

Planning and Highways Committee

Tuesday 14 August 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

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.

PUBLIC ACCESS TO THE MEETING

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. 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.

FACILITIES

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.

**PLANNING AND HIGHWAYS COMMITTEE AGENDA
14 AUGUST 2018**

Order of Business

- 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 - 8)
Minutes of the meeting of the Committee held on 24 July 2018.
- 6. Site Visit**
To agree a date for any site visits required in connection with planning applications prior to the next meeting of the Committee
- 7. Applications Under Various Acts/Regulations** (Pages 9 - 12)
Report of the Director of City Growth
- 8. Land Between 94 And 98 Wheel Lane, Grenoside, Sheffield, S35 8RN (Case No. 18/02229/FUL)** (Pages 13 - 28)
- 9. Brodie UK, 185 Middlewood Road, Sheffield, S6 4HD (Case No. 18/01813/FUL)** (Pages 29 - 38)
- 10. P M Rushworth Dental Practice, 99 High Street, Mosborough Sheffield, S20 5AF (Case No. 18/01806/FUL)** (Pages 39 - 48)
- 11. Meps (International) Ltd, 263 Glossop Road, Sheffield, S10 2GZ (Case No. 18/01784/LBC)** (Pages 49 - 54)
- 12. Meps (International) Ltd, 263 Glossop Road, Sheffield, S10 2GZ (Case No. 18/01783/FUL)** (Pages 55 - 72)
- 13. Bailey Street Garage, 39 Bailey Street, Sheffield S1 4EH (Case No. 18/01530/FUL)** (Pages 73 - 92)
- 14. HSBC, 79 Hoyle Street, Sheffield, S3 7EW (Case No. 18/01077/FUL)** (Pages 93 - 140)
- 15. Land Bounded By Upper Allen Street, Daisy Walk, Netherthorpe Road And Well Meadow Drive, Sheffield, S3 7GW (Case No. 18/00242/FUL)** (Pages 141 - 182)

16. **Sheffield Dragons College Of Martial Arts, 36 - 38 Market Square, Sheffield, S13 7JX (Case No. 17/04388/FUL)** (Pages 183 - 202)
17. **Record of Planning Appeal Submissions and Decisions** (Pages 203 - 208)
Report of the Director of City Growth
18. **Date of Next Meeting**
The next meeting of the Committee will be held on 4 September 2018

ADVICE TO MEMBERS ON DECLARING INTERESTS AT MEETINGS

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.

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Planning and Highways Committee

Meeting held 24 July 2018

PRESENT: Councillors Peter Rippon (Chair), Jack Clarkson, Tony Damms, Dianne Hurst, Alan Law, Robert Murphy, Zahira Naz, Peter Price, Chris Rosling-Josephs, Andrew Sangar, Mike Chaplin (Substitute Member) and Cliff Woodcraft (Substitute Member)

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1. APOLOGIES FOR ABSENCE

1.1 Apologies for absence were received from Councillors Michelle Cook and David Baker and Councillors Mike Chaplin and Cliff Woodcraft attended the meeting as the duly appointed substitutes, respectively.

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 Councillor Zahira Naz declared a personal interest in an application for planning permission for 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 up to 61,230 sq m of B1c/B2/B8 floorspace at Outokumpo, Shepcote Lane (Case No. 17/03999/FUL), as she had attended an open day discussing the proposals. Councillor Naz stated that she had not predetermined her views on the application and would participate in its determination.

4. MINUTES OF PREVIOUS MEETING

4.1 The minutes of the meeting of the Committee held on 3 July 2018 were approved as a correct record.

5. SHEFFIELD CONSERVATION ADVISORY GROUP MINUTES

5.1 The Committee received and noted the minutes of the meeting of the Sheffield Conservation Advisory Group held on 15 May 2018.

6. SITE VISIT

6.1 **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.

7. CONFIRMATION OF TREE PRESERVATION ORDER NO. 417 AT LAND OFF CARTER KNOWLE ROAD

7.1 The Director of City Growth submitted a report seeking to confirm Tree Preservation Order No. 417 at land off Carter Knowle Road. A copy of the Order and the Tree Evaluation Method for Preservation Orders were attached to the report now submitted.

7.2 **RESOLVED:** That no objections having been received, Tree Preservation Order No. 418 made on 24 April 2018 on land at Carter Knowle Road be confirmed unmodified.

8. APPLICATIONS UNDER VARIOUS ACTS/REGULATIONS

8.0.1 **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.

