

# Planning and Highways Committee

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**Tuesday 24 July 2018 at 2.00 pm**

**To be held at the Town Hall, Pinstone  
Street, Sheffield, S1 2HH**

**The Press and Public are Welcome to Attend**

## **Membership**

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Councillors Dianne Hurst (Chair), Peter Rippon (Chair), David Baker, Jack Clarkson, Michelle Cook, Tony Damms, Roger Davison, Alan Law, Robert Murphy, Zahira Naz, Peter Price, Chris Rosling-Josephs and Andrew Sangar

## **Substitute Members**

In accordance with the Constitution, Substitute Members may be provided for the above Committee Members as and when required.

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## **PUBLIC ACCESS TO THE MEETING**

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The Planning and Highways Committee is responsible for planning applications, Tree Preservation Orders, enforcement action and some highway, footpath, road safety and traffic management issues.

A copy of the agenda and reports is available on the Council's website at [www.sheffield.gov.uk](http://www.sheffield.gov.uk). You can also see the reports to be discussed at the meeting if you call at the First Point Reception, Town Hall, Pinstone Street entrance. The Reception is open between 9.00 am and 5.00 pm, Monday to Thursday and between 9.00 am and 4.45 pm. on Friday. You may not be allowed to see some reports because they contain confidential information. These items are usually marked \* on the agenda.

Recording is allowed at Planning and Highways Committee meetings under the direction of the Chair of the meeting. Please see the website or contact Democratic Services for details of the Council's protocol on audio/visual recording and photography at council meetings.

Planning and Highways Committee meetings are normally open to the public but sometimes the Committee may have to discuss an item in private. If this happens, you will be asked to leave. Any private items are normally left until last.

Further information on this or any of the agenda items can be obtained by speaking to Simon Hughes on 0114 273 4014 or email [simon.hughes@sheffield.gov.uk](mailto:simon.hughes@sheffield.gov.uk).

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## **FACILITIES**

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There are public toilets available, with wheelchair access, on the ground floor of the Town Hall. Induction loop facilities are available in meeting rooms.

Access for people with mobility difficulties can be obtained through the ramp on the side to the main Town Hall entrance.

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**PLANNING AND HIGHWAYS COMMITTEE AGENDA  
24 JULY 2018**

**Order of Business**

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- 1. Welcome and Housekeeping Arrangements**
- 2. Apologies for Absence**
- 3. Exclusion of Public and Press**  
To identify items where resolutions may be moved to exclude the press and public
- 4. Declarations of Interest** (Pages 1 - 4)  
Members to declare any interests they have in the business to be considered at the meeting
- 5. Minutes of Previous Meeting** (Pages 5 - 6)  
Minutes of the meeting of the Committee held on 3 July 2018.
- 6. Sheffield Conservation Advisory Group Minutes** (Pages 7 - 10)  
To note the minutes of the meeting of the Sheffield Conservation Advisory Group held on 15 May 2018.
- 7. Site Visit**  
To agree a date for any site visits required in connection with planning applications prior to the next meeting of the Committee
- 8. Confirmation of Tree Preservation Order No. 417 at Land off Carter Knowle Road, Sheffield** (Pages 11 - 26)  
Report of the Director of City Growth
- 9. Applications Under Various Acts/Regulations** (Pages 27 - 28)  
Report of the Director of City Growth
- 10. Brodie UK, 185 Middlewood Road (Case No. 18/01813/FUL)** (Pages 29 - 38)
- 11. Park Hill Estate, Duke Street, Park Hill (Case No. 18/01700/LBC)** (Pages 39 - 44)
- 12. Park Hill Estate, Duke Street, Park Hill (Case No. 18/01699/FUL)** (Pages 45 - 68)
- 13. 12 Moore Street, 184, 190 Fitzwilliam Street and Stokes Warehouse, Thomas Street (Case No. 17/04517/FUL)** (Pages 69 - 102)
- 14. Outokumpu, Shepcote Lane (Case No. 17/03999/FUL)** (Pages 103 - 142)
- 15. Record of Planning Appeal Submissions and Decisions** (Pages 143 - 148)  
Report of the Director of City Growth

**16. Date of Next Meeting**

The next meeting of the Committee will be held on 14 August 2018

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## ADVICE TO MEMBERS ON DECLARING INTERESTS AT MEETINGS

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If you are present at a meeting of the Council, of its executive or any committee of the executive, or of any committee, sub-committee, joint committee, or joint sub-committee of the authority, and you have a **Disclosable Pecuniary Interest (DPI)** relating to any business that will be considered at the meeting, you must not:

- participate in any discussion of the business at the meeting, or if you become aware of your Disclosable Pecuniary Interest during the meeting, participate further in any discussion of the business, or
- participate in any vote or further vote taken on the matter at the meeting.

These prohibitions apply to any form of participation, including speaking as a member of the public.

You **must**:

- leave the room (in accordance with the Members' Code of Conduct)
- make a verbal declaration of the existence and nature of any DPI at any meeting at which you are present at which an item of business which affects or relates to the subject matter of that interest is under consideration, at or before the consideration of the item of business or as soon as the interest becomes apparent.
- declare it to the meeting and notify the Council's Monitoring Officer within 28 days, if the DPI is not already registered.

If you have any of the following pecuniary interests, they are your **disclosable pecuniary interests** under the new national rules. You have a pecuniary interest if you, or your spouse or civil partner, have a pecuniary interest.

- Any employment, office, trade, profession or vocation carried on for profit or gain, which you, or your spouse or civil partner undertakes.
- Any payment or provision of any other financial benefit (other than from your council or authority) made or provided within the relevant period\* in respect of any expenses incurred by you in carrying out duties as a member, or towards your election expenses. This includes any payment or financial benefit from a trade union within the meaning of the Trade Union and Labour Relations (Consolidation) Act 1992.

\*The relevant period is the 12 months ending on the day when you tell the Monitoring Officer about your disclosable pecuniary interests.

- Any contract which is made between you, or your spouse or your civil partner (or a body in which you, or your spouse or your civil partner, has a beneficial interest) and your council or authority –
  - under which goods or services are to be provided or works are to be executed; and
  - which has not been fully discharged.

- Any beneficial interest in land which you, or your spouse or your civil partner, have and which is within the area of your council or authority.
- Any licence (alone or jointly with others) which you, or your spouse or your civil partner, holds to occupy land in the area of your council or authority for a month or longer.
- Any tenancy where (to your knowledge) –
  - the landlord is your council or authority; and
  - the tenant is a body in which you, or your spouse or your civil partner, has a beneficial interest.
- Any beneficial interest which you, or your spouse or your civil partner has in securities of a body where -
  - (a) that body (to your knowledge) has a place of business or land in the area of your council or authority; and
  - (b) either -
    - the total nominal value of the securities exceeds £25,000 or one hundredth of the total issued share capital of that body; or
    - if the share capital of that body is of more than one class, the total nominal value of the shares of any one class in which you, or your spouse or your civil partner, has a beneficial interest exceeds one hundredth of the total issued share capital of that class.

If you attend a meeting at which any item of business is to be considered and you are aware that you have a **personal interest** in the matter which does not amount to a DPI, you must make verbal declaration of the existence and nature of that interest at or before the consideration of the item of business or as soon as the interest becomes apparent. You should leave the room if your continued presence is incompatible with the 7 Principles of Public Life (selflessness; integrity; objectivity; accountability; openness; honesty; and leadership).

You have a personal interest where –

- a decision in relation to that business might reasonably be regarded as affecting the well-being or financial standing (including interests in land and easements over land) of you or a member of your family or a person or an organisation with whom you have a close association to a greater extent than it would affect the majority of the Council Tax payers, ratepayers or inhabitants of the ward or electoral area for which you have been elected or otherwise of the Authority's administrative area, or
- it relates to or is likely to affect any of the interests that are defined as DPIs but are in respect of a member of your family (other than a partner) or a person with whom you have a close association.

Guidance on declarations of interest, incorporating regulations published by the Government in relation to Disclosable Pecuniary Interests, has been circulated to you previously.

You should identify any potential interest you may have relating to business to be considered at the meeting. This will help you and anyone that you ask for advice to fully consider all the circumstances before deciding what action you should take.

In certain circumstances the Council may grant a **dispensation** to permit a Member to take part in the business of the Authority even if the member has a Disclosable Pecuniary Interest relating to that business.

To obtain a dispensation, you must write to the Monitoring Officer at least 48 hours before the meeting in question, explaining why a dispensation is sought and desirable, and specifying the period of time for which it is sought. The Monitoring Officer may consult with the Independent Person or the Council's Audit and Standards Committee in relation to a request for dispensation.

Further advice can be obtained from Gillian Duckworth, Director of Legal and Governance on 0114 2734018 or email [gillian.duckworth@sheffield.gov.uk](mailto:gillian.duckworth@sheffield.gov.uk).

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Planning and Highways Committee

Meeting held 3 July 2018

**PRESENT:** Councillors Dianne Hurst (Chair), David Baker, Jack Clarkson, Michelle Cook, Tony Damms, Roger Davison, Robert Murphy, Zahira Naz, Peter Price, Peter Rippon, Chris Rosling-Josephs and Andrew Sangar

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**1. APOLOGIES FOR ABSENCE**

1.1 An apology for absence was received from Councillor Alan Law but no substitute was appointed.

**2. EXCLUSION OF PUBLIC AND PRESS**

2.1 No items were identified where resolutions may be moved to exclude the press and public.

**3. DECLARATIONS OF INTEREST**

3.1 There were no declarations of interest.

**4. MINUTES OF PREVIOUS MEETING**

4.1 The minutes of the meeting of the Committee held on 12 June 2018 were approved as a correct record.

**5. SITE VISIT**

5.1 **RESOLVED:** That the Chief Planning Officer, in liaison with a Co-Chair, be authorised to make arrangements for a site visit, in connection with any planning applications requiring a visit by Members, prior to the next meeting of the Committee.

**6. APPLICATIONS UNDER VARIOUS ACTS/REGULATIONS**

6.0.1 **RESOLVED:** That the applications now submitted for permission to develop land under the Town and Country Planning Act 1990 and the Regulations made thereunder and for consent under the Town and Country Planning (Control of Advertisements) Regulations 1989, be decided, granted or refused as stated in the report to this Committee for this date and as amended in the minutes of this meeting, and the requisite notices issued; the granting of any permission or consent shall not constitute approval, permission or consent by this Committee or the Council for any other purpose.

**7. 12 MOORE STREET, 184, 190 FITZWILLIAM STREET & STOKES WAREHOUSE, THOMAS STREET (CASE NO. 17/04517/FUL)**

- 6.1.1 Having heard representations at the meeting from the architect and the developer speaking in favour of the scheme and following consideration of an amended plan, and an amended recommendation, as outlined in a supplementary report circulated at the meeting, and notwithstanding the officer's recommendation, consideration of an application for planning permission for demolition of existing buildings and erection of four buildings for purpose built student and/or co-living accommodation (Sui Generis) (comprising 268 no. studios and 87 cluster apartments, providing a total of 864 beds) with ancillary communal facilities and amenity space, ground floor commercial units (Use Classes A1/A2/A3, A4 and A5), cycle parking, access and landscaping works, at 12 Moore Street, 184, 190 Fitzwilliam Street and Stokes Warehouse, Thomas Street, S3 7UQ (Case No. 17/04517/FUL) be deferred for further discussions with the applicant in respect of affordable housing provision.

(NOTE: Councillor Tony Damms was absent during part of this item and therefore did not take part in the vote and asked for this to be recorded).

**8. 95 MARY STREET (CASE NO. 18/00406/FUL)**

- 6.2.1 An application for planning permission for demolition of existing workshops and erection of 10 no. apartments in a 3/4 storey block and a ground floor restaurant/café at 95 Mary Street (Case No. 18/00406/FUL) be granted, conditionally, for the reasons detailed in the report now submitted.

**9. RECORD OF PLANNING APPEAL SUBMISSIONS AND DECISIONS**

- 7.1 The Committee received and noted a report of the Chief Planning Officer detailing (a) the planning appeals recently submitted to the Secretary of State and (b) the outcome of recent planning appeals, along with a summary of the reasons given by the Secretary of State in his decision.

**10. DATE OF NEXT MEETING**

- 8.1 It was noted that the next meeting of the Committee will be held at 2:00p.m. on Tuesday, 24 July 2018 at the Town Hall.

## SHEFFIELD CONSERVATION ADVISORY GROUP

### Meeting 15th May, 2018

<u>PRESENT:</u>	<u>Name</u>	<u>Organisation</u>
	Dr. Philip Booth (Chair)	Co-opted Member
	Mr. Patrick Burns	Co-opted Member
	Ms. Liz Godfrey	Civic Trust
	Mr. Howard Greaves	Hallamshire Historic Buildings Society
	Mr. Graham Hague	Victorian Society South Yorkshire Industrial History Society
	Mr. Tim Hale	Sheffield Chamber of Commerce
	Dr. Roger Harper	Ancient Monuments Society
	Mr. Andrew Shepherd	Society for the Protection of Ancient Buildings
	Mr. Andrew Tabor	Hunter Archaeological Society

### **1. APOLOGIES FOR ABSENCE**

Apologies for absence were received from Prof Clyde Binfield (Twentieth Century Society), Mr. Bob Hawkins (Campaign to Protect Rural England), Ms Jo Lintonbon (University of Sheffield) Mr. Bob Marshall (Royal Town Planning Institute), Mr. Philip Moore (Sheffield Society of Architects), Cllr. Ian Saunders (Sheffield City Council), Ms. Kaeran van Vliet (Sheffield Hallam University) and Dr. Jan Woudstra (Landscape Institute).

### **2. MINUTES**

The Group approved the minutes of the meeting on 17th April, 2018 as a correct record, subject to the substitution (a) in item 3(C) of the words “ the former secretary of both Gerald Haythornthwaite and the Council for the Protection of Rural England” for the words “the former secretary of Gerald Haythornthwaite” and (b) in item 10 (h) of the words “as a bar” for the words “as a restaurant”.

Arising therefrom, the Group noted that:-

- (i) the Chief Planning Officer would investigate the possibility of decladding the exterior of the former Athol Hotel, Pinstone Street;

- (ii) a specification had been prepared for repairs to the former Roman Catholic Chapel, City Road Cemetery and the funding for the work was available; and
- (iii) the General Cemetery scheme now provided for only 3 parking spaces, for disabled people;
- (iv) the Institute of Historic Building Conservation had cautiously welcomed the proposals for changes to the National Planning Policy Framework;
- (v) a further application for the listing of the Heeley National School had been rejected. It appeared to be the case that applications for listing would be considered, generally, only when the properties involved were under threat; and
- (vi) the lanterns which were missing from Sewer Gas Destructor Lamps, within the City, were being repaired.

### **3. CHAIR'S REPORT**

The Group noted that there was nothing to report under this item of business.

### **4. CHIEF PLANNING OFFICER'S REPORT**

The Chief Planning Officer reported that Councillor Jack Scott was the new Cabinet Member for Transport and Sustainability, with responsibility for planning matters.

The Group noted the information.

### **5. SHEFFIELD SUSTAINABLE DEVELOPMENT AND DESIGN PANEL**

The Group noted that there was as yet no scheduled meeting of the Sheffield Sustainable Development and Design Panel.

### **6. HERITAGE ASSETS**

The Group considered the following applications for planning permission affecting heritage assets and made the observations stated:-

- 6.1 Erection of 34 apartments in a three-storey building at Heritage Park, 55 Albert Terrace Road – setting of a listed building.  
(Case Number: 17/04932/FUL)

The Group considered that the development was inappropriate, in its present form and would affect the setting of the historic, Grade II\* former Royal Infirmary building. The Group felt that a building on the site was possible, but the proposed development was one storey too high and its materials were inappropriate. The Group recommended the use of stone.

- 6.2 Extension to car park and erection of garden store at Attercliffe Chapel, Attercliffe Common.  
(Case Number: 18/01413/LBC)

The Group felt that there was no justification for the proposed location of parking on the site and that the proposed loss of trees was unacceptable, at one of the oldest ecclesiastical buildings in South Yorkshire. The Group considered that the location of a garden shed, on the principal elevation, was inappropriate. The

Group felt that the level of information in the application, with no details of materials or drainage, was wholly unsatisfactory.

**6.3 Alterations and extensions to existing building and change of use from B1 (Offices) to C3 (Residential) to create 21 apartments with associated works, at Old County Courthouse, 56 Bank Street (Resubmission of 17/00808/LBC). (Case Number: 18/01350/LBC)**

The Group felt that there was no objection in principle, to the proposal, subject to the approval of the Chief Planning Officer to the details and materials

## **7. UPDATES**

The Chief Planning Officer reported that:-

- (a) approval was awaited for the funding to carry out the scheme regarding Loxley Chapel, Loxley;
- (b) the aim was to serve a Section 215 notice regarding Spout House Farm, Stannington, as it appeared that the property could be subject to a Bankruptcy Court hearing. Some approaches had been made for purchasing the property ;
- (c) following a recent arson attack, the owner of Carbrook Hall had taken measures to make it secure. Historic England had been consulted and was satisfied with the proposals;
- (d) there was no further progress to report regarding (i) the Farfield Inn, (ii) the Doncaster Works site, (iii) the Stokes Tiles site, (iv) the Hallam Towers Hotel, (v) the General Cemetery scheme and (vi) the Ebenezer Chapel;
- (e) the Plans Sub-Committee would be recommended to refuse planning permission for the application regarding Bennet Grange Cottage, which the Group had considered; and
- (f) the Taylor Eyewitness Works, Milton Street had been sold. There had been pre-application meetings, regarding a proposed scheme for a mixed use development.

The Group noted the information.

## **8. MISCELLANEOUS ITEMS**

Members of the Group reported on development affecting heritage assets and conservation areas and the Group noted that:-

- (a) the Chief Planning Officer would investigate the position regarding (i) development at 20 Hallamgate Road(Broomhill Conservation Area) and (ii) the cleaning of the exterior of the Abbeydale Picture House;
- (b) the repairs to windows at 51 Queen Street had been carried out satisfactorily;
- (c) the development was progressing at the former gentlemen's toilets, Blonk Street. Work would be carried out to clean the façade of the nearby former W.H.Smiths Building, Hambleton House;
- (d) the Chief Planning Officer would investigate damage to a pillar, near to 18 Paradise Square;
- (e) a significant infestation of dry rot had been found, at Rotherham House, Exchange Street;
- (f) attempts to open a public house at Shude Hill, on the site of a former public house, had been unsuccessful due to highways and access difficulties. Planning permission had been granted for the scheme;

- (g) a regular Demolition Newsletter had been established, regarding the demolition of the Futurist Cinema, Scarborough; and
- (h) the sculptures at the former Hallam Towers Hotel were being preserved.

The Group noted the information.

**9. DATE OF NEXT MEETING**

The Group noted that the next meeting would be held on 19th June, 2018.

(Note: the above minutes are subject to amendment at a future meeting.)



## SHEFFIELD CITY COUNCIL Planning & Highways Committee Report

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**Report of:** Director of City Growth Service

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**Date:** 27<sup>th</sup> June 2018

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**Subject:** Tree Preservation Order No. 417  
Land off Carter Knowle Road, Sheffield

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**Author of Report:** Jack Foxall, Urban and Environmental Design Team

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**Summary:** To seek confirmation of Tree Preservation Order  
Nr. 417

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### Reasons for Recommendation

To protect trees of visual amenity value to the locality

**Recommendation** Tree Preservation Order Nr. 417 should be confirmed

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**Background Papers:** A) Tree Preservation Order Nr. 417 and map attached  
B) TEMPO assessment attached

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**Category of Report:** OPEN

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## REGENERATION & DEVELOPMENT SERVICES

### REPORT TO PLANNING & HIGHWAYS COMMITTEE 24<sup>th</sup> JULY 2018

#### TREE PRESERVATION ORDER NR.417 Land off Carter Knowle Road, Sheffield

##### 1.0 PURPOSE

1.1 To seek confirmation of Tree Preservation Order Nr. 417.

##### 2.0 BACKGROUND

2.1 Tree Preservation Order Nr. 417 was made on 24<sup>th</sup> April 2018, on trees at land off Carter Knowle Road. A copy of the order with its accompanying map is attached as Appendix A.

2.2 The Council received reports that large mature trees were being felled in an area of woodland off Carter Knowle Road. On inspection, felling operations had recently ceased and the majority of trees in the interior of the site had been removed.

2.3 Tree Preservation Order Nr. 417 was made to retain ten trees remaining along the western site boundary.

2.4 A Tree Evaluation Method for Preservation Orders (TEMPO) assessment was carried out prior to serving the Order, and trees were inspected by an Arboriculturist from the Parks and Countryside Trees and Woodlands service for general condition and suitability for protection. A copy of the TEMPO assessment is attached as Appendix B. These trees were found to be in good order and of significant amenity value to the local area.

##### 3.0 OBJECTIONS

3.1 No Objections to the Order have been received.

##### 4.0 EQUAL OPPORTUNITIES IMPLICATIONS

4.1 There are no equal opportunities implications.

##### 5.0 ENVIRONMENTAL AND PROPERTY IMPLICATIONS

5.1 There are no property implications.

5.2 Protection of the trees detailed in Tree Preservation Order Nr. 417 will benefit the visual amenity of the local environment.

##### 6.0 FINANCIAL IMPLICATIONS

6.1 There are no financial implications.



## 7.0 LEGAL IMPLICATIONS

- 7.1 A local authority has a duty to ensure that, where appropriate, adequate provision is made for the preservation or planting of trees when granting planning permission for any development. This may be achieved by the imposition of conditions.
- 7.2 A local authority may make a Tree Preservation Order (TPO) where it appears that it is expedient in the interests of amenity to make provision for the preservation of trees or woodlands in their area (section 198, Town and Country Planning Act 1990).
- 7.3 A TPO may prohibit the cutting, topping, lopping or uprooting of the trees which are the subject of the order. It may also prohibit the wilful damage or destruction of those trees. Any person who contravenes a TPO shall be guilty of an offence and liable to receive a fine of up to £20,000.
- 7.4 A local authority may choose to confirm a TPO it has made. If an order is confirmed, it will continue to have legal effect until such point as it is revoked. If an order is not confirmed, it will expire and cease to have effect 6 months after it was originally made.
- 7.5 A local authority may only confirm an order after considering any representations made in respect of that order. No such representations have been received in respect of Tree Preservation Order No.417.

## 8.0 RECOMMENDATION

- 8.1 Recommend Tree Preservation Order Nr. 417 be confirmed.

Rob Murfin  
Chief Planning Officer

27<sup>th</sup> June 2018

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**Tree Preservation Order**  
**Town and Country Planning Act 1990**  
**The Tree Preservation Order No 417 (2017)**  
**Land off Carter Knowle Road, Sheffield**

The Sheffield City Council, in exercise of the powers conferred on them by section 198 of the Town and Country Planning Act 1990 make the following Order—

**Citation**

1. This Order may be cited as Tree Preservation Order No 417 (2017) – Land off Carter Knowle Road, Sheffield

**Interpretation**

2. (1) In this Order “the authority” means the Sheffield City Council.  
(2) In this Order any reference to a numbered section is a reference to the section so numbered in the Town and Country Planning Act 1990 and any reference to a numbered regulation is a reference to the regulation so numbered in the Town and Country Planning (Tree Preservation)(England) Regulations 2012.

**Effect**

3. (1) Subject to article 4, this Order takes effect provisionally on the date on which it is made.  
(2) Without prejudice to subsection (7) of section 198 (power to make tree preservation orders) or subsection (1) of section 200 (tree preservation orders: Forestry Commissioners) and, subject to the exceptions in regulation 14, no person shall—  
(aa) cut down, top, lop, uproot, wilfully damage, or wilfully destroy; or  
(bb) cause or permit the cutting down, topping, lopping, uprooting, wilful damage or wilful destruction of,  
any tree specified in the Schedule to this Order except with the written consent of the authority in accordance with regulations 16 and 17, or of the Secretary of State in accordance with regulation 23, and, where such consent is given subject to conditions, in accordance with those conditions.

**Application to trees to be planted pursuant to a condition**

4. In relation to any tree identified in the first column of the Schedule by the letter “C”, being a tree to be planted pursuant to a condition imposed under paragraph (a) of section 197 (planning permission to include appropriate provision for preservation and planting of trees), this Order takes effect as from the time when the tree is planted.

Dated this 24<sup>th</sup> October 2017

EXECUTED AS A DEED )  
By Sheffield City Council )  
whose common seal was )  
hereunto affixed in the presence of )

## SCHEDULE

### Specification of trees

#### Trees specified individually

(encircled in black on the map)

<i>Reference on map</i>	<i>Description</i>	<i>Situation</i>
T1	Quercus Species (Oak)	OS Grid Ref:
T2	Fraxinus Excelsior (Ash)	SK 4333 3840
T3	Taxus Baccata (Yew)	
T4	Fagus Sylvatica (Beech)	
T5	Fraxinus Excelsior (Ash)	
T6	Fagus Sylvatica (Beech)	
T7	Fagus Sylvatica (Beech)	
T8	Fagus Sylvatica (Beech)	
T9	Taxus Baccata (Yew)	
T10	Fraxinus Excelsior (Ash)	

#### Trees specified by reference to an area

(within a dotted black line on the map)

<i>Reference on map</i>	<i>Description</i>	<i>Situation</i>
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#### Groups of trees

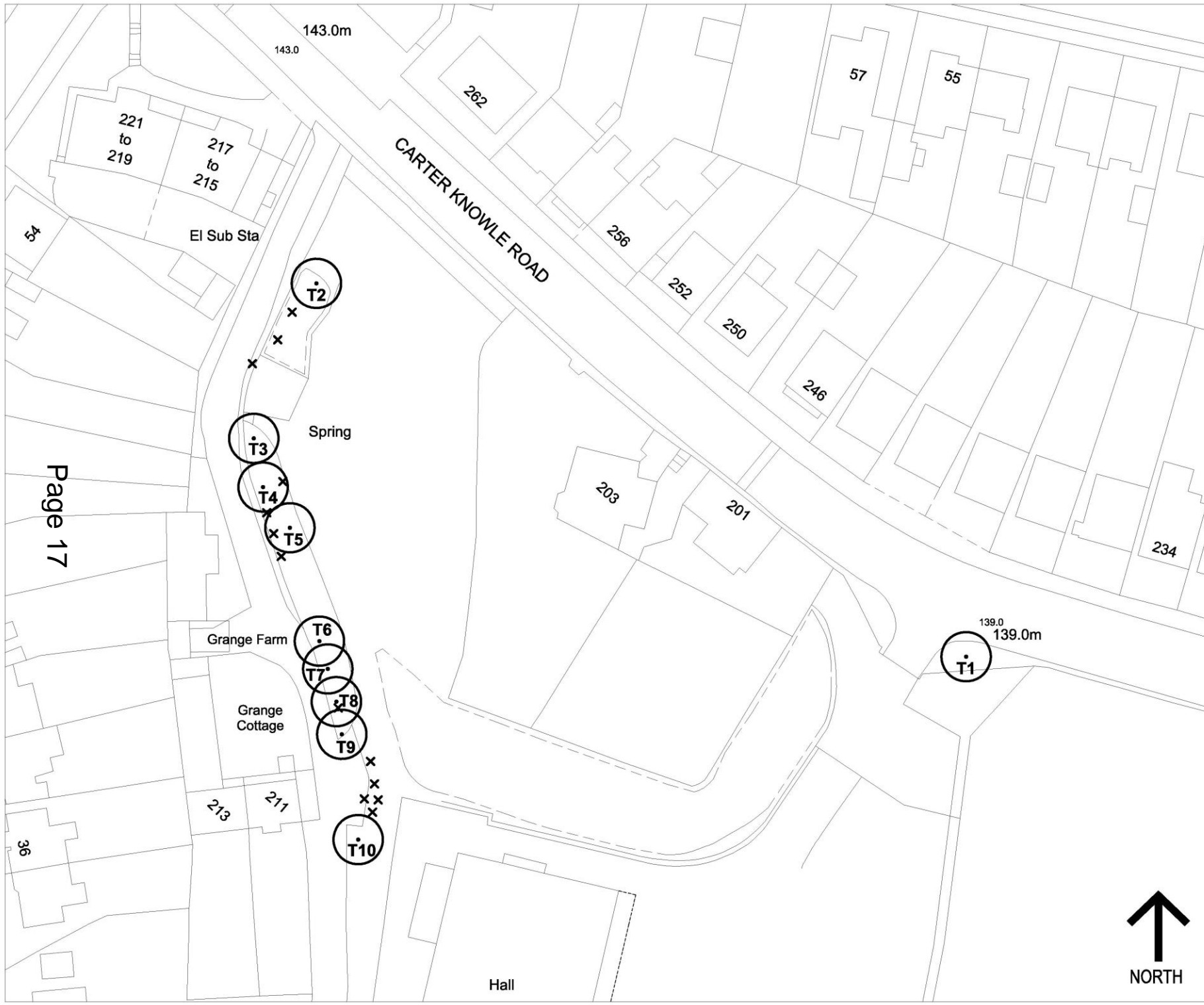
(encircled in green on the map)

<i>Reference on map</i>	<i>Description (including number of trees of each species in the group)</i>	<i>Situation</i>
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#### Woodlands

(within a continuous black line on the map)

<i>Reference on map</i>	<i>Description</i>	<i>Situation</i>
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**TREE SCHEDULE**


 TREES SPECIFIED INDIVIDUALLY (Encircled in black on the map)

- T1 Quercus species (Oak)
- T2 Fraxinus excelsior (Ash)
- T3 Taxus baccata (Yew)
- T4 Fagus sylvatica (Beech)
- T5 Fraxinus excelsior (Ash)
- T6 Fagus sylvatica (Beech)
- T7 Fagus sylvatica (Beech)
- T8 Fagus sylvatica (Beech)
- T9 Taxus baccata (Yew)
- T10 Fraxinus excelsior (Ash)

TREES SPECIFIED BY REFERENCE TO A GROUP:  
None

TREES SPECIFIED BY REFERENCE TO AN AREA:  
None

TREES SPECIFIED BY REFERENCE TO WOODLAND:  
None

 TREES EXCLUDED FROM ORDER (Shown with a cross on the map)

OS Grid Reference 4333 3840

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SHEFFIELD CITY COUNCIL				
DEVELOPMENT SERVICES				
SCHEME:				
TREE PRESERVATION ORDER No. 808/417				
TITLE:				
LAND OFF CARTER KNOWLE ROAD SHEFFIELD				
PORTFOLIO:				
PLACE				
SCALE:				
1:500 @ A3				
Dr:	Tr:	CD:	DATE:	HECK:
JF:			OCT 2017	
DRAWING NO:				
A3/UED/808/417				
CAD FILE NAME:				



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# TREE EVALUATION METHOD FOR PRESERVATION ORDERS - TEMPO

## SURVEY DATA SHEET & DECISION GUIDE

Date: 23/10/17 Surveyor: J. FOXALL / L. KAPADIA

Tree details  
 TPO Ref (if applicable): TI Tree/Group No: Species: Oak (Turkey)  
 Owner (if known): Location: Canton Kuruile Road

REFER TO GUIDANCE NOTE FOR ALL DEFINITIONS

### Part 1: Amenity assessment

a) Condition & suitability for TPO; where trees in good or fair condition have poor form, deduct 1 point

- 5) Good Highly suitable
- 3) Fair Suitable
- 1) Poor Unlikely to be suitable
- 0) Dead/dying/dangerous\* Unsuitable

Score & Notes Several pruning wounds and crossing branches. Canopy slightly thin.

