a fish pass, to a weir, which adjoins the site. This will be secured by a Planning Obligation.

Japanese knotweed, a notifiable weed, alongside the river, is to be removed.

Access issues

The site is sustainably located, on a bus route, close to the city centre and all facilities. The proposals will provide disabled and mother and baby, car parking spaces, together with level access, automatic doors, lifts, 1200mm min aisle widths and a low section to the service counters, with hearing loops.

A disabled toilet is to be provided for staff use, but no customer toilet facilities are proposed.

The proposals are considered to be satisfactory in access terms.

Highways

The proposals will provide 7 car parking spaces and several cycle parking spaces, for the builder's merchants and 8 car parking spaces and 6 cycle parking spaces, for the Big Yellow, self storage facility.

The proposals will replace a 20,000 ft² builders merchant's warehouse, with a smaller warehouse, only 10,000 ft², together with a Big Yellow self storage unit and the Traffic Assessment, indicates that there will be no more than 27 vehicles per hour, arriving at and departing from the site.

Given the overall volume of traffic using Queens Road, approximately 1500 vehicles per hour, it is considered that traffic generation from the proposals, will not materially affect existing traffic volumes.

The proposals will provide a new shared, left in, left out access, improving vehicular safety at the site. A Traffic Regulation Order is required, to prevent cars turning right into this access and this is to be conditioned accordingly.

The proposed new riverside footway / cycleway is welcomed and will be adopted upon completion.

RESPONSE TO REPRESENTATIONS

A directive will notify the developer of the need to ensure that the turbine does not interfere with nearby microwave links.

SUMMARY AND RECOMMENDATION

The proposals involve the demolition of the existing Keyline, builder's merchants, at 515 Queens Road and the erection of a replacement builders merchant's warehouse, on part of the site.

The builder's yard, which includes open storage, is to be consolidated onto half of the existing site and the other half, is to be developed as a Big Yellow, self-storage facility.

The proposals include the provision of a new shared access, with loading / unloading and turning facilities, improving vehicular safety at the site. Satisfactory car and cycle parking accommodation, is proposed for both uses.

A 2.5Kw wind turbine, on a 12 metre mast, is proposed, to provide renewable energy for the new buildings. It is a low noise turbine, 60 metres away from housing and should not cause undue noise problems, for nearby residents.

The existing builders merchant's buildings are only 9 metres away from housing on Queens Road. The new building will be 47 metres away, improving light and outlook for the housing. A 3m high boundary wall is to be provided, to ensure sound attenuation and screening from the builder's yard.

The site is allocated for fringe Industry and business purposes and there are no policy objections to the proposals, which are a preferred use.

The traffic generated by the proposals, is minor compared with overall traffic flows on Queens Road and there are no highway objections to the proposals, subject to appropriate conditions.

The proposals include the provision of a riverside walk and cycleway, together with landscaping and repairs to the riverside retaining wall. A contribution is to be made towards the provision of a fish pass, to the weir adjoining the site and Japanese knotweed, a notifiable weed, alongside the river, is to be removed.

A landscaped buffer, of trees and tall shrubs, is to be provided, between the Big Yellow warehouse and the housing on Myrtle Road, together with a rear access path, for the benefit of the housing.

Overall the height, scale and massing, of the proposed buildings, although large, is considered to be in keeping with many of the surrounding uses, which include retail warehousing and industrial and commercial uses.

The proposals are therefore recommended for approval subject to appropriate conditions, and to the applicant entering into a Unilateral Undertaking to secure the financial contribution to the provision of a fish pass.

HEADS OF TERMS

On or before the commencement of development, the owner shall pay the sum of £10,000 to the City Council to be used towards the construction of a fish pass within the River Sheaf adjacent to the site.

Case Number 07/04566/CHU

Application Type Planning Application for Change of Use

Proposal Use of building for the purpose of traditional Thai massage

Location 502 Ecclesall Road
Sheffield
S11 8PY

Date Received 27/11/2007

Team SOUTH

Applicant/Agent Mrs N Marksuvan

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 windows in the north elevation of the building 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 the locality and occupiers of adjoining property.

- 3 The premises shall be used for the above-mentioned purpose only between 10:00 hours and 22:00 hours on any day.

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

- 4 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.

- 5 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.

H14 - Conditions on Development in Housing Areas

This informative is intended as a summary of the reasons for grant of planning permission.

Site Location



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LOCATION AND PROPOSAL

The site is a two-storey stone built semi-detached property with a pitched slate roof located on the north side of Ecclesall Road.

The property is currently in use as a beauty treatment clinic/ surgery.

The site lies within an allocated Housing Area as defined in the Unitary Development Plan and the immediate locality, to the north, is dominated by residential properties in the form of two storey housing. However, there are commercial uses adjacent, on Ecclesall Road, including offices in the adjoining semi-detached premises and the south side of Ecclesall Road is predominantly in commercial use.

The property is bounded to the rear by a 3-4 metre high stone retaining wall that separates the site from the curtilage of No.10 Dover Road. The latter is elevated approximately a domestic storey above the application site car park.

Between the property and No. 498 Ecclesall Road (the nearest building to the east) there is a small car park that is accessed from Ecclesall Road and has provision for 7 off street parking spaces.

It is proposed to use the property for aromatherapy/ massage, which is a sui generis use, falling outside any specific use class.

The application indicates a reception room and six treatment rooms and the Applicant has indicated verbally that they wish to operate from 10:00- 22:00 hours on each day.

PLANNING HISTORY

There have been several applications relating to the site but nothing since 1989, and nothing that relates directly to the proposed use.

REPRESENTATIONS

There has been one letter of objection to the application raising concerns that the property has windows overlooking residential properties that the proposed use is not for local people and that no hours of use are specified which could lead to traffic and noise problems.

PLANNING ASSESSMENT

Policy Issues

The adopted Unitary Development Plan (UDP) includes the site within a housing policy area.

Policy H10 does not identify the proposal on the menus for either acceptable or unacceptable uses within housing areas so this application would have to be determined on its own merits.

Policy H14 deals with conditions on development in housing areas and states that the character of the area should not be harmed, there should be no adverse impact on the amenities of neighbours and there should be adequate off-street parking.

Impact on the Character of the Area

The building will retain its existing appearance and as such there will be no effect on visual amenity.

Impact on Residents' Amenities

The proposed use would in itself be quiet and there should be no noise intrusion with regard to neighbouring dwellings.

There is always concern with commercial uses in residential areas regarding their potential for noise generation from the arrivals and departures of customers and staff. However, it is not considered that the comings and goings from the car park and frontage areas would significantly add to background levels produced by this already busy arterial route and the proposed use is unlikely to generate a significantly greater noise than existing

In addition, taking into consideration the likely numbers of staff and customers on site at one time, and the hours of operation, it is not felt that the use should generate enough noise to significantly detract from residential amenity.

There are currently no conditions relating to hours of the present use but it is considered prudent to limit the use to appropriate hours in this instance. The Applicant has requested opening hours of 10:00-22:00 each day and these times are considered to coincide reasonably with high levels of background noise being generated by traffic and other uses on Ecclesall Road. In addition the significant difference in level between the car park on site and the curtilage of No. 10 Dover Road delineated by a high stone retaining wall should provide a degree of sound reduction.

Consequently the scheme is considered acceptable in this regard with respect to Policy H14.

Parking, Access and Transportation

The small car park to the side of the premises provides 7 off-street spaces. It is not felt that the intensity of use indicated represents a significantly greater requirement for parking than at present or if the property were subdivided for residential use. As such the proposal is considered acceptable in highway terms.

SUMMARY AND RECOMMENDATION

The site is a two storey building with a lower ground floor level on Ecclesall Road. It is proposed to use the building for the purpose of traditional massage.

It is not considered that the proposal would cause harm to the amenities of neighbours and the provision of off-street car parking is considered acceptable.

The application is, therefore, recommended for conditional approval.

Case Number 07/04519/FUL

Application Type A Full Planning Application

Proposal Alterations to house in multiple occupation (HMO) to form 5 apartments

Location 105 Cowlshaw Road
Sheffield
S11 8XG

Date Received 22/11/2007

Team SOUTH

Applicant/Agent Journeyman 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 The approved landscape works shall be implemented prior to the use of the development commencing or within an alternative timescale to be first agreed with the Local Planning Authority. Thereafter the landscaped areas shall be retained and they shall be cultivated and maintained for a period of 5 years from the date of implementation and any plant failures within that five year period shall be replaced unless otherwise agreed by the Local Planning Authority.

In the interests of the amenities of the locality.

- 3 The apartments shall not be used unless the car parking accommodation for 4 cars 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.