8.1 BRODIE UK, 185 MIDDLEWOOD ROAD (CASE NO. 18/01813/FUL)

8.1.1 It was reported that this application had been withdrawn from consideration at the meeting due to the need to advertise the application further due to an error with the notifications.

8.2. PARK HILL ESTATE, DUKE STREET, PARK HILL (CASE NO. 18/01700/LBC)

8.2.1 Following consideration of an additional representation, as outlined in a supplementary report circulated at the meeting, and representations at the meeting from the applicant's agent and architect speaking in support of the application, an application for listed building consent for external and internal alterations to building for use of student accommodation (Use Class Sui Generis), use as 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, at Park Hill Estate, Duke Street, Park Hill, Sheffield, S2 5RQ (Case No. 18/01700/LBC) be granted, conditionally, for the reasons detailed in the report now submitted.

8.3. PARK HILL ESTATE, DUKE STREET, PARK HILL (CASE NO. 18/01699/FUL)

8.3.1 Subject to the removal of conditions 15 and 18 and amendments to conditions 10 and 14, and following consideration of an additional representation, all as outlined in a supplementary report circulated at the meeting, and following consideration of representations at the meeting from the applicant's agent and architect speaking in support of the application, an application for planning permission for 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, at Park Hill Estate, Duke Street, Park Hill, Sheffield, S2 5RQ (Case No. 18/01699/FUL) be granted, conditionally for the reasons detailed in the report now submitted.

8.4. 12 MOORE STREET, 184, 190 FITZWILLIAM STREET AND STOKES WAREHOUSE, THOMAS STREET (CASE NO. 17/04517/FUL)

8.4.1 Following consideration of representations at the meeting from the applicant's agent speaking in support of the application, 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, Sheffield, S3 7UQ (Case No. 17/04517/FUL) be granted, conditionally, subject to legal agreement, for the reasons detailed in the report now submitted.

8.5. OUTOKUMPU, SHEPCOTE LANE (CASE NO. 17/03999/FUL)

8.5.1 Subject to the inclusion of an additional condition, as outlined in a supplementary report circulated at the meeting, and following consideration of representations at the meeting from the applicant's agent and transport consultant speaking in support of the application, an application for planning permission for 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 up to 61, 230 sq m of B1c/B2/B8 floorspace at Outokumpu, Shepcote Lane, Sheffield, S9 2RA (Case No. 17/03999/FUL) be granted, conditionally, subject to legal agreement, for the reasons detailed in the report now submitted.

9. RECORD OF PLANNING APPEAL SUBMISSIONS AND DECISIONS

9.1 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

10.1 It was noted that the next meeting of the Committee will be held at 2:00p.m. on Tuesday 14 August 2018 at the Town Hall.

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SHEFFIELD CITY COUNCIL Planning and Highways Committee

Report of: Director of City Growth Department

Date: 14/08/2018

Subject: Applications under various acts/regulations

Author of Report: Lucy Bond & John Williamson 2734218

Summary:

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

Recommendations:

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.
18/02229/FUL (Formerly PP-07043142)	Land Between 94 And 98 Wheel Lane Grenoside Sheffield S35 8RN	
18/01813/FUL (Formerly PP-06964803)	Brodie UK 185 Middlewood Road Sheffield S6 4HD	
18/01806/FUL (Formerly PP-06964368)	P M Rushworth Dental Practice 99 High Street Mosborough Sheffield S20 5AF	
18/01784/LBC (Formerly PP-06934239)	Meps (International) Ltd 263 Glossop Road Sheffield S10 2GZ	
18/01783/FUL (Formerly PP-06934239)	Meps (International) Ltd 263 Glossop Road Sheffield S10 2GZ	
18/01530/FUL (Formerly PP-06905191)	Bailey Street Garage 39 Bailey Street Sheffield S1 4EH	
18/01077/FUL (Formerly PP-06785525)	HSBC 79 Hoyle Street Sheffield S3 7EW	
18/00242/FUL (Formerly PP-05696484)	Land Bounded By Upper Allen Street, Daisy Walk, Netherthorpe Road And Well Meadow Drive Sheffield S3 7GW	
17/04388/FUL (Formerly PP-06474815)	Sheffield Dragons College Of Martial Arts 36 - 38 Market Square Sheffield S13 7JX	

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Case Number	18/02229/FUL (Formerly PP-07043142)
Application Type	Full Planning Application
Proposal	Erection of a dwellinghouse (Re-submission of planning permission 18/00924/FUL) (Amended plans 01.08.2018).
Location	Land Between 94 And 98 Wheel Lane Grenoside Sheffield S35 8RN
Date Received	11/06/2018
Team	West and North
Applicant/Agent	Oakleaf Architecture Ltd
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:

Street scene and sections A (PL) - 003 rC (received 12.06.2018)

Amended location plan, site plan, floor plans and elevations A(PL)-001 rH

Amended surface water plan A(PL)-014 rC

Amended wheel wash details A(PL)-010 rD

Amended landscape and surface plan A(PL)-012 rD

(all received 01.08.2018)

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. The privacy fencing hereby approved along the boundary with 98 Wheel Lane shall be 1.8 metres high and shall be erected before the occupation of the dwelling. It shall thereafter be retained and maintained.

Reason: In order to ensure minimum privacy levels for dwellings

4. 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.

Other Compliance Conditions

5. If 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. A Remediation Strategy shall then 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.

6. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2015, Schedule 2, Part 1 (Classes A to H inclusive), Part 2 (Class A), or any Order revoking or re-enacting that Order, no extensions, porches, garages, ancillary curtilage buildings, swimming pools, enclosures, fences, walls or alterations which materially affect the external appearance of the site shall be constructed without prior planning permission being obtained from the Local Planning Authority.

Reason: In the interests of the amenities of occupiers of adjoining property, bearing in mind the elevated nature of the curtilage and to ensure that there is no encroachment into the Green Belt.

7. The flat roofed area of the dwellinghouse hereby permitted shall at no time be used as a balcony, roof garden or similar amenity area.

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

8. The office window on the elevation of the dwellinghouse facing East towards No.98 Wheel Lane shall be fully glazed with obscure glass to a minimum privacy standard of Level 4 Obscurity and no part of the window shall at any time be glazed with clear glass.

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

9. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (and any order revoking and re-enacting the order) no additional windows or other openings shall be formed in the dwelling hereby permitted without the prior written approval of the Local Planning Authority.

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

10. 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.

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

Attention is Drawn to the Following Directives:

1. 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>

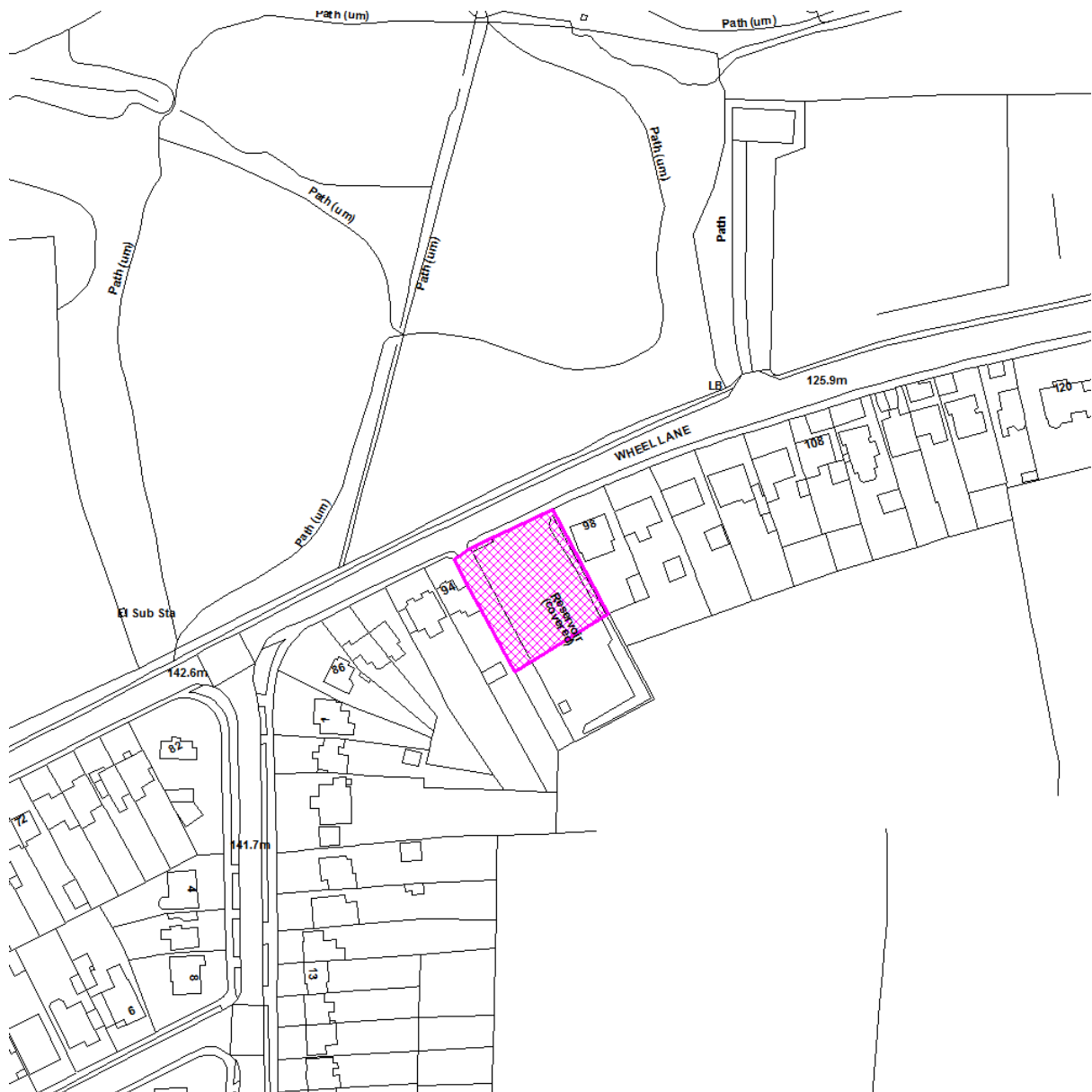
For further help and advice please ring 0114 2736127 or email snn@sheffield.gov.uk.