\* Relates to existing context and is intended to apply to severe irremediable defects only

b) Retention span (in years) & suitability for TPO

- 5) 100+ Highly suitable
- 4) 40-100 Very suitable
- 2) 20-40 Suitable
- 1) 10-20 Just suitable
- 0) <10\* Unsuitable

Score & Notes Urban location with pressure on roots

\*Includes trees which are an existing or near future nuisance, including those clearly outgrowing their context, or which are significantly negating the potential of other trees of better quality

c) Relative public visibility & suitability for TPO

Consider realistic potential for future visibility with changed land use

- 5) Very large trees with some visibility, or prominent large trees Highly suitable
- 4) Large trees, or medium trees clearly visible to the public Suitable
- 3) Medium trees, or large trees with limited view only Suitable
- 2) Young, small, or medium/large trees visible only with difficulty Barely suitable
- 1) Trees not visible to the public, regardless of size Probably unsuitable

Score & Notes

d) Other factors

Trees must have accrued 7 or more points (with no zero score) to qualify

- 5) Principal components of arboricultural features, or veteran trees
- 4) Tree groups, or members of groups important for their cohesion
- 3) Trees with identifiable historic, commemorative or habitat importance
- 2) Trees of particularly good form, especially if rare or unusual
- 1) Trees with none of the above additional redeeming features (inc. those of indifferent form)

Score & Notes

### Part 2: Expediency assessment

Trees must have accrued 9 or more points to qualify

- 5) Immediate threat to tree
- 3) Foreseeable threat to tree
- 2) Perceived threat to tree
- 1) Precautionary only

Score & Notes Felling work elsewhere on site.

### Part 3: Decision guide

- Any 0 Do not apply TPO
- 1-6 TPO indefensible
- 7-11 Does not merit TPO
- 12-15 TPO defensible
- 16+ Definitely merits TPO

Add Scores for Total:  
16

Decision:  
TPO

# TREE EVALUATION METHOD FOR PRESERVATION ORDERS - TEMPO

## SURVEY DATA SHEET & DECISION GUIDE

Date: 23/10/17 Surveyor: J. FOXALL / L. KAPADIA

**Tree details**  
 TPO Ref (if applicable): TZ Tree/Group No: Species: Ash  
 Owner (if known): Location: Grange Farm Access Road

REFER TO GUIDANCE NOTE FOR ALL DEFINITIONS

### Part 1: Amenity assessment

a) Condition & suitability for TPO; where trees in good or fair condition have poor form, deduct 1 point

- 5) Good Highly suitable
- 3) Fair Suitable
- 1) Poor Unlikely to be suitable
- 0) Dead/dying/dangerous\* Unsuitable

**Score & Notes**  
 Minor dead wood

\* Relates to existing context and is intended to apply to severe irremediable defects only

b) Retention span (in years) & suitability for TPO

- 5) 100+ Highly suitable
- 4) 40-100 Very suitable
- 2) 20-40 Suitable
- 1) 10-20 Just suitable
- 0) <10\* Unsuitable

**Score & Notes**

\*Includes trees which are an existing or near future nuisance, including those clearly outgrowing their context, or which are significantly negating the potential of other trees of better quality

c) Relative public visibility & suitability for TPO

Consider realistic potential for future visibility with changed land use

- 5) Very large trees with some visibility, or prominent large trees Highly suitable
- 4) Large trees, or medium trees clearly visible to the public Suitable
- 3) Medium trees, or large trees with limited view only Suitable
- 2) Young, small, or medium/large trees visible only with difficulty Barely suitable
- 1) Trees not visible to the public, regardless of size Probably unsuitable

**Score & Notes**

d) Other factors

Trees must have accrued 7 or more points (with no zero score) to qualify

- 5) Principal components of arboricultural features, or veteran trees
- 4) Tree groups, or members of groups important for their cohesion
- 3) Trees with identifiable historic, commemorative or habitat importance
- 2) Trees of particularly good form, especially if rare or unusual
- 1) Trees with none of the above additional redeeming features (inc. those of indifferent form)

**Score & Notes**  
 Focus point of boundary group lining farm drive

### Part 2: Expediency assessment

Trees must have accrued 9 or more points to qualify

- 5) Immediate threat to tree
- 3) Foreseeable threat to tree
- 2) Perceived threat to tree
- 1) Precautionary only

**Score & Notes**  
 Felling ongoing on site

### Part 3: Decision guide

- Any 0 Do not apply TPO
- 1-6 TPO indefensible
- 7-11 Does not merit TPO
- 12-15 TPO defensible
- 16+ Definitely merits TPO

**Add Scores for Total:**  
 19

**Decision:**  
 TPO



# TREE EVALUATION METHOD FOR PRESERVATION ORDERS - TEMPO

## SURVEY DATA SHEET & DECISION GUIDE

Date: 23/10/17 Surveyor: J. FOXAL / L. KAPADIA

**Tree details**  
 TPO Ref (if applicable): T3 Tree/Group No: Species: Yew  
 Owner (if known): Location: Garage Farm Access Road

REFER TO GUIDANCE NOTE FOR ALL DEFINITIONS

### Part 1: Amenity assessment

a) Condition & suitability for TPO; where trees in good or fair condition have poor form, deduct 1 point

- 5) Good Highly suitable
- 3) Fair Suitable
- 1) Poor Unlikely to be suitable
- 0) Dead/dying/dangerous\* Unsuitable

\* Relates to existing context and is intended to apply to severe irremediable defects only

**Score & Notes**  
Some poor historic pruning at base

b) Retention span (in years) & suitability for TPO

- 5) 100+ Highly suitable
- 4) 40-100 Very suitable
- 2) 20-40 Suitable
- 1) 10-20 Just suitable
- 0) <10\* Unsuitable

\* Includes trees which are an existing or near future nuisance, including those clearly outgrowing their context, or which are significantly negating the potential of other trees of better quality

**Score & Notes**

c) Relative public visibility & suitability for TPO

Consider realistic potential for future visibility with changed land use

- 5) Very large trees with some visibility, or prominent large trees Highly suitable
- 4) Large trees, or medium trees clearly visible to the public Suitable
- 3) Medium trees, or large trees with limited view only Suitable
- 2) Young, small, or medium/large trees visible only with difficulty Barely suitable
- 1) Trees not visible to the public, regardless of size Probably unsuitable

**Score & Notes**

d) Other factors

Trees must have accrued 7 or more points (with no zero score) to qualify

- 5) Principal components of arboricultural features, or veteran trees
- 4) Tree groups, or members of groups important for their cohesion
- 3) Trees with identifiable historic, commemorative or habitat importance
- 2) Trees of particularly good form, especially if rare or unusual
- 1) Trees with none of the above additional redeeming features (inc. those of indifferent form)

**Score & Notes**  
Part of boundary group bordering farm access.

### Part 2: Expediency assessment

Trees must have accrued 9 or more points to qualify

- 5) Immediate threat to tree
- 3) Foreseeable threat to tree
- 2) Perceived threat to tree
- 1) Precautionary only

**Score & Notes**  
Felling ongoing on site.

### Part 3: Decision guide

- Any 0 Do not apply TPO
- 1-6 TPO indefensible
- 7-11 Does not merit TPO
- 12-15 TPO defensible
- 16+ Definitely merits TPO

**Add Scores for Total:**  
20

**Decision:**  
TPO

# TREE EVALUATION METHOD FOR PRESERVATION ORDERS - TEMPO

## SURVEY DATA SHEET & DECISION GUIDE

Date: 23/10/17 Surveyor: J. FOXALL / L. KAPADIA

Tree details  
 TPO Ref (if applicable): T4 Tree/Group No: Species: Beech  
 Owner (if known): Location: Grange Farm Access Road

REFER TO GUIDANCE NOTE FOR ALL DEFINITIONS

### Part 1: Amenity assessment

a) Condition & suitability for TPO; where trees in good or fair condition have poor form, deduct 1 point

- 5) Good Highly suitable
- 3) Fair Suitable
- 1) Poor Unlikely to be suitable
- 0) Dead/dying/dangerous\* Unsuitable

\* Relates to existing context and is intended to apply to severe irremediable defects only

Score & Notes

Some very cover. No decay obvious

b) Retention span (in years) & suitability for TPO

- 5) 100+ Highly suitable
- 4) 40-100 Very suitable
- 2) 20-40 Suitable
- 1) 10-20 Just suitable
- 0) <10\* Unsuitable

\*Includes trees which are an existing or near future nuisance, including those clearly outgrowing their context, or which are significantly negating the potential of other trees of better quality

Score & Notes

c) Relative public visibility & suitability for TPO

Consider realistic potential for future visibility with changed land use

- 5) Very large trees with some visibility, or prominent large trees Highly suitable
- 4) Large trees, or medium trees clearly visible to the public Suitable
- 3) Medium trees, or large trees with limited view only Suitable
- 2) Young, small, or medium/large trees visible only with difficulty Barely suitable
- 1) Trees not visible to the public, regardless of size Probably unsuitable

Score & Notes

d) Other factors

Trees must have accrued 7 or more points (with no zero score) to qualify

- 5) Principal components of arboricultural features, or veteran trees
- 4) Tree groups, or members of groups important for their cohesion
- 3) Trees with identifiable historic, commemorative or habitat importance
- 2) Trees of particularly good form, especially if rare or unusual
- 1) Trees with none of the above additional redeeming features (inc. those of indifferent form)

Score & Notes

Part of boundary group lining farm drive.

### Part 2: Expediency assessment

Trees must have accrued 9 or more points to qualify

- 5) Immediate threat to tree
- 3) Foreseeable threat to tree
- 2) Perceived threat to tree
- 1) Precautionary only

Score & Notes

Felling ongoing on site

### Part 3: Decision guide

- Any 0 Do not apply TPO
- 1-6 TPO indefensible
- 7-11 Does not merit TPO
- 12-15 TPO defensible
- 16+ Definitely merits TPO

Add Scores for Total:

21

Decision:

TPO

# TREE EVALUATION METHOD FOR PRESERVATION ORDERS - TEMPO

## SURVEY DATA SHEET & DECISION GUIDE

Date: 23/10/17 Surveyor: J. FOXALL / L. KAPADIA

**Tree details**  
 TPO Ref (if applicable): T5 Tree/Group No: Species: Ash  
 Owner (if known): Location: Group Farm Access Road

REFER TO GUIDANCE NOTE FOR ALL DEFINITIONS

### Part 1: Amenity assessment

a) Condition & suitability for TPO; where trees in good or fair condition have poor form, deduct 1 point

- 5) Good Highly suitable
- 3) Fair Suitable
- 1) Poor Unlikely to be suitable
- 0) Dead/dying/dangerous\* Unsuitable

**Score & Notes** Ivy cover. Limited dead wood. Historic shading.

\* Relates to existing context and is intended to apply to severe irremediable defects only

b) Retention span (in years) & suitability for TPO

- 5) 100+ Highly suitable
- 4) 40-100 Very suitable
- 2) 20-40 Suitable
- 1) 10-20 Just suitable
- 0) <10\* Unsuitable

**Score & Notes**

\* Includes trees which are an existing or near future nuisance, including those clearly outgrowing their context, or which are significantly negating the potential of other trees of better quality

c) Relative public visibility & suitability for TPO

Consider realistic potential for future visibility with changed land use

- 5) Very large trees with some visibility, or prominent large trees Highly suitable
- 4) Large trees, or medium trees clearly visible to the public Suitable
- 3) Medium trees, or large trees with limited view only Suitable
- 2) Young, small, or medium/large trees visible only with difficulty Barely suitable
- 1) Trees not visible to the public, regardless of size Probably unsuitable

**Score & Notes**

d) Other factors

Trees must have accrued 7 or more points (with no zero score) to qualify

- 5) Principal components of arboricultural features, or veteran trees
- 4) Tree groups, or members of groups important for their cohesion
- 3) Trees with identifiable historic, commemorative or habitat importance
- 2) Trees of particularly good form, especially if rare or unusual
- 1) Trees with none of the above additional redeeming features (inc. those of indifferent form)

**Score & Notes** Boundary group lining farm access.

### Part 2: Expediency assessment

Trees must have accrued 9 or more points to qualify

- 5) Immediate threat to tree
- 3) Foreseeable threat to tree
- 2) Perceived threat to tree
- 1) Precautionary only

**Score & Notes** Felling ongoing on site.

### Part 3: Decision guide

- Any 0 Do not apply TPO
- 1-6 TPO indefensible
- 7-11 Does not merit TPO
- 12-15 TPO defensible
- 16+ Definitely merits TPO

**Add Scores for Total:**  
19

**Decision:**  
TPO

# TREE EVALUATION METHOD FOR PRESERVATION ORDERS - TEMPO

## SURVEY DATA SHEET & DECISION GUIDE

Date: 23/10/17 Surveyor: J. FOXALL / L. KADDBIA

Tree details  
 TPO Ref (if applicable): T6, T7, T8 Tree/Group No: Species: Beech  
 Owner (if known): Location: Gorange Farm Access Road

REFER TO GUIDANCE NOTE FOR ALL DEFINITIONS

### Part 1: Amenity assessment

a) Condition & suitability for TPO; where trees in good or fair condition have poor form, deduct 1 point

- 5) Good Highly suitable
- 3) Fair Suitable
- 1) Poor Unlikely to be suitable
- 0) Dead/dying/dangerous\* Unsuitable

Score & Notes Ivy clad

\* Relates to existing context and is intended to apply to severe irremediable defects only

b) Retention span (in years) & suitability for TPO

- 5) 100+ Highly suitable
- 4) 40-100 Very suitable
- 2) 20-40 Suitable
- 1) 10-20 Just suitable
- 0) <10\* Unsuitable

Score & Notes

\*Includes trees which are an existing or near future nuisance, including those clearly outgrowing their context, or which are significantly negating the potential of other trees of better quality

c) Relative public visibility & suitability for TPO

Consider realistic potential for future visibility with changed land use

- 5) Very large trees with some visibility, or prominent large trees Highly suitable
- 4) Large trees, or medium trees clearly visible to the public Suitable
- 3) Medium trees, or large trees with limited view only Suitable
- 2) Young, small, or medium/large trees visible only with difficulty Barely suitable
- 1) Trees not visible to the public, regardless of size Probably unsuitable

Score & Notes

d) Other factors

Trees must have accrued 7 or more points (with no zero score) to qualify

- 5) Principal components of arboricultural features, or veteran trees
- 4) Tree groups, or members of groups important for their cohesion
- 3) Trees with identifiable historic, commemorative or habitat importance
- 2) Trees of particularly good form, especially if rare or unusual
- 1) Trees with none of the above additional redeeming features (inc. those of indifferent form)

Score & Notes Boundary group along farm access road.

### Part 2: Expediency assessment

Trees must have accrued 9 or more points to qualify

- 5) Immediate threat to tree
- 3) Foreseeable threat to tree
- 2) Perceived threat to tree
- 1) Precautionary only

Score & Notes Felling ongoing on site.

### Part 3: Decision guide

- Any 0 Do not apply TPO
- 1-6 TPO indefensible
- 7-11 Does not merit TPO
- 12-15 TPO defensible
- 16+ Definitely merits TPO

Add Scores for Total:  
19

Decision:  
TPO

# TREE EVALUATION METHOD FOR PRESERVATION ORDERS - TEMPO

## SURVEY DATA SHEET & DECISION GUIDE

Date: 23/10/17 Surveyor: J. FOXALL / L. KAPADIA

**Tree details**  
 TPO Ref (if applicable): T9 Tree/Group No: Species: Yew  
 Owner (if known): Location: Grange Farm Access Road

REFER TO GUIDANCE NOTE FOR ALL DEFINITIONS

### Part 1: Amenity assessment

a) Condition & suitability for TPO; where trees in good or fair condition have poor form, deduct 1 point

- 5) Good Highly suitable
- 3) Fair Suitable
- 1) Poor Unlikely to be suitable
- 0) Dead/dying/dangerous\* Unsuitable

\* Relates to existing context and is intended to apply to severe irremediable defects only

**Score & Notes**  
 Historic poor quality pruning

b) Retention span (in years) & suitability for TPO

- 5) 100+ Highly suitable
- 4) 40-100 Very suitable
- 2) 20-40 Suitable
- 1) 10-20 Just suitable
- 0) <10\* Unsuitable

\*Includes trees which are an existing or near future nuisance, including those clearly outgrowing their context, or which are significantly negating the potential of other trees of better quality

**Score & Notes**

c) Relative public visibility & suitability for TPO

Consider realistic potential for future visibility with changed land use

- 5) Very large trees with some visibility, or prominent large trees Highly suitable
- 4) Large trees, or medium trees clearly visible to the public Suitable
- 3) Medium trees, or large trees with limited view only Suitable
- 2) Young, small, or medium/large trees visible only with difficulty Barely suitable
- 1) Trees not visible to the public, regardless of size Probably unsuitable

**Score & Notes**

d) Other factors

Trees must have accrued 7 or more points (with no zero score) to qualify

- 5) Principal components of arboricultural features, or veteran trees
- 4) Tree groups, or members of groups important for their cohesion
- 3) Trees with identifiable historic, commemorative or habitat importance
- 2) Trees of particularly good form, especially if rare or unusual
- 1) Trees with none of the above additional redeeming features (inc. those of indifferent form)

**Score & Notes**  
 Boundary group lining  
 farm access.

### Part 2: Expediency assessment

Trees must have accrued 9 or more points to qualify

- 5) Immediate threat to tree
- 3) Foreseeable threat to tree
- 2) Perceived threat to tree
- 1) Precautionary only

**Score & Notes**  
 Felling ongoing on site

### Part 3: Decision guide

- Any 0 Do not apply TPO
- 1-6 TPO indefensible
- 7-11 Does not merit TPO
- 12-15 TPO defensible
- 16+ Definitely merits TPO

**Add Scores for Total:**  
 20

**Decision:**  
 TPO

# TREE EVALUATION METHOD FOR PRESERVATION ORDERS - TEMPO

## SURVEY DATA SHEET & DECISION GUIDE

Date: 23/10/17	Surveyor: J. FOXALL / L. KAPADIA
<b>Tree details</b>	
TPO Ref (if applicable): T10	Tree/Group No:
Owner (if known):	Species: Ash
	Location: Garage Farm Access Road

REFER TO GUIDANCE NOTE FOR ALL DEFINITIONS

### Part 1: Amenity assessment

a) Condition & suitability for TPO; where trees in good or fair condition have poor form, deduct 1 point

- |                          |                         |
|--------------------------|-------------------------|
| 5) Good                  | Highly suitable         |
| 3) Fair                  | Suitable                |
| 1) Poor                  | Unlikely to be suitable |
| 0) Dead/dying/dangerous* | Unsuitable              |

\* Relates to existing context and is intended to apply to severe irremediable defects only

Score & Notes	Ivy clad
---------------	----------

b) Retention span (in years) & suitability for TPO

- |           |                 |
|-----------|-----------------|
| 5) 100+   | Highly suitable |
| 4) 40-100 | Very suitable   |
| 2) 20-40  | Suitable        |
| 1) 10-20  | Just suitable   |
| 0) <10*   | Unsuitable      |

\* Includes trees which are an existing or near future nuisance, including those clearly outgrowing their context, or which are significantly negating the potential of other trees of better quality

Score & Notes	
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c) Relative public visibility & suitability for TPO

Consider realistic potential for future visibility with changed land use

- |   |                     |
|---|---------------------|
| 5) Very large trees with some visibility, or prominent large trees  | Highly suitable     |
| 4) Large trees, or medium trees clearly visible to the public       | Suitable            |
| 3) Medium trees, or large trees with limited view only              | Suitable            |
| 2) Young, small, or medium/large trees visible only with difficulty | Barely suitable     |
| 1) Trees not visible to the public, regardless of size              | Probably unsuitable |

Score & Notes	
---------------	--

d) Other factors

Trees must have accrued 7 or more points (with no zero score) to qualify

- |  |  |
|--|--|
| 5) Principal components of arboricultural features, or veteran trees                           | Score & Notes<br>Boundary group lining farm access road. |
| 4) Tree groups, or members of groups important for their cohesion                              |  |
| 3) Trees with identifiable historic, commemorative or habitat importance                       |  |
| 2) Trees of particularly good form, especially if rare or unusual                              |  |
| 1) Trees with none of the above additional redeeming features (inc. those of indifferent form) |  |

### Part 2: Expediency assessment

Trees must have accrued 9 or more points to qualify

- |                               |   |
|-------------------------------|---|
| 5) Immediate threat to tree   | Score & Notes<br>Felling ongoing on site. |
| 3) Foreseeable threat to tree |   |
| 2) Perceived threat to tree   |   |
| 1) Precautionary only         |   |

### Part 3: Decision guide

- |       |                       |
|-------|-----------------------|
| Any 0 | Do not apply TPO      |
| 1-6   | TPO indefensible      |
| 7-11  | Does not merit TPO    |
| 12-15 | TPO defensible        |
| 16+   | Definitely merits TPO |

Add Scores for Total:	19
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Decision:	TPO
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## SHEFFIELD CITY COUNCIL Planning and Highways Committee

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Report of: Director of City Growth Department

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Date: 24/07/2018

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Subject: Applications under various acts/regulations

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Author of Report: Lucy Bond and John Williamson

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Summary:

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Reasons for Recommendations  
(Reports should include a statement of the reasons for the decisions proposed)

Recommendations:

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Background Papers:

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

Category of Report: OPEN

Application No.	Location	Page No.
18/01813/FUL (Formerly PP-06964803)	Brodie UK 185 Middlewood Road Sheffield S6 4HD	
18/01700/LBC (Formerly PP-06739154)	Park Hill Estate Duke Street Park Hill Sheffield S2 5RQ	
18/01699/FUL (Formerly PP-06739154)	Park Hill Estate Duke Street Park Hill Sheffield S2 5RQ	
17/04517/FUL (Formerly PP-06401307)	12 Moore Street, 184, 190 Fitzwilliam Street And Stokes Warehouse, Thomas Street Sheffield S3 7UQ	
17/03999/FUL	Outokumpu Shepcote Lane Sheffield S9 2RA	



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Case Number	18/01813/FUL (Formerly PP-06964803)
Application Type	Full Planning Application
Proposal	Use of ground floor retail unit (Use Class A1) as a bar (Use Class A4) including alterations to shop front
Location	Brodie UK 185 Middlewood Road Sheffield S6 4HD
Date Received	10/05/2018
Team	West and North
Applicant/Agent	Stacy Reed
Recommendation	Grant Conditionally

### **Time limit for Commencement of Development**

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

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

### **Approved/Refused Plan(s)**

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

Location plan - received 10.05.2018  
Plans and elevations 1030-102 - received 24.05.2018

Reason: In order to define the permission.

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

3. Before the development is commenced, or within an alternative timeframe to be agreed in writing by the Local Planning Authority, full details of suitable inclusive access and facilities for disabled people to enter the building and within the curtilage of the site, shall have been submitted to and approved in writing by the Local Planning Authority and the A4 use shall not be used unless such inclusive access and facilities have been provided in

accordance with the approved plans. Thereafter such inclusive access and facilities shall be retained. (Reference should also be made to the Code of Practice BS8300).

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

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

4. Before the commercial use hereby permitted commences, a scheme of sound attenuation works shall have been installed and thereafter retained. Such a scheme of works shall:
  - a) Be based on the findings of an approved noise impact assessment by a suitably qualified acoustic professional.
  - b) Be capable of restricting noise breakout from the commercial use to all adjoining residential accommodation to levels complying with the following:
    - (i) Bedrooms: LAeq (15 minute) 30dB (2300 to 0700 hours);
    - (ii) Living Rooms & Bedrooms: LAeq (1 hour) 35dB (0700 to 2300 hours);
    - (iii) Bedrooms: LAFmax 45dB (2300 to 0700 hours).

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

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

**Other Compliance Conditions**

5. No customer shall be permitted to be on the premises outside the following times: 1100 hours to 22:00 hours on Sundays to Thursdays and 11:00 hours to 2300 on Fridays and Saturdays.

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

6. The bi-fold windows hereby approved shall not be opened outside the hours of 10:00 and 21:00 on any day.

Reason: In the interest of the occupiers of adjoining properties.

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

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

8. Commercial deliveries to and collections from the building shall be carried out only between the hours of 0700 to 2300 on Mondays to Saturdays and between the hours of 0900 to 2300 on Sundays and Public Holidays.

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

9. Movement, sorting or removal of waste materials, recyclables or their containers in the open air shall be carried on only between the hours of 07:00 to 22:00 Mondays to Thursdays, 07:00 and 23:00 Fridays and Saturdays and 09:00 to 22:00 Sundays.

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

10. No amplified sound or live music shall be played within the commercial use hereby permitted at above background levels, nor shall loudspeakers be fixed externally nor directed to broadcast sound outside the building at any time. The specification, location and mountings of any loudspeakers affixed internally to the building shall be subject to written approval by the Local Planning Authority prior to installation.

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

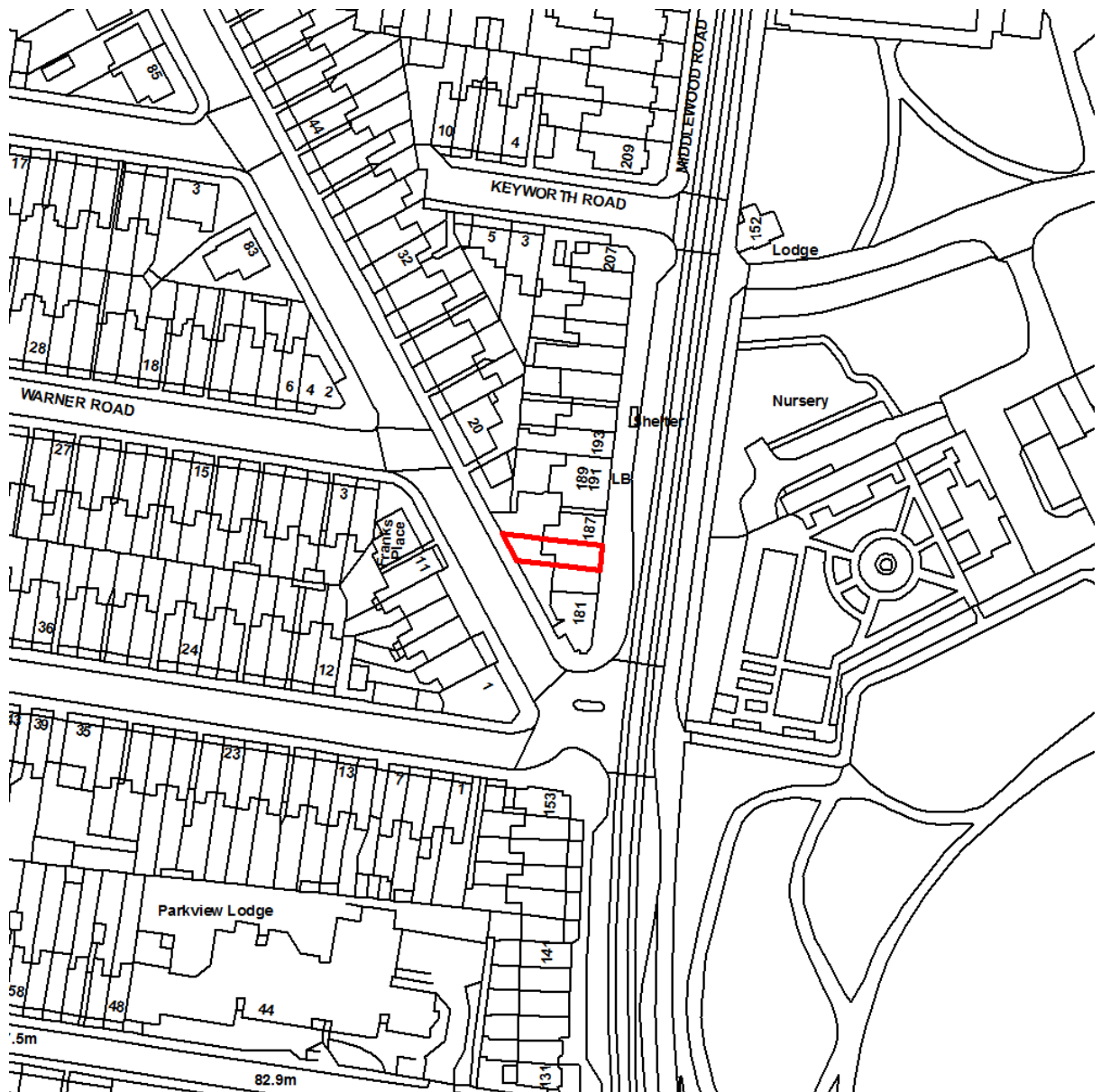
11. The rear yard shall at no time be accessible to customers.

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

**Attention is Drawn to the Following Directives:**

1. The Local Planning Authority has dealt with the planning application in a positive and proactive manner and sought solutions to problems where necessary in accordance with the requirements of the National Planning Policy Framework.

## Site Location



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## LOCATION AND PROPOSAL

The site is located in Middlewood Road, Hillsborough Park Local Shopping Centre. The immediate area is comprised of primarily retail units with residential accommodation above. Directly opposite is Hillsborough Park and a short walk away is Hillsborough District Centre. Also in close proximity to the site on Leppings Lane is Sheffield Wednesday Football Stadium.

The traditional stone faced terrace forms a parade of shops including specialist retailers and salons.

The applicant proposes to change the use of the existing A1 retail unit to an A4 Micro Pub. The single unit equates to approximately 25 square metres. It is proposed that the intimate premises will primarily sell bottled beers and will not play music. The proposed opening hours are 3pm to 10pm Sunday through to Thursday and; 11am to 11pm Friday and Saturday.

Minor alterations to the shop front are proposed including the provision of bi-fold windows which will open up a large proportion of the frontage.

## RELEVANT PLANNING HISTORY

Earlier in the year the applicant sought pre-application advice from the Local Planning Authority (18/00620/PREAPP) with regards to the proposed change of use from A1 to A4 Micro Pub.

## SUMMARY OF REPRESENTATIONS

37 representations have been received in total, 23 in support, 12 in objection and 2 neutral comments.

A summary of the comments in objection is below:

- Outside tables and open frontage will lead to noise disturbance
- Smoking outside the premises is a health concern for immediate neighbours
- Concerns with regards to Sheffield Wednesday match days and events in Hillsborough Park which could intensify the use of the Micro pub and lead to disturbance
- Noise pollution and anti-social behaviour
- Impacts on immediate neighbours privacy
- The use is better suited to central Hillsborough
- The rear yard included in the red line boundary is shared amenity space and access to the flats above
- The proposed use does not complement the existing shops on the street
- Customers will spill out in to the street and could be intimidating
- The area is primarily residential
- There are a number of existing pubs a short walk away so it is not needed
- The use is not in keeping with the character of the area
- Pressures on on-street parking
- Risk of damage to local properties and littering

A summary of the comments in support is below:

- A great addition to the community
- Investment in the area should be encouraged
- The proposed opening hours are responsible
- The small, intimate venue does not suggest noise disruption
- The use would attract footfall to the area and increase trade
- Independent businesses should be supported
- Established background noise in the area therefore the proposal would not lead to disturbance
- Creation of local jobs
- The use will complement events in Hillsborough Park
- The proposal will bring a vacant unit back into use

Neutral comments:

- Noise and smoke pollution should be controlled
- The rear yard is unsuitable for use as a beer garden
- The licensing application and planning application propose different opening hours and have different applicant details.

## PLANNING ASSESSMENT

Principle of the use

The property is located within a Local Shopping Centre as defined within the Unitary Development Plan (UDP). The unit is currently classified as a retail unit (A1 use). UDP Policy S7 relating to development in District and Local Shopping Centres states that shops are the preferred use. The policy also lists Food and Drink Outlets as acceptable uses in shopping areas providing that the shopping role of the area is not undermined.