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

BE15 - Areas and Buildings of Special Architectural and Historic Interest

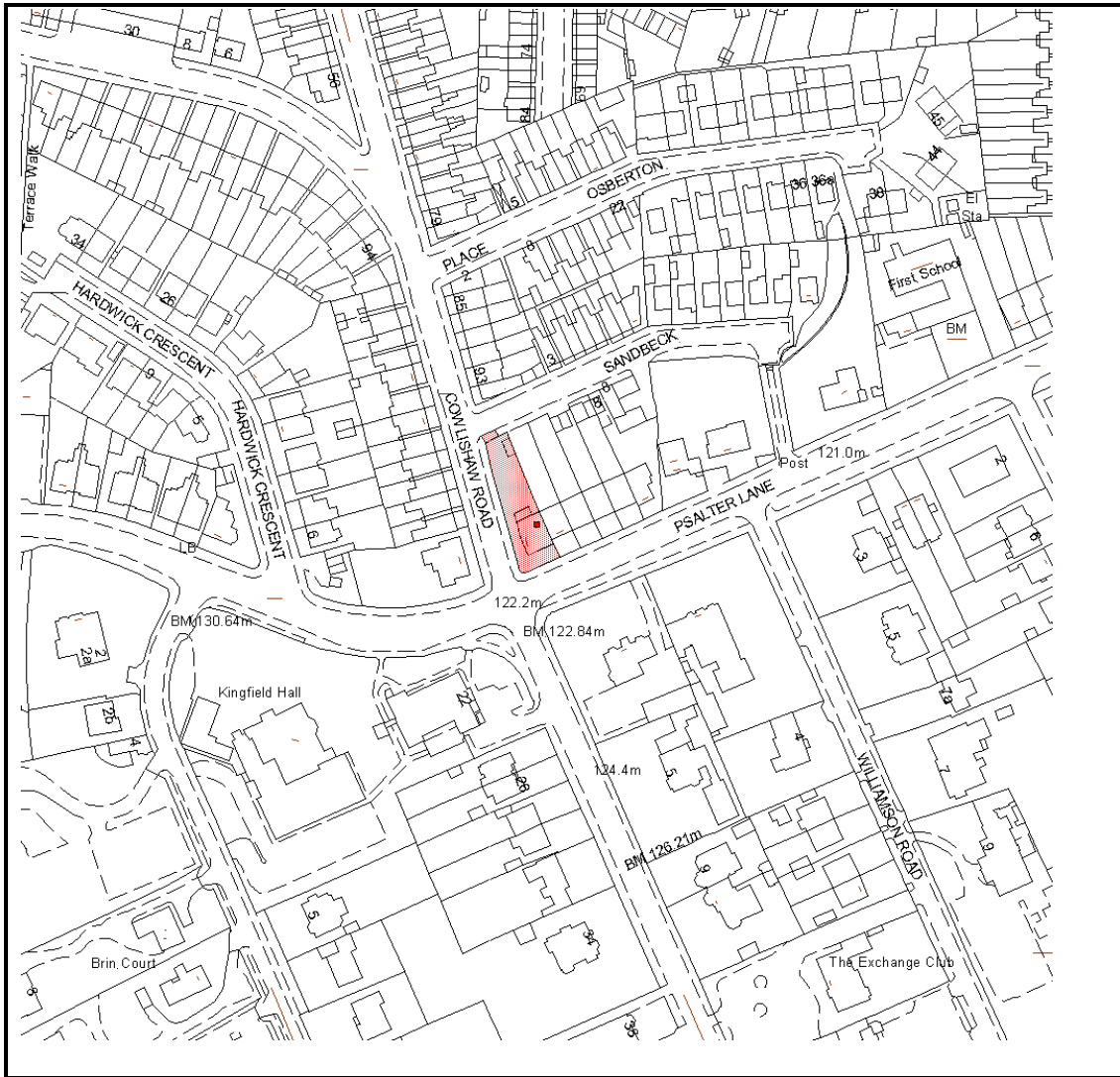
BE16 - Development in Conservation Areas

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.

Attention is drawn to the following directives:

1. 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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LOCATION AND PROPOSAL

The application relates to a large end terraced property at the junction of Cowlshaw Road and Psalter Lane.

The property is constructed in natural stone and has a plain tile roof. Unlike other properties on the terrace the house has a 'two' storey off shot element to the rear.

The house lies on ground falling from south to north such that the property is two/three storeys on front elevation (facing Psalter Lane) but three/ four storeys to the rear.

The house has a substantial rear yard area which extends as far as Sandbeck Place to the north and which contains a single sectional garage and this provides vehicular access to the site.

There are no trees of significant public amenity value at the site but there is a substantial hedge along the back edge of footway along Cowlshaw Road.

The property was most recently in use as a House in Multiple Occupation, but is currently vacant.

The application seeks to convert the property into 5 discrete flat units, one at lower ground floor level, two at ground floor , and one each at first and second floor levels.

RELEVANT PLANNING HISTORY

An similar application to convert the property was withdrawn following Officer concerns expressed over a lack of parking provision and poor internal amenities offered by the proposal. (07/03429/FUL).

SUMMARY OF REPRESENTATIONS

There has been one letter of representation raising concern about the application on the basis that the proposal has inadequate parking which may result in on street parking occurring in the locality, on streets which are already saturated with resident and commuter parking.

PLANNING ASSESSMENT

Policy Issues

The property is located within the Nether Edge Conservation Area. In accordance with the advice contained within Planning Policy Guidance Note (PPS15: Planning and the Historic Environment) and S72 of the Planning (Listed Buildings and Conservations Areas) Act 1990 the Local Authority has a duty to make sure that planning decisions in respect of development proposed in a conservation area must give a high priority to the objective of preserving or enhancing the character or appearance of the area.

The provisions of Policies BE15 Areas and Buildings of special Architectural or Historic Interest and BE16 Development in Conservation Areas of the Sheffield Unitary Development Plan (UDP) designed to echo and substantiate the advice contained within PPS15 are therefore relevant in the assessment of the planning application.

The area is also designated as a Housing Policy Area within the UDP. As such the principle of developing the site for the purposes of housing as proposed is indeed acceptable in accordance with the provisions of Policy H10 (Development in Housing Areas) thereof. However the development proposal must also be

assessed against the provisions of Policy H14 (Conditions on Development in Housing Areas).

The provisions of Planning Policy Statement (PPS3) Housing which sets out the Governments policies to provide advice on matters concerning housing and housing development must also be taken into account in the assessment of this planning application. PPS3 places a great deal of emphasis on the need to enable a greater choice of housing, stating that housing should not reinforce social distinctions. In short the housing needs of all in the community should be recognised so as to encourage the creation of mixed communities, which offer a choice of housing and lifestyle.

Local Authorities also have a duty to promote good design in new housing developments in order to create attractive, high-quality living environments in which people will choose to live.

Planning Policy Statement 13 'Transport' 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'

Design and the Conservation Area

The house remains essentially intact and it is considered that the clearing and landscaping of the rear yard area would represent a positive contribution to the appearance of the Conservation Area.

The new opening in the rear elevation, to serve the Living Room/Dining Room of the Lower ground floor flat) would feature timber doors frames and this is desirable within a Conservation Area.

Highway Issues

The existing point of access/egress to the north end of site is to be retained and is considered acceptable.

Unitary Development Plan parking guidelines indicate that a provision of one space per flat with one space for visitors is appropriate for a development of this type.

The proposal makes provision for four off street spaces which include the retention of an existing garage though this represents a shortfall of 1-2 spaces when compared to guidelines.

However, in light of the accessible location of the development, the provisions of PPS 13, and the view that a limited amount of on-street parking could be accommodated in the locality without detrimental affect on highway safety it is considered that, on balance, this shortfall does not represent an adequate reason for refusal.

The access is considered acceptable in the context of its interface with Sandbeck Place and it is not considered that the increase in vehicular movement would have any significant implications for traffic on that road.

Amenity of future occupants

All flats are of adequate size and offer a reasonable level of outlook to main aspect rooms.

There is a limited amount of amenity space but this is a small conversion scheme and it is not considered appropriate to demand a greater provision of external amenity space in this instance.

Effect on residential amenities

Since there is no significant change to the external fabric of the building concerns regarding overbearing and overshadowing are negated. It is not felt that there is any increase in overlooking from existing and proposed windows since the house was most recently in use as a House in Multiple Occupation and as such the intensity of use of such openings has not changed significantly.

Similarly it is not felt that any noise disturbance generated internally or through party walls would be greater than the previous use and it is considered that, in all likelihood, such disturbance would be reduced.

Landscaping

The plans submitted have had regard for the retention of the boundary hedge and associated shrubs and indicate the introduction of a small garden to the rear of the property.

SUMMARY AND RECOMMENDATION

This is an application to convert a House in Multiple Occupation into five discrete flats.

It is considered that the amenity of future occupants and existing neighbours will be acceptable, that the proposal will preserve the character of the Conservation Area and that the minor shortfall in off street car parking provision will not result in a detrimental affect on highway safety.

Ultimately it is believed that the development addresses the shortfalls of the previous scheme and is satisfactory with regard to the provisions of H14, BE15, and BE16 of the UDP. It is therefore recommended for approval.

Case Number	07/04492/FUL
Application Type	A Full Planning Application
Proposal	Erection of 24 x 1 bedroom apartments with associated car parking and landscaping (resubmission of application no. 05/04421/FUL)
Location	Building Opposite 36 To 42 Huntingtower Road Sheffield S11 7GR
Date Received	16/11/2007
Team	SOUTH
Applicant/Agent	Coda Studios Ltd
Recommendation	Refuse

For the following reason(s):

- 1 The Local Planning Authority consider that the proposed development by reason of its external appearance (design, form and materials), create a development that would be out of character with and to the detriment of the well established character and urban grain of the area, and therefore, in this respect, the proposal would be contrary to the aims of Policy H14 of the Sheffield Unitary Development Plan.
- 2 The proposed development does not include sufficient car parking accommodation within the site and the Local Planning Authority consider that, in the absence of such car parking accommodation, the proposed development would lead to an increase in on-street parking in the vicinity of the site, which would be detrimental to the safety of road users and, as such, contrary to policies H5 and H14 of the Sheffield Unitary Development Plan.
- 3 The Local Planning Authority considers that the proposed development would by virtue of poor visual outlooks and lack of privacy, result in a poor living environment for many of the future occupants of the development and therefore, for this reason, would be contrary to Policies H5 and H14.

Site Location



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LOCATION AND PROPOSAL

This is an application for the erection of 24 one-bedroom apartments in a two-storey development of contemporary design in a Housing Policy Area. The application site occupies a prominent corner location in a predominantly residential area in the Ecclesall district of Sheffield. The application site is located at the junction between Murray Road, Huntingtower Road and Tullibardine Road.

The existing site (which is a mixture of one and two-storey structures forming one whole block) is occupied by several commercial units which include:- a dry cleaning business, a vehicle repair garage, a jukebox retail sales business and, a domestic appliance sales and repair business.