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.

2. 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.

3. 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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LOCATION AND PROPOSAL

The application relates to a former reservoir site located between numbers 94 and 98 Wheel Lane. The development site area is 0.12 hectares. Land to the rear is also within the applicant's ownership but it is in the Green Belt and does not form part of the proposed application site. The site has an existing vehicular access from Wheel Lane. Land levels across the site vary, with levels generally increasing from east to west in line with the incline of the street.

The applicant proposes to erect a five bedroom dwelling on the site with associated parking and garden space. Space is retained within the site for the potential future development of a further dwelling house however; this does not form part of the assessment of this particular application and separate permission would be required.

RELEVANT PLANNING HISTORY

A number of proposals for housing developments on the site have previously been approved. These include planning applications 06/04610/OUT and 09/03060/FUL which were both for the erection of two dwellinghouses. These permissions expired without being implemented. There have been no material changes in circumstances since these applications were approved. The site is still within a Housing Policy Area and is previously developed land.

Planning permission 18/00924/FUL was granted earlier this year. That permission related to the site to which the current application relates, but also included land to the rear of this application site. Permission was granted for the erection of a dwelling house and associated area of hardstanding. Whilst the proposed dwelling was not within the Green Belt, the area of hardstanding was within the Green Belt (on land which is now not included within the current red line boundary area). Application 18/00924/FUL was quashed for reasons relating only to the hardstanding in the Green Belt. As such no extant planning consent exists for the redevelopment of the site.

SUMMARY OF REPRESENTATIONS

28 representations have been received in total, 27 in objection and 1 neutral comment which makes reference to an incorrect address being displayed on the web site.

23 of the letters of objection have been received from local residents; a summary of the comments is listed below:

Design and character issues

- The proposed access is not in keeping with the other houses on the street which all have driveways to the front.
- The proposed scale is overly large and dominant and will form a visually incongruous feature within the street scene.
- Design considered to be lacking architectural detailing.
- The proposed footprint breaks the building line.

- The development will dominate the sky line.

Residential amenity issues

- The land is higher than it was previously; therefore the houses will be much higher and overbear numbers 94 and 98.
- Due to the proposed height of the building it would overlook dwellings to the rear and sides.
- Two metre high boundary fencing would be overbearing to number 98, could permitted development rights be removed?
- Increased traffic movements associated with up to two dwellings would impact on living conditions and the structural integrity at number 94.
- The proposed footprint will impact on the conservatory at number 98, with regards to overlooking and over dominance. Views to the side will also consist of a brick wall.
- Potential for the flat roof to be used as a terrace which would impact on privacy levels.
- The proposed laurel hedging will have maintenance issues and could become over bearing.
- The development will be invasive and dominate the other properties and occupants destroying their right to light and privacy.

Green Belt and landscape issues

- The red line boundary should be amended to include the housing area only; the remainder of land owned by the applicant in the Green Belt should have a blue line boundary.
- No information has been submitted regarding how the Green Belt land is to be used.
- It is alleged that land levels on site have been altered.
- One of the trees surrounding the site has died and it is alleged that the applicant proposes to remove it.
- The property backs on to agricultural Green Belt land.