The policy accepts that some of the developments allowed may result in living conditions in or near the Shopping Centre not being as good as elsewhere in Housing Areas. But it is still important to ensure that they are satisfactory for people living there. All new development must also comply with UDP Policy S10 relating to conditions on development in Shopping Areas.

Policy S10 – Conditions on Development in Shopping Areas sets out that within such areas new development or change of use will be permitted provided it would:

- a. Not lead to a concentration of uses which would prejudice the dominance of preferred uses within the area;
- b. Not cause residents to suffer unacceptable living conditions;
- c. Be well designed and of a scale and nature appropriate to the site;
- d. Be adequately served by transport facilities and provide safe access to the highway network.

UDP Policy S10a states that a change of use may be permitted providing that it would not lead to a concentration of uses which would prejudice the dominance of A1 uses in the shopping centre. The LPA defines a dominance of A1 uses as at least 50%. Business rates data from February 2017 indicates that A1 units made up 92% of the Local Shopping Centre (Middlewood Road, Hillsborough Park) with 11 of the 12 occupied units in total, being in A1 use. The proposed change of use would result in the loss of one A1 unit and a reduction in A1 units to 83%. It can therefore be considered that the proposed use would not jeopardise the dominance of A1 units in the Local Shopping Centre. Further to this it is considered that the proposed use would complement the character of the local shopping centre which is adjacent to a well utilised public park.

In light of the above it is considered that the proposed change of use is acceptable in principle in this location. However this is subject to the other conditions set out in UDP Policy S10 relating to residential amenity, design, sustainability and highway safety.

#### Alterations to shop front

UDP Policy BE5 states that good design and the use of good quality materials will be expected in all developments.

Alterations to the shop front include modernisation of the traditional frontage. It is considered that the large bi-fold windows are a complementary, contemporary feature which retains the character of a traditional shop front. The design and quality of the proposed alterations are considered to accord with UDP Policies BE5 and S10c. It is considered that the proposed active frontage will be beneficial to the vitality and character of the local shopping centre.

#### Residential amenity

#### Noise and disturbance

The nearest residential properties to the application site are the flat above the unit itself and other adjacent commercial properties and flats on this part of Middlewood Road. There are also dwellinghouses and commercial units to the rear on Dixon Road. Any likely impact upon residential amenities will therefore be measured primarily against these properties.

Middlewood Road is a key gateway route into the city centre and forms part of the Supertram route. As well as being within a local shopping centre; the site is in close proximity to Hillsborough Centre, Hillsborough Park and Sheffield Wednesday Football Stadium therefore experiences a considerable amount of ambient noise.

In the context of this location and established background noise, it is expected that residents fronting this road may not benefit from the same level of amenity that might be afforded in a solely residential area.

It is not considered that the use will impact on residents to the rear of the premises as the only access proposed is to the front of the unit. Activity from the coming and going of customers will be limited to Middlewood Road. It is not proposed that any part of the rear yard will be utilised as a “beer garden”. As the yard is used to access the flats above it is considered that a condition is necessary to prevent any customer use in the future.

The applicant proposes to operate between the hours of 15:00 and 22:00 Sunday to Thursday and 11:00 and 23:00 Friday and Saturday. These opening hours are considered to be appropriate in this location. The applicant also states that no amplified music will be played on site. Given the very limited floor space it is not considered that the level of use during these hours will lead to significant disturbance of neighbours. No outside tables are proposed however it is considered necessary to condition the opening of the bi-fold windows up to 9pm only in order to prevent noise disturbance late in the evening.

Notwithstanding the above, since the intention is to create an A4 use immediately below an existing flat that will be rented independently of the unit it is also considered necessary to attach a condition requiring sound attenuation at ceiling/floor level between the uses.

Restrictions are also required on the times of deliveries, movement and sorting of waste. Given that the majority of drinks to be sold on site will be bottled beers; it is considered necessary to prevent the disposal of bottles into outside bins during unsociable hours.

#### Privacy

Being at ground floor level and directly facing Hillsborough Park it is not considered that the bi-fold windows will lead to any serious reductions in privacy levels. The coming and going of customers will be limited to Middlewood Road where residential accommodation is above ground floor commercial units therefore it is not considered that this activity around the site will lead to overlooking of neighbouring dwellings. The rear yard is not to be accessible to customers therefore it is not considered that the use will adversely affect the privacy of this shared residential amenity space.

Overall the proposal, subject to conditions, is considered acceptable in the light of Policy S10 (b).

#### Accessibility

UDP policy BE7 states that access to existing buildings and their surroundings should be improved as opportunities arise to enable all users to move around with equal ease. A change of use such as this is regarded as an opportunity.

An internal ramp is indicated on plan to provide inclusive access to the site. Given the very limited internal floor space it is considered that the requirement of an accessible bathroom facility and bar area within this change of use would not be



reasonable grounds for refusal. Particularly given a commercial use is established on the site.

Full details of a suitable inclusive access as well as facilities for disabled people within the curtilage of the site should be provided prior to commencement of the development. This will be attached as a condition to any approval of the development.

#### Highway safety

The site does not have any facilities for dedicated off-street parking for customers. There is limited on-street parking on surrounding streets. Given the limited scale of the use, and the likelihood that clientele will largely arrive on foot, it is not expected that the use would lead to a significant intensification of on-street parking which would justify a reason for refusal. Furthermore the site is sustainably located on the Supertram route, a regular bus route and close to Hillsborough Centre. It is therefore not considered that the proposed change of use will adversely affect highway safety.

The proposal is therefore considered to accord with UDP Policy S10d.

#### RESPONSE TO REPRESENTATIONS

Matters relating to retail dominance, character, noise and disturbance, accessibility and highway safety have been addressed in the main body of the report.

Matters such as controlling specific anti-social behavior are not material planning considerations.

It is not considered that the proposed use will lead to significant littering. The applicant has however indicated that they will provide a cigarette bin outside the premises to prevent inappropriate disposal of waste.

The Local Planning Authority cannot require an Applicant to seek an alternative location for the proposal. The LPA also cannot resist the application on the basis that there are alternative A4 uses within walking distance.

The Local Planning Authority is not able to control customers smoking outside commercial premises. This is not a material planning consideration.

#### SUMMARY AND RECOMMENDATION

The proposal is a change of use of a vacant A1 retail unit into an A4 use with associated alterations to the shop front. It is considered that, subject to conditions, the introduction of this use would not give rise to disamenity to nearby residents in terms of noise and disturbance and the proposal would not adversely affect the vitality and viability of the Local Shopping Area. It is also not considered that the proposed change of use would adversely affect highway safety. In light of the

above the proposed development is considered to accord with UDP Policies S7 and S10 relating to development in shopping areas.

The applicant has included improvements to the accessibility of the site as part of the proposal. Although the scale of the site limits the scope of alterations it is considered that as far as reasonably possible the application accords with UDP Policy BE7.

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

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Case Number	18/01700/LBC (Formerly PP-06739154)
Application Type	Listed Building Consent Application
Proposal	External and internal alterations to building for use as student accommodation (Use Class Sui Generis), use of part of ground floor as Use Classes A1, A2, A3, A4 and/or D2, erection of cycle store and provision of landscaping, car parking and service areas, a sub-station and boundary treatments
Location	Park Hill Estate Duke Street Park Hill Sheffield S2 5RQ
Date Received	01/05/2018
Team	City Centre and East
Applicant/Agent	GL Hearn
Recommendation	Grant Conditionally

### **Time limit for Commencement of Development**

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

Reason: In order to comply with the requirements of the Planning (Listed Buildings and Conservation Areas) Regulations 1990.

### **Approved/Refused Plan(s)**

2. The development must be carried out in complete accordance with the drawings listed in the document entitled 'Park Hill Phase 3 - Schedule of Submission Documents' dated 13 July 2018.

Reason: In order to define the permission.

### **Pre-Commencement Condition(s)**

### **Pre-Occupancy and Other Stage of Development Condition(s)**

3. Details of all proposed external materials and finishes, including samples when requested by the Local Planning Authority, shall be submitted to and

approved in writing by the Local Planning Authority before that part of the development is commenced. Thereafter, the development shall be carried out in accordance with the approved details.

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

4. Large scale details, including materials and finishes at a minimum of 1:100, of the items listed below shall be approved in writing by the Local Planning Authority before that part of the development commences:

- Entrance canopy
- Windows
- Doors and door surrounds
- Balconies (where replaced)
- New floors to streets
- Eaves
- Roof balustrade
- Integral artwork
- Furniture to streets

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

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

5. The development shall be carried out in accordance with the Park Hill Mosaics Report (by The Mosaic Restoration Company, dated 19th March 2018). Prior to commencement of those works, details of the extent and a sample of the repair and cleaning of the retained mosaics shall be approved by the Local Planning Authority.

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

6. Details, including samples, of the extent and specification of brick and concrete repair and cleaning shall be submitted to and approved by the Local Planning Authority prior to the commencement of those works and shall thereafter be carried out in accordance with the approved details.

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

7. The design and location of all new internal and external light fittings shall be approved in writing by the Local Planning Authority before that part of the development commences. Thereafter the development shall be carried out in accordance with the approved details.

Reason: In order to protect the character of the original building.

8. Details of the location, specification and appearance of all new services to the building (including 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 be approved in writing by the Local Planning Authority before installation.

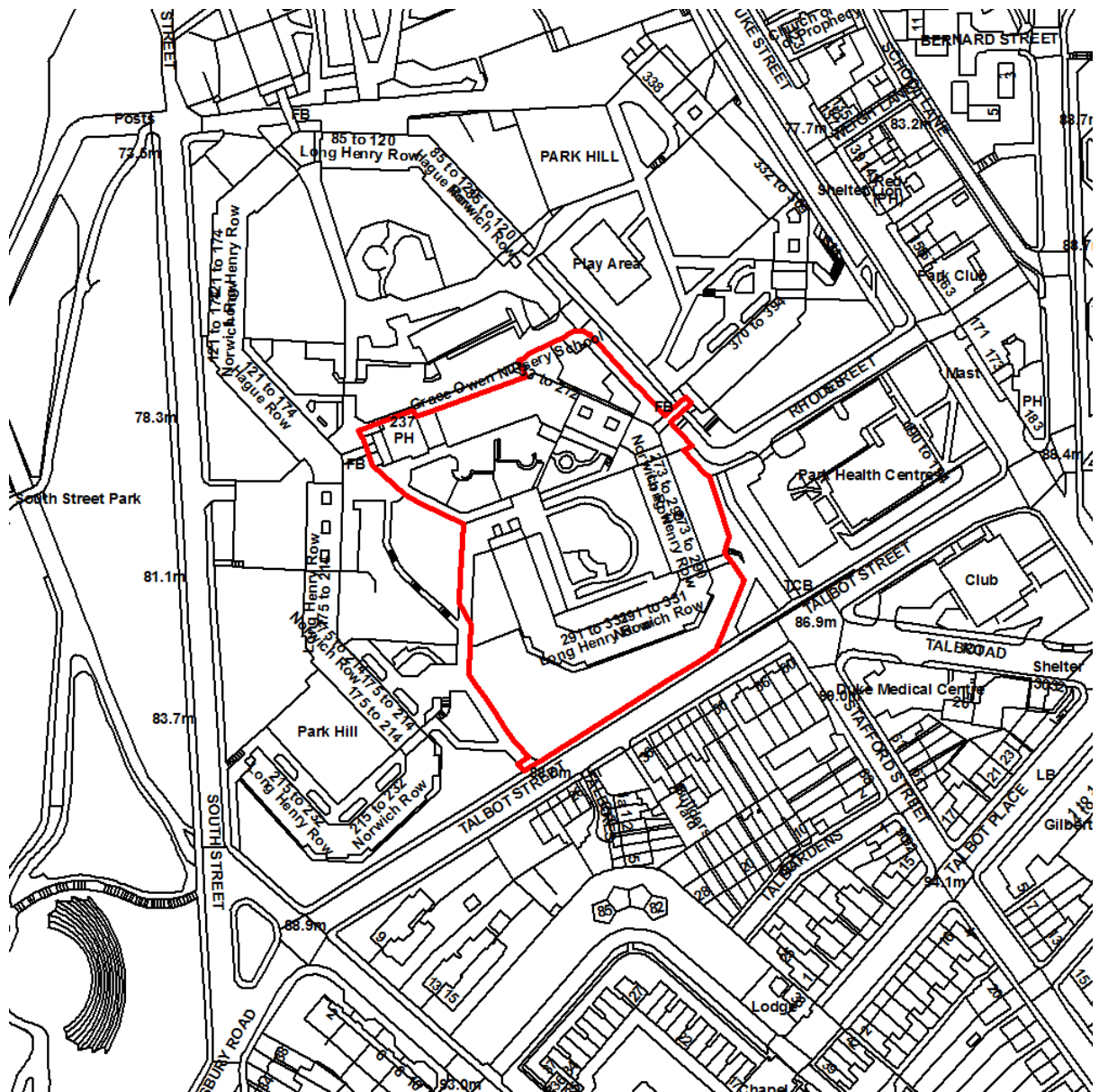
Reason: In order to protect the character of the original building.

### **Other Compliance Conditions**

#### **Attention is Drawn to the Following Directives:**

1. The applicant is advised that Section 8(1)-(2) of the Act and DETR Circular 01/2001 requires the English Heritage to be allowed at least one month to record a listed building before demolition takes place (unless they indicate that they do not wish to record it). English Heritage must be notified by applicants of all proposals to demolish listed buildings, and allowed access to buildings which it wishes to record before demolition takes place. Form Stat E is enclosed with this decision notice for applicants to use to notify English Heritage of their proposals (copies are available from English Heritage).

# Site Location



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For report see 18/01699/FUL

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Case Number	18/01699/FUL (Formerly PP-06739154)
Application Type	Full Planning Application
Proposal	External and internal alterations to building for use as student accommodation (Use Class Sui Generis), use of part of ground floor as Use Classes A1, A2, A3, A4 and/or D2, erection of cycle store and provision of landscaping, car parking and service areas, a sub-station and boundary treatments
Location	Park Hill Estate Duke Street Park Hill Sheffield S2 5RQ
Date Received	01/05/2018
Team	City Centre and East
Applicant/Agent	GL Hearn
Recommendation	Grant Conditionally

### **Time limit for Commencement of Development**

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

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

### **Approved/Refused Plan(s)**

2. The development must be carried out in complete accordance with the drawings listed in the document entitled 'Park Hill Phase 3 - Schedule of Submission Documents' dated 13 July 2018.

Reason: In order to define the permission.

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

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

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

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

4. Large scale details, including materials and finishes at a minimum of 1:100, of the items listed below shall be approved in writing by the Local Planning Authority before that part of the development commences:

- Entrance canopy
- Windows
- Doors and door surrounds
- Balconies (where replaced)
- New floors to streets
- Eaves
- Roof balustrade
- Integral artwork
- Furniture to streets

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

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

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

a) Be based on the findings of approved noise surveys (ref: SA-5439-2/RV.04, dated: 04/18, prepared by: Sound Acoustics).

b) Be capable of achieving the following noise levels:

Bedrooms: LAeq (8 hour) - 30dB (2300 to 0700 hours);

Living Rooms & Bedrooms: LAeq (16 hour) - 35dB (0700 to 2300 hours);

Other Habitable Rooms: LAeq (16 hour) - 40dB (0700 to 2300 hours);

Bedrooms: LAFmax - 45dB (2300 to 0700 hours).

c) Where the above noise criteria cannot be achieved with windows partially open, include a system of alternative acoustically treated ventilation to all habitable rooms.

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

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

6. Before the commercial use(s) hereby permitted commences, a scheme of sound attenuation works shall have been installed and thereafter retained. Such a scheme of works shall:

- a) Be based on the findings of an approved noise survey of the application site, including an approved method statement for the noise survey.
- b) Be capable of restricting noise breakout of the commercial use(s) and amplified sound to the street to levels not exceeding the prevailing ambient noise level when measured:
  - (i) as a 15 minute LAeq, and;
  - (ii) at any one third octave band centre frequency as a 15 minute LZeq.
- c) Be capable of restricting noise breakout from the commercial use and amplified sound to the residential accommodation above to levels complying with the following:
  - (i) Bedrooms: Noise Rating Curve NR25 (2300 to 0700 hours);
  - (ii) Living Rooms & Bedrooms: Noise Rating Curve NR30 (0700 to 2300 hours);
  - (iii) Other Habitable Rooms: Noise Rating Curve NR35 (0700 to 2300 hours);
  - (iv) Bedrooms: LAFmax 45dB (2300 to 0700 hours).

Before such scheme of works is installed full details thereof shall first have been submitted to and approved in writing by the Local Planning Authority. [Noise Rating Curves should be measured as an LZeq at octave band centre frequencies 31.5 Hz to 8 kHz.]

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

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

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

8. Prior to the installation of any commercial kitchen fume extraction system full details shall first have been submitted to and approved in writing by the Local Planning Authority. These details shall be in accordance with Defra document; "Guidance on the Control of Odour & Noise from Commercial Kitchen Exhaust Systems" and shall include:

- a) Plans showing the location of the fume extract terminating.
- b) Acoustic emissions data.
- c) Details of any filters or other odour abatement equipment.
- d) Details of the systems required cleaning and maintenance schedule.

The approved equipment shall then be installed, operated, retained and maintained in accordance with the approved details.

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

9. No demolition and/or construction works shall be carried out unless equipment is provided for the effective cleaning of the wheels and bodies of vehicles leaving the site so as to prevent the depositing of mud and waste on the highway. Full details of the proposed cleaning equipment shall be approved in writing by the Local Planning Authority before it is installed.

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

10. A comprehensive and detailed hard and soft landscape scheme for the site shall be submitted to and approved in writing by the Local Planning Authority before the development is commenced, or an alternative timeframe to be agreed in writing by the Local Planning Authority. The scheme shall include the following details:

- Topsoil specification and depths
- A planting schedule and planting plan, at 1:200 or 1:100 scale
- A comprehensive list of species and stock specification
- A maintenance schedule
- Hard landscaping details including samples of surfacing materials and details of all fixed outdoor furniture

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

11. Full details of the cycle parking accommodation for 198 cycles, as shown on the approved plans, shall be submitted to and approved in writing by the Local Planning Authority. The cycle parking accommodation shall be provided in accordance with the approved details before the development is brought into use and shall thereafter be retained.

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

12. Details, including samples, of the extent and specification of brick and concrete repair and cleaning shall be submitted to and approved by the Local Planning Authority prior to the commencement of those works and shall thereafter be carried out in accordance with the approved details.

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

13. The development shall be carried out in accordance with the Park Hill Mosaics Report (by The Mosaic Restoration Company, dated 19th March 2018). Prior to commencement of those works, details of the extent and a sample of the repair and cleaning of the retained mosaics shall be approved by the Local Planning Authority.

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

14. The design and location of all new internal and external light fittings shall be approved in writing by the Local Planning Authority before that part of the development commences. Thereafter the development shall be carried out in accordance with the approved details.

Reason: In order to protect the character of the original building.

15. Details of the location, specification and appearance of all new services to the building (including 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 be approved in writing by the Local Planning Authority before installation.

Reason: In order to protect the character of the original building.

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

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

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

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

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

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

### **Other Compliance Conditions**

19. The development shall be implemented in accordance with the submitted Car Parking Strategy (Alumno, March 2018).

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

20. No customer shall be permitted to be on the commercial premises outside the following times:

0730 hours to 2330 hours Monday to Saturday and 0800 hours to 2230 hours on Sundays and Public Holidays

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

21. No amplified sound shall be played within the external areas of the commercial use(s) hereby permitted nor shall loudspeakers be fixed at any time outside the building.

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

22. Doors and windows shall be kept closed at all times, save for access and egress of the general public or in the case of an emergency, when amplified sound is played within the commercial(s) use hereby permitted.

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

23. Commercial deliveries to and collections from the building(s) shall be carried out only between 0800 hours and 2100 hours Monday to Saturday and not on Sundays and Public Holidays.

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

24. Movement, sorting or removal of waste materials, recyclables or their containers in the open air shall be carried on only between 0800 hours and 2100 Mondays to Saturdays and between 1000 hours and 2000 on Sundays and Public Holidays.

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

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

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

**Attention is Drawn to the Following Directives:**

1. The developer is advised that in the event that any un-natural ground or unexpected contamination is encountered at any stage of the development process, the Local Planning Authority should be notified immediately. This will enable consultation with the Environmental Protection Service to ensure that the site is developed appropriately for its intended use. Any necessary remedial measures will need to be identified and subsequently agreed in writing by the Local Planning Authority.
2. The applicant is advised that Cadent Gas have identified operational gas apparatus within the application site boundary. This may include a legal interest (easements or wayleaves) in the land which restricts activity in proximity to Cadent assets in private land. The applicant must ensure that proposed works do not infringe on Cadent's legal rights and any details of such restrictions should be obtained from the landowner in the first instance.
3. As the proposed development abuts the public highway you are advised to contact the Highways Co-ordination Group prior to commencing works:

Telephone: 0114 273 6677

Email: [highways@sheffield.gov.uk](mailto:highways@sheffield.gov.uk)

They will be able to advise you of any pre-commencement condition surveys, permits, permissions or licences you may require in order to carry out your works.

4. Plant and equipment shall be designed to ensure that the total LAeq plant noise rating level (including any character correction for tonality or impulsive noise) does not exceed the LA90 background noise level at any time when measured at positions on the site boundary adjacent to any noise sensitive use.
5. The applicant should install any external lighting to the site to meet the guidance provided by the Institution of Lighting Professionals in their document GN01: 2011 "Guidance Notes for the Reduction of Obtrusive Light". This is to prevent lighting causing disamenity to neighbours. The Guidance Notes are available for free download from the 'resource' pages of the Institute of Lighting Professionals' website.

6. The development should seek to enhance the site for bats in line with planning policy and the recommendations of the Bat Activity Survey Report.
7. By law, this development requires the allocation of official, registered address(es) by the Council's Street Naming and Numbering Officer. Please refer to the Street Naming and Numbering Guidelines and application forms on the Council website here:

<http://www.sheffield.gov.uk/home/roads-pavements/Address-management>

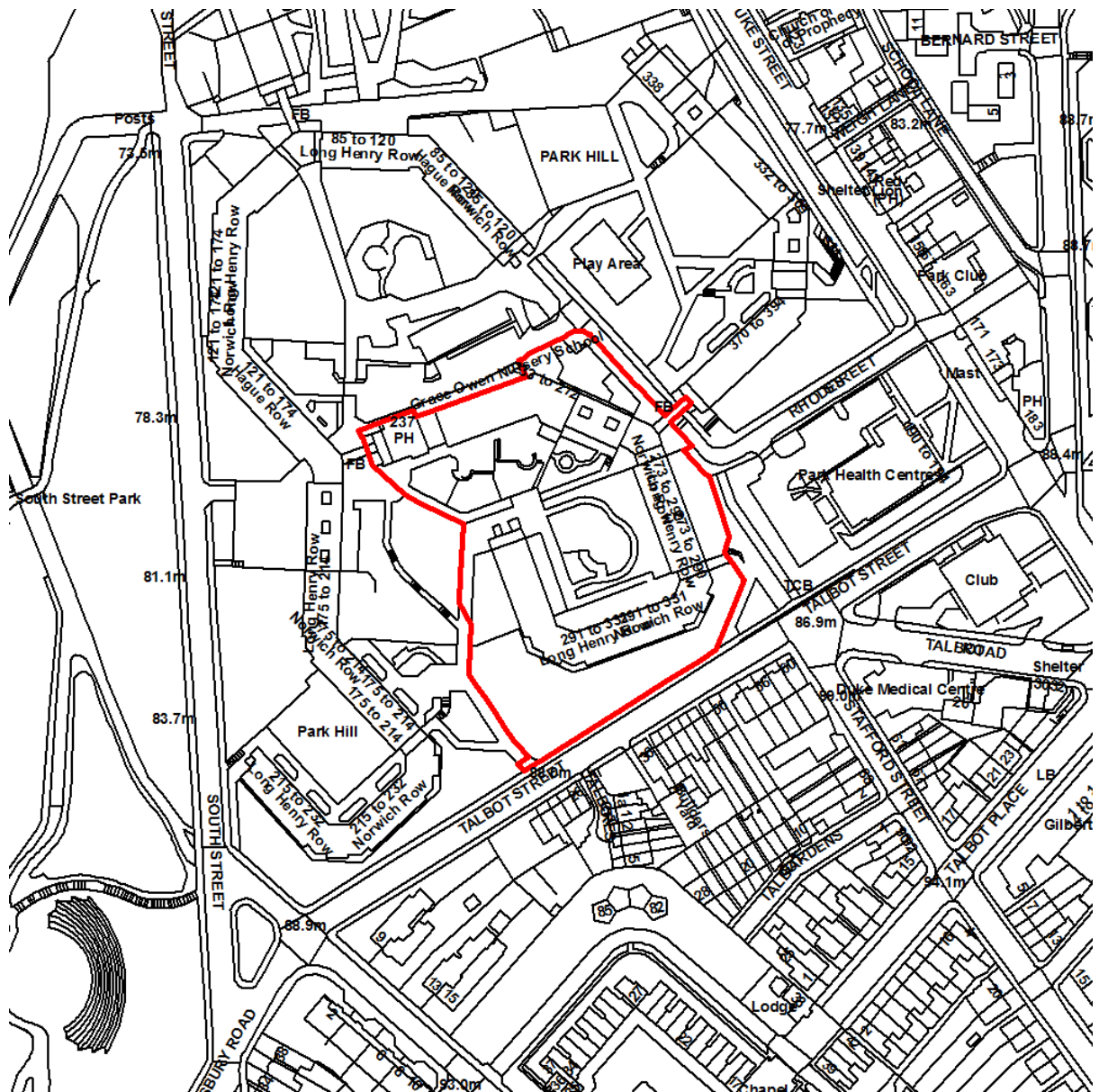
For further help and advice please ring 0114 2736127 or email [snn@sheffield.gov.uk](mailto:snn@sheffield.gov.uk).

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

8. You are advised that this development is liable for the Community Infrastructure Levy (CIL) charge. A liability notice will be sent to you shortly informing you of the CIL charge payable and the next steps in the process, or a draft Liability Notice will be sent if the liable parties have not been assumed using Form 1: Assumption of Liability.



# Site Location



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## INTRODUCTION

This is a joint report covering planning application reference 18/01699/FUL and listed building application reference 18/01700/LBC.

Members may recall that outline planning permission for the comprehensive redevelopment of the Park Hill estate was approved at Planning Committee in August 2006 (06/00848/OUT). This approved the redevelopment of Park Hill to provide up to 874 refurbished flats across the whole of the existing grade 2\* listed complex, together with a total of 13,761m<sup>2</sup> of various non-residential floorspace (A1, A2, A3, A4, A5, B1 and D1) in refurbished and new-build spaces. A number of matters were reserved by condition including details of design, external appearance, access and landscaping.

The 2006 outline consent was subsequently varied three times as follows: 07/01962/OUT, to allow phasing of the development; 08/02793/OUT, to allow phased car-parking provision; and 12/01758/OUT, to defer some of the landscaping and highway works to Phases 2 and later.

A reserved matters application for Phase 1 (07/02476/REM) was approved at Committee in October 2007. However, as a result of market changes, the designs for Phase 1 evolved and an amended reserved matters application was approved in December 2011 (11/02801/REM). This consent – which included a reduction in apartment numbers from 321 units to 263 units and a deferral in the provision of the multi-storey car park to a later phase – represents the as-built designs for Phase 1, which was completed in March 2016.

The reserved matters application for Phase 2 was approved at committee in December 2017. It granted consent for the refurbishment of the horseshoe-shaped block situated in the centre of the site to provide 199 residential units (Use Class C3) and 1,963m<sup>2</sup> commercial space (A1, A2, A3, A4, B1, D1 & D2 uses), landscaping, car parking and associated works.

In a departure from the consented outline scheme, planning permission and listed building consent are now being sought for the refurbishment of the Phase 3 block at the southern end of the site to provide student accommodation with commercial space at ground floor level.

This application will not be subject to referral to the Secretary of State as it does not involve the demolition of the principal building, the demolition of a principal external wall of the principal building, or the demolition of all or a substantial part of the interior of the principal building.

## LOCATION AND PROPOSAL

The application site is located within the Park Hill estate to the east of the city centre. The estate covers approximately 32 acres and comprises of four principal blocks that vary in scale from four to thirteen storeys. It is bound by Anson Street and the Park Square roundabout to the north, Duke Street to the east, Talbot Street to the south and South Street to the west. Beyond South Street is the Sheaf

Valley Park which leads down to the Railway Station in the valley bottom. To the north-east and south-east surrounding areas are predominantly residential in character.

Park Hill was built between 1957 and 1961 by the Corporation of Sheffield. This prominent grade II\* listed brutalist structure is now the largest listed building in Europe. A characteristic feature of Park Hill are the deck access 'streets in the sky' that link all four main blocks with walkways wide enough to accommodate a milk float. The decks, which were intended to replicate the close community of a terraced street, occur at every third level and all front doors lead onto these. They are served by 13 passenger lifts and two large goods' lifts.

Flats and maisonettes were designed around a three-bay, three storey unit system comprising a one bed and a two bed flat below deck level and a three bed maisonette on and above the deck level. The rigid grid of flats and maisonettes ensured that kitchens and bathrooms were stacked in pairs to facilitate servicing. Lifts, stairs, pubs and laundries were set at nodal points. The structure was infilled with brickwork and full-height timber windows. Each of the three storey bands has a different brickwork colour (one per street) which gets lighter towards the top.

The current applications relate to Phase 3, the third of the five redevelopment phases of Park Hill, which is located at the southern end of the estate, bound by Talbot Street to the south and Rhodes Street to the east. The South Block comprises of a 5 to 7 storey building with a central courtyard garden. It maintains the continuous horizontal roofline which is characteristic of the wider estate.

The proposed development comprises of external and internal alterations to the building for use as 74 student cluster flats (356 bedspaces), 350m<sup>2</sup> of flexible ground floor commercial space (Use Classes A1, A2, A3, A4, and/or D2) and a cycle store for 196 cycle spaces. The proposals also include the provision of landscaping, 8 car parking spaces, service areas, a sub-station and boundary treatments.

## RELEVANT PLANNING HISTORY

- |              |   |
|--------------|---|
| 06/00848/OUT | In August 2006, the refurbishment and partial redevelopment of the Park Hill Estate to provide residential accommodation (Use Class C3), multi-storey car park, landscaping, new vehicular and pedestrian access routes and A1, A2, A3, A5, B1 and D1 uses, was granted outline planning consent.             |
| 06/00849/LBC | In September 2006 listed building consent was granted for the removal of buildings and structures within the curtilage of Park Hill Flats.  |
| 07/01962/OUT | In July 2007, the refurbishment and partial redevelopment of the Park Hill Estate to provide residential accommodation (Use Class C3), multi-storey car park, landscaping, new vehicular and pedestrian access routes and A1, A2, A3, A5, B1 and D1 uses (application under Section 73 to vary condition no.1 |

imposed by 06/00848/OUT (to allow for the phased development of the site)) was approved.