The application seeks to demolish the existing structures and erect the new apartments in the form of a single elongated two-storey block fronting Huntingtower Road with a car parking area at the rear. The car parking area would be accessed from both Tullibardine Road and Murray Road. The new apartments block would have elevations on four elevations i.e. the main front elevation facing Huntingtower Road, end elevations facing Murray Road and Tullibardine Road, and a rear elevation facing out towards the rear into the car park area. Despite the topography of the site and its surroundings, the new apartment block will retain a two-storey design on all the elevations.

The accommodation being provided will consist of 24 self-contained one-bedroom apartments in a dual aspect block (12 units at ground floor and 12 units at first floor level). In addition to the accommodation, there will be a resident's car parking area at the rear of the apartments block. The car parking area will accommodate 12 resident's parking spaces (including 2 designated disabled persons spaces). The scheme also incorporates an enclosed bin storage area (4metres by 5metres) and an enclosed bike storage area (4 metres by 5 metres). A narrow amenity strip measuring approximately 2.5 metres deep will span the rear elevation of the apartment block (i.e. within the car-parking/yard area).

The internal layout of each of the 24 apartments is very similar with each apartment having a double bedroom, a bathroom and an open-plan kitchen and living space. The facing materials of the proposed apartments are shown as being predominantly red brick, however, the use of timber panelling is also proposed to add interest and variation in materials.

The scheme is of a very modern contemporary style with a predominantly redbrick and timber finish and prominent areas of glazing. The building will have a flat roof design and will represent a bold statement in this very established residential area.

The character of the area is dominated by mainly terraced residential housing (i.e. mainly two-storey brick-built with pitched roofs), and as a consequence, there are few houses with off-street car parking provision, invariably therefore, there is a notable on-street car parking problem in the area. There are isolated pockets of semi-detached and detached properties in the area but, in the main, terraced housing is the dominant form.

PLANNING HISTORY

The site has been in operation for mixed commercial activity for many decades. A relevant previous planning application for the site included 05/04421/FUL (an application for 28 one bedroom apartments with basement car parking and associated landscaping), this application was refused on the 19th February 2007.

The reasons for refusal related to unsatisfactory design, insufficient parking provision, overlooking of neighbouring properties and poor amenity provision.

REPRESENTATIONS

A total of 26 letters of representation have been received from local residents living on Murray Road, Dobbin Hill, Blair Athol Road, Huntingtower Road, Tullibardine Road and Strathtay Road. All of the representations received raise concerns against the proposal, those concerns have been summarised and are listed below:-

- Local residents are pleased to see that the commercial properties are to be replaced with residential accommodation; however, there is concern that the area is inappropriate for flats of this nature.
- The scheme needs to incorporate a reasonable buffer/boundary between the back edge of the public footpath and the new accommodation.
- The existing area has a major on-street car-parking problem, it is felt that this proposal (for an additional 24 apartments) will only add to the parking and congestion problems, particularly as only 12 off-street parking spaces are being provided for 24 apartments/flats.
- Parked cars in the locality already cause problems with visibility, particularly when crossing roads. With several schools in the area, this is particularly dangerous for young children. This scheme could lead to the problem becoming worse.
- The on-street parking problem in the area has also been made worse as a result of the recent scheme for resident permits and parking restrictions being imposed further along Ecclesall Road, which, has resulted in commuters parking their vehicles in this locality and catching a bus into town.
- The proposal would be unsightly and totally out of character with the surrounding area in terms of design and facing materials (the timber sections being totally alien to the area). The design will be an eyesore and will do nothing to enhance the look or appearance of the street scene.
- The scheme needs pitched roofs and gardens to be truly reflective of the style and character of existing properties in the area.
- There will be severe problems during the construction phase of the development, particularly as a result of the severe on-street parking problems in the area.
- The proposal will result in substantial loss of privacy in terms of detrimental impact to neighbouring windows and gardens.
- It is not ideal to have the main vehicular entrance to the site off Murray Road or Tullibardine Road because these roads are narrower and, often have vehicles double-parked on them.

- There is concern that the high density of small flats instead of larger family-sized properties, is all about securing the maximum financial return from the site, and therefore, in this respect, the proposal represents an over-development of the site.
- The planning officer's comments/report from the previously refused scheme (reference 05/04421/FUL) have been completely ignored.
- Because of the heavily parked-up roads (on-street parking), visibility from the proposed new vehicular access will be restricted.
- The proposed development will be contrary to policies BE5 and H14 of the Sheffield Unitary Development Plan. These policies require new housing developments to provide adequate private gardens/communal amenity spaces and also, not lead to developments that result in sites being overdeveloped or that deprive residents of light, privacy or security, which, would harm the character of the area. The policies also require new developments to be well designed and to compliment the scale, form and architectural style of the surrounding properties.
- The comings and goings of vehicles to and from the yard/parking area will cause noise and general disturbance for neighbouring local residents.
- The applicant's description of the development suggests that the scheme is aimed at young families. This clearly cannot be the case as the properties are all one-bedroom units and have no outdoor amenity space. It's more realistic to say that the flats are aimed at young professionals or students.
- The applicant's supporting documents indicates that community involvement had been sought as part of the design process. Members of the community have not been involved and therefore, the applicant's statement is misleading.

OTHER REPRESENTATIONS

The South Yorkshire Police Architectural Liaison Officer has raised the following comments:-

The plans show no defensible space separating the dwellings from the public realm. As a consequence, attention needs to be paid to the security of ground floor doors and windows.

The plans show provisions for enclosed courtyard parking with gated access and egress. Unattended motor vehicles are always a potential target for offenders. It would be recommend that the gates be constructed to the maximum permitted height and be fitted with automatic closing mechanisms. The gates should also be constructed with a degree of visual permeability to allow a view into the car park area from the public realm and reduce the opportunity for offender concealment.

The car parking area should also be well illuminated to allow natural surveillance from apartments facing onto the courtyard. External lighting provisions should deliver illumination that is constant and ambient without pooling or shading such as is offered by low wattage dusk to dawn lighting. A well-illuminated development when coupled with good natural surveillance is likely to reduce the instances of crime being committed.

PLANNING ASSESSMENT

The site is located within a Housing Policy Area as defined by the Sheffield Unitary Development Plan (UDP). Policy H10 of the development plan states that, in such areas, housing is the preferred use. This type of development must also comply with policies H5 – “Flats, Bed-sitters and Shared Housing” and, H14 – “Conditions on Development in Housing Areas”. Policy H16 – “Open Space in New Housing Developments” requires a commuted sum for offsite open space improvements where 5 dwellings or more are being created, therefore, in the event that this proposal is granted, then Policy H16 would also be applicable.

National guidance contained within PPG3 Housing encourages the re-development of previously developed or ‘brownfield’ sites. The application site is brownfield as it already contains a structure/group of buildings used for commercial purposes.

The application site is predominantly surrounded by residential housing (mainly terraced and semi-detached properties). The site is also within close proximity (130 metres) of a District Shopping Policy Area (Banner Cross) where shops, public transport and services are easily accessible. In this respect therefore, the site is located in a sustainable location.

There is no objection to the principle of residential development in a Housing Policy Area, however, to be permitted, that development has to be both well designed and match the scale and character of the neighbouring buildings (as outlined in Policy H14 of the Unitary Development Plan). The surrounding area to the application site was mainly developed at the beginning of the 20th Century, the surrounding houses i.e. the mainly terraced houses on Murray Road and Tullibardine Road together with the mainly semi-detached houses on Huntingtower Road are in a simple architectural style.

It could be argued that the existing laundry/commercial buildings have a neutral impact on the character of the area, as their style is also plain. In terms of proportion, the laundry/commercial buildings (at one and two storeys) are more in scale with the surrounding residential properties and do not dominate them. This proposed scheme does seem to echo the two-storey form of the existing commercial buildings and of some of the surrounding residential properties, however, because of the very contemporary design of the new apartment block, this residential scheme still remains very different to anything else in the locality.

As previously mentioned, the area has a very distinctive terraced character, and whilst this proposal is felt to be an improvement from the previously refused scheme (ref. 05/04421/FUL), it is felt that the proposal still ignores the surrounding

context in terms of the urban grain and the relationship of the scheme to the prevailing topography.

It is considered that the side elevations of the scheme have a poor relationship (in terms of context) with the topography of the site. The flats themselves are extremely small, and the layout presents quite a deep plan with the flats being single aspect (this is not desirable, particularly for those looking on to the car park). The majority of the ground floor units have principle windows and openings in close proximity (i.e. within 1 metre) of the adjacent public footpaths and therefore, there is concern that there will be significant loss of privacy for many of the future occupants of the ground floor flats, this is made worse by the fact that the windows likely to be affected, are in fact, the only windows to those flats.

Whilst it is accepted that the site is located within an accessible location, the locality is known to have a severe on-street parking problem. This proposal seeks to provide 24 self-contained apartments with parking provision for only 12 vehicles. The implementation of this scheme could lead to a further 12+ parking spaces needing to be accommodated on street, furthermore, there is no off-street parking provision for visitors. The proposal therefore has the potential to exacerbate an existing severe on-street parking problem. With this in mind, officers consider the proposal to be unacceptable from a highways perspective due to the lack of sufficient on-site car parking provision.

Polices H5 and H14 expect that the amenities of existing and future residents should not be harmed. The proposed scheme for 24 apartments has the potential to create living accommodation for between 24 and 48 persons, in addition to the shortfall in off-street car parking provision, very little provision for quality/usable amenity space has been provided within this scheme.

The quality of living accommodation for the future occupants of the flats is further diminished by the fact that the ground floor flats facing into the car-parking area will invariably have nuisance from lights, noise and fumes, from cars manoeuvring in close proximity in the rear car parking area. These same flats will also have a relatively poor visual outlook onto a car parking area.