- 07/02476/REM & 07/02475/LBC Partial demolitions, refurbishment and reconfiguration of existing flats, erection of multi-storey car park with ancillary A1 (retail), A3 (cafes/restaurants), A4 (bars), A5 (takeaways), D1 (health/education) and B1 (offices) uses and landscaping (Reserved matters in accordance with 06/00848/OUT) were approved in October 2007.
- 08/02793/OUT In October 2008, an application to vary condition 7 (details of multi-storey car park) and condition 12 (car parking strategy) of application no. 06/00848/OUT (Application under Section 73) was approved.
- 11/02801/REM & 11/03197/LBC Partial demolitions, refurbishment and reconfiguration of existing flats, erection of multi-storey car park with ancillary A1 (retail), A2 (financial and professional) A3 (cafes/restaurants), A4 (bars), A5 (takeaways), D1 (health/education), ancillary gymnasium (D2) and B1 (offices) uses and landscaping (Revised Reserved Matters in relation to Phase 1 in accordance with 06/00848/OUT) were approved in December 2011.
- 12/01758/OUT An application to allow landscaping, the creation of public access routes and highways improvement works to be delayed until Phase 2 of the development (Application under section 73 to vary condition 9 (landscaping and access) and condition 10 (highways improvements) of planning permission ref. 06/00848/OUT (Refurbishment and partial redevelopment of the Park Hill Estate)) was approved in September 2012.
- 12/01800/REM An application to allow highways improvement works to be delayed until Phase 2 of the development (Application under section 73 to vary condition 5 (highways improvements) of planning permission ref. 07/02476/REM (Refurbishment and partial redevelopment of the Park Hill Estate)) was also approved in September 2012.
- 17/03486/REM & 17/03686/LBC In December 2017 consent was granted for the refurbishment of the central block to provide 199 residential units (Use Class C3) and 1,963m<sup>2</sup> commercial space (A1, A2, A3, A4, B1, D1 and D2 uses), landscaping, car parking and associated works. Application to approve details in relation to design, external appearance, access and landscaping matters reserved by 06/00848/OUT, 07/01962/OUT, 08/02793/OUT and 12/01758/OUT.

## SUMMARY OF REPRESENTATIONS

6 representations were received in relation to the proposed development, 1 objection and 5 in support.

The concerns raised by the objector include:

- The applicant does not take account of or control current or anticipated future parking on surrounding residential streets by Park Hill residents. Local residents have done a survey and there are already a number of Park Hill residents who leave cars during the day, overnight and over the weekend on Stafford Road, Glencoe Road, Norfolk Road and other surrounding roads. This will increase due to the new development.
- The proposed Tenancy Agreement states that 'Students will expressly not be permitted to bring cars to the site' and 'Not to park any car or other motorised vehicle at/within the grounds of the development or surrounding streets nor have daily usage or ownership of a private motor vehicle in Sheffield during the Tenancy Period.'

How will local residents know whether any of the new residents are parking nearby and how will the landlord know whether any of the new residents have a car or not? Will any specific controls will be put in place to stop Park Hill residents from parking on surrounding streets?

The schemes supporters, which include the Executive Director the Sheffield Chamber of Commerce, the Director of Estates at Sheffield Hallam University and the Strategic Development Director at S1 Artspace, made the following comments.

- The academic sector plays a critical part in supporting business growth in Sheffield with higher education students spending more than £700 million off campus every year. To support this, good quality accommodation is a key part of attracting and retaining the best quality students.
- The proposals are complimentary to Sheffield Hallam University's campus masterplan, providing high quality accommodation a very short walk away.
- The Alumno development will bring much-needed amenities to the local area as well as adding to the vibrant residential mix at Park Hill.
- I commend the no-car proposal for residents and, as a non-car owner, can confirm that it is extremely easy to live at Park Hill without a car. Everything is easily accessible on foot or by public transport.
- I am pleased to see the inclusion of electric vehicle charge points.
- The proposed colour scheme and restoration of the existing mosaics is welcome.

Though some concerns were raised by existing residents including:

- The pedestrian crossing of the Talbot Street/Duke Street junction is difficult and at times risky and may need to be upgraded.
- Are 6 accessible parking spaces sufficient? These spaces should be easily accessible and available at all times.
- General goods delivery vehicles have no designated parking area. Experience from Phase 1 shows that this traffic is continual, both day and night and every day of the week. It includes deliveries from Royal Mail, UPS,

Parcel Force, DPD, Amazon, supermarket chains and other online grocery companies and some of these vehicles are very large and would have no hope of turning around in the compact Drop Off Area shown on the Landscaping Plan.

- The proposed student accommodation will have 14 bins in a bin store and a further 6 for the commercial unit. Is this sufficient?

In addition, the following statutory consultations were received:

#### Historic England

Historic England identifies Park Hill as one of the most important post war housing schemes in Britain, reflecting the influence of European multi-storey architecture, and a key component of Sheffield's cityscape.

They have been actively involved in pre-application discussions and are supportive of the overall design approach to this phase, which is broadly similar to that proposed for Phase 2 and seeks to retain as much of the original fabric as possible. Historic England notes in particular that this will include working with the existing facades and retaining elements such as the brick in-fill panels and repairing the concrete frame and balustrade.

The proposals include the internal reconfiguration of the residential accommodation. Historic England acknowledges that the changes include the removal and relocation of walls within the flats, but that the H-core and service risers will remain intact. Overall they consider these alterations to be justified to support the proposed use and have been designed to respect the more significant aspects of the structure. They particularly like the approach to the elevations and streets, which retains the uniform irregularity of the fenestration and the original width of the streets.

Historic England welcome the proposed landscaping scheme, which primarily works with the existing levels, concrete retaining walls and sunken seating areas. They understand the need to provide a secure perimeter, and while they feel that the proposed fencing will still be detrimental to the overall experience of Park Hill as a megastructure, they note that steps have been taken to mitigate this impact through the design of the fencing and the introduction of climbing plants.

They consider it may be desirable to introduce more concrete into the proposed new furniture and benches into the space as we are not aware of precedents for timber furniture within Park Hill.

Whilst Historic England is comfortable with the replacement of existing infill panels at ground floor level with full height glazed openings, which will include high level venting in the commercial units, they recommend that the new glazing panels are recessed within the concrete frame, rather than being located flush with the front of the concrete columns, in order to reduce their visual impact and allow the concrete frame to be easily read. They would also like to see a site-specific method statement for repair works to the concrete frame and recommend that any patch repairs are undertaken as a square or rectangular area respecting the existing

shutter board markings on the concrete (as opposed to round or more organic forms).

Historic England are satisfied with the level of intervention proposed and consider the harm to the significance of Park Hill is justified and has been minimised as the proposals have developed through detailed pre-application discussions. They note there are also several opportunities for enhancement of the listed building. As such, they consider that the application meets the requirements of the NPPF.

#### Sheffield Conservation Advisory Group

The Group considered the proposals at their meeting on 19<sup>th</sup> June 2018. They felt there was no objection, in principle, to the proposals subject to the detailing being commensurate with the listed status of the building.

The Group considered that sealing the balconies (to prevent use) was not necessary and would require a long term maintenance and management plan.

#### PLANNING ASSESSMENT

##### Land Use

The Park Hill estate lies within a designated Housing Area as defined in the Unitary Development Plan (UDP). Policy H10 of the UDP (Development in Housing Areas) describes housing (use class C3) as the preferred use of land and while student accommodation is classed as a *sui generis* use and so must be considered on its own merits, the nature of the development is considered to be similar to and compatible with C3 housing uses. Moreover Park Hill is well positioned to meet the accommodation needs of Sheffield Hallam University Students as their campus is less than 10 minutes' walk away.

Core Strategy policy CS41 (a) (Creating Mixed Communities) aims to promote the creation of mixed communities by providing for a broad range of smaller households in the City Centre. CS41 (d) also seeks to limit purpose built student housing and Houses in Multiple Occupation (HMOs) to 20% within 200 metres of an application site, where communities are already imbalanced by a concentration of such uses.

The introduction of managed student accommodation into the Park Hill estate is considered to fit in with the general aim of CS41 to promote the creation of mixed communities, as three of the other four blocks will house private residential accommodation. More specifically, the application proposes 74 units (356 bedrooms) comprising of 37 eight bed clusters, 5 four bed clusters, 8 two bed apartments and 24 studios. This is considered to be a reasonable mix and, when considered alongside phases 1 and 2, would comply with part (a) of CS41 insofar as no single house type would exceed half of the total mix.

The existing concentration of shared accommodation within 200 metres of the site (including extant permissions) is 4.9%. When considered alongside phase 2

(recently approved) the application would result in this concentration increasing to approximately 8.2%. This remains short of the 20% policy threshold and the application therefore conforms with part (d) of CS41.

## Design and External Appearance

Policy BE5 of the UDP (Building Design and Siting) advises that good design and the use of good quality materials will be expected in all new developments while policy CS74 of the Core Strategy (Design Principles) advises that high-quality development is expected which would respect, take advantage of and enhance the distinctive features of the city, its districts and neighbourhoods.

The National Planning Policy Framework (NPPF) advises that good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people (para. 56).

Like Phase 2, the approach to refurbishing the South Block is based on retention, repair and an aspiration to understand and enhance key characteristics of the building. Thus the existing coloured brickwork panels and concrete balustrades, top rails and eyelet balconies will be retained and repaired, or replaced like for like where they are beyond repair. So too will most of the original tiled mosaic panels, though a small number are damaged beyond repair.

The deck access 'streets in the sky' are one of the defining features of Park Hill. These 3 metre wide covered walkways, which are positioned on every third floor, allowed access to maisonettes at deck level and to the flats below deck. The streets, or 'Rows', were named after the original streets of slum housing which the estate replaced.

The deck access streets will be retained at their current width. However, there are acoustic and thermal performance issues with the existing streets as the rooms directly above and below are vulnerable to cold bridging and impact sound from activity on the street. The walls and floors will therefore be insulated – the walls will then be rendered to match the colour of the existing concrete and a liquid anti-slip waterproofing surface will be applied to the floor. Linear LED lights will be introduced opposite the apartment doors to wash light across the soffit and onto the entrances.

From the decks, the retained entrances will provide access into the 4 and 8 bedroom townhouse style clusters which are arranged over 3 floors and which are centred around the retained circulation stairs – shared facilities are located on the entrance level with bedrooms located on the floors above and below.

The geometry of the South Block is such that there are four corner elements where the layout of the accommodation changes and in these areas much more of the existing structure will be retained – including most of the internal party walls. The additional space created by the splayed nature of some of these corner units means that they are suitable for use as mobility housing units.



Part of the ground level will be converted into a student hub, which will provide reception and communal facilities. The layout of the hub's interior is zoned, working within the existing structure, and the style of the proposed interior references Park Hill's modernist influences. The hub will be accessed via a new main entrance on the building's south elevation, to be defined by a modernist inspired red steel canopy. Adjacent the hub is a 350m<sup>2</sup> commercial unit.

Proposals for the hub and commercial unit include the removal of two existing single storey projections which formed part of the former Parkway Tavern and the Grace Owen Nursery, the latter is not considered to be original. Openings within the concrete frame at ground floor level will be infilled with large glazed curtain wall panels, similar to those on Phase 1, with high level aluminium louvres to enable passive venting of the spaces within.

The façade design retains all the masonry elements of the original building – the concrete frame, brickwork panels, balconies and balustrades – and overlays them with a new pattern of windows and coloured infill panels which, following the principle of the original design, represent the function within, i.e. bedrooms are given small windows of a consistent module, either single, double or with a side panel reflecting the original window type, while living spaces have a large double module window similar to the original design.

Like Phases 1 and 2, colour will be introduced into the refurbished facades. However, unlike the earlier phases, colour will be used to define the street layers and enhance the whole, rather than to give individuality to flat types.

Given that Park Hill was designed in the context of the modernist movement in art and architecture, the applicant has used Le Corbusier's Polychromie (colour collection) as inspiration for the proposed colour scheme. The colours in Le Corbusier's collection are also similar to those found in the existing mosaics in Phase 3. A simplified colour palette is proposed of golden yellow, teal blue, ivory white and dark umber, with red used as an accent. Coloured building elements will include the reveals to the south facing balconies and the window infill and accent panels. Colour will also be introduced to the street soffits – yellow to identify Norwich Row and teal blue to identify Long Henry Row – and around the apartment entrances.

Unlike earlier phases, the design approach to Phase 3 comprises of a more literal celebration of the architectural and artistic conception of this grade II\* listed building. Whilst different, it is considered that this approach will result in another high quality refurbishment which will enhance the distinctive features of Park Hill and compliment the approach to Phases 1 and 2, thus complying with the requirements of policy BE5 of the UDP and Policy CS74 of the Core Strategy.

### Impact on the Grade II\* Listed Building

The architectural significance of Park Hill and its place in British housing design was recognised in 1998 when it received grade II\* listed building status. Only 5.8% of listed buildings are grade II\*, which indicates that buildings on the estate are particularly important and of more than special interest.

Policy BE15 of the UDP (Areas and Buildings of Special Architectural and Historic Interest) advises that buildings and areas of special architectural or historic interest will be preserved or enhanced and development that would harm their character or appearance will not be permitted. Similarly, policy BE19 (Development Affecting Listed Buildings) expects proposals for internal or external alterations, which would affect the special interest of a listed building, to preserve the character and appearance of the building and, where appropriate, to preserve or repair original details and features of interest.

Paragraph 132 of the NPPF notes that 'when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting.'

A similar duty is required by Section 66 of the Planning (Listed Building & Conservation Areas) Act 1990, which states that that the local planning authority shall have 'special the building or its setting or any features of special architectural or historic interest which it possesses.'

Park Hill is Europe's largest listed structure and an early manifestation of the Brutalist style – a variation of Modernism which emerged in the 1950s. Its four blocks, linked by bridges, range between four and thirteen storeys, but as they are built on a steeply sloping site, the roof line remains a continuous, even height.

The Park Hill structure comprises of a reinforced concrete frame which is partly board marked (where the grain and grout lines of the timber shutter boards are expressed), articulating the Brutalist ethos of expressing the characteristics of the materials used. The structure also includes concrete balconies and brick infill panels in varying shades of colour. Tiled mosaics are located around the complex, adding colour, texture and patterns to the raw concrete and brick structure.

The original estate included a nursery, a primary school, 31 shops, four pubs, a laundry boiler house, refuse station and garages. The flats and maisonettes were designed in a standard three-bay unit with central staircases set in pairs within a H shaped frame.

The South Block is located adjacent the southern boundary of the estate, next to Talbot Street, and is largely obscured to the north, east and west by the other three blocks. It ranges between five and seven storeys and incorporates a series of 90 degree angles, creating a central, private courtyard garden.

The proposed redevelopment works will result in physical changes to the original fabric of Park Hill which have the potential to affect the special interest of this grade II\* listed building. Yet while the internal layout of the existing apartments will be altered, the new residential layouts retain the important circulation and H-frame structure.

The ground floor of the north range which currently comprises the former nursery and Parkway Tavern will be replaced with the Student Hub and commercial space, retaining activity and re-introducing services to the wider complex as envisaged in the original masterplan.

While the proposed elevations will incorporate a new pattern of fenestration, they retain the uniform irregularity of the original designs and will sit within the building's retained concrete structure. Moreover, the decks, balconies and brick infill panels will all be retained and restored, thereby preserving the original character and distinctiveness of the building's facades.

Thus it is considered that the character and appearance and thereby the significance of Park Hill will be preserved that the proposed works accord with Policy BE15 and BE19 of the UDP and guidance within the NPPF.

### Sustainability

Policy CS63 of the Core Strategy (Responses to Climate Change) gives priority to developments that are well served by sustainable forms of transport, that increase energy efficiency, reduce energy consumption and carbon emissions, and that generate renewable energy.

Similarly policy CS64 (Climate Change, Resources and Sustainable Design of Developments) requires all new buildings and conversions of existing buildings to be energy efficient and to use resources sustainably, while policy CS65 (Renewable Energy and Carbon Reduction) seeks to secure the generation of energy from renewable sources, with 10% of predicted energy needs provided from decentralised and renewable or low carbon energy.

The proposed development is in a highly sustainable city centre location, to the east of Sheffield's railway station and the Supertram and a short walk from the Sheffield Hallam University campus and the central shopping area beyond. To further promote sustainable forms of transport, 198 cycle storage spaces are proposed, 178 of which are in a purpose built, long stay secure cycle store.

The approach to converting the southern block of Park Hill for use as student accommodation is described in the submitted Sustainability Statement. It focuses on passive building measures, such as introducing high levels of insulation, followed by the specification of energy efficient systems and appliances. For example, the proposals include:

- Large glazed openings, particularly in communal areas, which will maximise natural daylighting. The risk of overheating is reduced by specifying glass with high light transmission (60%) but limited solar transmission (36%).
- The retained façade will be insulated and new windows will be double glazed to ensure they exceed minimum Building Regulations standards.
- The development will be naturally ventilated through trickle ventilators and openable windows. Kitchens and en-suite bathrooms will feature a separate low energy local extract system activated by occupancy sensors to ensure that fans only operate when needed.

- 100% of internal lighting fittings will be energy efficient and presence detection controls will be specified to all corridors and stairwells to ensure lights only operate when needed.
- Potable water use will be minimised through the introduction of low flow taps and showers, dual flush cisterns and the introduction of water meters to monitor water use and detect leaks.
- Domestic Hot Water (DHW) will be generated by a high efficiency electric hot water storage heater with high levels of insulation to reduce storage losses.

This approach is considered to be acceptable and to comply with the general aims of policies CS63 and CS64.

Policy CS65 seeks to secure the generation of 10% of the building's predicted energy needs from renewable sources. During pre-application discussions it was suggested that this requirement could be fulfilled by connecting to the district heating network and it is understood that Phase 1 of the redevelopment of Park Hill derives energy from the district heating network, though this was not secured by condition.

In Phase 3 heating is to be provided to all student rooms through electric panel radiators. The Statement explains that electric heating has been specified due to the limited plant space and distribution constraints brought about by the building's listed status.

The feasibility of connecting to the existing district heating network was been investigated and discounted due, the Statement explains, to existing inappropriate flow and return temperatures resulting in very poor heating demand in existing buildings. In practice, this means that the system installed to supply Phase 1 hasn't reached the necessary temperatures to cope with peak temperature demands, particularly during the winter months, and that there are significant problems with controllability and heat being lost through the pipework. For these reasons connection to the district heating network was considered to be unviable.

Policy CS65 acknowledges that achieving carbon reductions through renewable energy may not always be possible, depending on the constraints of a site, and the policy affords flexibility in allowing carbon dioxide emission reductions through design. In this instance it is considered that the re-use of Park Hill, coupled with significant insulation and efficiency improvements, will result in a sustainable development that will also protect the fabric and setting of this grade II\* listed building.

#### Access

The nature of Park Hill's deck access limits the opportunities to provide fully accessible units. This is largely due to the internal stair which is present in most areas and which limits room size. That said, 6 fully accessible bedrooms are proposed where the external angle of the building's corners creates a longer length grid.

Provided users can navigate the internal stairs, the generous size of most bedrooms also allows ambulant accessibility to be achieved across the entire scheme.

## Landscaping

Policy BE6 of the UDP (Landscape Design) advises that good quality landscape design is expected in all new developments and that this should provide an interesting and attractive environment which integrates existing landscape features into the development. It should also seek to promote nature conservation and use native species where appropriate.

The proposed landscape scheme works with the existing levels, ramps and concrete retaining walls to create a lawned garden within the courtyard area, with buffer planting to protect the amenities of the occupants of ground floor flats, and break-out social/dining spaces adjacent the student hub and commercial unit. The areas around main entrances will be richly planted with perennial species to provide year round interest, while existing trees and grassland will be maintained and enhanced along Talbot Street and the east and western outer façades. These areas will be enhanced by additional tree planting and areas of long meadow grass and native perennials.

The secure line boundary will predominantly be defined by the building and existing retaining walls, however two short sections of boundary fencing need to be provided to complete the secure line. The contemporary appearance of the proposed square aperture fence should not impose on the existing structure, while evergreen species will be planted along the fence to soften its visual impact.

Historic England recommended the introduction of concrete into the proposed new outdoor furniture as they are not aware of precedents for timber furniture within Park Hill. The applicant has confirmed that concrete will be used where suitable, particularly on the feature benching to the central lawn.

The proposed landscape scheme works with existing features in a contemporary manner to enhance the setting of the grade II\* listed building and is considered to comply with the requirements of policy BE6.

## Highways

The proposed development is essentially car free, with only 6 accessible car parking spaces and 2 staff parking bays provided close to the main entrance on the building's north facing elevation. The car free proposals are supported because the provision of sufficient parking to serve the development is not possible and because the site offers easy access to the city centre and a range of public transport.

The car free proposals do raise concerns that students could bring cars and park them on the surrounding streets. However the applicant, student accommodation provider Alumno, has developed car free schemes in the past and intends to prohibit residents (except disabled residents) from bringing cars into the area

through a term in the tenancy agreement and the signing of a car parking declaration. Alumno have confirmed that the tenancy prohibition has proven effective on its own to deter students from bringing their cars into an area, but that it can be further enhanced by, for example, creating a complaints procedure which is publicised with local residents and businesses, by holding periodic meetings with local residents and by actively encouraging alternatives to car use. Disciplinary procedures will be taken against students found parking in the area, which may ultimately lead to the landlord taking possession of their accommodation.

The main vehicle movement demand generated by students occurs at the beginning and end of the academic year when they move in and out of the accommodation. Students generally arrive within a two week window before the term begins, but leave in a more dispersed timeframe as exams finish on different courses.

The 8 car parking spaces will be managed by the on-site facilities management team to allow loading and unloading at the beginning and end of the academic year. To stagger arrivals, each student will be allocated a date and time to take up occupancy of their room and during move-in days an increased management presence will be provided in order to minimise disruption. Once unloaded, students will be directed to nearby public car parks.

Accessible spaces will not be allocated to individual disabled students until the move in period has been completed. Following this, they will be allocated on an academic year by year basis to ensure that their use is optimised, for other uses such as deliveries and day visitors (for example contractors), and to avoid unused spaces should less than 6 disabled students with vehicles be in occupation in a given year. The applicant has confirmed that no other students will be allowed to park in the accessible parking bays, which is consistent with the no student parking development principle.

No car parking will be provided for the proposed commercial units. Servicing will be carried out from a layby provided adjacent to the northern façade.

Secure cycle parking for 178 bikes will be provided within a locked shelter. Visitor cycle parking is provided by both main entrances.

## CIL

Student accommodation is CIL liable and the site lies within the £50 per square metre charging zone.

## Affordable Housing

While policy CS 40 of the Core Strategy (Affordable Housing) states that, in all parts of the city, developers of new housing will be required to contribute towards the provision of affordable housing where it is practicable and financially viable, the expected affordable housing contribution in this location is zero.

That said, there is a specific condition (Condition 4) attached to the outline consent for the wider site requiring details of affordable housing equivalent to no less than 20% of the total number of dwellings to be approved by the local planning authority and 96 affordable units were provided within Phase 1 via the Great Places Housing Group. This equates to 21% of the 460 units that form Phases 1 and 2. It is expected that additional affordable housing units will be provided as part of Phase 5.

## SUMMARY AND RECOMMENDATION

This application seeks planning permission and listed building consent for the refurbishment of the Phase 3 block at the southern end of the site to provide student accommodation with commercial space at ground floor level. It is concluded that the submitted proposals will retain and protect those features of the buildings that merited Park Hill being awarded grade II\* listed building status and deliver the next phase of a development that will secure the building's long term future.

It is also considered that the details submitted in relation to the listed building consent provide sufficient justification that the proposed development will preserve and enhance the special character of this significant grade II\* listed building.

As per paragraph 15(1) of DETR Circular 01/2001: Arrangements for Handling Heritage Applications-Notification and Directions by the Secretary of State and Circular 08/2009: Arrangements for Handling Heritage Applications Direction 2015, this application is not subject to referral to the Secretary of State as it does not involve the demolition of the principal building, the demolition of a principal external wall of the principal building, or the demolition of all or a substantial part of the interior of the principal building.

Members are therefore recommended to grant planning permission and listed building consent, subject to the listed conditions.

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Case Number	17/04517/FUL (Formerly PP-06401307)
Application Type	Full Planning Application
Proposal	Demolition of existing buildings and erection of four buildings for purpose built student and/or co-living accommodation (Sui Generis) (comprising 268 no studios and 87 cluster apartments, providing a total of 864 beds) with ancillary communal facilities and amenity space, ground floor commercial units (Use Classes A1/A2/A3/A4 and A5), cycle parking, access and landscaping works
Location	12 Moore Street, 184, 190 Fitzwilliam Street And Stokes Warehouse, Thomas Street Sheffield S3 7UQ
Date Received	30/10/2017
Team	City Centre and East
Applicant/Agent	DPP (Leeds)
Recommendation	G Conditional Subject to Legal Agreement

## **Time limit for Commencement of Development**

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

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

## **Approved/Refused Plan(s)**

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

Location Plan 0200 P-00

Proposed Ground Floor Plan 0310 P-07

Proposed Mezzanine Plan 0311 P-08

Proposed 01-03 Floor Plan 0312 P-07

Proposed 04 Floor Plan 0313 P-07

Proposed 05 Floor Plan 0314 P-07

Proposed 06-07 Floor Plan 0315 P-07

Proposed 08 Floor Plan 0316 P-07  
Proposed 09 Floor Plan 0317 P-07  
Proposed 10 Floor Plan 0318 P-07  
Proposed 11-13 Floor Plan 0319 P-06  
Proposed 14-15 Floor Plan 0320 P-06  
Proposed Roof Plan 0321 P-06

Proposed North Elevation A1 0330 P-01  
Proposed South Elevation A1 0331 P-02  
Proposed East Elevation A1 0332 P-02  
Proposed West Elevation A1 0333 P-01

Proposed Section AA A1 0340 P-01  
Proposed Section BB A1 0341 P-03  
Proposed Section CC A1 0342 P-02  
Proposed Section DD A1 0343 P-02  
Proposed Section EE/ FF/GG-A1 0344 P-02

Elevation and Section Study 0350 P-02  
Elevation and Section Study 0351 P-02  
Elevation and Section Study 0352 P-00  
Elevation and Section Study 0353 P-01  
Elevation and Section Study 0354 P-00

Typical Room Layouts 0360a P-03 and 0360b P-01  
Potential Future Conversion 0361 P-00  
Demolition Site Plan 021 P-00  
Stopping Up Order Plan BR-542 0002 SK01 Rev E

Proposed Public Art - 0363 P-01

Reason: In order to define the permission.

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

3. No development shall commence until a report has been submitted to and approved in writing by the Local Planning Authority identifying how a minimum of 10% of the predicted energy needs of the completed development will be obtained from decentralised and renewable or low carbon energy. Any agreed renewable or low carbon energy equipment, connection to decentralised or low carbon energy sources shall have been installed before any part of the development is occupied and a post-installation report shall have been submitted to and approved in writing by the Local Planning Authority to demonstrate that the agreed measures have been installed. Thereafter the agreed equipment, connection or measures shall be retained in use and maintained for the lifetime of the development.

Reason: In order to ensure that new development makes energy savings in the interests of mitigating the effects of climate change and given that such

works could be one of the first elements of site infrastructure that must be installed it is essential that this condition is complied with before the development commences.

4. No development (including demolition) shall commence until a Construction Environmental Management Plan (CEMP) has been submitted to and approved by the Local Planning Authority. The CEMP shall assist in ensuring that demolition, site clearance, groundworks and construction activities are planned and managed so as to prevent nuisance to occupiers and/or users of nearby sensitive uses and will document the Contractor's plans to ensure compliance with relevant best practice and guidance in relation to noise, vibration, dust, air quality and pollution control measures. The CEMP shall include strategies to mitigate any residual effects from construction phase noise and vibration that cannot be managed to comply with acceptable levels at source. The CEMP shall also include details relating to the permitted working hours on site, and include a fugitive dust management plan.

Working hours shall be specified such that construction and associated activities audible at or beyond the site boundary takes place from 0730 to 1800 hours on Mondays to Fridays, 0800 to 1300 hours on Saturdays, with no working on Sundays or Public Holidays. Procedures for prior consultation with the Local Authority over proposed extraordinary working hours shall be detailed. The CEMP shall also detail suitable community communications procedures to ensure that occupiers of dwellings and other sensitive uses are informed in advance of planned and extraordinary disruptive working arrangements likely to cause significant amenity impacts.

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

5. All remediation works recommended in the approved Tier 'Ground Investigation Report' Issue 1.2 ref. TE1024GIR;14 Nov 2017 shall be the subject of a Remediation Strategy Report (including Options Appraisal and Method Statement), which shall have been submitted to and approved in writing by the Local Planning Authority prior to construction works commencing. The Report shall be prepared in accordance with Contaminated Land Report CLR11 (Environment Agency 2004) and Local Planning Authority policies relating to validation of capping measures and validation of gas protection measures.

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

6. No development (save for demolition works) shall commence until the highways improvements (which expression shall include traffic control, pedestrian and cycle safety measures) listed below have either;
  - a) been carried out; or

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

Highway Improvements:

1. Reconstruction of the footpaths to Fitzwilliam Street, Milton Street, Thomas Street and Hodgson Street adjoining the development site in accordance with the material palette in the Urban Design Compendium and reinstatement of any redundant crossings as footpath.
2. The pedestrianisation and resurfacing of the redundant carriageway between the junction of Thomas Street/Hodgson Street and the public realm adjacent to Moore Street including replacement bollards to protect the proposed glass bridge from vehicle collision risk.
3. Provision of a 3m wide level separated cycle path linking Thomas Street (at Hodgson Street) to Moore Street.
4. Conversion of 3 pedestrian crossings across Fitzwilliam Street and Moore Street to toucan crossings as identified on the attached plan number 'Toucan 3'.
5. The provision of appropriate regulatory signs and symbols to convert the Moore Street frontage between the Fitzwilliam Street crossing and the Thomas Street cycle link referred to in point 3 above to shared unsegregated use for cyclists and pedestrians.
6. Provision of 1 short stay cycle parking stand adjacent to the retail unit and 3 short stay cycle parking stands adjacent to the residential entrance.
7. Provision of on-street disabled parking bays on Thomas Street (requiring the promotion of a Traffic Regulation Order) with the associated changes to road markings and signage.
8. Accommodation works to street lighting locations, traffic signs, road markings, and general street furniture necessary as a consequence of the overall development (including the removal of trees and tree pits from the Fitzwilliam Street frontage).

Reason: To enable the above-mentioned highways to accommodate the increase in traffic, which, in the opinion of the Local Planning Authority, will be generated by the development, and in the interests of protecting the free and safe flow of traffic on the public highway it is essential that this condition is complied with before any construction works on site commence.

7. Prior to the improvement works indicated in the preceding condition being carried out, full details of these improvement works to form the basis of a

S278 Agreement, shall have been submitted to and approved in writing by the Local Planning Authority.

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

8. No development shall commence until details of the means of protecting the water supply and waste water infrastructure that is laid within the highways serving the development have been submitted to and approved by the Local Planning Authority in consultation with the statutory water supply and sewerage undertaker. The details shall include but not be exclusive to:-

- a) the construction techniques of the foundations that ensure driven piling shall not take place within 10 metres of any public water supply and /or sewerage infrastructure;

- b) appropriate stand-off distances between the public water supply and sewerage infrastructure and any building or other obstruction including landscape features.

Furthermore, development in the relevant area(s) of the site shall not commence until the approved mitigation measures have been implemented in full accordance with the approved details.

Reason: In order to protect the public water supply and sewerage infrastructure and to allow sufficient access for maintenance and repair work at all times.

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

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

Reason: In the interests of sustainable development and given that drainage works are one of the first elements of site infrastructure that must be installed it is essential that this condition is complied with before the development commences in order to ensure that the proposed drainage system will be fit for purpose.

10. No development shall commence until full details of the proposed surface water drainage design, including calculations and appropriate model results, have been submitted to and approved by the Local Planning Authority. This shall include the arrangements and details for surface water infrastructure management for the life time of the development. The scheme shall detail

phasing of the development and phasing of drainage provision, where appropriate. The scheme should be achieved by sustainable drainage methods whereby the management of water quantity and quality are provided. Should the design not include sustainable methods evidence must be provided to show why these methods are not feasible for this site. The surface water drainage scheme and its management shall be implemented in accordance with the approved details. No part of a phase shall be brought into use until the drainage works approved for that part have been completed.