The movement and general activity of residents and visitors using the car parking area (either on foot or whilst in a vehicle) will, further add to the loss of privacy problems created for the residents of those ground floor flats.

Disability and Access Issues

In this instance, UDP (Policy H7) and supplementary planning guidance on mobility housing requires the developer to provide 25% of the residential units to mobility housing standards. The following concerns have been raised:-

The scheme does not identify any of the apartments as being designated mobility homes, however, with some modifications and alterations to the internal layout units 7 to 12 appear to be the most suitable to become mobility homes. The alterations would need to include the following:-

- Provision of a level landing (min 1.2m by 1.2m) in front of the apartment entrance doors with a ramped approach to the landing from the car park surface;
- Altering the layouts of the bedrooms such that there is adequate clearance between the built-in cupboards and the entrance door, the entrance doors will also need to be a minimum 800mm wide;
- Altering the internal layouts such that the bathroom door to each of the mobility flats would open into the lobby area, thereby creating adequate manoeuvring space within each bathroom;
- Altering the layouts such that the bathroom lobby doors have a clear 300mm of wall space on both sides.
- The scheme as a whole only makes provision for 2 disabled person parking spaces, a scheme of this nature (24 flats) would require at least 6 disabled person parking spaces to be provided.

Open Space Provision

Policy H16 of the Sheffield Unitary Development Plan “Open Space in New Housing Developments” states that for new housing developments, developers will be required to ensure that there would be sufficient open space to meet the local needs of people living there. In this instance, if members are minded to grant planning permission, the developer would be required to ensure that provision is made for formal and informal open space, and therefore the developer would have to make a contribution of £11,247.60. The commuted sum would be controlled by the submission of a legal agreement. The monies would be allocated to upgrade local open space, subject to Area Panel consultation.

Affordable Housing Provision

The proposal is for 24 flats and therefore, in this instance, the provision of affordable housing would not be a requirement (affordable housing becomes a requirement for 25 units or more).

RECOMMENDATION

The site is located within a Housing Policy Area and therefore, the principle of residential development on the site is generally accepted.

It is acknowledged that this is a difficult and complex site primarily because of the changing ground levels and the strong and well-established character of the immediately surrounding area. The main issue with regard to this proposal relates to the design, form and detail of the proposed flats development and, the lack of appropriate off-street car parking provision, which could seriously exacerbate an existing on-street parking problem in the locality. The proposed scheme also raises concerns of poor living conditions and loss of privacy.

A combination of the over-development of the site, poor design and changing ground levels will mean that the occupants of several apartments will have poor visual outlooks and will also encounter severe loss of privacy.

The proposed development does not relate well in terms of scale, form and design, with the strong well-established character of the area and of the immediate street scene.

Issues relating to inadequate provision of off-street car parking are a major concern, and in light of the existing on-street car parking problem, it is considered that the proposed development would exacerbate the problem.

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

Case Number	07/04355/FUL
Application Type	A Full Planning Application
Proposal	Alterations and extensions to residential care home and detached coach house to form 12 apartments and provision of additional parking accommodation
Location	Wootton House 14 Beech Hill Road Sheffield S10 2SB
Date Received	07/11/2007
Team	SOUTH
Applicant/Agent	Trevor Birchall Design Ltd
Recommendation	Grant Conditionally subject to Legal Agreement

Subject to:

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

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

- 2 Details and specifications of Rooflights shall be submitted to and approved in writing by the Local Planning Authority before the commencement of development. The Rooflights shall be conservation style and no part of the rooflight shall project above the surface of the roofing slates, unless otherwise agreed in writing by the Local Planning Authority. Thereafter, the development shall be carried out in accordance with the approved details.

In order to ensure an appropriate quality of development.

- 3 Before the development is commenced the following samples shall have been submitted to and approved in writing by the Local Planning Authority:

- i) proposed natural stone facing materials and/or
- ii) proposed natural slate roofing materials and/or
- iii) proposed timber windows and doors

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

In order to ensure an appropriate quality of development.

- 4 Heads and cills shall match in size, style, construction and materials those of the existing building.

In order to ensure an appropriate quality of development.

- 5 Before the development commences, details, specifications and finishes of all new external doors, including frame section sizes, reveal depths and any mouldings and architraves at a minimum of 1:20 scale shall have been approved in writing by the Local planning Authority. Thereafter, the new doors shall be installed in accordance with the approved details.

In order to ensure an appropriate quality of development.

- 6 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.

- 7 Before the commencement of development, the details, specifications and finish of the new windows, including elevations and sections, shall be approved in writing by the Local Planning Authority. Drawings shall be of a minimum of 1:10 scale and shall include details of proposed section sizes at a minimum of 1:1 scale. [Details shall include: reveal depths, double glazing, secondary glazing, shutters, mouldings, architraves, location of trickle vents]. Thereafter the development shall be carried out in accordance with the approved details.

In order to ensure an appropriate quality of development.

- 8 The velux rooflights on the two side elevations of the building hereby granted consent, shall have their cill height at a minimum 1.8 metres above the internal floor level and shall be permanently glazed with obscure glass to the satisfaction of the Local Planning Authority, unless otherwise agreed in writing with the Local Planning Authority.

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

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

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

- b) Be capable of achieving the following noise levels:
Bedrooms: LAeq 15 minutes – 30 dB (2300 to 0700 hours),
Living Rooms: LAeq 15 minutes – 45 dB (0700 to 2300 hours),
- c) Include a system of alternative acoustically treated ventilation to all habitable rooms.

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

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

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

- a) Be carried out in accordance with an approved method statement,
- b) Demonstrate that the specified noise levels have been achieved. In the event that the specified noise levels have not been achieved, then notwithstanding the sound attenuation works thus far approved, a further scheme of sound attenuation works capable of achieving the specified noise levels and recommended by an acoustic consultant shall be submitted to and approved by the Local Planning Authority before the use of the development is commenced. Such further scheme of works shall be installed as approved in writing by the Local Planning Authority before the use is commenced and shall thereafter be retained.

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

- 11 Before any work on site is commenced, a comprehensive and detailed hard and soft landscape scheme for the site shall have been submitted to and approved by the local Planning Authority. The soft landscaping scheme shall incorporate a replacement tree within the rear garden and replacement shrubs/hedging planted along the rear (western) boundary. The landscape works shall be implemented prior to the development being brought into use or within an alternative timescale to be first agreed in writing with the local planning authority. Thereafter the landscaped areas shall be retained and they shall be cultivated and maintained for a period of 5 years from the date of implementation and any plant failures within that five year period shall be replaced unless otherwise agreed by the Local Planning Authority.

In the interests of the amenities of the locality.

- 12 The soft landscaped areas shall be managed and maintained for a period of 5 years from the date of implementation and any plant failures within that period shall be replaced to the satisfaction of the Local Planning Authority.

In the interests of the amenities of the locality.

- 13 The Local Planning Authority shall be notified when the landscape works are completed.

In the interests of the amenities of the locality.

- 14 The existing landscaped areas within the site shall be retained and protected from construction activity. Any damage during construction / demolition works shall be made good to the satisfaction of the Local Planning Authority.

In the interests of the amenities of the locality.

- 15 Unless otherwise indicated on the approved plans no tree, shrub or hedge shall be removed or pruned without the prior written approval of the local planning authority.

In the interests of the amenities of the locality.

- 16 The apartments shall not be used unless the car parking accommodation for seven cars 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.

- 17 There shall be no gates or barriers erected at the means of access to the site unless otherwise agreed in writing by the Local Planning Authority.

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

- 18 Before the development is commenced, full details of the proposed layout and setting out of the cycle parking accommodation shall have been submitted to and approved in writing by the Local Planning Authority. The apartments shall not be used unless the cycle parking accommodation has been provided in accordance with the approved plans and thereafter, such cycle parking shall be retained.

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

- 19 Before work on site is commenced, full details of suitable inclusive access and facilities for disabled people, both to and into the building(s) and within the curtilage of the site, shall have been submitted to and approved in writing by the Local Planning Authority and the apartments shall not be used unless such inclusive access and facilities have been provided in accordance with the approved plans. Thereafter such inclusive access and facilities shall be retained. (Reference should also be made to the Code of Practice BS8300).

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

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

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

Attention is drawn to the following justifications:

1. The decision to grant 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

BE15 - Areas and Buildings of Special Architectural and Historic Interest

BE16 - Development in Conservation Areas

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

CF8 - Conditions on Development in Institution Areas

H15 - Design of New Housing Developments

This informative is intended as a summary of the reasons for grant of planning permission.

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. 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.

- 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. The agreed address must be clearly displayed at each individual property before occupation in order to ensure that the postal service can correctly locate each property of delivery purposes.

Site Location



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LOCATION AND PROPOSAL

The application site is located to the north of Beech Hill Road and is within the Broomhill Conservation Area. The surrounding buildings are a combination of residential and institution type uses predominantly related to the Hospital. The

existing building is currently vacant, but was previously used as a residential care home. There is also a detached coach house set to the rear of the main building. The site is allocated as being in an Institution: Health Area, under the provisions of the Unitary Development Plan.

The application seeks consent to carry out alterations and extensions to provide 12 apartments (11 no. x 1 bedroom and 1 no. x 2 bedroom). The alterations involved in the proposal are; a two storey rear extension, reconfiguration of the roof to an existing two storey extension and the installation of six rooflights. Additionally, the coach house would be increased in height and extended, in order to provide two apartments.

A total of 7 parking bays would be provided at the frontage of the property.

RELEVANT PLANNING HISTORY

07/02512/FUL; Alterations and extensions to residential care home and detached coach house to form 15 apartments and provision of additional parking accommodation. Withdrawn - 12.09.2007

Prior to withdrawal the application was recommended for refusal, due to harmful impacts upon the Conservation Area, harmful impacts upon neighbouring occupants arising from privacy loss and affects of overbearing, highway safety concerns and inadequate provision for mobility access.