Reason: In the interests of sustainable development and given that drainage works are one of the first elements of site infrastructure that must be installed it is essential that this condition is complied with before the development commences in order to ensure that the proposed drainage system will be fit for purpose.

11. No development shall commence until details of the site compound and temporary parking arrangements for contractors along with haulage routes have been submitted to and approved by the Local Planning Authority. Thereafter the approved details shall be provided and these along with the agreed routes shall be used throughout the construction period.

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

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

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

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

13. Prior to the commencement of development, a detailed Employment and Training Strategy, designed to maximise local opportunities for employment from the construction (and occupation) of the development shall have been submitted to and approved in writing by the Local Planning Authority. The Strategy shall include a detailed implementation plan, with arrangements to review and report back on progress achieved to the Local Planning Authority. Thereafter the Strategy shall be implemented in accordance with the approved details.

Reason: In the interests of maximising the economic and social benefits for local communities from the proposed development.

14. The proposed green roof(s) (vegetated roof system) shall be provided on the roof(s) in the locations shown on the approved plans prior to the use of the buildings commencing. Full details of the green roof construction and specification, together with a maintenance schedule shall be submitted to and approved in writing by the Local Planning Authority prior to foundation works commencing on site and unless otherwise agreed in writing shall include a substrate based growing medium of 80mm minimum depth incorporating 15-25% compost or other organic material. Herbaceous plants shall be employed and the plants shall be maintained for a period of 5 years from the date of implementation and any failures within that period shall be replaced.

Reason: In the interests of biodiversity.

15. Prior to the occupation of the building details of external lighting shall be submitted to and approved by the Local Planning Authority. Thereafter the approved details shall be implemented before the building is brought into use.

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

16. Prior to the occupation of the development details of the layout of the cycle stores, the type of stands and the security measures to protect cycles and users of the facilities shall be submitted to and approved by the Local Planning Authority. Thereafter the approved details shall be implemented prior to the occupation of the development.

Reason: In the interests of encouraging sustainable travel to the site.

17. Prior to the installation of any commercial kitchen fume extraction system full details, including a scheme of works to protect the occupiers of adjacent dwellings from odour and noise, shall first have been submitted to and approved in writing by the Local Planning Authority. These details shall include:

- a) Plans showing the location of any external ducting and the design and location of any flue termination/cowl.
- b) Acoustic emissions data.
- c) Details of any filters or other odour abatement equipment.
- d) Details of the system's required cleaning and maintenance schedule.
- e) Details of a scheme of works to prevent the transmission of structure borne noise or vibration to other sensitive portions of the building.

The approved equipment shall then be installed, operated, retained and maintained in accordance with the approved details.

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

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

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

19. Prior to the construction of the raised terraces on Blocks B and C and the table tennis terrace details of measures to mitigate the impact of strong winds shall be submitted to and approved by the Local Planning Authority. Thereafter the approved details shall be implemented before the relevant block is occupied.

Reason: In the interests of providing a suitable micro climate to allow for the recreational use of the raised terraces in accordance with the recommendations of the micro climate assessment.

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

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

21. A sample panel of the proposed masonry for each block 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 on the relevant block and shall be retained for verification purposes until the completion of such works.

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

22. Details of measures to protect the privacy of the occupants of rooms immediately adjoining the table tennis terrace level/external staircase providing access to that level and the gym terrace level shall be submitted to and approved by the Local Planning Authority before works to Block A/B commence. Thereafter the approved details shall be implemented before the flats in Block A/B are occupied and thereafter permanently retained.

Reason: In the interests of the amenities of future occupiers of the apartments.

23. Before the use of the development is commenced, Validation Testing of the sound attenuation works shall have been carried out and the results



submitted to and approved by the Local Planning Authority. Such Validation Testing 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.

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

24. Before the use of any commercial units within the development hereby permitted commences, a scheme of sound attenuation works shall have been installed and thereafter retained. Such a scheme of works shall:
- a) Be based on the findings of an approved noise survey of the application site, including an approved method statement for the noise survey.
  - b) Be capable of restricting noise breakout from any commercial use(s) to the street to levels not exceeding the prevailing ambient noise level when measured:
    - (i) as a 15 minute LAeq, and;
    - (ii) at any one third octave band centre frequency as a 15 minute LZeq.
  - c) Be capable of restricting noise breakout any commercial use(s) to all adjoining residential accommodation to levels complying with the following:
    - (i) Bedrooms: Noise Rating Curve NR25 (2300 to 0700 hours);
    - (ii) Living Rooms & Bedrooms: Noise Rating Curve NR30 (0700 to 2300 hours);
    - (iii) Other Habitable Rooms: Noise Rating Curve NR35 (0700 to 2300 hours);
    - (iv) Bedrooms: LAFmax 45dB (2300 to 0700 hours).

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

[Noise Rating Curves should be measured as a 15 minute LZeq at octave band centre frequencies 31.5 Hz to 8 kHz.]

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

25. Prior to the construction of Block A or Block B commencing details of measures to secure the recess at pedestrian level where the two blocks meet on the Fitzwilliam Street frontage shall be submitted to and approved by the Local Planning Authority. Thereafter the approved details shall be implemented before the buildings are brought into use.

Reason: In the interests of the public safety.

26. A comprehensive and detailed hard and soft landscape scheme for each part of the site including seating within the shared private spaces shall be submitted to and approved in writing by the Local Planning Authority before the construction of that part of the hard and soft landscaping is commenced. Thereafter the development shall be carried out in accordance with the approved landscaping.

Reason: In the interests of the visual amenities of the locality and the amenity of future occupiers of the scheme.

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

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

28. The residential accommodation hereby permitted shall not be occupied unless a scheme of sound insulation 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 (8 hour) - 30dB (2300 to 0700 hours);  
Living Rooms & Bedrooms: LAeq (16 hour) - 35dB (0700 to 2300 hours);  
Other Habitable Rooms: LAeq (16 hour) - 40dB (0700 to 2300 hours);  
Bedrooms: LAFmax - 45dB (2300 to 0700 hours).
  - c) Where the above noise criteria cannot be achieved with windows partially open, include a suitable system of alternative acoustically treated ventilation to all habitable rooms.

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

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

29. No demolition and/or construction works shall be carried out unless equipment is provided for the effective cleaning of the wheels and bodies of vehicles leaving the site so as to prevent the depositing of mud and waste on the highway. Full details of the proposed cleaning equipment shall be approved in writing by the Local Planning Authority before it is installed.

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

30. Prior to the occupation of the development a plan for managing the traffic associated with moving students in/out at the start and end of term times shall be submitted to and approved by the local planning authority. Thereafter the approved plan shall be implemented in accordance with the approved details.

Reason: In the interests of traffic and pedestrian safety and the amenities of adjoining occupiers.

31. Prior to the occupation of any part of the development, a detailed Travel Plan, designed to: reduce the need for and impact of motor vehicles, including fleet operations; increase site accessibility; and to facilitate and encourage alternative travel modes, shall have been submitted to and approved in writing by the Local Planning Authority. The detailed Travel Plan shall be developed in accordance with a previously approved Framework Travel Plan for the proposed development, where that exists.

The Travel Plan(s) shall include:

1. Clear and unambiguous objectives and modal split targets;
2. An implementation programme, with arrangements to review and report back on progress being achieved to the Local Planning Authority in accordance with the 'Monitoring Schedule' for written approval of actions consequently proposed,
3. Provision for the results and findings of the monitoring to be independently verified/validated to the satisfaction of the local planning authority.
4. Provisions that the verified/validated results will be used to further define targets and inform actions proposed to achieve the approved objectives and modal split targets.

On occupation, the approved Travel Plan(s) shall thereafter be implemented, subject to any variations approved in writing by the Local Planning Authority.

Reason: In the interests of delivering sustainable forms of transport, in accordance with Core Strategy Policy CS53.

32. Upon completion of any measures identified in the approved Remediation Strategy or any approved revised Remediation Strategy a Validation Report shall be submitted to the Local Planning Authority. The development shall not be brought into use until the Validation Report has been approved in writing by the Local Planning Authority. The Validation Report shall be prepared in accordance with Contaminated Land Report CLR11 (Environment Agency 2004) and Sheffield City Council policies relating to validation of capping measures and validation of gas protection measures.

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

33. Before any work is commenced on site a dilapidation survey of the adjoining highway shall be jointly carried out with the Council and submitted to and agreed in writing by the Local Planning Authority. Prior to occupation of the development, a further dilapidation survey of the adjoining highway shall be jointly carried out with the Council and any remedial works to the highway required as a result of the construction works shall have been completed in accordance with a scheme of work to be agreed in writing with the Local Planning Authority.

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

34. Before construction of the retail unit is commenced full details of the proposed servicing arrangements including the hours of servicing for this unit shall be submitted to and approved by the Local Planning Authority. Thereafter the unit shall be serviced in accordance with the approved details.

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

35. The residential units shall not be occupied until details of a scheme have been submitted to and approved by the Local Planning Authority to ensure that future occupiers of the residential units will not be eligible for resident parking permits within the designated Permit Parking Zone. The future occupation of the residential units shall then occur in accordance with the approved details.

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

36. A detailed scheme for incorporating public art into the design of Blocks A and C (including a timescale for carrying out the works) in accordance with the principles shown on drawing no 0363 P-01 shall be submitted to and approved by the Local Planning Authority prior to construction above ground level of the relevant block. Thereafter the approved scheme shall be implemented in accordance with the approved timescale.

Reason: In the interests to visual amenities of the locality and in accordance with Unitary Development Plan Policy BE12

37. Prior to construction of block B commencing the missing south east facing gable elevation shall be submitted to and approved by the Local Planning Authority and thereafter the approved details shall be implemented.

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

38. Prior to the construction of the ground floor cluster units adjoining Fitzwilliam Street details of measures to protect the privacy of occupiers of the cluster bedrooms whilst allowing an outlook for residents and facilitating natural lighting shall be submitted to and approved by the Local Planning Authority.

Thereafter the approved details shall be implemented before the relevant bedrooms are occupied and retained.

Reason: In the interests of the amenities of future occupiers of the accommodation and in the interests of sustainable development.

### **Other Compliance Conditions**

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

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

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

Reason: In the interest of satisfactory and sustainable drainage.

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

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

42. No doors or windows shall, when open, project over the adjoining footway.

Reason: In the interests of pedestrian safety

43. 2.5% of the bedrooms shall be designed to be accessible and a further 2.5% shall be designed to be capable of adaption to accessible bedrooms in accordance with the approved plans. Thereafter the accessible rooms shall be provided within each block prior to that block being brought into use. The accessible rooms shall be dimensioned in accordance with the detailed layout plans 0360a P-03 and 0360b P-01.

Reason: In the interests for meeting the needs of disabled people.

44. The colour of the railings to the Fitzwilliam street frontage of Block B shall match the colour of window frames in of the Fitzwilliam Street elevation of Block B.

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

**Attention is Drawn to the Following Directives:**

1. The floor levels to the retail unit and the entrance to Block D should to be designed to avoid the need for ramps within the public realm in the interests of minimising the obstructions to pedestrians minimising street clutter. The fixtures and fittings for studio and cluster disabled units show be designed in accordance with the guidance in BS 8300-2: 2018. The kitchen fittings in the apartments where accessible bedrooms are located will need to be accessible to, and usable by, wheelchair users as well as ambulant people. There needs to be a clear wall area next to the entrance door to the 6 cluster bedroom flat. The entrance door to Block D scales as 1.3m which is wider than required for disabled access and could result in a heavy door which might be difficult for disabled people to operate. The stairs up to the table tennis terrace should be designed in accordance with BS 8300 Part 1.
2. The route for surface water discharge will need agreement from Yorkshire Water in terms of where connectivity to the combined sewer is allowed.
3. Plant and equipment shall be designed to ensure that the total LAeq plant noise rating level (including any character correction for tonality or impulsive noise) does not exceed the LA90 background noise level at any time when measured at positions on the site boundary adjacent to any noise sensitive use.
4. The applicant should install any external lighting to the site to meet the guidance provided by the Institution of Lighting Professionals in their document GN01: 2011 "Guidance Notes for the Reduction of Obtrusive Light". This is to prevent lighting causing disamenity to neighbours. The Guidance Notes are available for free download from the 'resource' pages of the Institute of Lighting Professionals' website.
5. The applicant is advised that the Local Planning Authority expects signage to be high quality and designed with individual letters rather than illuminated box or panel signs.
6. As the proposed development will involve the closing/diversion of a public highway(s) you are advised to contact the Highway Records team as soon as possible with a view to the necessary authority being obtained for the closure/diversion of the highway(s) under Section 247 of the Town and Country Planning Act 1990. This process can take several months to complete.

Principal Engineer, Highway Records

Highways Maintenance Division  
Howden House, 1 Union Street  
Sheffield  
S1 2SH

Tel: (0114) 273 6301 or 273 6125  
Email: highwayrecords@sheffield.gov.uk

7. You are required, as part of this development, to carry out works within the public highway. You must not start any of this work until you have received formal permission under the Highways Act 1980 in the form of an S278 Agreement. Highway Authority and Inspection fees will be payable and a Bond of Surety required as part of the S278 Agreement.

You should contact the S278 Officer for details of how to progress the S278 Agreement:

Mr J Burdett  
Highways Development Management  
Highways Maintenance Division  
Howden House, 1 Union Street  
Sheffield  
S1 2SH

Tel: (0114) 273 6349  
Email: james.burdett@sheffield.gov.uk

8. As the proposed development abuts the public highway you are advised to contact the Highways Co-ordination Group prior to commencing works:

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

They will be able to advise you of any pre-commencement condition surveys, permits, permissions or licences you may require in order to carry out your works.

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

<http://www.sheffield.gov.uk/home/roads-pavements/Address-management>

For further help and advice please ring 0114 2736127 or email [snn@sheffield.gov.uk](mailto:snn@sheffield.gov.uk).

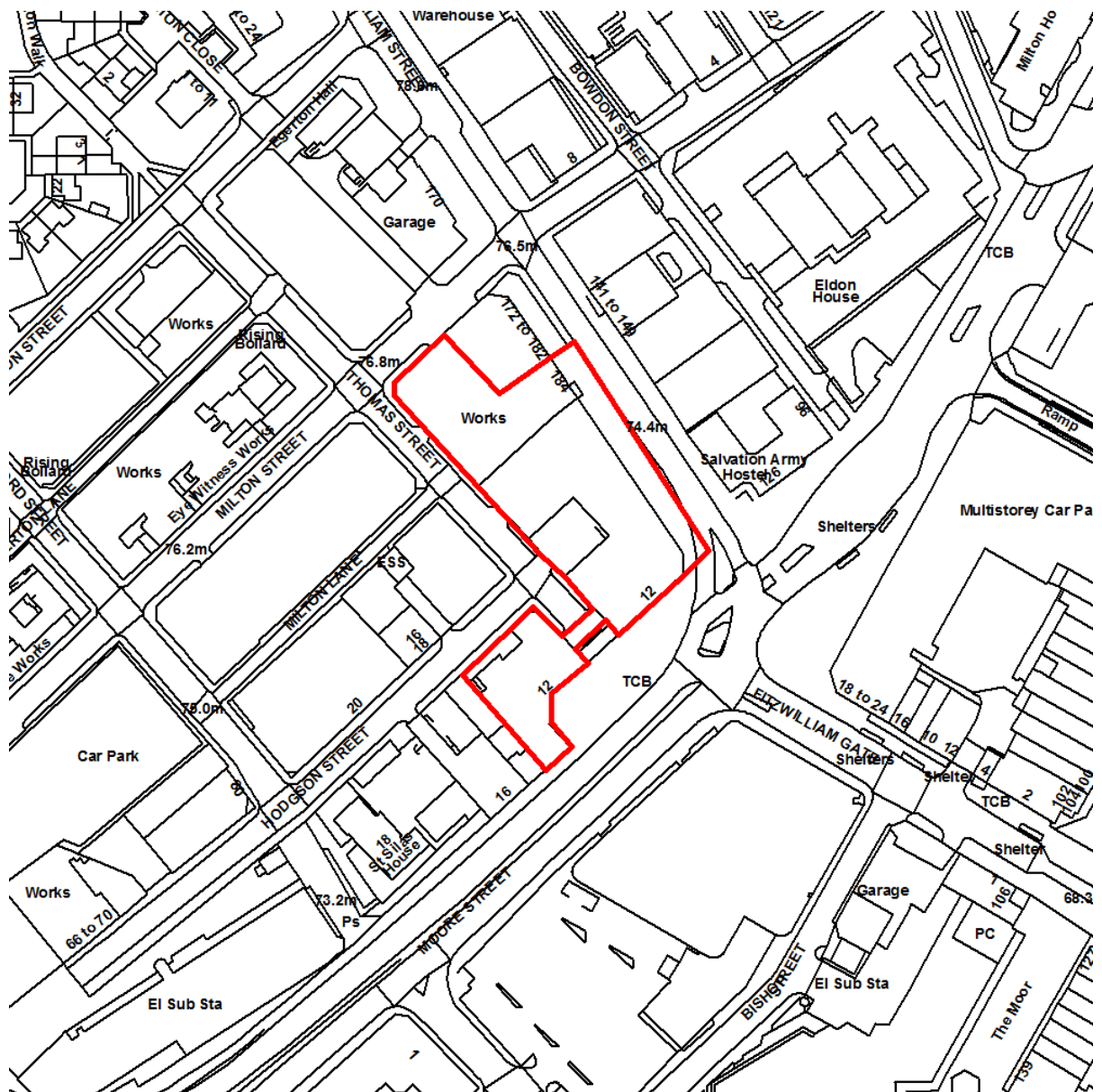
Please be aware that failure to apply for addresses at the commencement of the works will result in the refusal of statutory undertakers to lay/connect

services, delays in finding the premises in the event of an emergency and legal difficulties when selling or letting the properties.

10. The Local Planning Authority has dealt with the planning application in a positive and proactive manner and sought solutions to problems where necessary in accordance with the requirements of the National Planning Policy Framework.
11. As the proposed bridge link spans the public highway you are required to contact the Highways Co-ordination Group (0114 273 6677; [highways@sheffield.gov.uk](mailto:highways@sheffield.gov.uk)) in order to secure an over-sailing licence.
12. Prior to the commencement of development the Highway Authority expects an Approval In Principal (AIP) for the pedestrian footbridge structure will have been submitted to and approved in writing by the Highway Authority. As a minimum, the AIP submission should consider:
  - (i) Proof of the structural integrity of the bridge link, with structural calculations and drawings.
  - (ii) Confirmation and agreement of the proposed ongoing structural inspection strategy, including the protocol for submitting inspection reports to the Local Planning Authority.
  - (iii) Servicing arrangements for inspection personnel needing to gain access to the structure.
13. You are advised that this development is liable for the Community Infrastructure Levy (CIL) charge. A liability notice will be sent to you shortly informing you of the CIL charge payable and the next steps in the process, or a draft Liability Notice will be sent if the liable parties have not been assumed using Form 1: Assumption of Liability.



## Site Location



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## INTRODUCTION

Members will recall that this application was deferred from the Committee meeting on 3<sup>rd</sup> July 2018. Members did not support the officer recommendation to accept a reduction in the affordable housing contribution below that which had been recommended by the Council's appointed viability expert. Members requested that officers re-visit this matter with the viability expert to arrive at an appropriate contribution, whilst having regard to the applicant's requirement for a 27 month construction programme (as opposed to 24 months). Negotiations on this basis have taken place and the report has been updated to reflect the latest position. For ease of reference, the previous report recommended acceptance of a reduced contribution of £650,000 towards off-site affordable housing. The updated report recommends acceptance of a contribution of £865,000 towards off-site affordable housing, which is the full amount recommended by our viability consultant.

## LOCATION

The application site is part of a former industrial area that now incorporates a wider mix of uses. The surrounding area accommodates a mix of retail, commercial, residential and industrial uses. The immediately adjoining uses on Fitzwilliam Street include residential, non-residential institutions and general industrial uses. There are industrial uses close to the site on Milton Street whilst the listed Taylors Eyewitness Works is now vacant. There is vacant land opposite the site on Thomas Street which has permission for residential use and there are office uses next to the site on Hodgson Street. The Wickes DIY store and Atkinsons Department store are opposite the site on Moore Street and Charter Row.

The application site consists of vacant warehouses and offices former used by Stokes Tiles and a tiles showroom which is still in uses. It is occupied by a 2 storey flat roof brick faced office and showroom and brick and metal clad warehouse buildings which are of no particular merit. To the north west of the site on Milton Street is Taylors Eyewitness Works which is listed grade II.

## PROPOSAL

The application is proposing the demolition of the existing buildings and replacing them with 4 blocks. The scheme will provide 268 studio apartments, and 87 cluster units varying in size between 2 and 8 bedrooms. Approximately 1600m<sup>2</sup> of shared communal space will be provided and a retail unit of approximately 150m<sup>2</sup> fronting on to Fitzwilliam Street. The communal facilities include coffee shop, social space, study space, gym, cinema, laundry and games area, dining space, party room, table tennis terrace, shared courtyard, outdoor sports area and roof terraces.

Blocks A, B, and C are connected to form a perimeter block development with frontages to Moore Street, Fitzwilliam Street and Thomas Street, enclosing a courtyard space. Block D has frontages to Moore Street and Hodgson Street.

Block A is located at the corner of Moore Street and Fitzwilliam Street and reads as two connected towers 15 and 17 storeys high. Block B faces on to Fitzwilliam Street and is 10 storeys at the Moore Street end stepping down to 9 storeys. Block C faces on to Thomas Street and Milton Street and is between 4 and 6 storeys high. Block D is between 11 and 12 storeys high.

The primary entrance to the development is located at the corner of Moore Street and Fitzwilliam Street with social facilities being provided on the ground floor of the Moore Street frontage and part of the Fitzwilliam Street frontage. 150m<sup>2</sup> of retail space is also proposed on part of the Fitzwilliam Street frontage. An entrance to block D will be accessed from the pedestrianised route between Moore Street and Thomas Street with social space and a gym being provided on the ground and part of the first floor of the Moore Street frontage of this block. The residential accommodation is located on part of the ground floor of block C facing Thomas Street and on the upper levels of all the other blocks.

Block A accommodates self-contained studio units whilst blocks B/D contain cluster units and block C is a mixture of studio and cluster flats.

The private courtyard space is between 9m and 16m wide and up to 62m long. A 15m by 10m outdoor sports area which can accommodate a basketball court is proposed to the rear of block D facing on to Hodgson Street. There are roof terraces on blocks A/B and C and a green roof on block C.

No off-street parking is to be provided but secure cycle parking is proposed within blocks C and D and accessed off Thomas Street.

The proposed buildings are of a contemporary design with a common language of a regular grid pattern defining windows and floors. The predominant facing material is brickwork.

The applicant has submitted a student demand study. This states that approximately 60% of full time higher education students need to find accommodation within the private rented HMO sector or by living with families as there are not enough purpose built student bed spaces. In the study, full time student numbers across the city are projected to increase by 10.7 to 2020/21. The study indicates that there is a demand for the student accommodation proposed within the application.

## SUMMARY OF REPRESENTATIONS

One objection has been received from an immediate neighbour, an architects practice. The grounds of objection are as follows:

- The scheme is high density and will have a significant impact on the area.
- The scale and massing is much greater than the surrounding area and will cause considerable overlooking and overshadowing particularly the drawing office which relies on roof lights.
- Access should be maintained to the objector's premises during construction from Hodgson Street and Moore Street and noise and vibration kept to a minimum.

## PLANNING ASSESSMENT

### Policy

#### National Planning Policy Framework

The National Planning Policy Framework states that applications for residential development should be considered in the context of the presumption in favour of sustainable development and that policies for the supply of housing should be considered out of date if a 5 year supply of housing cannot be demonstrated. It also states that planning applications which change the use of a site from commercial buildings to residential should normally be approved where there is an identified need for additional housing in the area. As it stands the Council cannot demonstrate a 5 year supply of housing and as such this weighs in favour of the development of this site for residential purposes.

#### Principle of Development

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

However, B2 and B8 uses are no longer considered appropriate in this area as a result of Core Strategy policy CS6 (e) (southern part of the Devonshire Quarter) which identifies this part of the City Centre as a 'Transition Area' where the expansion of manufacturing uses is to be discouraged. Furthermore Policy CS17 (f) (Devonshire Quarter) now promotes a wide mix of uses within the area, specifically city living, niche shops, restaurants and bars, and a variety of business uses.

Policy CS3 (locations for Offices) generally encourages office uses in the City Centre, but CS4 (offices in the City Centre) does not identify this location as specifically important within the City Centre for offices.

These Core Strategy policies were reflected in the proposals for the draft City Policies and Sites to designate a Central Housing Area in this location where a range of uses would be acceptable. Whilst the City Policies and Sites document has little weight it shows the direction of travel of policy development.

Given the above it is concluded that a residential-led mixed use scheme on this site is acceptable in principle.

#### Other Policy considerations

Core Strategy Policy CS41 is concerned with creating mixed communities. This seeks to ensure that no more than half of the new homes in larger developments consist of a single house type (part A); provide new purpose-built student accommodation as part of a mixed housing development with a mix of tenures and sized of unit on larger sites, primarily in the city Centre (part C); limiting shared accommodation where more than 20% of residences within 200m of the site are shared housing, (part D).

In this case 268 of the units would be 1 bed studios which makes up 75% of the planned mix and 87 of the units would be 2-8 bedroom cluster flats which represents 25% of the mix. Therefore the proposal does not comply with Part A of the policy. The scheme will deliver student accommodation as part of a mixed development and include co-living accommodation and mixed unit sizes and therefore is considered to comply with part C. The current mix of shared accommodation within 200m of the site is 38% but this would fall to 35% with the development and therefore the application is considered to be compliant with part D of the policy.

Although the scheme does not comply with part A of the policy, as the scheme is targeted towards students, a wider mix of unit sizes is unlikely to result in a more mixed community. It is therefore considered that this part of the policy should be given less weight. The applicant has also demonstrated how block C could be converted into one and two bedroom apartments should the need for student accommodation change in the future, which could potentially allow a future residential conversion to be compliant with this part of the policy and shows flexibility in design.

#### Co-living Accommodation

The applicant has applied for student and co-living accommodation. This means that the studios and cluster accommodation could be let to either students or any member of the public.

The applicant has described co-living accommodation as an embryonic concept in the UK but more well-established in the USA. It is intended to appeal to graduates, young professionals and workers who require accommodation for a time limited contract. They are people who do not want a mortgage, cannot afford to rent an apartment but do not want to live in a traditional house in multiple occupation. They will have an all-inclusive rent which covers utilities, wifi and shared amenity space. They are willing to trade off smaller living spaces for shared facilities. None student residents would have access to all the facilities provided on the lower floor such as the gym, study spaces, cinema, private dining room etc. The applicant argues that co living accommodation provides affordable accommodation and will help to retain talent in Sheffield following graduation. It will also enable the developer to reduce the risk of not having a fully occupied scheme.

The issue for planning is whether this is a satisfactory form of living accommodation for non- students. Given that:

- Sheffield has no approved living space standards.
- Similar sized studios have been approved in non- student schemes in the city centre.
- Non students are not likely to see this as permanent accommodation and will move on when their circumstances permit.
- The communal facilities and open space compensate to an extent for the reduced private space.
- It will provide low cost living accommodation.

It is concluded that there is insufficient policy basis for arguing that it would provide sub-standard accommodation and would cause significant harm.

#### Layout, Scale and Massing

Core Strategy Policy CS 74 seeks to promote high quality development and it says that development should take advantage of and enhance the townscape and landscape character of the city's districts, neighbourhoods and quarters, with their associated scale layout and built form, building styles and materials.

Policy BE5 says that original architecture will be encouraged but new buildings should complement the scale, form and architectural style of surrounding buildings. Particularly in large scale developments the materials should be varied and the overall mass of buildings broken down

Within industry and business areas Unitary Development Plan Policy IB9 says the new development will be permitted that is well designed and of a scale and nature appropriate to the site.

The general character of the area is that buildings are located close to the back edge of footpath. The proposed scheme responds to this character by locating buildings to the edge of the site and thereby reinforcing the existing street pattern. On the Fitzwilliam Street frontage the building line has been pulled forward as development has been set back in the past to accommodate a now defunct road improvement line.

Moore Street/Charter Row is one of the wider streets in the City Centre and is a primary route into the City Centre. This street already accommodates some larger scale buildings such as Velocity Tower, Westfield House and BT House. The Moore Street and Fitzwilliam Street junction is a key focal point along this street. In recognition of this and of the wider spaces and primary nature of the route the tallest elements of the scheme which are the 17 and 15 storey towers are positioned at the Moore Street/Fitzwilliam Street corner. The development then steps down to 12 and 11 storeys along Moore Street as the buildings move away from the junction. Moore Street is identified as a potential tall building zone in the Urban Design Compendium and the 17/15 storey tower with buildings stepping down to 12/11 stories is considered to be an appropriate response whilst marking the key corner with the taller elements. Velocity Tower which is positioned on the Moore Street roundabout is 23 storeys high and it is appropriate that the tower on this site is lower to reflect that it is located at a secondary node.

The Fitzwilliam Street frontage steps down from 10 storeys at the Moore Street corner to 9 storeys and this scale of development is considered to be appropriate and reflective of the scale of recently completed development at the corner of Milton Street and Fitzwilliam Street.

The proposed buildings on the Milton Street and Thomas Street frontages are 4/5/6 storeys which is considered to be appropriate for these narrower secondary streets and given their proximity to the listed Taylors Eyewitness Works.

The scale and massing of the buildings has been interrogated in the City 3D model where the development can be considered in the wider city context. This shows that the development will sit comfortably within the wider city townscape and within the views along the key streets adjoining the site. It also shows that the tower element will provide a strong visual stop to the view up Cumberland Street towards the site.

The design breaks the buildings up into a series of different blocks by articulating the facades, varying the architectural treatment and using different materials. This helps to break down the mass of the development and provide visual interest.

## Design Issues

The scheme has been designed to position the communal spaces along the main street frontages. All of the Moore Street and Fitzwilliam Street frontages will have active uses at ground floor level including shops, social student spaces and a gym. The active uses return from the Moore Street blocks into the first part of Thomas Street. The entrance floors on these main frontages are double height with extensive glazing and curtain walling. The combination of the active uses and double height highly glazed frontages at lower levels will ensure the development has a permeable and welcoming façade at pedestrian level. Apart from the showroom element the existing buildings present a blank and uninviting frontage to the streets surrounding the site.

The two/three storey gym building with set-back terrace and the entrances to the buildings relate well to the existing public space on the Moore Street frontage. This will help to animate the space and make it a more attractive space to use and meet in.

The proposed buildings are of a contemporary design with brick being the predominant facing material. They have been designed with a regular rhythm of window openings with brick piers and grouped floors creating verticality on the two tower buildings in particular. Windows are set within deep reveals to create shadows and modelling and recessed brick detailing within the window openings will add variety and interest. On the Milton and Thomas Street elevations there is a simple pattern of repeated window openings with a central recessed section incorporating different window proportions to break up the mass of the elevation.

Overall the building design and materials are considered to be high quality and the design will make a strong positive contribution to the street scene.

## Glass Bridge Link to Thomas Street

There is an existing masonry first floor bridge link across the southern end of Thomas Street. This impedes the view along Thomas Street in both directions including the view north towards the listed Eyewitness Works it also detracts from the legibility of the city.

Officers have consistently advised that the redevelopment scheme should remove the bridge and open up the views along the street. This is seen as being important



in the repair and recovery of this area which is the level of intervention recommended for the Devonshire Quarter in the Urban Design Compendium.