SUMMARY OF REPRESENTATIONS

Following direct consultation and the erection of site notices one written representation has been received. The comments made can be summarised as follows:

- Concern that site is being over-developed (Nos. 12 is split into 7 flats and No.16 is split into 3 flats)
- Inadequate parking provision, including 2 disabled bays for 3 disabled flats, given existing problems in the area.
- Overlooking possibility given large velux window on side elevation

PLANNING ASSESSMENT

Policy Issues

PPS 3 (Housing) states, in support of its objective of creating mixed and sustainable communities, the Government's policy is to ensure that housing is developed in suitable locations, which offer a range of community facilities and with good access to jobs, key services and infrastructure. The priority for development should be previously developed land, in particular vacant and derelict sites and buildings.

The site is located within an Institution: Health Area within the Unitary Development Plan (UDP). Therefore, the provisions of policy CF6 and CF8 will be relevant.

Additionally, UDP policies BE5, BE16, BE17 and H15 will be required to be assessed.

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;
- c. all extensions should respect the scale, form, detail and materials of the original building.

Policy BE15 'Areas and Buildings of Special Architectural or Historic Interest' states; buildings and areas of special architectural or historic interest which are an important part of Sheffield's heritage will be preserved or enhanced. Development which would harm the character or appearance of Listed Buildings, Conservation Areas or Areas of Special Character will not be permitted.

Policy BE16 'Development in Conservation Areas' states:

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, and built development in open spaces; or
- b. demolition of buildings, walls and other features; or
- c. proposals involving the felling or lopping of trees; or
- d. advertising;

that would preserve or enhance the character or appearance of the Conservation Area.

Redevelopment of sites which detract from a Conservation Area will be encouraged where it would enhance the character or appearance of the Area.

BE17 'Design & Materials in Areas of Special Character or Historic Interest' states: In Conservation Areas and Areas of Special Character a high standard of design using traditional materials and a sensitive and flexible approach to layouts of buildings and roads will be expected for:

- b. alterations and extensions to existing buildings.

Policy CF6 'Development in Institution: Health Areas' states:

In Institution: Health Areas Hospitals and other residential institutions (C2) are referred to as the Preferred use. C3 Housing is referred to as an Acceptable use, subject to the provisions of Policy CF8 which states:

In Institution Areas new development or change of use will be permitted provided that it would:

- a. not lead to a concentration of uses which would prejudice the dominance of preferred uses in the Area unless the preferred uses are no longer required
- b. not cause residents or visitors in any hotel, hostel, residential institution or housing to suffer from unacceptable living conditions, including air pollution, noise, other nuisance or risk to health or safety
- d. be well designed and of a scale and nature appropriate to the site
- f. be served adequately by transport facilities and provide safe access to the highway network and appropriate off-street parking

Policy H15 'Design of New Housing Developments' states:

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

- a. provide easy access to homes and circulation around the site for people with disabilities or with prams
- b. provide adequate private gardens or communal open space to ensure that basic standards of daylight, privacy, security and outlook are met for all residents.

Principle

Housing (Class C3) is an acceptable use. Policy CF8 requires any proposals to not lead to a concentration of uses which would prejudice the dominance of Hospitals and other residential institutions within the Area. The Area is heavily dominated by Hospital related uses and it is therefore considered that the proposal would not prejudice the dominance of Hospital Uses.

Conservation And Design Issues

The most significant element of the proposal is the two storey rear extension, along with the alterations to the existing two storey rear extension.

The proposed extension would not be visible from the street. Notwithstanding this, its design has been revised so that it would be sensitive to the existing building and be traditional in terms of its design. As such it is considered that it would have an acceptable impact upon the appearance and character of the building within Broomhill Conservation Area.

The reconfiguration to the roof of the existing two storey extension would be considered to be acceptable, particularly as this would be associated with works to remove the outer leaf of bricks and replace with natural stone. This would enhance the appearance of the existing extension.

The amended scheme has eliminated the dormer windows and lightwells, which were considered to be detrimental to the appearance of the building and indicative of an over-development. In order to enable lighting and ventilation within the attic area a total of 6 rooflights have been proposed. These are equally divided

between three roofslopes and therefore they are considered to avoid over-dominating any particular roof slope. At the current time no details of rooflights have been provided, however, any approval would require agreement of rooflight details to ensure appropriate specifications. Additionally, the lightwells have been removed as there is no habitable room accommodation proposed within the basement layer.

The parking layout includes 7 bays, but does not involve any expansion of the amount of existing hardsurfacing. The parking layout also retains the access in its current position, therefore, avoiding the need to carry out adaptations to the front boundary wall. As such the proposal would be considered to have an acceptable impact upon the building's curtilage, thereby avoiding a detrimental impact upon the character and appearance of the Conservation Area.

The 'Coach-House' is a relatively modern building, having no conservation heritage value. As such the proposed amendment works to this building are not considered to have a detrimental impact upon the contribution, which the site makes to the character of the Conservation Area.

Overall, the elements of the proposal that are publicly visible would be considered to have an acceptable impact upon the character and appearance of the conservation area. The design of the elements that are not publicly visible have been amended so that they respect the existing building. Therefore, when viewed from private positions they would not have a damaging impact upon the character of the conservation area.

As such the proposal would be considered to satisfy the requirements of UDP policies BE15, BE16 and BE17.

Amenity of Neighbouring Dwellings

The neighbouring dwellings susceptible to impact resulting from this proposal would be the neighbouring dwelling at No's 12 and 16 Beech Hill Road. Furthermore, the neighbouring dwellings at the southern end of Beaufort Road would be potentially harmed by the proposal.

The majority of proposed windows would serve habitable rooms within the apartments. Where as the previous use involved individuals' bedrooms at the upper floors; with sitting room, dining room and kitchen facilities at ground floor. The neighbouring dwelling at No. 12 Beech Hill Road does not feature any windows in its respective side elevation. Any views from the proposed side elevation, would be significantly screened by the heavy boundary planting. As such, any overlooking opportunities would therefore be restricted to a significant degree. Consequently, any impacts upon privacy would not be considered to be capable of supporting a reason for refusal.

The neighbouring property at 16 Beech Hill Road is elevated above the application site and includes 3 flats. The facing side elevation of No.16 includes a number of windows to habitable rooms. The proposed velux windows would be set at a level

precluding opportunity for overlooking. The existing windows would be proposed to serve habitable rooms, which may be the subject of slightly increased usage as compared to the care-home use. The level of any increased usage would not be expected to be sufficiently significant to lead to the conclusion that any overlooking would be harmful. Therefore, the proposal would be considered to echo the existing layout in this respect, and it is therefore considered that the application would not have a harmful impact upon occupants of No.16 Beech Hill Road.

The neighbouring building to the north west (Beaufort Road) of the site comprise flats/bedsit type accommodation. The ground level at the neighbouring site is set above the level at the application site. The proposals to the main building are considered to avoid having a detrimental impact upon the amenities of these neighbouring occupiers.

The proposed works to the Coach House involve increasing its eaves and ridge levels by approximately 1.0m and enlarging its footprint by a depth of 3.0m (approx) in a rearward direction. It is considered that the additional bulk to the coach house would not have a detrimental impact upon the occupants of the Beaufort Road properties. The relevant window within the Beaufort Road property is a secondary window. The impacts of the proposed works would be considered to be of limited impact upon the outlook from this neighbouring property. The 1.0m increase in height would have some affect upon a.m. hours natural daylight to the property, however, the level of loss would be considered to be relatively modest and not sufficient to warrant a refusal of the scheme.

Overall, it is considered that the scheme would satisfy the provisions of CF8 (b), which requires the living conditions of neighbouring occupiers to be safeguarded.

Amenity of Future Occupants

All of the proposed units are considered to provide adequate internal space and reasonable outlook. The relationship between occupants of the units within the main building and those in the coach house would not result in opportunities for overlooking and resulting privacy loss.

The external amenity space proposed would take the form of a communal area to the rear of the building exceeding 150 square metres. Given the proportions of the proposed units this is considered to be acceptable.

As such the proposal is considered to satisfy the requirements of policy H15 (b), in this regard.

Given the proximity of the site to some noise generating equipment within the site, it was considered appropriate to require a Noise Impact Assessment to be carried out.

The conclusions of this Assessment can be summarised as follows; the proposed residential facades are within Noise Exposure Category A during the daytime and Noise Exposure Category B during the night time.

A scheme of sound insulation works was indicated to protect occupants from external noise sources. As such environmental noise is not considered to

represent a constraint to residential development of the site.

Category A sites are defined as those where noise need not be considered as a determining factor in granting planning permission. Category B sites are those where noise should be taken into account when determining planning applications and, where appropriate, conditions imposed to ensure an adequate level of protection against noise.

As such it is considered that the noise climate would not compromise potential amenities of occupants of the proposed units, subject to the use of appropriate glazing systems. Consequently, it is recommended that appropriate conditions are added to any consent granted.

Landscaping Issues

The proposals are not considered to give rise to any objections in landscaping terms. The removal of a small ornamental plum tree and shrubs would be necessary to allow the coach house to be extended. In order to mitigate their loss it is recommended that a replacement tree is planted elsewhere in the rear garden, and shrubs or hedging is planted as part of the rear boundary affected.

It is also stated that the property is rather open when viewed from the street, and further planting to soften the setting within the locality and conservation area would be beneficial. As such it is recommended that a landscaping scheme is required as part of any consent granted.

Highways Issues

The scheme provides 7 parking spaces, which would represent a shortfall of 8 spaces below the UDP parking guideline requirement of 15 spaces. It is noted that Beech Hill Road and neighbouring streets are heavily parked, with very few available spaces during the day time. As a result of this situation a residents parking scheme was designated within the area, including Beech Hill Road.

The residents parking scheme would prevent the proposal leading to any parking on street during the peak hours, avoiding potentially harmful impacts on highway safety. On this basis it is recommended that the development would be designated as having limited parking, and a number of the apartments would be designated as being car-free. Occupants of the apartments would be advised to be informed that they would not be eligible for residents parking permits.

The proposed parking area utilises the existing hardsurfaced area. There is physically scope for expansion of the proposed parking area to enable the provision of additional off-street spaces. However, it is considered that this would have detrimental visual impacts upon the building within its curtilage, and harmful impacts upon the character and appearance of Broomhill Conservation Area. It is therefore considered that the additional provision of parking spaces would be contrary to the aims of UDP policies safeguarding the conservation area.

The arrangement of the proposed parking area and the access point are considered to be acceptable in terms of maneuverability and their impacts upon highway safety.

Overall, it is considered that subject to certain conditions being placed upon any consent granted the proposal is acceptable, and would satisfy the provisions of UDP policy CF8 (f).

Access and Disability Issues

The amended plan layout drawings are considered to have largely addressed the issues which had been referred to regarding the initial submission. The outstanding items area as follows:

Within the mobility standard flats it has not been demonstrated that all facilities in the kitchen area can be accessed. Nor are the doors to the mobility flats of adequate width from the communal hallway.

Further details of the arrangement of the crossover are required.

It has also been suggested that it is necessary to demonstrate acceptability of pedestrian route to the building, in terms of a level approach.

The accessible parking spaces are considered to be acceptable in this instance.

These issues are noted and it is therefore recommended that a condition is added to any consent granted requiring submission and agreement of relevant details.

Open Space

Policy H16 requires the developer to make an appropriate contribution to the provision or enhancement of recreation space in the catchment area of the site.

Provision of both formal and informal recreation space are well below minimum guidelines for the catchment area and therefore a contribution is sought.

In the event that consent were to be granted a financial contribution of £5,798.90 would be required by the development. This would be secured by the submission of a planning obligation.

RESPONSE TO REPRESENTATIONS

The points raised within the letter of representation have been covered within the body of the report.

SUMMARY AND RECOMMENDATION

The application seeks permission to carry out alteration works to the existing building, to construct a two storey rear extension and to carry out extension works to the coach house building, in order to provide 12 apartments (11 no. x 1 bedroom) and 1 no. x 2 bedroom).

The site is located within Broomhill Conservation Area, and an Institution: Health Area within the provisions of the Unitary Development Plan.

The proposal is considered to have an acceptable impact upon the character and appearance of the building within the conservation area, avoid having a detrimental impact upon the amenities of neighbouring occupiers, to provide a reasonable level of amenity for potential occupants, to have an acceptable impact upon highway safety, to be capable of providing a satisfactory environment in access terms and to have an acceptable impact upon landscaping issues. Overall, the proposal is considered to meet the requirements of UDP policies BE5, BE15, BE16, BE17, CF8 and H15.

As such it is considered that, subject to the completion of a legal agreement regarding contributions to open space enhancement, approval should be granted.

Heads of Terms for Planning Obligation

The owner shall, on or before the commencement of development, pay to the Council the sum of £ 5798.90 to be used towards the provision or enhancement of Open Space within the vicinity of the site.

In the event of a satisfactory s106 Planning Obligation covering the Heads of Terms set out in the preceding paragraph not being concluded before 6 February 2008 (in order to meet the Government target time for the determination of the application), it is recommended that the application be refused for the failure to make adequate provision in this regard.

Case Number 07/00752/FUL
Application Type A Full Planning Application
Proposal Erection of dwellinghouse and garage
Location 6 Endcliffe Grove Avenue
Sheffield
S10 3EJ
Date Received 21/02/2007
Team SOUTH
Applicant/Agent Windle Cook Architects 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 Before the development is commenced samples of all proposed external materials and finishes, including windows, shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall be carried out in accordance with the approved details.

In order to ensure an appropriate quality of development.

- 3 Before the commencement of development, large scale details, including materials and finishes of the items listed below shall be approved in writing by the Local planning Authority:

Timber windows
Reveals
Wall Construction
Doors
Eaves
Half timbering and canopies

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

In order to ensure an appropriate quality of development.

- 4 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.

- 5 All the rainwater gutters, downpipes and external plumbing shall be of cast iron or cast aluminium construction and painted black unless otherwise agreed in writing by the Local Planning Authority. Gutters shall be fixed by means of hangers and brackets and no fascia boards shall be used.

In order to ensure an appropriate quality of development.

- 6 Before the development is commenced, a sample of the proposed block paving shall have been submitted to and approved by the Local Planning Authority.

In order to ensure an appropriate quality of development.

- 7 The dwellinghouse 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.

- 8 The gradient of shared pedestrian/vehicular access shall not exceed 1:12 unless otherwise agreed in writing by the Local Planning Authority.

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

- 9 At all times that 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.

- 10 The approved landscape works shall be implemented prior to the use of the development commencing or within an alternative timescale to be first agreed with the Local Planning Authority. Thereafter the landscaped areas shall be retained and they shall be cultivated and maintained for a period of

5 years from the date of implementation and any plant failures within that five year period shall be replaced unless otherwise agreed by the Local Planning Authority.

In the interests of the visual amenities of the locality.

- 11 Unless otherwise indicated on the approved plans no tree, shrub or hedge shall be removed or pruned without the prior written approval of the local planning authority.

In the interests of the visual amenities of the locality.

- 12 Before the development is commenced, the proposed tree protection measures shall be provided as indicated on the approved plans.

In the interests of the visual amenities of the locality.

- 13 Details of the proposed solar panels shall be submitted to and approved by the Local Planning Authority and such details as are approved shall have been provided, before the use of the dwellinghouse is commenced, and shall thereafter be retained.

In the interests of the visual amenities of the locality.

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.

BE16 - Development in Conservation Areas
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.

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:

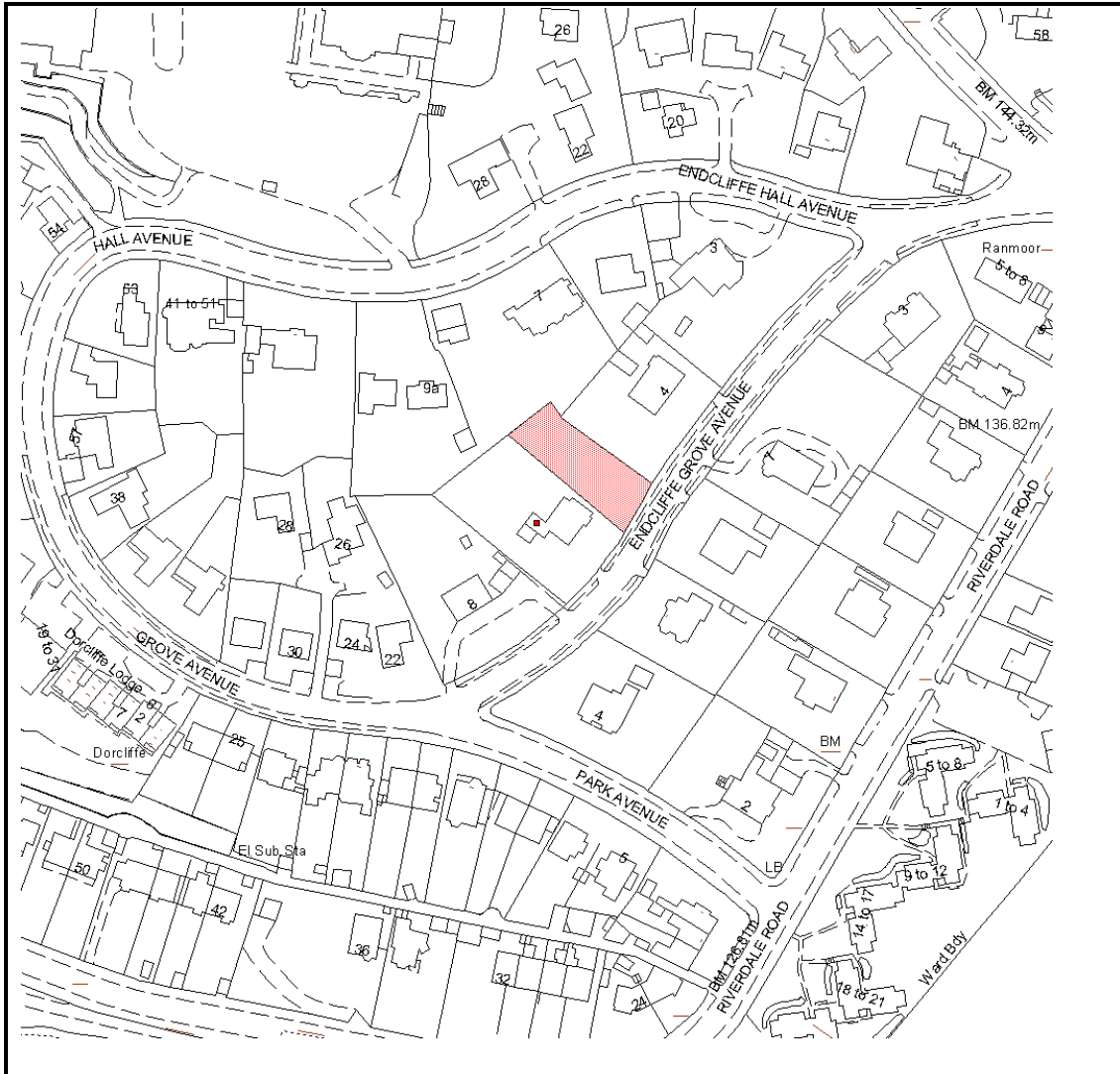
Assistant Head of Highways
Development Services
Howden House

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 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. The agreed address must be clearly displayed at each individual property before occupation in order to ensure that the postal service can correctly locate each property of delivery purposes.
4. 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.
5. 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.
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.