Regrettably the scheme seeks to replace the masonry bridge link with a first floor glass bridge link to be used as a corridor and study bridge linking block A with block D. The bridge link is 4.5m wide and 3.45m to the underside and 7m high. It will be set back approximately 9m from the buildings either side facing Moore Street. The existing bridge link is approximately 4m wide and approximately 3m to the underside and approximately 6.75m high. It is located on the same building line as the existing buildings fronting Moore Street and has a solid masonry appearance.

The applicant's heritage statement concludes that the "The existing views of the Eye Witness Works up Thomas Street will remain, and indeed be improved by the replacement of the existing pedestrian link with a light-weight glazed link."

Your officers accept that the glass bridge link will be an improvement in terms of design quality over the existing heavy masonry bridge link and will be less prominent from Moore Street as it is set back further. It is however questionable whether views of Eyewitness Works will be improved significantly. The glass bridge will still be a substantial feature and it seems likely that the structure, activity within it, lighting, study desks etc will draw the eye and that Eyewitness Works will not be noticeably more visible.

The applicant argues that there is an operational requirement for the bridge link in terms of the how the blocks and residents interact with each other. In your officers view the case for this is weak and there is no significant detriment to users and employees having to walk outside for a short distance between the blocks. This occurs between block A and block C in the same scheme and as is common place in numerous other student schemes throughout the city. It seems unlikely that the developer would not proceed with the development if the bridge link were not provided.

Your officer's view is that the inclusion of the glass bridge link is a significant lost opportunity to reopen the visual link along Thomas Street and improve the visual amenity and legibility of the city. However given the overall benefits of the scheme and because the new bridge link will be an improvement over the existing this is not sufficient reason to oppose the application.

#### Impact on Setting of listed buildings

Unitary Development Plan Policy BE19 states that proposals within the setting of a listed building will be expected to preserve its setting. This is in line with guidance contained in the National Planning Policy Framework.

The Milton Street/Thomas Street corner of the new development is on the opposite side of the street and approximately 20 metres from Taylors Eyewitness Works which is a grade II listed former cutlery works dating from the mid-19th century. It comprises of a long 3 storey brick faced range with regular window openings and a pitched slate roof positioned close to the back edge of footpath.

The scheme is 4 storeys high along Milton Street and for 5m of the Thomas Street frontage where it then rises to 5 storeys and then up to 6 storeys approximately 45m along the Thomas Street elevation. The Milton Street and Thomas Street elevations are to be faced in brick with regular window openings creating a modern interpretation of industrial workshop architecture found in the listed buildings on Milton Street.

The existing utilitarian buildings on the site detract from the setting of the listed building. Their replacement by higher quality buildings with materials and architecture more sympathetic to its character will enhance the setting of the listed building. However the large increase in the scale of the development as a whole will have some negative impacts on the setting of the listed building. Nevertheless as the elements close to the Eyewitness Works are modest in scale it will not be dominated by the development and it is concluded that the negative impacts on the setting are minor and outweighed by the positive benefits referred to above. Therefore it can be concluded that overall the proposal will preserve and enhance the setting of the listed building.

### Landscaping

Seven medium sized trees will be lost on the Fitzwilliam Street frontage as the footpath will be narrowed in this location. The footpath is artificially wide due to a historic road widening line that is no longer required. Whilst it is regrettable that the trees will be removed it is considered that the benefits of tightening up the enclosure of Fitzwilliam Street and creating a larger shared courtyard justify this.

Hard and soft landscape spaces will be created within the shared courtyard between blocks A/B/C; on a table tennis terrace to the rear of block A; on a roof terrace on block B; and part of block C and in the form of a green roof on block C. The pedestrianised link between Thomas Street and Moore Street will be extended and the surfacing of the pavements adjoining the site will be upgraded to secondary palette finishes as set out in the Urban Design Compendium. At this stage the detailed design of the landscaped spaces has not be completed and so will be controlled by condition. However these works will enhance the scheme and the public realm and compensate for the loss of the Fitzwilliam Street trees.

### Sustainability

The National Planning Policy Framework advises that there is a presumption in favour of sustainable development. This comprises of three dimensions which must be considered together, these are an economic role, a social role and an environmental role.

In this case the site is largely vacant and its redevelopment will deliver economic regeneration of the site and support the provision of the University economy which is very important to the city. There will be employment created as part of the construction works and operational jobs associated with the management of the facility (the application form refers to 30 jobs).

The applicant has confirmed that they will support local employment initiatives as part of the development and a condition is proposed to secure an employment and training strategy.

The scheme will have a social role in providing student accommodation which will reduce the pressure on family housing in the residential areas surrounding the city centre. The co-living accommodation will potentially meet some housing needs for graduates and young professionals. As the site is conveniently located close to a wide range of services and facilities development in this location will ensure that residents' social and community need are well catered for.

In environmental terms the proposal will replace non-descript industrial and commercial buildings with high quality residential development that will enhance the built environment. The site is sustainably located with easy access to services and sustainable transport which will help to contribute towards moving to a low carbon economy. The development will regenerate a brownfield site and will be resilient to climate change as it lies within a low risk flood zone.

Core Strategy Policy CS 64 seeks to promote sustainable design. It states that non-residential developments over 500m<sup>2</sup> should achieve a BREEAM Very Good rating. The applicant has confirmed that the development will be designed to meet this standard.

Core Strategy Policy CS 65 seeks to deliver renewable energy capacity in the city. All new developments over 500m<sup>2</sup> are required to provide 10% of their predicted energy needs from decentralised and renewable or low carbon energy sources unless this can be shown to not be feasible and viable. The design and access statement says the development will be connected to the existing district heating system and this should achieve the renewable/low carbon energy objectives of the above policy.

Core strategy Policy CS 67 seeks to reduce the impact and extent of flooding. It says that sustainable drainage will be required on all sites where feasible and practical.

The site is not suitable for infiltration due to ground conditions and not large enough for surface water ponds or swales. Surface water run-off will therefore be reduced by 30% compared to the existing peak flow based on a 1 in 1 year rainfall event and taken to the public sewer. This will require attenuation tanks to be installed on the site as referred to in the drainage section below.

A green roof is proposed on block C. Green roofs are encouraged by Core Strategy Policy CS64, they can help to attenuate surface water run-off and help to reduce heating in urban areas improve biodiversity.

Overall the scheme is considered to represent sustainable development and meets the Council's sustainability policies.

#### Drainage

The site is entirely impermeable and drained to the combined public sewers within the local highway network. The site is considered to be unsuitable for infiltration and there are no watercourses near to the site. Therefore it is proposed to provide separate systems of surface and foul water drainage on site which will drain to the existing combined sewers. In line with local guidance the development will need to reduce the existing surface water run-off. The applicant is proposing some underground storage and refers to landscape courtyard being impermeable. Although a courtyard space is proposed which is likely to include some areas of permeable soft landscaping this space has yet to be designed and the precise areas of hard and soft landscaping are unknown at this stage. Conditions are therefore proposed requiring surface water run-off to be reduced and details to be submitted demonstrating this with first priority to be given to sustainable drainage methods such as permeable paving before adopting engineered storage solutions.

#### Ground Conditions

The site lies within a Coal Mining High Risk Area. The Coal Authority is satisfied that the site is safe and suitable for the proposed development and therefore has no objection to the proposal and they have not recommended any conditions to cover coal mining issues.

A phase 1 risk assessment and site investigation has been submitted in support of the planning application. The Council's Environmental Protection Service has reviewed these and considers them to be satisfactory. The site will be suitable for the development provided that recommended capping measures and gas

protection measures are undertaken. The submission and implementation of a remediation strategy and subsequent validation of the works is controlled by the recommended planning conditions.

### Micro Climate

A wind micro climate assessment has been submitted in support of the application due to the significant heights of some of the blocks. This concludes that wind conditions in and around the proposed development are generally expected to be suitable, both in terms of pedestrian comfort and safety, for the intended use by the general public. This includes the footpaths around the development, the street entrances and waiting areas and the courtyard space between blocks A/B/C. However the wind conditions at elevated terraces in the proposed development are expected to be unsuitable, in terms of wind comfort, for recreational use and outdoor seating.

There is a table tennis terrace at level 1 to the rear of block A. Terraces are also proposed at level 8 on block B and at level 4 on part of block C which will be used for recreational purposes. As these may be unsuitable for the intended use without wind mitigation, a condition is proposed requiring further assessment of these areas and mitigation if required. This could take the form of physical barriers and landscaping.

### Noise Assessment

A noise assessment has been submitted in support of the application. Noise has been monitored at various locations around the site and the noise has been modelled based on the form of development proposed. The main source of noise is from road traffic. The model predicts that noise within the external amenity areas will meet the appropriate guidelines due to the screening effects from the buildings.

Recommendations are made for glazing, insulation to walls and ventilation to achieve the appropriate internal noise levels.

The Council's Environmental Protection Service are satisfied with the submitted noise report with some caveats relating to proposed means of ventilation and assessment of noise from social areas within the development and off site plant noise impacts. They also consider that further attention needs to be given to the noise standards for external areas. Subject to these issues being addressed they consider a satisfactory noise climate can be provided for future residents. The proposed conditions will ensure that further consideration will be given to the above issues before the development is constructed and occupied.

## Transport and Access Issues

The site is in a very sustainable location with many city centre shops and services located within easy walking distance of the site. It is approximately 1km from the two university campuses.

The site is highly accessible by bus with bus stops within 150m of the site on Charter Row and numerous services stopping on Fitzwilliam Gate and Cumberland Street approximately 100m to 200m from the site. The bus stops close to the site serve a wide area of the city and a number are served by high frequency services.

There are segregated and suggested on street cycle routes close to the site and consequently cycling is a realistic option for accessing the site. 116 cycle parking spaces are proposed to serve the development. Cycle parking is provided within the building accessed from Thomas Street and the pedestrianised link between Thomas Street and Moore Street. The location and level of provision of cycle parking is considered to be adequate to serve the development

No on-site parking is proposed as part of the application. This is considered appropriate given the highly sustainable location and on street parking controls on the streets surrounding the site. As the development is car free it will not have a significant impact on the operation of the surrounding highway network.

A phased arrival/departure plan will be put in place by Fusion to manage the arrival and departure of any student residents at the start and end of term times. This will involve directing students to local public car parks whilst checking in and provided a time limited slot for drop off/ pick up on Thomas Street.

A travel plan framework has been submitted to encourage travel to the site by means other than the private car. A full travel plan will be submitted prior to the occupation of the development.

Servicing will take place from Thomas Street/Hodgson Street - the bin stores are located adjacent to these streets.

This development will require several areas of all-purpose Adopted Public Highway to be Stopped Up (i.e. permanently closed): a substantial part of the western footway of Fitzwilliam Street (albeit still leaving adequate width for current and expected future public use), and a number of small segments and corners around the rest of the site.

The applicant has already applied to the Department for Transport for the necessary Highway Stopping Up Order under Section 247 of the Town and Country Planning Act 1990. The consultation period for this Order ends before

Members will re-consider this planning application. The Council as the Local Highway Authority will therefore respond separately to the DfT's consultation.

2.5% of the rooms will be designed to be fully accessible on occupation of the development with a further 2.5% capable of adaption if required. There is an even mix of clusters and studios to be provided as part of the initial development with all the adaptable rooms shown as studios. As there is no off street parking within the development it is intended that some disabled bays will be provided on street on Thomas Street and this will be secured by a planning condition.

#### Community Infrastructure Levy

The site lies within the City Centre West community Infrastructure charging area where the charge for both student accommodation and residential uses is £30 per square metre (equating to a total CIL of approximately £680,000 given the floor space in this case).

#### Affordable Housing

Core Strategy Policy CS40 sets out the Council's policy approach to the provision of affordable housing, together with the Supplementary Planning Document on CIL and Planning Obligations. The site falls in the City Centre west affordable housing area where there is a requirement to provide up to 10% of the units as affordable housing, subject to a viability assessment. The applicant's original viability appraisal suggested that they did not consider any affordable housing to be viable as part of this development but following further discussions with the Council's viability consultant they later suggested that the scheme could provide a £600,000 contribution and then finally proposed a contribution of £650,000. Whilst officers originally recommended that this figure should be accepted, given the wider regeneration benefits of the scheme, Members did not accept this recommendation and deferred the application pending further negotiations on this point.

The viability of the scheme has again been assessed by the Council's appointed independent consultant. He originally suggested that the proposed construction programme is too long when compared to other similar schemes in Sheffield and recommended that a 24 month programme (as opposed to the applicant's suggested 27 month programme) would be reasonable and that this would make the development more viable as it affects the financing of the project.

With this adjustment to the build programme the Council's consultant originally concluded that a contribution of £1.37 million towards off-site affordable housing, equating to approximately 7.3% affordable dwellings, would still render the development viable.

The applicant has consistently argued that their build programme is 27 months and has provided evidence to this effect. It is on this basis that the Council's consultant has re-run the appraisal following the deferral of the application from the previous committee meeting.

Taking all factors into account, including the allowance of phased payments for both the Community Infrastructure Levy and Affordable Housing Contribution, the Council's consultant has evidenced that, based on a 27 month build programme, the development can withstand a contribution of £865,000.

The revised appraisal evidence has been shared with the applicant and they have accepted the latest conclusions.

On this basis it is concluded that the development now meets the Council's Affordable Housing policy requirement as set out in Policy CS40 and supporting Supplementary Planning Document, subject to the completion of a legal agreement to secure the contribution of £865,000. The proposed Heads of Terms appear at the end of this report.

## RESPONSE TO REPRESENTATIONS

This is a highly accessible city centre site in a location where there is scope to construct taller buildings which will contribute positively to the cityscape. A high density development is therefore welcomed on this site. Whilst there will be significant impacts such as increased activity and larger scale buildings these are overwhelmingly positive impacts in your officers judgement as assessed in the rest of this report.

The windows serving the adjacent architects practice face towards Hodgson Street and Moore Street. The windows in the development adjacent to the architects practice also face in the same direction and those that face towards the objectors site are approximately 16m away. This is considered to be an acceptable degree of separation and therefore the degree of overlooking is not excessive in the context of a city centre location. It would not be reasonable to resist an adjoining development on the basis that it caused overshadowing of roof lights that served an office use and where the scale of development would otherwise be acceptable. Despite this, in this instance the development is to the north-east of the roof lights and part of the development is a similar height to the architect's office and therefore the impact of overshadowing will be lessened. The office also has large windows facing north-west towards Hodgson Street.

The maintenance of access during the construction period is a private right and outside the remit of planning control. A condition requiring a construction management plan is however recommended. The Environmental Protection



Service will comment on whether the details are satisfactory and this will be the means of managing disturbance during construction to acceptable levels.

## SUMMARY AND RECOMMENDATION

The proposed student/Co-Living accommodation is considered to be acceptable in principle in policy terms and consistent with the emerging policy of housing led regeneration within this area. The scheme is however not fully compliant with Policy CS41 'Mixed Communities' due to the predominance of studio units. However it seems likely that the development will be predominantly occupied by students and, given this, a wider mix of units is unlikely to deliver a more mixed community. Therefore the lack of compliance with this part of the policy should be given less weight in your officers' view.

The Co-living accommodation will help to provide affordable private rented accommodation for graduates and short term contract workers. There is some concern that because of the limited private space it will set a precedent for reduced space standards for general needs private rented accommodation. However the other shared facilities on the site need to be taken into account and it seems likely that this will only ever be viewed as short term accommodation by non-student occupiers.

Given that the council does not have approved space standards; that the scheme is unlikely to prejudice the delivery of longer stay private rented accommodation; and it builds some flexibility into the scheme, there is considered to be no strong case for resisting the proposal on this basis.

The evidence presented by the applicant seems to show (although not verified) that there is a need for further purpose build student accommodation and this is a highly sustainable location mid- way between the two universities. The provision of additional student and private rented accommodation in the City Centre will reduce the pressure on the family housing in the areas surrounding the City Centre.

The scheme will regenerate a large prominent vacant site and generate employment and economic activity during the construction and operational phases. The applicant has agreed to submit an employment and training strategy which endeavours to maximise the local employment and economic benefits.

The scale and massing of the scheme is considered to be appropriate for this primary route into the City Centre and corner site. The active frontages will contribute positively to the vitality of the City Centre and the high quality design will enhance the city and streetscape. The scale and design is considered to respect the setting of the character buildings on Milton Street. The provision of the glass bridge link is not necessary in your officers' view and represents a significant lost

opportunity in restoring the character of the area and improving the legibility of the city. However it is an improvement over the existing bridge link and in this context and given the overall benefits of the scheme it cannot reasonably be resisted in its own right.

The scheme provides a generous courtyard space and on-site recreation facilities which will meet the amenity needs of residents. With appropriate sound attenuation a satisfactory living environment can be created for residents.

There are no significant access concerns and the improvements to the cycling infrastructure will ensure the development meets its transport needs in a sustainable way.

The applicant has agreed to a contribution of £865,000 towards the provision of affordable housing in the city. This aligns with the recommendations of the Council's independent surveyor based on the applicant's 27 month build programme.

It is therefore concluded that this is a major regeneration scheme which will deliver significant benefits for the city and represents sustainable development when considered in the round.

It is therefore recommended that planning permission be granted subject to the conditions listed on the agenda and subject to the completion of a legal agreement based on the following heads of terms.

#### HEADS OF TERMS

A contribution of £865,000 for the provision of off-site affordable housing to be made in the following instalments:

- (i) £288,334 on commencement of the development
- (ii) £288,333 at 12 months from commencement
- (iii) £288,333 at 24 months from commencement

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Case Number	17/03999/FUL
Application Type	Full Planning Application
Proposal	Phase 1 (full application) Erection of 2 units - 16,615 sq m of B1c/B2/B8 floorspace and provision of associated access and landscaping; Phase 2 (Outline application) Details of access for upto 61,230 sq m of B1c/B2/B8 floorspace
Location	Outokumpu Shepcote Lane Sheffield S9 2RA
Date Received	22/09/2017
Team	City Centre and East
Applicant/Agent	CBRE Limited
Recommendation	G Conditional Subject to Legal Agreement

## **Time limit for Commencement of Development**

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

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

2. Phase two of the development shall not be commenced unless and until full particulars, details and plans relating to (a) Appearance, (b) Landscaping, (c) Layout and (d) Scale (matters reserved by the permission) have been submitted to and approved in writing by the Local Planning Authority.

Reason: Until full particulars and plans of the development (including details of the matters hereby reserved) are submitted to and approved by the Local Planning Authority they cannot agree to this phase of the development proceeding.

3. Application for approval in respect of any matter reserved by this permission must be made not later than the expiration of three years from the date of this decision.

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

4. Phase Two of the development shall be begun not later than whichever is the later of the following dates:- the expiration of two years from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the last such matter to be approved.

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

#### Approved/Refused Plan(s)

5. The development shall be carried out in complete accordance with the following approved documents:

30847 PL	200	Site Location Plan	1:1250
30847 PL	201A	Site Plan	1:1250
30847 PL	202A	Unit 1 and 2 Site Plan	1:500
30847 PL	203B	External Finishes and Fencing Plan	
30847 PL	204A	Parameters Plan	1:1250
30847 PL	205	Phasing Plan	1:1250
30847 PL	206	Site Location Plan - Red line Boundary	1:1250
30847 PL	210A	Unit 1 Floor Plans	1:250
30847 PL	211A	Unit 2 Floor Plans	1:250
30847 PL	220	Unit 1 Elevations & Sections	1:250
30847 PL	221	Unit 2 Elevations & Sections	1:250
30847 PL	230A	Overall illustrative coloured detailed and outline masterplan option	1:1250
30847 PL	231A	Illustrative Coloured Unit 1 & 2 Site Plan	1:500
30847 PL	232	Unit 1 Illustrative Coloured Elevations	1:250
30847 PL	233	Unit 2 Illustrative Coloured Elevations	1:250
30847 PL	234	Unit 1 & 2 Illustrative Site Elevations	1:500
30847 PL	235	Illustrative 3D Masterplan View	
30847 PL	236A	Unit 1 Illustrative External Views	
30847 PL	237A	Unit 2 Illustrative External Views	

Outline Mitigation Plan - Bowland Ecology dated 27.06.2018  
2114-PI001 Rev C Preliminary Landscape Proposals Plan

Environmental Statement Chapter 11 as amended 24.05.2018

Design and Access Statement Revision A dated 20th June 2018

Reason: In order to define the development

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

6. No development of each phase shall commence until full plans detailing the final ground levels on site, including finished floor levels, have been submitted to and approved in writing by the Local Planning Authority. Thereafter, each phase shall be carried out in accordance with the approved levels details.

Reason: In order to define the permission.

7. No works of construction, nor other enabling, engineering or preparatory works associated with this permission shall take place until a Construction Environmental Management Plan (CEMP) has been submitted to and approved by the Local Planning Authority. The CEMP shall assist in ensuring that construction activities are planned and managed so as to prevent nuisance to occupiers and/or users of nearby sensitive uses and will document the Contractor's plans to ensure compliance with relevant best practice and guidance in relation to noise, vibration, dust, air quality and pollution control measures. The CEMP shall also include details relating to the permitted working hours on site, and include a fugitive dust management plan.

Working hours shall be based on the principal that all construction and associated activities audible at or beyond the site boundary shall be confined to 0730 to 1800 hours on Mondays to Fridays, 0800 to 1300 hours on Saturdays, with no working on Sundays or Public Holidays. Any extraordinary arrangements outside these hours shall be prohibited except with the prior written agreement of the Local Planning Authority. The CEMP shall detail suitable community communications procedures to ensure that occupiers of dwellings and other sensitive uses are informed in advance of any disruptive or extraordinary working arrangements likely to cause significant amenity impacts.

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

8. Supplementary intrusive investigations and risk assessment as required by the Environmental Protection Service shall be carried out and be the subject of a Phase II Intrusive Site Investigation Report which shall have been submitted to and approved in writing by the Local Planning Authority prior to the development commencing. The Report shall be prepared in accordance with Contaminated Land Report CLR 11 (Environment Agency 2004).

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

9. Any remediation works recommended in the approved Phase II Intrusive Site Investigation Report shall be the subject of a Remediation Strategy

Report which shall have been submitted to and approved in writing by the Local Planning Authority prior to the development commencing the phase of development to which it relates. The Report shall be prepared in accordance with Contaminated Land Report CLR11 (Environment Agency 2004) and Sheffield City Council policies relating to validation of capping measures and validation of gas protection measures.

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

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

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

Reason: In the interests of sustainable development and given that drainage works are one of the first elements of site infrastructure that must be installed it is essential that this condition is complied with before the development commences in order to ensure that the proposed drainage system will be fit for purpose.

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

Reason: In the interests of sustainable development and given that drainage works are one of the first elements of site infrastructure that must be installed it is essential that this condition is complied with before the

development commences in order to ensure that the proposed drainage system will be fit for purpose.

12. Development shall not commence in the relevant area(s) of the site until details demonstrating the means of protecting the live water mains and making safe the abandoned pipe(s) that are laid within the site boundary have been submitted to and approved in writing by the Local Planning Authority. The details shall cover all phases of the development and construction shall not commence on the relevant phase of the development until the required measures have been implemented in full accordance with the approved details.

Reason: In order to protect the public water supply

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

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

14. The relevant phase of development shall not commence until full details of measures to protect the existing trees and shrubs to be retained on that part of the site which relates to that phase, have been submitted to and approved in writing by the Local Planning Authority and the approved measures have thereafter been implemented and retained throughout the construction period. 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, 2012 (or its replacement) and the protected areas shall not be disturbed, compacted or used for any type of storage or fire, nor shall the retained trees, shrubs or hedge be damaged in any way. The 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 relevant phase of development.

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

15. The relevant phase of development shall not commence until a Landscape and Ecological Management Plan - which includes; short, medium and long term aims and objectives; management responsibilities and maintenance schedules for all distinct areas, including the attenuation basin, along with monitoring arrangements for notable species on site, has been submitted to and approved in writing by the Local Planning Authority. This shall include,

where necessary, amended landscape and ecological plans. The Landscape and Ecological Management Plan shall thereafter be implemented as approved for each phase.

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

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

16. No demolition and/or construction works shall be carried out unless equipment is provided for the effective cleaning of the wheels and bodies of vehicles leaving the site so as to prevent the depositing of mud and waste on the highway. Full details of the proposed cleaning equipment shall be approved in writing by the Local Planning Authority before it is installed.

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

17. Upon completion of any measures identified in the approved Remediation Strategy or any approved revised Remediation Strategy, a Validation Report shall be submitted to the Local Planning Authority. Buildings on the Phase of development to which the Validation Report relates shall not be brought into use until the Validation Report has been approved in writing by the Local Planning Authority. The Validation Report shall be prepared in accordance with Contaminated Land Report CLR11 (Environment Agency 2004) and Sheffield City Council guidelines relating to validation of capping measures and validation of gas protection measures.

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

18. Unless shown (to the satisfaction of the Local Planning Authority) not to be feasible and viable, the relevant phase of development shall not commence until a report has been submitted to and approved in writing by the Local Planning Authority identifying how a minimum of 10% of the predicted energy needs of the completed development will be obtained from decentralised and renewable or low carbon energy, or an alternative fabric first approach to offset an equivalent amount of energy. Any agreed renewable or low carbon energy equipment, connection to decentralised or low carbon energy sources, or agreed measures to achieve the alternative fabric first approach, shall have been installed/incorporated before any part of the development is occupied, and a report shall have been submitted to and approved in writing by the Local Planning Authority to demonstrate that the agreed measures have been installed/incorporated prior to occupation. Thereafter the agreed equipment, connection or measures shall be retained in use and maintained for the lifetime of the development.

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



19. Before the relevant phase of development commences a comprehensive and detailed hard and soft landscape scheme shall be submitted to and approved in writing by the Local Planning Authority. The landscaping shall be based on the principles identified on Drawing No. 2114-PL001revC. The landscape scheme shall include a 'Landscape Implementation Strategy' detailing how and when the approved landscape works shall be implemented. The approved landscape works shall be implemented in accordance with the approved 'Landscape Implementation Strategy'. Thereafter, the landscaped areas shall be retained and they shall be cultivated and maintained for a period of 5 years from the final date of implementation and any plant failures within that 5 year period shall be replaced.

Reason: In order to achieve an appropriate quality of development

20. Prior to the occupation of Phase One of the development hereby approved, the MOVA (Microprocessor Optimised Vehicle Actuation) sets at M1 Junction 34 Northbound and Southbound must be reprogrammed to a specification and methodology, to be first agreed in writing by the Local Planning Authority and Highways England, which aim to ensure queues on the M1 slip roads do not extend beyond the following locations:

- Southbound off slip - the location of the 1st detection loop as indicated on Highways England plan no. 530010-1200-04Rev D
- Northbound off slip - the extent of the three lane section of slip road as identified on Highways England plan no.1043388/1200/RM006

No part of the development may be occupied until the MOVA sets at M1 junction 34 Northbound and Southbound have been reprogrammed in accordance with the agreed specification and methodology.

Reason: In order to ensure that the development does not result in queueing on the M1 carriageways.

21. In accordance with the recommendations of Volume 1, Section 9 of the submitted Environmental Statement (Ref. Knight Frank, dated September 2017), a scheme of works to protect the occupiers of dwellings on Greasbro Road from noise shall be submitted to and approved in writing by the Local Planning Authority prior to the construction of each phase of development. As part of the scheme of works a technical and visual specification of the acoustic barriers to be installed shall be submitted, and this shall also be accompanied by a specific landscaping scheme which will demonstrate how the visual impact of the barriers will be limited. The scheme of works, including landscaping works, shall be installed prior to the first occupation of the relevant phase of development maintained in good repair and the landscaping maintained during the course of its functional requirement.

Reason: In the interests of the amenities of the locality and occupiers of adjoining property and to limit the visual impact of the barrier.

22. Prior to their installation full details, including both the technical and visual specification, of the acoustic barriers to be installed on site shall be provided to the Local Planning Authority. The details of the barrier shall also be accompanied by details of a specific landscaping scheme which will demonstrate how the visual impact of the barriers will be limited. The approved barriers shall be installed prior to the occupation of the relevant phase.

Reason: In order to protect the amenity of neighbouring occupiers and to limit the visual impact of the barriers.

23. Details of a suitable means of site boundary treatment for each phase of the development shall be submitted to and approved in writing by the Local Planning Authority before the commencement of each phase of development, or within an alternative timeframe to be agreed in writing by the Local Planning Authority and each phase shall not be occupied unless such means of site boundary treatment has been provided in accordance with the approved details and thereafter such means of site enclosure shall be retained.

Reason: To ensure an appropriate quality of development

24. The development shall not be brought into use unless the sight lines of 4.5m x 120m, as indicated on drawing no's 17430-07-01; 17430-07-02; and 17430-07-03, have been provided. When each relevant sight line has been provided, thereafter the sight line shall be retained and no obstruction to or within the sight line shall be allowed above a height of 1 metre.

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

25. Phase 1 of the development shall not be occupied until the car parking provision for each unit (64 spaces for unit 1 and 131 spaces for unit 2) as shown on the approved plans has been provided. The car parking accommodation shall be retained for the sole purpose intended.

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

26. Prior to the occupation of any building within in either phase of the development hereby approved a car parking scheme must be submitted to and approved in writing by the Local Planning Authority. No building within either phase of the development hereby approved shall be occupied until parking spaces have been laid out within the site, in accordance with the approved scheme. Thereafter the parking areas shall be retained and maintained as approved for their designated purposes.

Reason: In the interests of encouraging sustainable travel to the site

27. Within 3 months of occupation of any part of the development, a detailed Travel Plan(s), designed to: reduce the need for and impact of motor vehicles, including fleet operations; increase site accessibility; and to facilitate and encourage alternative travel modes, must be submitted to and approved in writing by the Local Planning Authority. Detailed Travel Plan(s) shall be developed in accordance with a previously approved Framework Travel Plan for the proposed development, where that exists.

The Travel Plan(s) shall include:

1. Clear and unambiguous objectives and modal split targets;
2. An implementation programme, with arrangements to review the operation of the plan and report back on progress being achieved to the Local Planning Authority in accordance with the 'Monitoring Schedule' for written approval of actions consequently proposed,
3. Provision for the results and findings of the monitoring to be independently verified/validated to the satisfaction of the Local Planning Authority.
4. Provisions to ensure that the verified/validated results will be used to further refine targets and inform actions proposed to secure amendments to the Plan to ensure it achieves the approved objectives and modal split targets.

The approved Travel Plan(s) shall thereafter be implemented with immediate effect, for the relevant part of the development, subject to any variations approved in writing by the Local Planning Authority.

Reason: In the interests of delivering sustainable forms of transport, in accordance with Unitary Development Plan for Sheffield and the Core Strategy

28. No building within each Phase of the development shall be brought into use until a scheme for implementing the following facilities, relevant to that Phase, has been submitted to and approved in writing by the Local Planning Authority:

Phase 1: 4 x Rapid Electric and 5 x Fast Charging Point Facilities - including a) the position of the spaces on the site; b) the design/specification of the facilities; and c) the strategy for implementation across the site.  
Phase 2: 3 x Rapid Electric and 2 x Fast Charging Point Facilities including a) the position of the spaces on the site; b) the design/specification of the facilities; and c) the strategy for implementation across the site.

The facilities shall be provided in accordance with the relevant strategy of implementation. The facilities shall thereafter be retained and maintained.

Reason: In order to promote sustainable forms of transport in the interests of air quality and in line with Core Strategy policies.

29. Before the development is commenced, or within an alternative timeframe to be agreed in writing by the Local Planning Authority, full details of suitable and sufficient cycle parking accommodation within the site shall have been submitted to and approved in writing by the Local Planning Authority and the development shall not be used unless such cycle parking has been provided in accordance with the approved plans and, thereafter, such cycle parking accommodation shall be retained.