Site Location



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LOCATION AND PROPOSAL

No.6, Endcliffe Grove Avenue, is a large Edwardian Villa, known as Kirkleigh, which is currently in use as 3 flats and is situated within the Endcliffe Conservation Area. The proposal involves, the use of Kirkleigh as a single dwellinghouse and the erection of a new dwellinghouse in the side garden, which is currently used as a tennis court.

The plot is 16m wide x 45m long and the proposed dwellinghouse will be, 10.2m wide x 8.2m deep - lengthening to 9.5m deep, for the gable x 9m high to the ridge and 5.3m high to the eaves.

The proposed dwellinghouse will provide the following accommodation

Ground Floor - kitchen, utility room, livingroom, dining room, study, hall, wc, and porch.
1st Floor - 3 bedrooms, (one with an en-suite bathroom and dressing - room) and a family bathroom.
2nd Floor - 2 bedrooms and a shower-room / wc.

The proposals include the provision of 5m² of solar flat plate, water heating panels on the South facing, side elevation, roof.

A new access is proposed for the new house, together with a double garage and a turning area to the rear. Kirkleigh is to retain the existing access and double garage.

PLANNING HISTORY

Planning application - 07/00745/FUL - for the erection of a new dwelling-house on the left side garden, of Kirkleigh, was withdrawn on the 7th of June 2007, as an over-development of the site, which was too small to satisfactorily accommodate the existing access, garaging and an Edwardian villa, together with large enough grounds, to be in character with this part of the Endcliffe Conservation Area.

This application related to a different portion of the garden to that now under consideration.

SUMMARY OF REPRESENTATIONS, (ORIGINAL PROPOSALS)

Letters of objection were received from Riverdale and Endcliffe Action Group and 4 local properties on the grounds that;

Edwardian villas, set within large grounds, are an intrinsic part of the character of the Endcliffe Conservation Area. The proposals represent an inappropriate over-development of the grounds of Kirkleigh, which would detract from the character of the Conservation Area and affect local wildlife.

The proposed house is too close to the boundaries of 4 and 8 Endcliffe Grove Avenue and proposes side elevation windows, which could cause loss of privacy to these properties.

The trees shown on the plans are not accurately depicted and several trees would require felling, if the development were to proceed.

The existing access should be used to serve both the existing and the proposed house. The new access is inadvisable due to traffic queues, which form in this location at 9am, in term time. It would also be opposite No.9, Endcliffe Grove Avenue and would allow headlights to shine into their house, affecting their privacy.

The drains for 9A Endcliffe Hall Avenue, pass through this site and care must be taken not to damage them during construction, or to overload the sewer.

SUMMARY OF REPRESENTATIONS, (AMENDED PROPOSALS)

Letters of objection to the amended plans, were received from 3 neighbouring properties on the grounds that ;

The character of the Endcliffe Conservation Area, is unique and consists of large Edwardian villas, centrally located, within substantial grounds.

The proposed dwelling-house would be out of character and represents an over-development of the site, leaving only a small gap between Kirkleigh and the new boundary fence and only 2.2m between the proposed house and the right side boundary.

This boundary includes a hedge and 3 mature lime trees, which could be damaged by the proximity of the proposed house and this would be detrimental to wildlife, the Endcliffe Conservation Area and the privacy and security of No.4 Endcliffe Grove Avenue.

The nearby development at 5 Endcliffe Grove Avenue and the planning permission - 07/01303/FUL - at 7 Endcliffe Hall Avenue, to the rear of the proposed house, left adequate space between the proposed houses and the adjoining properties, avoiding adverse impacts upon the Conservation Area.

The existing driveways are staggered so that no driveways are opposite each other. The proposed driveway will be opposite the driveway to 9 Endcliffe Grove Ave, creating a safety hazard, especially at peak times, when traffic backs up from the junction.

PLANNING ASSESSMENT

Policy Issues

The site is located within a Housing Policy Area and within the Endcliffe Conservation Area on the Sheffield Unitary Development Plan, 1998 and housing is the preferred use, provided that it is designed to enhance the Conservation Area, under policy, BE16 and does not overdevelop the site or cause undue loss of privacy, security or amenity for neighbouring properties, under policy H14.

Highway Issues

There are no highway objections to the amended proposals, which retain the existing car parking and garaging for Kirkleigh and provide a new access, double garage, parking and turning facilities, for the proposed new house, all of which are designed to an appropriate standard.

Conservation and Design Issues

Whilst there are concerns over the loss of garden space, within Conservation Areas, the proposals will retain sizeable grounds, 700m², for Kirkleigh and this is comparable with other houses in the area.

The proposed dwelling-house will be on a generous plot, 16 metres wide by 45m deep and whilst this is smaller than other plots on Endcliffe Grove Avenue, it is far larger than most of the plots on the adjoining Park Avenue and is not considered to be out of character, within the Endcliffe Conservation Area as a whole.

The proposals have been amended to reduce the size and impact of the proposed dwelling-house and to improve the design, which now includes features typical of nearby Edwardian housing, such as natural stone facings, plinth, bay window, string course, quoins, heads, cills and jambs, a rendered 1st floor gable with decorative timberwork and a steep pitched roof, with red clay tiles and preserve the character of this Conservation Area.

Landscaping Issues

The site is well screened by boundary hedges and trees, most of which are to be retained. The position of the new access has been amended so that only one holly tree will be lost in order to provide access. The new access will be narrow, (only 3.2m wide), to avoid harm to the roots of adjoining trees.

The existing hedge and trees to the boundary with No.4 Endcliffe Grove Avenue, are to be retained and protected during construction works, with hand digging of the house foundations, where necessary.

The proposals will provide substantial front and rear garden areas for both Kirkleigh and the proposed new dwellinghouse and there are no landscape objections to the proposals.

RESPONSE TO REPRESENTATIONS

The proposals will retain substantial grounds, 700m² for Kirkview and this is comparable with other gardens on Endcliffe Grove Avenue.

The proposed house, will have generous front and rear garden areas, 450m², which is more than adequate and whilst small for Endcliffe Grove Avenue, is larger than many other gardens within the Endcliffe Conservation Area.

The amended plans, have blank side elevations and will not cause loss of privacy for adjoining properties. The front bay window, is 21m away from the side elevation of No.4 Endcliffe Grove Avenue and is screened by a hedge.

The foundations of the new house, are to be hand dug, where necessary, to avoid damage to the boundary trees. Protective fencing is to be provided to protect the trees during construction works.

The proposed new driveway will be 25m away from the living-room and dining-room of 9 Endcliffe Grove Avenue, which is considered to be adequate to avoid undue loss of privacy.

The addition of one new driveway, is considered unlikely to have any undue impact upon traffic safety, on Endcliffe Grove Avenue.

The impact of the proposals upon existing drains, will be assessed separately, under the Building Regulations. The Council's Drainage Section have no objections to the proposals, as submitted.

SUMMARY AND RECOMMENDATION

The proposals involve the erection of a 2 storey, dwelling-house, with additional bedrooms in the roof-space, to create a 5 bed-roomed property. The site is located within the Endcliffe Conservation Area and the proposed house has been designed to reflect traditional Edwardian features. It will be constructed in natural stone, with red clay tiles and a rendered gable and half timbering and is considered to be an acceptable pastiche of the Edwardian vernacular.

Whilst the loss of garden areas, is always a concern in Conservation Areas, the proposals will provide generous garden areas, for both the existing and the proposed property and are considered to be acceptable.

Privacy distances to adjoining properties are more than adequate and most of the boundary trees and hedges are to be retained, (except for a holly tree which has to be removed to provide the new vehicular access). The proposals will provide a double garage and turning facilities for the new house and will retain the existing access and turning facilities for Kirkleigh. There are no highway objections to the proposals.

Overall the proposals are considered to be acceptable and are recommended for approval, subject to appropriate conditions.

Case Number	06/04477/FUL
Application Type	A Full Planning Application
Proposal	Erection of dwellinghouse and detached garage within the curtilage and alterations to existing dwellinghouse including erection of attached garage to side (In accordance with amended plans received on 28th October 2007)
Location	Curtilage Of 73 Twickenham Crescent Halfway Sheffield S20 4HS
Date Received	22/11/2006
Team	CITY CENTRE AND EAST
Applicant/Agent	Project Logistics
Recommendation	Visit by Planning & Highways Area Board

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 development is commenced, details of all proposed external materials and finishes, including windows, shall have been submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall be carried out in accordance with the approved details.

In order to ensure an appropriate quality of development.
- 3 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995, as amended, (or any order revoking or re-enacting that order), the front elevation of the garage shall not be built up or filled in at any time.

To enable a vehicle to park in front of the garage without infringing upon the public highway, in the interests of the safety of road users.
- 4 The dwelling hereby permitted shall not be occupied unless the replacement garage accommodation for No.72 Twickenham Crescent as shown on the

approved plans has been provided in accordance with those plans and thereafter such garage and car parking accommodation shall be retained for the sole purpose intended.

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

- 5 The bathroom window on the elevation of the dwelling facing Twickenham Court 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.

- 6 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 dwellinghouse shall be constructed without prior planning permission being obtained from the Local Planning Authority.

In the interests of the amenities of occupiers of adjoining property, bearing in mind the restricted size of the curtilage.

- 7 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 dwellinghouse 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.

- 8 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 dwellinghouse 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.

- 9 There shall be no gates or barriers erected at the means of access to the site unless otherwise agreed in writing by the Local Planning Authority.

In the interests of traffic safety and the amenities of the locality and to ensure access is available 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.

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.

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.

Site Location



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Location and Proposal

The application relates to the erection of a dwelling house within the curtilage of No 73 Twickenham Crescent and alterations and extensions to No.72 to provide a replacement garage.

The application site comprises of a two-storey detached dwelling located on a large corner plot. The land to the rear is occupied by a two-storey dwelling house which faces Twickenham Court. The locality is a fairly densely populated residential estate with dwellings of varying design and appearance. The application site is substantially larger than other plots in the locality, which have smaller amenity spaces.

The application site is located in a housing area as defined in the adopted Sheffield Unitary Development Plan. The site is enclosed to the north and east by a two metre high fence

Planning History

06/01372/FUL - Erection of dwellinghouse with integral garage within the curtilage and alterations to existing dwellinghouse including erection of attached garage to side - Withdrawn

06/04308/FUL - Erection of dwellinghouse and detached garage within the curtilage and alterations to existing dwellinghouse including erection of attached garage to side (Re-submission of 06/01372/FUL) - Invalid

Summary of representations

10 letters of objection have been received which can be summarised as follows:

- Over development of the site,
- Loss of view
- Loss of light due to the height of the building
- Loss of privacy
- Increase in housing density
- Increase in on street parking and impact on highway safety
- Methane is present in the area
- Large corner plot was feature of the original layout of the estate

Planning Assessment

Policy Issues

The site is identified in the UDP proposals map as being within a Housing area. Policy H10 – states that the preferred uses of land within the policy area is housing (C3). Policy H14 – Conditions on Development in housing areas states that within housing areas new development will be permitted provided, amongst other things;

- New buildings are well designed and would be in scale and character with neighbouring buildings
- The site would not overdeveloped or deprive residents of light, privacy or security or cause serious loss of existing garden space which would harm the character of the area.
- It would provide safe access to the highways network and appropriate off street parking and not endanger pedestrians.

Design Issues

The dwelling is set back behind the front elevation of the existing dwelling in order to respond to the rhythm of the street scene, which reflects the curvature of the highway. The design of the dwelling has been amended which has involved alterations to the roofscape, fenestration detailing, height and size of the property.

The alterations are acceptable and the dwelling is considered to respond appropriately to the built form and local context.

The site is large enough to accommodate the dwelling house, retaining adequate amenity space for the existing dwelling and appropriate private space to the side and rear of the new property.

Four fruit trees located within the site are to be removed as part of the development. These species are of no significant public amenity value and their removal is considered acceptable.

Amenity Issues

The design and siting of the dwelling seeks to minimise any detrimental affect on the amenities of adjoining properties. A bathroom window is proposed on the rear elevation of the property at first floor level and can be obscure glazed by condition to ensure there will be no overlooking of adjoining properties. The two storey element of the development is sited approximately 18 metres from the properties to the rear and whilst closer than the existing building on site, it is not considered to give rise to an overbearing or overshadowing impact that would warrant the refusal of planning permission.

The alterations to the design and orientation of the dwelling are considered to negate any harmful overbearing or overlooking impact on the amenities of adjoining properties and provides acceptable living conditions for future occupants of the proposed dwelling house. Given the restricted dimensions of the plot, permitted development rights to alter and extend the property will be removed.

Highways

The originally proposed access arrangements have been amended, removing a detached garage from the rear garden and vehicle crossing from the eastern boundary. An integral garage will be erected with the new dwelling house with off street parking for two vehicles, taking advantage of the existing vehicle crossing to the site. The existing garage on site is to be demolished and replaced to the south side of No.72 Twickenham Crescent. Adequate parking is therefore provided for the existing and proposed dwelling. The retention of the garage space can be secured by permitted development restrictions. The development is therefore not considered harmful to highway safety.

Summary and recommendation

The application site is in an allocated housing area as defined in the adopted Sheffield Unitary development Plan where preferred uses of land are C3 housing. The proposed dwelling is of acceptable design, with adequate amenity space and is not considered to detrimentally affect the amenities of adjoining properties. Acceptable off street parking provision has been provided for the proposed and existing dwelling and it is therefore considered to comply with the provisions of the policy H14 of the UDP.

It is therefore recommended that planning permission is approved conditionally.

Case Number	06/03249/FUL
Application Type	A Full Planning Application
Proposal	Retention of a boundary wall and gate posts (amended description)
Location	85 Montgomery Road Sheffield S7 1LP
Date Received	16/08/2006
Team	SOUTH
Applicant/Agent	Tariq Mahmood
Recommendation	Refuse with Enforcement Action

Subject to:

- 1 The Local Planning Authority consider that the proposed gate posts, by reason of their poor detailing, form and scale, give rise to an unsatisfactory design, detrimental to the character of the Nether Edge Conservation Area and contrary to the aims of Policies BE5, BE15, BE16 and BE17 of the Unitary Development Plan.

Attention is drawn to the following directives:

1. The Assistant Chief Executive Legal and Governance has been authorised to take all necessary steps, including enforcement action and the institution of legal proceedings, if necessary, to secure the removal of the gateposts, railings and gate. The Local Planning Authority will be writing separately on this matter.

Site Location



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LOCATION AND PROPOSAL

The application relates to the boundary treatment of a two-storey semi detached dwelling house, which is constructed in brick and render with black timber detailing. The dwelling has previously been extended to the side, rear and roof. The property is set back from the highway and there is an area of hard standing to the front, which is used as off street parking provision.

The street scene consists of predominantly residential properties. There is a mix of architectural styles in the street scene. The subject property is located within an area designated as the Nether Edge and Broomhill Housing Area. The site is also located within an Area of Special Character and the Nether Edge Conservation

Area. The property is not covered by the Nether Edge Article 4 Direction restricting Permitted Development Rights.

This application seeks retrospective planning permission for the retention of a recently constructed front boundary wall and new stone gateposts. A new electronic gate and railings have also been added to the wall and gate posts but have not been applied for by the applicant. These features do require permission as they exceed 1 metre in height.

RELEVANT PLANNING HISTORY

03/00386/FUL Erection of Rear Conservatory GC 26/03/2003

SUMMARY OF REPRESENTATIONS

There have been no letters of neighbour representation regarding this application at present. As all neighbour consultation dates have not, at the time of writing, expired, any further representations will be verbally reported at the relevant board meeting.

PLANNING ASSESSMENT

Policy

Policy BE5 “Building Design and Siting” states:

“ 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:

- a) original architecture will be encouraged but new buildings should complement the scale, form and architectural style of surrounding buildings;
- c) all extensions should respect the scale, form, detail and materials of the original building;

Policy BE15 “Areas and Buildings of Special Architectural or Historic Interest” states that:

“Buildings and areas of special architectural or historic interest which are an important part of Sheffield’s heritage will be preserved or enhanced. Development which would harm the character or appearance of Listed Buildings, Conservation Areas or Areas of Special Character will not be permitted. “

Policy BE16 “ Development in Conservation Areas” requires that sufficient information is submitted to enable the development’s impact the Conservation Area to be judged acceptable. Proposals should preserve or enhance the character or appearance of the Conservation Area.

BE17 “Design and Materials in Areas of Special Architectural or Historic Interest” requires that in Conservation Areas and Areas of Special Character a high

standard of design using traditional materials and a sensitive and flexible approach to layouts of buildings and roads will be expected for

- a) New buildings, walls, roads and footpaths;
- b) Alterations and extensions to existing buildings and encouraged for
- c) Repairs to buildings, walls, roads and footpaths.

Assessment of Design and Impact on Character of Conservation Area

The gateposts, railings over the boundary wall and the electronic gate which this application seeks to retain, extend across the front elevation of the subject property.

Stone boundary walls with privet hedges are one of the strong local characteristics of the Nether Edge Area and give the Conservation Area a unified appearance and create a strong sense of enclosure, particularly where dwellings are set back from the highway, as is the case at this particular site. The majority of boundary walls are topped by privet hedges; with very few occurrences of railings

The increase in the height of the wall is considered to be acceptable, and the work has been done to a good standard. However, the railings and gate proposed for retention are of a modern design that does not reflect the character of the Nether Edge Conservation Area. The arched form of the railings and gate are not appropriate to this location and are considered to be detrimental to the street scene and will neither preserve nor enhance the character of the Nether Edge Conservation Area.

Railings in the Conservation Area, where they are considered to be appropriate, should be flat topped and be vertically spaced with very limited detailing. The railings to this site are therefore not traditional and are considered to be over elaborate, inappropriate and detrimental to the character and appearance of both the site and the Nether Edge Conservation Area.

The gateposts to the front entrance of the property are also considered to be unacceptable in terms of their height. The gateposts appear too dominating in relation to the height of the wall, and when viewed in conjunction with the gates the gateposts are considered to be unduly dominant to the frontage of the property.

The proposal is therefore considered to be contrary to the aims of Policy BE5, BE15, BE16 and BE17.

A separate brick built wall with railings over along the side boundary of the property is Permitted Development.

ENFORCEMENT

As the works have already been carried out, it is necessary to seek Members authority for the Assistant Chief Executive, Legal and Governance, to take all necessary steps, including enforcement action and the institution of legal proceedings, to secure the removal of the gateposts, railings and gate. Whilst

permission has not been granted for the increased height of the wall, this aspect is acceptable and no further action is proposed in respect of this.

SUMMARY AND RECOMMENDATION

The gateposts, railings and gate are considered to be inappropriate in terms of their materials and are detrimental to the character and appearance of the Nether Edge Conservation Area. The proposal is therefore considered to be contrary to Policy BE5, BE15, BE16 AND BE17 of the adopted Unitary Development Plan.

It is for the above reasons that this application is recommended for refusal and it is recommended that the Assistant Chief Executive Legal and Governance be authorised to take all necessary steps, including enforcement action and the institution of legal proceedings, to secure the removal of the gateposts, railings and gate.