Reason: In the interests of delivering sustainable forms of transport, in accordance with the Unitary Development Plan for Sheffield and the Core Strategy

30. No phase of development shall be occupied until the redundant accesses associated with each phase have been stopped up and the kerb and footways reinstated. Access to each phase shall be restricted to the approved access points shown on the approved plans.

Reason: In the interests of the safety of road users

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

Reason: In order to ensure an appropriate quality of development

32. Prior to installation, full details of the proposed means of external lighting (including any security lighting) shall be submitted to and approved by the Local Planning Authority. The external lighting shall be installed to meet the guidance provided by the Institution of Lighting Engineers in their document "Guidance Notes for the Reduction of Light Pollution". Thereafter, the agreed details shall be implemented in accordance with the approved details.

Reason: In the interests of the visual amenities of the locality, the amenity of surrounding occupiers, and surrounding ecological habitats.

33. Full details of proposals for the inclusion of public art in Phase 1 shall be submitted to and approved in writing by the Local Planning Authority. The agreed scheme shall be implemented in full prior to the occupation of the second building on Phase 1, or an alternative timeframe to be agreed in writing by the Local Planning Authority.

Reason: 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.

34. Before the relevant phase of development is commenced , or within an alternative timeframe to be agreed in writing by the Local Planning Authority, full details of suitable inclusive access and facilities for disabled people to enter the buildings and within the curtilage of the site, shall have been submitted to and approved in writing by the Local Planning Authority and each phase 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.

Reason: To ensure ease of access and facilities for disabled persons at all times in accordance with Code of Practice BS8300.

35. Before the commencement of Phase Two of the development a report providing full details of the measures to protect the adjoining railway infrastructure from the impacts of that phase shall be submitted to and approved in writing by the Local Planning Authority. The report shall address the following matters:

- Railway Level Crossing Impact Assessment
- Drainage Impact
- Use of Cranes / Plant in proximity to railway infrastructure
- Excavation / Earthworks in proximity to railway infrastructure
- Boundary security measures / fencing
- Vehicle safety barriers
- Fail safe construction methods
- Landscaping Impact
- Lighting Impact
- Maintaining access to railway infrastructure

Reason: In order to protect the integrity and safety of the adjoining railway infrastructure.

### **Other Compliance Conditions**

36. The relevant phase of development shall be carried out in accordance with the mitigation measures recommended in the Air Quality section of the Environmental Statement Volume One.

Reason: In order to mitigate the impacts of development in relation to air quality

37. The relevant phase of development shall be constructed in full accordance with the details submitted on drawings NWK 150096-00(00)-0300 (revision P01) dated 13/09/2017 and NWK 150096-52(00)-0302 (revision P01) dated 13/09/2017, prepared by Built Environment Design Partnership, and the Flood Risk Assessment (NWK-150096-RT) dated August 2017 .

Reason: In order to protect the public sewerage system and to ensure that the development is properly drained during all phases of the development

38. The breeding bird surveys submitted are only valid for two years. Should the development of Phase One and/or Phase Two not commence within two years of the date of this decision then further breeding bird surveys covering the site of the relevant undeveloped phase will need to be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the relevant phase of development.

Reason: In order to inform the detailed ecological requirements for later phases of development that might occur over a long period and/or multiple phases and to confirm the continued absence of protected species or to establish the status of mobile protected species that might have moved, increased or decreased within the site.

39. All vegetation and site clearance works shall take place outside the bird breeding period (beginning of March to the end of August) unless during this period a competent ecologist has undertaken a careful and detailed check for active birds' nests and provided written confirmation to the Local Planning Authority that no birds would be impacted upon by the clearance operation. Such written confirmation shall be approved by the Local Planning Authority before any such works in this period commence.

Reason: To ensure that no breeding birds are disturbed.

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

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

41. 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 approved buildings, unless full details thereof, including acoustic emissions data, have first been submitted to and approved in writing by the Local Planning Authority. Once installed such plant or equipment shall not be altered, unless otherwise agreed in writing by the Local Planning Authority.

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

42. The units comprising each phase of development hereby approved shall be constructed to achieve a minimum rating of BREEAM 'very good' and before

each unit is occupied (or within an alternative timescale to be agreed) the relevant certification, demonstrating that BREEAM 'very good' has been achieved, shall be submitted to and approved in writing by the Local Planning Authority.

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

**Attention is Drawn to the Following Directives:**

1. The Local Planning Authority has dealt with the planning application in a positive and proactive manner and sought solutions to problems where necessary in accordance with the requirements of the National Planning Policy Framework.
2. The applicant is advised that the Construction Environmental Management plan (CEMP) should be based on some of the measures detailed in the Institute of Air Quality Management (IAQM) document 'Guidance on the Assessment of Dust for Demolition and Construction' (February 2014), and or adopt the London Councils' Best Practice Guidance, November 2006, "The Control of Dust and Emissions from Construction and Demolition" in order to address matters of air quality.
3. The applicant is encouraged to enter into discussions with the Sheffield and Rotherham Wildlife Trust regarding the attenuation basin.
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](http://www.coal.gov.uk).
5. The developer is encouraged to use their best endeavours to ensure that HGVs delivering to the site are at a minimum Euro VI standards or better (i.e. use electric; gas / bio-methane or hydrogen fuel in order to help improve air quality).
6. The contact details for the Network Rail Asset Protection team are:

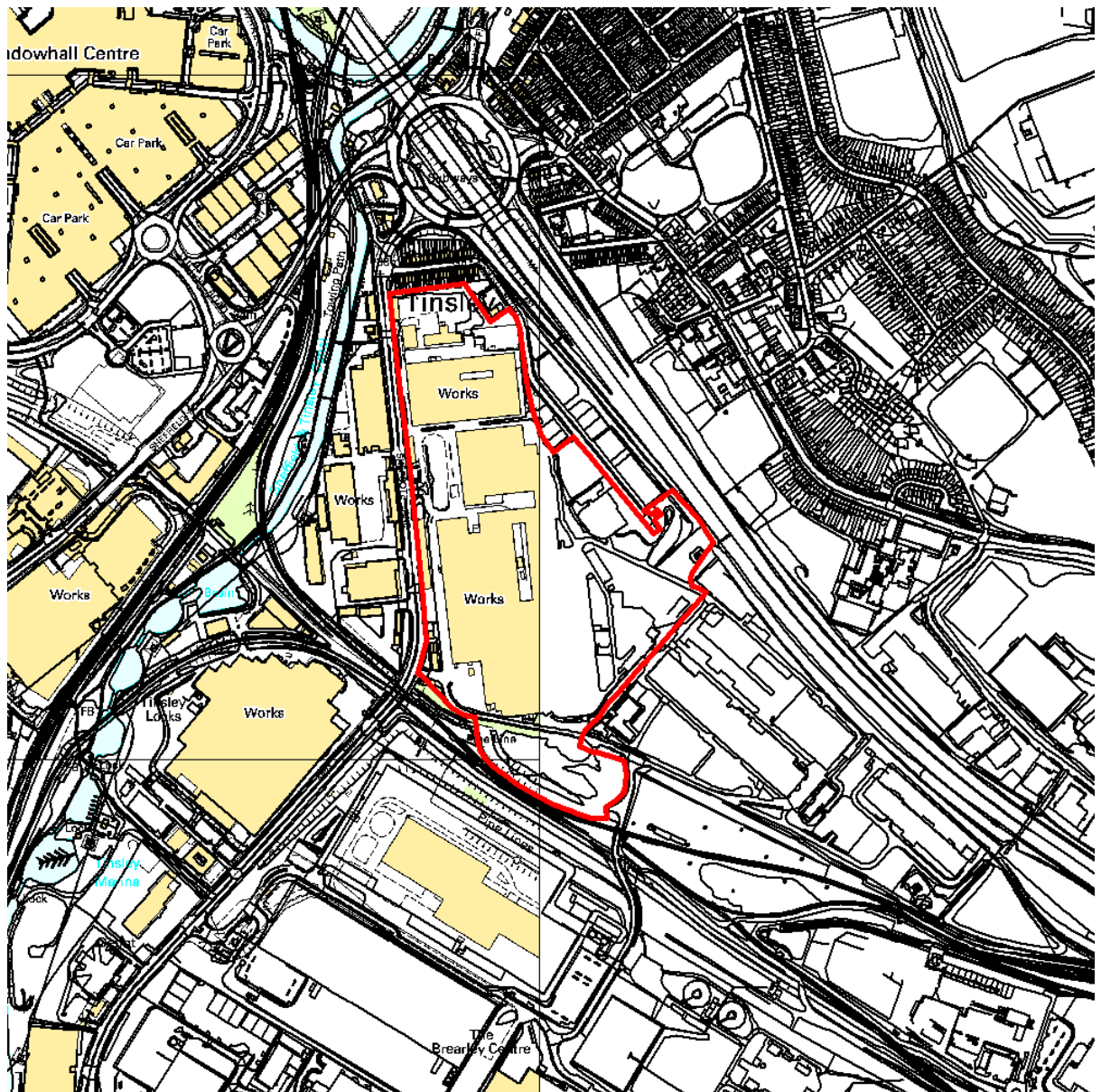
Asset Protection Project Manager  
Network Rail (London North Eastern)  
Floor 3B  
George Stephenson House  
Toft Green

York  
Y01 6JT  
Email: assetprotectionineem@networkrail.co.uk

7. The applicant is advised that the noise rating level, as measured at the residential properties on Greasbro Road, due to any operational activity hereby permitted should not exceed the 15 minute LA90 background sound level, by more than 3dB. Measures to ensure such noise rating levels shall not be exceeded should be designed into the fabric and internal layout of the buildings to meet the terms of Condition 21.
8. The applicant is advised that there is an IP gas pipeline in the vicinity of the site and Cadent Gas will need to be consulted and contacted before any work takes place in the vicinity of the IP gas pipeline. There is also a gas governor /meter installation at the rear of the site that cadent gas will need access to.



## Site Location



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## LOCATION AND PROPOSAL

This application is a hybrid planning application, accompanied by an Environmental Statement (ES) under the Environmental Impact Assessment (EIA) Regulations, for the development of the former Outokumpu site on Shepcote Lane. An ES is required, as the Local Planning Authority determined as part of the screening opinion/response that the site is located in a sensitive location in relation to highway capacity and air quality levels. The site's sensitive location, coupled with the scale of the development - at 20.5 hectares - and the cumulative impact of other new development in the area, also justified the submission and assessment of the effects of the development upon the environment.

As the application is accompanied by an ES, it is relevant to note that, in accordance with NPPG guidance, the environmental effects of the development will be considered for both full and outline elements of the proposal.

The application site comprises a 20.5 hectares brownfield site on land off Shepcote Lane. The site has historically been used for stainless steel manufacturing. The site closed in 2005 and was cleared in 2011, although the base, foundations and evidence of former structures remain on site.

The site is located within an area designated as General Industry Area with Special Industries in the Unitary Development Plan. The site is also located adjacent to Junction 34 South of the M1 Motorway, which forms part of the strategic road network,

The majority of neighbouring uses are commercial or industrial. However, to the north of the site is Greasbro Road, which is an isolated residential street leading through to an industrial/business estate.

It is proposed that there will be two phases of development in order to deliver the construction of up to 77,845 square metres of B1c/B2/B8 uses.

Full planning permission is sought for Phase One of the development and therefore all relevant matters will be considered as part of this proposal.

Outline consent is sought for Phase Two - with approval only sought for access - with all other matters reserved.

### Phase One

Phase One of the proposed development, which forms the Full Planning element of the application is proposed to include 2 units.

Unit One will be 4,174 square metres and it is envisaged that this would be split between 3756 square metres of B2/B8 uses, with 417 square metres of B1 uses forming office accommodation. 64 car parking spaces are also proposed, along with 4 dock levellers and two points of access via the service yard. The overall height of the building is proposed to be 12 metres to the eaves and 14.3 metres to the ridge. Ancillary landscaping is also proposed.

Unit 2 will be 12,441 square metres and it is envisaged that this will be split between 11366 square metres of B2/B8 uses with 1075 square metres of B1 use forming office accommodation. 131 parking spaces are proposed with 12 dock levellers and 2 points of access from the service road. The height of the building is proposed to be 13.8 metres to eaves and 15.5 metres to ridge. The office element of this unit is proposed to be two storeys in height and located to the north western corner of the building.

Phase One of the proposed development is proposed to be accessed via a new access point to be created off Shepcote Lane.

#### Phase Two

Phase Two of the development comprises approximately 14 hectares of land. This is indicatively shown on the submission as comprising 3 units with 599 parking spaces; the applicant stresses however, that this may change according to occupier demand.

Phase Two also includes a 1.9 hectare parcel of land to provide an attenuation basin for drainage of the overall site.

Access to Phase Two is also to be taken from Shepcote Lane.

The outline application seeks detailed approval for access, with all other matters reserved.

#### RELEVANT PLANNING HISTORY

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

#### SUMMARY OF REPRESENTATIONS

There have been two representations from local residents and one representation from Sheffield Wildlife Trust.

The following comments have been made:

##### Local Residents

- Traffic congestion has always been an issue since Meadowhall and Ikea and parking is a problem for residents on Greasbro Road. An incentive is requested for residents of the area - potentially a park for the children or a car park for residents.
- It is stated that a petition will be submitted in due course from local residents. (Members are advised that this has not been received as of the time of writing this report)
- The development will cast a shadow as it will be a few metres from the

- backyard of the resident and 4 metres high.
- There is a parking problem and a high number of disabled parking bays on Greasboro Road, as well as the street being used by HGV and other large goods vehicles by the existing industrial units. This makes the street busy and dangerous.
  - The provision of further parking for residents is requested.
  - Residents feel that the street is very isolated and that no one is interested as bushes and trees are left to overgrow and obstruct the view, making it dangerous when turning on to Shepcote Lane.
  - It is felt that residents will be kept in the dark with this project like HS2.

The Wildlife Trust comments that:

- The ecological value of the site is currently not high and the site is isolated due to adjacent infrastructure.
- The proposed mitigation plan is supported subject to the following comments.
- We would recommend that there is some water in the attenuation pond all year round, to increase its value for wildlife.
- We recommend retaining/moving/creating some rubble piles as refugia as these will be lost according to the plans.
- We would like all trees and shrubs (including those to be planted in the car park) to be native, rather than just ornamental. We would like the developer and Council to seriously consider the use of green roofs in this development in line with the Council's policy (Sheffield Development Framework Climate Change and Design SPD and Practice Guide: Guideline CC1 Green Roof Policy') and the Sheffield Green Roof Biodiversity Action Plan.
- We also note the concerns of the local residents on Greasbro Rd and can understand their requests to be 'bought out' from a quality of life point of view- we hope SCC, the landowners and developers will consider their point of view.

Rotherham MBC has stated that they have no objections to the proposal.

South Yorkshire Passenger Transport Executive (SYPTE) has been consulted several times but has not commented on the proposals to date.

## PLANNING ASSESSMENT

### Land Use Policy Considerations

The National Planning Policy Framework (NPPF) (paragraphs 18 – 22) sets out that the government is committed to building a strong, competitive economy and refers to the use of land use allocations.

The application site is located within a General Industry Area A in the Council's

adopted Unitary Development Plan (UDP). UDP Policy IB5 (Development in General Industry Areas) states that B2 and B8 uses (excluding open storage) are preferred uses. Use class B1 is cited as an acceptable use.

The preference for B2 and B8 uses on this site was continued in the Core Strategy, whereby Policy CS5(a) (Locations for Manufacturing, Distribution/ Warehousing and other Non-office Businesses) identifies the area as being an important location for manufacturing, distribution, warehousing and other non-office business uses.

The draft City Policies and Sites (which only carries limited weight), proposes that the Industrial Area designation is continued.

The principle of the proposed use is considered to be acceptable and in line with the aims of Policies IB5 of the Unitary Development Plan and CS5 of the Core Strategy.

#### Use Dominance

Part (a) of UDP Policy IB9 (Conditions on Development in General Industry Areas) states that new development should not lead to a concentration of uses that would prejudice the dominance of industry and business in the area or cause the loss of important industrial sites.

Use classes B2 and B8 are preferred uses for the area, and the dominant proposed uses for this development scheme. It is not therefore considered that the proposed development will prejudice the dominance of industry and business in the area; indeed it will support the aims of Policies IB9 and IB5.

B1a office accommodation is still an acceptable use, in respect of Policy IB5. The scale of B1a floor space proposed for Phase One is not considered to have an adverse impact upon the dominance of preferred uses, and it is noted that this will likely support the B2 and B8 functions. The final amount of B1a floor space for Phase Two is to be determined at the reserved matters stage, and the balance of this use in relation to dominance will be considered at that time. The proposal as detailed now, is therefore considered to be acceptable in accordance with the aims of Policy IB9 (a).

#### Air Quality

Paragraph 124 of the NPPF states that: 'Planning policies should sustain compliance with and contribute towards EU limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and the cumulative impacts on air quality from individual sites in local areas. Planning decisions should ensure that any new development in Air Quality Management Areas is consistent with the local air quality action plan.'

Core Strategy Policy CS 66 'Air Quality' states that action will be taken to protect air quality in all areas of the city. Further action to improve air quality will be taken across the built-up area, and particularly where residents in road corridors with high levels of traffic are directly exposed to levels of pollution above national

targets.

Other local policies that seek to improve air quality are Core Strategy Policy CS 8 (Tinsley Park) and Policy CS 51 (Transport Priorities).

The application site is within part of the City's Air Quality Management Area (AQMA), which has been designated by the City Council due to high levels of nitrogen dioxide (NO<sub>2</sub>) and particulate matter (PM<sub>10</sub>) pollution from road traffic, industrial and domestic sources. Furthermore, Sheffield is amongst the 28 areas (29 including London) named in the National Air Quality Plan – July 2017, as an area in exceedance for Nitrogen Dioxide (NO<sub>2</sub>) gas that 'may' need a Clean Air Zone (CAZ) by 2020 either with or without a charging element, to be determined through a locally led Feasibility Study. Therefore, Officers are keen to work with all stakeholders to ensure that the impacts of their activities are neutral or as minimal as possible.

The air quality assessment submitted with the application considered both the construction phase and the operational phase impacts of the development. In particular, the risk of dust effects for the four types of construction phase activities – Demolition, Earthworks, Construction and Trackout (of dust and dirt from the construction/demolition site to the public road network), and the effect of transport during the operational phase were assessed. The Council's Air Quality Officer has considered the assessment method, together with the conclusions detailed in the air quality assessment report, and is satisfied with the statements made.

The closest sensitive receptors to air quality are the residents of Greasbro Road. However, in order to ensure a robust assessment of the impact, the following existing sensitive receptor locations (ESR) have been considered in the operational phase assessments; 3 Greasbro Road (ESR 1); 51 Greasbro Road (ESR 2); 2 Norborough Road (ESR 3); 86 Bawtry Road (ESR 4); 116 Bawtry Road (ESR 5); 53 Newburn Drive (ESR 6); 24 Siemens Close (ESR 7); 7 Bawtry Gate (ESR 8); 53 Town Street (ESR 9); 12 Town Street (ESR 10); 254a Sheffield Road (ESR 11); and 328 Sheffield Road (ESR 12).

The modelled baseline scenario for NO<sub>2</sub> concentrations is only projected to exceed the annual mean objective concentration at ESR 8 (7 Bawtry Gate). In respect of PM<sub>10</sub> concentrations and MP<sub>2.5</sub> concentrations there is not predicted to be any exceedance of the annual mean objective concentration.

In terms of the predicted NO<sub>2</sub>, PM<sub>10</sub> and PM<sub>2.5</sub> concentrations at ESR locations for 2019 (opening/future year) both with and without the development, it is predicted that concentrations will not exceed the annual mean objective concentration.

A sensitivity analysis has also been undertaken to account for the under prediction of NO<sub>x</sub> from diesel vehicles. The results vary slightly as the background concentrations for 2016 have been adjusted using the CURED methodology. Using this revised assessment tool it is determined that the NO<sub>2</sub> concentrations are predicted to exceed the annual mean objective concentration at ESR sites 7 and 8 (Siemens Close and Bawtry Gate) as a baseline. However, the NO<sub>2</sub>

concentrations, both with and without development in 2019, are both predicted to not exceed the annual mean objective concentration for NO<sub>2</sub>.

The EIA sets out that the significance of the overall effects of the Proposed Development has been assessed in accordance with the EPUK/IAQM guidance and takes into account a number of factors, including the following findings:

- Baseline NO<sub>2</sub> pollutant concentrations are below the relevant annual mean objectives at eleven of the ESR locations considered;
- Baseline PM<sub>10</sub> and PM<sub>2.5</sub> pollutant concentrations are below the relevant annual mean objectives at all of the ESR locations considered;
- The assessment predicts a negligible impact on NO<sub>2</sub> concentrations at eleven ESR locations, and a slight impact at one ESR location with the Proposed Development in place;
- The assessment predicts a negligible impact on PM<sub>10</sub> and PM<sub>2.5</sub> concentrations at all ESR locations, with the Proposed Development in place;
- The sensitivity analysis baseline NO<sub>2</sub> pollutant concentrations are below the relevant annual mean objectives at ten of the ESR locations considered;
- The sensitivity analysis predicts a negligible impact on NO<sub>2</sub> concentrations at eleven ESR locations, and a slight impact at one ESR location with the Proposed Development in place;

Based on these factors, the overall effect of the proposed development on human health, including in the long term and prior to any mitigation measures, is considered to be not significant, in accordance with the EPUK/IAQM guidance

Mitigation measures are proposed for the construction phase of the development in order to mitigate for the potential for nuisance dust and particulate matter to be generated. These mitigation works will include a Dust Mitigation Plan which will form part of a Construction Environmental Management Plan (CEMP). Subject to the implementation of mitigation measures it is considered that the effect on human receptors will not be significant.

In terms of operational phase mitigation, whilst it is recognised that the effect of NO<sub>2</sub> concentrations will not be significant, the following mitigation measures are proposed to alleviate the air quality impacts of the development: Electric Vehicles Charging Infrastructure; a Travel Plan; secure bicycle parking and shower facilities to encourage alternative forms of travel.

It is not considered that during the operational phase there will be a significant residual effect in terms of air quality at the assessed existing sensitive receptor points.

In light of the above, it is recommended that conditions be applied which require the developer to submit and accord with a Construction Environmental Management Plan (CEMP) based on some of the measures detailed in the Institute of Air Quality Management (IAQM) document 'Guidance on the Assessment of

Dust for Demolition and Construction' (February 2014), and / or adopt the London Councils' Best Practice Guidance, November 2006, "The Control of Dust and Emissions from Construction and Demolition".

In order to help mitigate the operational phase of development the applicant has also agreed to a condition requiring the installation of a number of rapid electric charging points and fast charging points on the site.

It is also recommended that a directive be applied which seeks to encourage the developer to endeavour that HGVs delivering to the site are at minimum Euro VI standards or better (i.e. use electric, gas/bio-methane or hydrogen fuel).

### Highway and Transport Considerations

The NPPF (paragraph 32) sets out that all development that generates significant transport movements should be supported by a Transport Assessment and that decisions should take account of whether the opportunities for sustainable transport modes have been taken up; that safe and suitable access to the site can be achieved for all people; and that improvements can be undertaken within the transport network that cost-effectively limit the significant impacts of the development. Paragraph 32 further sets out that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are judged to be severe.

Core Strategy Policy CS51 (Transport Priorities) sets out the strategic priorities for transport and includes - inter-alia - (a) promoting choice by developing alternatives to the car, (c) containing congestion levels, and (f) supporting economic objectives through demand management measures and sustainable travel initiatives.

Core Strategy Policy CS52 (Key Route Network) states that the Key Route Network will provide good quality access to the City Centre and to the regional and national road network, and fulfil various strategic transport functions. A number of the surrounding 'A' roads (e.g. Shepcote Lane) and nearby motorway junctions (e.g. M1 J34 North / South) are identified as being part of Sheffield's Key Route Network where the strategic transport functions and targets are relevant.

Core Strategy Policy CS 53 (Management of Demand for Travel) seeks to promote sustainable modes of travel and managing demand for travel patterns that would otherwise be unsustainable. It is not proposed to stifle demand for necessary car travel but manage it so that it becomes more sustainable. The measures listed include the implementation of Travel Plans (part d), the active promotion of more efficient and sustainable use of vehicles (including alternatively fuelled vehicles) (part e), the encouragement of the use of more sustainable transport modes (part f), and the application of maximum parking standards.

Part (f) of UDP Policy IB9 (Conditions on Development in General Industry Areas) states that new development or change of use applications must be adequately served by transport facilities and provide safe access to the highway network and appropriate off-street parking.



UDP Policy T16 (Management of Traffic Demand) states that when and where the demand for trips by car exceeds the capacity of the Strategic Road Network, controls on car parking and access to roads will be used to regulate private traffic and reduce congestion. This is particularly relevant to peak-time use of the Network by private car.

Part (a) of UDP Policy T21 (Car Parking) states that provision will be made for car parking where it would meet the operational needs of businesses. It is expected, however, that levels of parking be regulated to prevent excessive peak-hour congestion.

UDP Policy T28 (Transport Infrastructure and Development) states that where new development would generate high levels of travel, it will only be permitted where it could be adequately served by various public transport services, infrastructure and the existing highway network. Where transport improvements are needed to enable a proposal to go ahead, it is expected that these works be provided or a commitment be secured to ensure their provision before that part of the development comes into use.

The proposed development is accessed directly from the A631 Shepcote Lane. The main highways concerns in relation to this proposal are the impact of the development on both the local and the strategic highway network.

Problems of traffic congestion are well documented on the local road network and at J34 (North and South) of the M1 Motorway. In order to support and inform the assessment of the planning application, an extensive Transport Assessment has been undertaken, which includes the detailed modelling of the highway network using the AIMSUN microsimulation model.

In order to undertake the modelling, an estimate of vehicular traffic generated by the proposed development has been made. This has been done using the TRICS (Trip Rate Information Computer System) database which is a recognised tool for determining traffic generation for a wide range of development and location scenarios.

The proposed application is for a range of land uses which have differing trip generation characteristics, and given the current issues faced by the highway network it was considered essential to ensure that a robust assessment of the likely highway impact was undertaken.

The table below provides details of the estimated vehicular traffic generation for the AM (0800-0900) and PM (1700-1800) peaks along with the 12 hour (0700-1900) figure.

	AM Peak (0800-0900)	PM Peak (1700-1800)	12 hr (0700-1900)
Arrivals	184	55	1373
Departures	81	185	1359
Total	265	240	2731

At the request of Highways England a sensitivity test was undertaken using higher trip rates, to ensure that the worst case scenario has been assessed, which resulted in the following estimated traffic generation.

	AM Peak (0800-0900)	PM Peak (1700-1800)	12 hr (0700-1900)
Arrivals	234	66	1931
Departures	151	207	1944
Total	385	273	3876

The modelling has been undertaken for the AM and PM peak periods for both the opening year (2019) and 10 years (2027) after the application submission date. This approach is in line with other transport assessments recently undertaken for other major developments in the immediate area, and reflects the periods of highest demand on the highway network and the highest trip rates from the development, which is in line with national guidelines. The modelling also takes account of developments which currently have planning consent, but which have not yet been implemented, and are considered as committed developments, together with background traffic growth.

The results of the modelling indicate the following highway implications:

#### Shepcote Lane / Europa Link

At Shepcote Lane/Europa Link, the modelling indicates no material impact in the AM or PM peak periods for the opening year (2019). The 2027 assessment indicates an increase in queues on the Shepcote Lane (S) of 27 vehicles in the AM peak and 2 vehicles in the PM peak. On Europa Link queues are predicted to increase by 24 vehicles in the AM peak and 23 vehicles in the PM peak in 2027. The delays on Europa Link are also indicated as increasing significantly, to the extent that they would potentially affect the operation of the junctions as a result.

#### Shepcote Lane / Greenland Road

The modelling does not indicate any material impact at the junction in either the opening year or 2027

## M1 J34(N)

In 2019 there are no predicted material increases in queues in the AM peak period, however the following increases are indicated during the PM peak; Meadowhall Road +17, Meadowbank Road +17, Tinsley Viaduct +14, Blackburn Road +3, M1 Southbound off slip +21. Although there are additional vehicles queueing on the highways links indicated above, the only link which is indicated to have a significant increased delay is on the Tinsley Viaduct at +63 seconds.

## Other local roads

In the opening year there are no significant queues in the area, but the 2027 modelling indicates increases in queueing on Meadowhall Road of +22 vehicles. There is also a corresponding significant increase in delay, but it should be noted that this is as a result of the cumulative impact of all committed developments assessed and not solely as a result of the proposed development.

## M1 J34(S)

In 2019 the modelling indicates an increase in queueing on Shepcote Lane of 35 vehicles in the AM peak and 9 vehicles in the PM peak. In the AM peak there is also a significant increase in delay on the Shepcote Lane arm of +214 seconds. The 2027 modelling indicates increases of +28 vehicles on the Tinsley Viaduct in the AM peak and +47 vehicles on Shepcote Lane in the PM peak.

## Site Access

The site currently has four points of access directly from Shepcote Lane and as part of this application the site accesses will be rationalised. The southern-most access will be retained and will serve Phase 1 of the development. The remaining three points will be permanently stopped up. Two new points of access will then be formed to serve the majority of the site (Phase 2). Visibility splays of 4.5m x 120m are to be provided at the accesses, which is in accordance with the 85 percentile speeds recorded on Shepcote Lane.

The points of access will not be signal controlled, unless a Road Safety Audit determines that this will be necessary as part of the s278 highway improvement works process.

As mentioned previously the application is for varying employment land uses each of which have differing car parking guidelines which result in a range of car parking of between 371 and 1038 spaces. The application proposes 786 spaces across both phases of development. The extent of parking included as part of the outline phase (despite layout being a reserved matter) is included, in order to facilitate the assessment of the wider highways implications of the potential development.

In order to further assess the proposed level of parking, a review was carried out. It is assumed that the site could have a 24 hour operation. A car parking accumulation exercise was carried out using the estimates of vehicular movements calculated using the TRICS database. This exercise indicated that the peak parking demand would be 688 which equates to 88% occupation of the car park.

Given that the proposed parking provision falls within the Council's parking guidelines, and mindful of the additional assessment work carried out to address concerns in respect of traffic on both the M1 and local network, it is considered that the parking provision is acceptable - being able to accommodate the likely demand without making an over-provision which could encourage unnecessary car use. It should also be noted that as Phase 2 is an outline proposal, with all matters but access reserved. A further review of the parking provision relating to that phase will be made when the reserved matters application is submitted. It is therefore considered that the parking level is appropriate and complies with the aims of both Core Strategy and UDP policy.

Cycle and motorcycle parking is shown on the Phase One plans as being provided in accordance with the Council's parking guidelines, and will be secured for Phase Two as part of the reserved matters application. The site will be accessed by a Heavy Goods Vehicles. The proposed accesses and site layout have been tracked to ensure that these vehicles can be adequately accommodated.

Overall, in highways terms it is considered that the layout is satisfactory in terms of access and the manoeuvring of vehicles into and within the site. Similarly, the parking provision proposed is within the Council's parking guidelines and will be further reviewed at the reserved matters stage to ensure that it remains at an appropriate level.

In order to mitigate the impact of the proposed development upon both the M1 and the local highway network, a scheme of mitigation and monitoring works has been put forward and agreed between officers and the applicant. Final agreement is also required from Highways England and this is currently in the process of being secured to enable them to lift their current holding direction.

It is intended that a scheme of works will review and implement revisions to optimise the existing MOVA (Microprocessor Optimised Vehicle Actuation) controls at M1 Junction 34 North and Southbound. MOVA is an adaptive traffic control system that is used to optimise the capacity of the traffic signal junctions. The MOVA system will be reconfigured to better manage the expected additional vehicle flows. This work will be carried out in conjunction with Highways England and Sheffield City Council Urban Traffic Control.

The intended outcome of this is to ensure that queues on the slip road of the M1 do not build to the extent that they would affect the main carriageway of the M1. Highways England have indicated that they will be satisfied with the implications of

the development, subject to the implementation of this condition. There is also a need for Urban Traffic Control to monitor the above works, and the developer has agreed to a financial contribution (£10,000) to allow this to occur. The payment of these monies will be secured via a Section 106 agreement.

In order to further limit the potential impact upon the network, conditions in relation to a travel plan for all phases of development, and limits on parking provision for Phase Two of the development have also been agreed between officers, Highways England and the applicant.

In order to mitigate against the potential impact upon the local highways network (at the junction of Shepcote Lane and Europa Link) the developer has also agreed to fund the upgrading of this signalised junction, via a contribution of £25,000. These monies will also be secured through a Section 106 agreement and the scheme of works will be commissioned by the Council.

It should be noted that the information provided regarding queues and delays in the modelling is based on the results of the higher trip rate modelling and as such an extremely robust assessment has been undertaken, in order to understand the potential highway implications of the development, and to determine appropriate mitigation measures. The impact upon the overall highways network, subject to mitigation, is not considered to be severe either individually or cumulatively and therefore accords with the guidance contained within NPPF Paragraph 32. It is therefore considered that, on balance, subject to the signing of a S106 agreement and the imposition of appropriate conditions the proposal is consistent with the aims of the NPPF, Policies CS51, CS52 and CS53 of the core strategy and policies IB9, T16, T21 and T28 Unitary Development Plan.

### Sustainability

Core Strategy Policies CS 64 (Climate Change, Resources and Sustainable Design of Developments) and CS 65 (Renewable Energy and Carbon Reduction) are the main policies for promoting energy efficiency, renewable technology and the sustainable use of resources. These policies are in accordance with the aims of paragraph 96 of the NPPF in respect of climate change which sets out that local planning authorities should expect new development to; comply with adopted Local Plan policies on local requirements for decentralised energy supply unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable; and take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption

The sustainability statement submitted as part of the application sets out that the developer proposes to utilise low energy design principles to minimise energy demand such building form and orientation to maximise daylight and using design and building services. A pre assessment against BREEAM criteria has also been undertaken and shows that the scheme currently achieves an overall BREEAM rating of 'Very Good'.

In order to meet the requirements of CS65, which requires at least 10% of predicted energy needs to come from decentralised and renewable or low carbon energy, it is proposed to install 2,800 square metres of Solar Photovoltaic Panels to the roof of the units forming Phase One which amounts to at least 10% of the predicted energy needs. It is also proposed to reduce overall regulated CO2 emissions by approx. 14.9% compared to those of a notional development.

It is noted that no green roof is proposed which is contrary to the aims of the Supplementary Planning Guidance on Climate Change, however, it is considered that the proposal remains acceptable with regards the aims of reducing the impact of climate change as part of the consideration of new development and there are recognised difficult practicalities of installing green roofs on large industrial shed buildings.

Overall, it is considered that the details set out in the sustainability statement are considered to be satisfactory and address the aims of Policies CS64 and CS65 of the Core Strategy and the NPPF, subject to conditions requiring the implementation of the aforementioned measures.

#### Amenity Considerations

A core planning principle of the NPPF is that development should seek both a high quality design and a good standard of amenity for all existing (and future) occupants of land and buildings.

UDP Policy IB9 (part b) states that new development or change of use applications should not cause residents or visitors in any hotel, hostel, residential institution or housing to suffer from unacceptable living conditions.

#### Overbearing/Overdominance

Phase One, Unit One, of the proposed development will be closest to the residential properties on Greasbro Road.

Unit 1 of Phase One will be set between approximately 21 and 22 metres from the end of the rear offshoot to the properties on Greasbro road and between approximately 23 and 24 metres from their main rear elevations. The height of Unit 1 will be 14.3 metres to the ridge and 12 metres to the eaves. The site is set approximately 56cm higher than the land level of the rear gardens of Greasbro Road, based upon the site sections submitted.

The development proposed by reason of its height and nature will undeniably have a visual impact when viewed from the rear of the properties to Greasbro Road. However, the distance between the properties will go some way to minimise the impact, whilst the orientation of the Greasbro Road properties to the north of the site, means that the properties will not suffer from significant overshadowing in respect of sunlight.

Whilst Policy IB9 does not set out a means of assessing the impact, officers give reference to the SPG Designing House Extensions as a guide for forming a meaningful judgement as to the impact of development upon residential amenity.

Whilst this does not technically apply to developments such as the one proposed, it is still considered to be a useful tool for judging likely impact in respect of overbearing and overdominance.

Guideline 5 of the SPG sets out that 'a two storey extension should not be placed nearer than 12 metres in front of ground floor main windows of a neighbour. With extra storeys this distance will normally need to be greater, and level differences may also change the requirements'.

The distances cited above are considered to be sufficient to ensure that the impact of development to the nearest residential properties is sufficient.

It is also noted that a scheme of landscaping is proposed to the boundary of the site which will further help to mitigate the impact visually and in terms of the 'perception' of dominance.

The landscaping buffer will include existing planting and trees, which are to be retained and bolstered by the addition of two new trees and ornamental planting. It is also proposed to be the subject of a condition that there be planting adjacent to both the security and acoustic fences, to further soften the impact of the development.

Whilst it is acknowledged that the landscaping will not screen the development fully, and the visual impact will vary between the summer and winter months, it is considered that the inclusion of further evergreen planting and species which will survive in the site conditions could further mitigate the visual impact of the development. Officers are also clear that the final specification of planting should then not result in unacceptable overbearing as a result. It is considered appropriate that a condition be applied requiring full and final details of the landscaping proposals is applied to any consent.

In conclusion, the siting of the development, the separation distance and the provision of a suitable landscape scheme are all considered to mitigate against the impact of the development to such a degree that the development is considered to be acceptable in terms of the impact upon the properties to Greasbro Road. It should also be borne in mind that the site has a derelict appearance at present which provides a poor outlook for residents as it stands.

In respect of the impact upon other neighbouring properties, it is noted that these are all commercial in nature and set some distance away from the proposed buildings, particularly in respect of Phase One. Accordingly it is not considered that there is an unacceptable impact upon the amenity of the occupiers of these properties.

The proposal is therefore considered to be in line with the aims of the NPPF and Policy IB9 of the UDP.

## Noise

The NPPF paragraph 123 seeks to prevent new and existing development from being adversely affected by noise, whilst the Noise Policy Statement for England 2010 sets out how noise can be characterised and its likely impact, as well requiring mitigation and minimisation of impacts. The Planning Practice Guidance 2014 on noise sets out that noise needs to be considered in assessing new development and sets out a framework of actions depending upon the noise and its effect.

Policy GE22 'Pollution' states that, 'Development should be sited so as to prevent or minimise the effect of any pollution on neighbouring land uses or the quality of the environment and people's appreciation of it.'

Policy GE24 'Noise Pollution' stipulates that 'Development will be permitted only where it would not: (a) create noise levels which would cause a nuisance; or (b) locate sensitive uses and sources of noise pollution close together.'

An assessment of predicted noise was undertaken at 4 key locations around the application site. These were Greasbro Road (5 site locations), Newburn Drive (2 site locations), Bawtry Drive (2 site locations) and Ingfield Avenue. The assessment also considered 5 phases of construction, including an assessment of vibration impacts, and the findings of this assessment are set out in the Environmental Statement submitted.

The summary findings set out that there is likely to be a noise impact from the construction phase of the proposed development at the closest properties on Greasbro Road (sites 4 and 5), when the works are close to the northern boundary of the site. Similarly, vibration impacts from the construction phase of the proposed development are also likely at these properties- when works are close to the northern boundary of the site. This is considered to be a major adverse impact, to those properties which border the site, but which is also a relatively short term impact when compared with the overall construction programme.

For Greasbro Road assessment sites 4 and 5, the assessment finds that when works are close to the site boundary, the works for three of the 5 phases of construction will exceed the 65dB criterion by 3dB, and this is predicted to result in a moderate adverse effect. However, as works close to the boundary will be limited in time frame - in the scheme of works - it is considered that the impact will be relatively short.

Other sensitive receptors, which are across the M1 motorway, will only be affected by the construction of the access road, and therefore it is considered that the works will be limited to a relatively short term impact, which is not deemed to be significant.

It is not considered that construction traffic will have a significant impact upon sensitive receptors - as considered in the ES.



It is considered that a scheme of mitigation works, as set out in the noise section of the ES, and as required by the submission of a Construction and Environmental Management Plan (CEMP) will appropriately address the likely impact.

In terms of operational noise, there is the potential for some impact depending upon the final operational use of the site, but known likely impacts include HGVs in the service area and forklift trucks around this area and around access doors, along with movements around the staff car parking areas. There are also unknown, but potential impacts such as the use of the area by refrigerated lorries, along with other potential impacts, and therefore a worst case scenario impact has been assessed.

The noise assessment sets out a worst case scenario for operational impacts, and also a scheme of mitigation works - which recognises that the impact of noise will be long term and on occasion - without the proposed mitigation measures – would exceed WHO Guidelines for Community Noise at Greasbro Road 3 and Newburn Drive 1.

In terms of off-site traffic noise, both as a result of the development and cumulatively as a result of other development in the area, the impact is considered to be negligible with road traffic noise predicted to be less than 1dB in both 2019 and 2034, and accordingly it is not considered that there is any mitigation required in respect of this.

A number of mitigation measures have been put forward which are capable of reducing the potential impact to acceptable levels. The findings have been assessed by officers in the Council's Environmental Protection Service, who are satisfied with the findings of the report and that the mitigation measures proposed are satisfactory to ensure that the amenities of neighbouring properties are not unduly affected by the development in the long term, although there will be a short term impact due to construction.

Mitigation measures proposed during the construction period include limiting working periods and adopting a watching brief to allow for modification of working times when works proposed are likely to result in vibration or will be close to sensitive receptors (i.e. the nearest residential properties). In order to mitigate the operational impact of the development it is proposed to install a 5 metre high acoustic barrier along the northern boundary of the site adjacent to Unit 1, running from the corner of the front elevation of the building towards Shepcote Lane and to the eastern edge of the loading area to Unit 1 and a further barrier to the back edge of the service road/edge of loading area to Unit 2. The final specification of these barriers is to be confirmed in order to ensure both their performance and their visual impact is appropriate. It is recommended that full details of the noise barrier are required by condition. It is also intended to enhance the fabric of the building, in order to further reduce noise breakout at the operational stage of development.

The submitted noise report sets out that when all possible mitigation measures are accounted for, it is anticipated that there will be some impact arising from the development at Greasbro Road (sites 1 and 3) at night. This would be 3dB above

background levels, which is deemed to be not significant in EIA terms. However, this impact, when combined with mitigation, is considered to be acceptable on the basis that the acoustic barriers would meet the 60dB threshold set out in the World Health Organisation's guidance. It is considered that the impact of Phase One is therefore satisfactory in respect of the aims of Policies GE22 and GE24 of the UDP and the NPPF.

In terms of cumulative noise impacts, the development will not introduce new sensitive uses closer than those against which the development has been assessed, and none of the cumulative schemes considered are close enough to the proposed development such that cumulative effects might occur.

Given the outline nature of Phase 2 it is not possible to specify direct means of mitigation, but it is considered appropriate that a condition is applied which ensures that final details in respect of noise and vibration, and any such mitigation as may be required are submitted as part of any reserved matters application. It is also noted that Phase Two will be set behind the units to Phase One and therefore be further away from the most sensitive noise receptors; although the final siting has yet to be determined. The proposal is ultimately considered to be consistent with the NPPF and Policies GE22 and GE24 of the Unitary Development Plan.

## Design

The NPPF, in particular paragraph 56 to 58, sets out that the government attaches great importance to design, and that this is a key aspect of sustainable development. Policy CS74 of the Core Strategy and Policy BE5 of the Unitary Development are both consistent with, and facilitate the assessment of proposals as required by paragraph 58. Paragraph 58 sets out that development should function well, add to the overall quality of the area for the lifetime of the development, create attractive and comfortable places to work, optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses and support local facilities and transport networks. Paragraph 58 also sets out that development should respond to local character and history, and reflect local surroundings and materials, create a safe and accessible environment and be visually attractive as a result of good architecture and appropriate landscaping. .

Policy CS74 'Design Principles' and Policy BE5 'Building Design and Siting' both set out that good design will be expected in all new developments and the means by which this shall be achieved.

In respect of Phase One, the layout of the site has been informed by the need to reduce the impact upon the amenities of neighbouring properties, the need to provide industry standard loading, turning and parking facilities, and appropriate worker and visitor parking. The overall layout and expanses of hardstanding will be softened by the addition of soft landscaping.

The two units, which form Phase One of the development are relatively simple in design and colour. The structures will have a low profile pitched roof and the 'shed' element will be clad in silver and dark grey trapezoidal profiled cladding - which will

be broken up into bays in order to provide some visual relief on the long expanses of elevations. It is also proposed to utilise a white high level recessed band in order to break up the mass of the structure further. The office accommodation will be clad using a powder coated aluminium glazed curtain walling system in dark grey with green tinted glass and a back painted glass horizontal band in white between the ground and first floor.

Due to the height and scale of the buildings proposed, as part of Phase One, they would have a visual prominence within the area, and would be visible from a wide area. However, it is also considered that they would be in context, being set in close proximity to other large industrial and warehouse buildings. As part of the application submission, the applicants have submitted an assessment of how the site would sit in the local landscape, and in long range views, and officers consider that the impact of this buildings from a long range visual perspective, as well as closer to the site is acceptable and within context for this predominantly industrial area.

The design, layout (including opportunities for landscaping and disabled access) and visual appearance of the units which will form Phase One of the development are considered to be acceptable and are appropriate to the local context in which they sit. The proposals as part of Phase One, are therefore compliant with the aims of the NPPF, Core Strategy policy CS74 and Unitary Development Plan policy BE5.

#### Flood Risk & Drainage

Paragraph 93 of the NPPF sets out that: 'Local planning authorities should adopt proactive strategies to mitigate and adapt to climate change, taking full account of flood risk.'

Paragraph 103 of the NPPF, sets out that flood risk should not be increased elsewhere as a result of development and authorities should only consider development appropriate in areas at risk of flooding where, informed by a site-specific flood risk assessment.

Core Strategy Policy CS 67 (Flood Risk Management) seeks to reduce the extent / impact of flooding and provides a list of criteria as to how this will be achieved – including limiting surface water run-off, using sustainable drainage techniques and permitting development in appropriate locations.

Policy GE19 'Water Resources' of the UDP states that 'Development will be permitted only where it would not have an adverse effect on the quantity or quality of surface or groundwater resources.'

The site is located within Flood Zone 1 and therefore is within an area of 1 in 1000 annual year risk. A Flood Risk Assessment has been submitted and considered that development is appropriate in this location subject to reducing surface water run-off.

The development proposal for Phase One includes the use of permeable paving as a means of dealing with surface water drainage whilst the Phase Two drainage is to be addressed through an attenuation pond.

Matters in relation to the impact upon groundwater quality have been assessed as part of the contaminated land assessment - and are addressed by the imposition of appropriate conditions.

The proposed means of dealing with surface water are considered to be acceptable in principle and in line with the aims of Policy CS67. It is however, recommended that conditions be applied which require the submission of further details of the drainage infrastructure including reduction in the discharge rate to the local drainage network and final details of the design of the attenuation pond which serves as both a drainage solution and ecological mitigation.

### Network Rail

The first phase of development will not be in close proximity to the nearby railway line and Network Rail have not raised any concerns in respect of this. However, Phase Two of the development is in much closer proximity and therefore Network Rail have recommended a number of measures will help them to protect their assets. This is considered to be reasonable in respect of Phase Two and particularly given the variables associated with the final siting of the buildings and associated works on this phase. This is dealt with by condition.

### Ecology

The NPPF, paragraph 109 sets out that development should contribute to and enhance the natural and local environment including by minimising the impact on biodiversity and remediating and mitigating despoiled, degraded, derelict and contaminated land where appropriate.

Policy CS 73 'The Strategic Green Network' seeks to maintain and where possible enhance the green network which will follow the rivers and streams of the main valleys and other strategic corridors. The application site includes a green corridor, linking the Sheffield and Tinsley Canal with other sites in the Lower Don Valley.

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

A range of studies have been undertaken in order to establish the ecological value of the site. These have included a desk study; extended Phase 1 habitat survey; ornithological assessments and bat surveys.

There are six Local Wildlife Sites identified within a 1km buffer of the site; however, with the exception of the Lower Don Valley: Sheffield and Tinsley Canal LWS, it is considered that due to their distance and the lack of connectivity to the

development site that the impact on them will be inconsequential.

The development as proposed will lead to the loss of habitats on site including scattered trees; moderately species-rich semi improved grassland, bare ground and colonising natural habitats including scrub, introduced scrub, tall ruderal and ephemeral vegetation and species-poor grassland.

The demolition and construction works on site could lead to some potential pollution of the Sheffield and Tinsley canal as a result of surface water run-off, ground disturbance and the potential spread of invasive species; the loss of nesting bird, bat roosting, foraging and commuting habitat; and an increase in disturbance to notable invertebrates that may be present on site.

A scheme of mitigation works are proposed to limit the potential for harm, and to reduce the impact of the development at both the construction and operational stage. Disturbance during site clearance will be limited to restricting development to outside the bird breeding season or until it has been established that there are no breeding birds on site. A surface water management plan will also be developed to reduce the impact of any pollution impacts during the construction phase and beyond. This is secured by condition.

Landscaping proposals will also help to mitigate the impact of the development on biodiversity by creating an attenuation basin and scrapes; a wildflower planting corridor adjacent to Shepcote Lane; native species being used in landscaped areas of the site and the provision of appropriate bird nesting boxes. It is considered that these measures will provide additional habitat and food sources for invertebrates as well as wildlife corridors and suitable foraging, commuting and nesting habitat for birds. These measures are all considered to be appropriate to the site, and will serve to minimise the impact upon biodiversity resulting from the development, in line with the objectives of the NPPF and Core Strategy and Unitary Development Plan. The mitigation measures are secured by condition.

### Landscaping

The NPPF paragraph 58 encourages the use of appropriate landscaping to supplement good design. This further links with NPPF aims of encouraging biodiversity

Policy GE15: Trees and Woodland, states that, 'Trees and woodland will be encouraged and protected by: a) planting, managing and establishing trees and woodland, particularly in the South Yorkshire Forest; and b) requiring developers to retain mature trees, copses and hedgerows, wherever possible, and replace any trees which are lost; and not permitting development which would damage existing mature and ancient woodlands.'

Policy BE6 Landscape Design sets out that good quality landscape design will be expected in new developments and refurbishment schemes and the means by which this can be achieved.

There are a number of existing trees and shrubs which will be retained along the site's northern boundary, to the rear of the houses on Greasbro Road (during

Phase 1), as well as around the attenuation basin (during Phase 2), which is desirable.

A site-wide landscape scheme is also proposed, which will include grass seeding; wildflower meadow; tree planting to complement the existing planting to the eastern boundary of the site; the retention of existing shrubs and trees; two new trees and low ornamental planting to the northern boundary (adjacent to the residential properties); native hedging; bulbs in grass; and tree planting to the western boundary (Shepcote Lane). This overall approach is considered to be positive in terms of both its ecological and visual impact. It is considered that there is some further work required on the final planting specification in order to ensure the species are fit for purpose, but it is considered that the final details can be secured by the imposition of an appropriate planning condition.

In terms of the landscaping to Phase Two, the final nature of this will be dependent upon the final layout of the site. However, a parameters plan has been provided which includes the provision of an attenuation pond, green corridor to the Shepcote Lane frontage and planting to the extended block of land to the northern boundary of the site. In principle this is acceptable and desirable but it is acknowledged that all matters are reserved for Phase Two and therefore full details of this will be submitted at a later stage.

Overall, the provisions in respect of landscape are acceptable in principle, and are satisfactory with regards the aims of Policies GE15 and BE6, but full details are required by condition.

#### Land Contamination

The NPPF (paragraphs 120 to 122) is clear that development should not result in unacceptable risks from pollution and land instability, including the cumulative effects of this. Paragraph 121 further sets out that the site should be suitable for its new use- including from pollution arising from previous uses, and that any proposals for mitigation including land remediation or impacts on the natural environment arising from that remediation should ensure that land should not be, capable of being determined as contaminated land under Part IIA of the Environmental Protection Act 1990; and that the same should be the case after remediation.

Policy GE25: Contaminated Land, requires: 'Where contaminated land is identified, development will not be permitted on, or next to, the affected land unless the contamination problems can be effectively treated so as to remove any threats to human health or the environment.'

The supporting documents to the planning application set out that it is understood that the site has been extensively tipped with mine, foundry and railway wastes in the early 1900s before being used for steel production from the 1940s onwards. Whilst the buildings and above ground structures associated with the steel production have now been removed from site, the planning authority are advised that a number of underground structures remain present.

Detailed investigations of the site have been undertaken across both Phases One and Two of the site, and this forms part of the Environmental Statement which accompanies the application. These documents have been assessed by the Council's Environmental Protection Service, and a scheme of further investigations, remediation work and validation reporting is required and it is recommended that this is secured by condition. Mitigation works recommended in these reports are expected to adequately deal with the de-contamination of the site.

The proposal is therefore considered to comply with UDP Policies GE22 and GE25 and is supported by the NPPF.

#### Archaeology

South Yorkshire Archaeology Service (SYAS) have advised that it is not considered that the site has any significant potential archaeological interest, and therefore no further investigation is required.

#### Public Art

Policy BE12 'Public Art' sets out that public art will be encouraged as part of major development schemes. The agent has agreed to provide a scheme of public art as part of the development, and this is secured by condition.

#### Economic Benefits

The NPPF sets out that the government is committed to ensuring a strong and competitive economy through sustainable economic growth. This is supported by the Sheffield Core Strategy. The proposed re-development of this site will bring a vacant, brownfield site back into employment use. The agent states in the supporting submission, based upon the Homes and Communities Employment Densities Guide 2015, the development proposal will result in up to 2000 jobs through both the construction and operational phase of development.

Accordingly, it is considered that there are significant economic benefits to the proposed development proposal.

#### RESPONSE TO REPRESENTATIONS

Concerns in relation to traffic congestion have been fully considered as outlined in the main report, and is ultimately deemed to be at acceptable levels. It is not justifiable to require the developer to provide either a car park or a play park within the development boundary, for the benefit of residents as part of this application, although the applicant was asked to consider this request.

It is accepted that the proposed development as part of Phase One will be more dominant than the current arrangement for residents but for the reasons set out in the amenity section of this report, the impact is considered to be acceptable, and the harm not such that the refusal of planning permission could be reasonably

justified.

The development will see the site cleared and a landscape strategy, including management regime developed - this should help with the perception of residents that the site is forgotten and will deal with the obstructions to the view when turning on Shepcote Lane.

In relation to residents feeling in the dark about the proposals, a pre submission consultation was undertaken, and residents have been directly consulted by the Council on the application by letter. All information is available on the public access planning system on-line.

The comments in respect of mitigation for biodiversity are noted, and an ecological plan has been submitted and further work as part of this is recommended by condition.

It is noted that the development does not propose green roofs however, there are a number of other sustainability credentials to the proposal, and on balance the proposal is considered to be acceptable without green roofs.

## SUMMARY

The proposed redevelopment of part of the former Outokumpu site is welcomed in terms of bringing a currently derelict and contaminated brownfield site back into employment use. The proposed principle of using the site for B1c, B2 and B8 floor space is considered to be acceptable in land use policy terms. With regards the highway implications of the development, it is acknowledged that there will be an impact upon the network but that with the agreed mitigation and monitoring, and in light of the robust assessment undertaken, it is considered that on balance the impacts are at acceptable levels. In all other respects such as parking, access and manoeuvrability the proposal is considered to be satisfactory.

Based upon the predicted vehicle movements, it is considered that the air quality implications will be acceptable, subject to mitigation measures secured by condition.

The ecological impact of the development can be adequately mitigated and the landscape scheme proposed is also acceptable in principle subject to final details agreed via condition.

## Phase One

Notwithstanding the aforementioned wider site principles, the overall design and layout of Phase One of the development is considered to be appropriate to the site and context. The development is considered to be sufficient distance from the properties on Greasbro Road to ensure that they will not suffer from unacceptable overbearing, over-dominance or overshadowing impacts. It is also considered that the proposal will not have an adverse impact upon the amenities of neighbouring properties - both residential and commercial - in terms of noise and vibration subject to the imposition of a series of conditions to secure appropriate mitigation



measures.

## Phase Two

The access arrangements for Phase Two, as the only matter for which approval is sought, are considered to be acceptable.

## RECOMMENDATION

The proposal is on balance considered to be acceptable and accords with the policies within the adopted local plan (UDP and Core Strategy) and with the principles outlined in the National Planning Policy Framework.

Highways England have issued a formal recommendation that consent should not be granted until agreement is reached between them, the City Council and the applicant on a number of highway mitigation measures. These measures are detailed in this report and officers are confident that Highways England will lift their holding direction shortly.

It is therefore recommended that planning permission is granted subject to the following matters:

- The conditions listed on the agenda;
- The applicant entering into a legal agreement to secure the listed Heads of Terms;
- The removal of the Highways England Holding Direction.

Members are also recommended to grant delegated powers to the Head of Planning/Chief Planning Officer to agree further conditions/heads of terms; amend conditions; and deal with any other minor non-material amendments arising from the proposals provided they do not result in significant planning impacts.

## HEADS OF TERMS

- A contribution of £10,000 towards monitoring the MOVA controls at Junction 34 of the M1 Motorway
- A contribution of £25,000 towards the upgrading of the signalised Shepcote Lane / Europa Link junction

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## SHEFFIELD CITY COUNCIL Planning & Highways Committee

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**Report of:** Director of City Growth Department

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**Date:** 24 July 2018

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**Subject:** RECORD OF PLANNING APPEALS  
SUBMISSIONS & DECISIONS

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**Author of Report:** Marie Robinson 0114 2734218

### Summary:

List of all newly submitted planning appeals and decisions received, together with a brief summary of the Inspector's reason for the decision

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### Reasons for Recommendations

### Recommendations:

To Note

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### Background Papers:

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**Category of Report:** OPEN

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## DEVELOPMENT SERVICES

REPORT TO PLANNING &  
HIGHWAYS COMMITTEE  
24 JULY 2018

### 1.0 RECORD OF PLANNING APPEALS SUBMISSIONS AND DECISIONS

This report provides a schedule of all newly submitted planning appeals and decisions received, together with a brief summary of the Secretary of State's reasons for the decisions.

### 2.0 NEW ENFORCEMENT APPEALS RECEIVED

(i) To report an enforcement appeal has been submitted to the Secretary of State against the enforcement notice served by the City Council for the unauthorised erection of a composite door to the front of 429 Glossop Road Sheffield S10 2PR (Case No RC/83919/Planning Inspectorate Ref APP/J4423/C/18/3196188)
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### 3.0 APPEALS DECISIONS - DISMISSED

(i) To report an appeal against the delegated decision of the Council to refuse planning consent for erection of a double sided illuminated digital display at Park House Old Nunnery Station Bernard Road Sheffield S2 5BQ (Case No 17/04435/HOARD) has been dismissed.
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Officer Comment:-
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The Inspector considered the main issue to be the effect of the proposed advertisement upon the visual amenity of the area. She noted the presence of a similar LED hoarding along the same frontage.
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She concluded that two huge LED hoardings adjacent to each other would be strident and garish and dominate the buildings and site frontage as well as the highway. She therefore dismissed the appeal.
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(ii) To report an appeal against the Council's non-determination of an application for planning permission to erect a dwellinghouse with integral double garage at land to rear and side of 29 Overcroft Rise Sheffield S17 4AX (Case No 17/04626/FUL) has been dismissed.
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Officer Comment:-
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The Inspector considered the main issues to be:-
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| <ul style="list-style-type: none"><li>i) Whether the proposal would be inappropriate development in the Green Belt as set out in the NPPF;</li></ul> |
|--|

- ii) The effect of the development on the character of the area, including the adjoining Green Belt and Area of High Landscape Value (AHLV);
- iii) The effect on the setting of the Totley Conservation Area;
- iv) If inappropriate development, whether the harm by inappropriateness is outweighed by very special circumstances.

For i) he noted engineering operations are not inappropriate provided they preserve the openness and do not conflict with the purposes of including land in the Green Belt. He felt the proposed driveway and turning area introduced development where there is currently none and would fail to preserve openness (NPPF para 79), in addition to introducing encroachment into the countryside in conflict with one of the main purposes of the Green Belt (NPPF para 80) and therefore represented inappropriate development. As inappropriate development is by definition harmful development should not be approved unless there are very special circumstances.

For ii) he considered the five-bedroomed, two storey dwelling with garage represented a reduction from the previously refused scheme but would still be a substantial building, sitting up to 2.5m taller than existing dwellings to the east, and of considerable size and scale. He felt the modern, urban development of the scale and size proposed would significantly compromise the character of the area, the setting of Totley, and the adjoining Green Belt and AHLV. He concluded it would be a substantial somewhat random and intrusive incursion beyond the well-defined built up limits of the settlement and would seriously harm the character and appearance of the area.

In respect of iii) he noted the Totley Conservation Area appraisal identifies the setting of the conservation area between town and country as one of its special features. He noted the swathe of countryside that includes the appeal site as making a significant contribution to the setting of the Conservation Area. Given his findings in respect of ii) above he felt it follows that the harmful impacts identified would also harm the setting of the Conservation Area. He considered the harm to be 'less than substantial' in reference to para's 131-134 of the NPPF but gave that significant weight and found no public benefits to outweigh the less than substantial harm.

For iv) the appellant had argued that the enlarged turning area was necessary to accommodate a tractor and trailer and other large vehicles, and would be constructed of cellular reinforced grass that would reduce its visual impact. He also argued it would provide economic benefit during construction, use sustainable construction techniques and reduce the need to travel to the neighbouring agricultural land. The inspector however considered these limited matters did not outweigh the substantial harm that would be caused to the Green Belt together with the other identified harm.

He therefore dismissed the appeal.

#### 4.0 APPEALS DECISIONS - ALLOWED

(i) To report that an appeal against the decision of the Council at its meeting on the 27<sup>th</sup> February 2018 to refuse planning consent for an application under Section 73 to remove a condition for provision of shared pedestrian/cycle path at Cowmouth Farm 33 Hemsworth Road Sheffield S8 8LJ (Case No 17/04771/FUL) has been allowed and planning permission is granted subject to conditions in the terms set out in the decision.

Officer Comment:-

Members may recall that this proposal was recommended for approval by officers at the meeting of 27<sup>th</sup> February, but Members did not agree with the recommendation and refused permission.

The Inspector considered the main issue to be whether the condition is necessary or reasonable with regard to sustainable travel choices and the prevention of crime.

She noted the route was a historic one through private land that had no status as a public right of way, and that if maintained it would save a small number of residents around 250m on journey distance to Woodseats District Centre. She agreed with the officer report to Committee that concluded the path would not significantly reduce journey times to local or district centres for large numbers of residents and would not contribute significantly to connectivity in the locality.

She also felt the lack of natural surveillance of the route would mean it was not of good quality and noted the South Yorkshire Police advice on a previous application that such footpaths can be a crime and nuisance generator. She concluded the prevention of crime outweighed the limited benefit of providing the short cut.

She therefore allowed the appeal finding no conflict with policies CS53 and CS74 of the Core Strategy, T7 and T10 of the UDP, or para 69 of the NPPF.

## 5.0 RECOMMENDATIONS

That the report be noted

Rob Murfin  
Chief Planning Officer

*24 July 2018*

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