Highway issues

- Two parking spaces are not considered to be adequate for a 5 bed dwelling.
- There are visibility and highway safety issues with the proposed access.
- Construction vehicles utilising the access would lead to congestion and would disturb the adjacent number 94.
- Turning facilities should be identified on plan for both dwellings.
- Highway safety issues due to existing congestion and that Wheel Lane is a “feeder road” to the M1 motorway.

Other issues

- The ground levels should be reduced as suggested in the application in 2006.

- The garages from the previous submission have been removed; therefore where will future garages be located? The size of the dwelling suggests that garages will be required.
- Plans for one dwelling have been submitted rather than two, this makes it difficult to assess the proposal as a whole.
- It is understood that a second dwelling is to be developed on the remainder of the site; this would multiply the issues of this development.
- Previous proposals on the site have been more sympathetic and these should be reconsidered.
- Ground floor office window identified on plan but not on the east elevation.
- Height of the roof lantern not shown.
- Issues regarding the future development plot and whether it is adequate.
- The plans are not considered to be sufficiently detailed, particularly with regards to land levels.
- Part of the boundary wall has been damaged during the land clearance.
- Numerous references have been made to Sanderson and Weatherall Design and Access statement from the 2006 application.
- The developer's financial situation should have no bearing on any planning decision.
- The applicant is continuing the development prior to determination of the application.
- Lack of communication between the planning department and the applicant.
- Issues around change of committee date.
- Issues around communication from the Planning Service.

4 of the letters of objection were received from Councillor David Pepper, Grenoside Conservation Society and Ecclesfield Parish Council.

Councillor David Pepper:

The proposed dwelling is out of proportion, has very little garden space and inadequate parking provision for a 5 bedroom house. There are concerns that the Green Belt land to the rear will become an over flow car park. Drawings submitted suggest that part of the Green Belt is to be incorporated in to the residential curtilage. The proposed development is too large for the site and does not respect the semi-rural location. It is requested that this application is referred to the planning committee.

Grenoside Conservation Society:

The proposed dwelling is considered to be out of proportion with the surroundings. Very little garden space is included and if a second house were to be developed there would be issues with parking leading to concerns that the Green Belt area will be used for parking. The development should be sympathetic to the semi-rural location. It is requested that the application is referred to the planning committee.

Ecclesfield Parish Council (EPC) (two letters of objection):

EPC Planning Committee are objecting and recommend refusing this application on the grounds that it will be overbearing and impact the nature of the land, it is not in keeping with the other properties, the dwelling will stand significantly higher than the other properties and this proposal will dominate the landscape significantly. Are Highways aware of the impact of this application? A site visit should be made to see the distance from the front and back from Cinder Hill Lane, Grenoside so Members will be able to see the impact that this application will have on the surrounding area.

PLANNING ASSESSMENT

Policy Context

This assessment will take account of relevant policies from the National Planning Policy Framework, the Core Strategy and the Unitary Development Plan.

Principle of the development

The application site is designated as a Housing Area as defined by the Unitary Development Plan (UDP). Policy H10 states that housing is the preferred use in these areas and therefore the principle of the development is acceptable, subject to compliance with Policies H12 to H16 as appropriate.

The application site is contained exclusively within an allocated housing area as defined by the Sheffield UDP proposals map. The area to the rear of the application site, defined by a blue line on the submitted plans, is Green Belt land in the applicant's ownership. No development is proposed in the Green Belt.

The proposal is considered to constitute an infill plot which is located between two existing dwellings in an established housing area.

Density

Paragraph 117 of the NPPF states that planning decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.

Core Strategy Policy CS26 states that new housing will be required to make efficient use of the land, but the density of new housing should be in keeping with the character of the area. For the majority of the urban area, which includes the application site, this policy recommends a density of 30-50 dwellings per hectare, however it also states that densities outside this range will be permitted where they achieve good design, reflect the character of an area or protect a sensitive area. The site area of this application is approximately 0.12 hectares, and with one dwelling proposed on the site results in a density of 8 dwellings per hectare. The proposal is below the recommended density for the area; however the application proposes a single dwelling with garden that is comparable in size with the surrounding properties on Wheel Lane. It is therefore considered that the proposal would reflect the character of the area.

The submitted plans indicate that a second dwelling could potentially be erected within the site subject to gaining separate planning permission. This would result in a density of 16 dwellings per hectare.

It should also be noted that Sheffield can only currently demonstrate a 4.5 year housing supply of deliverable housing sites across the city. It is therefore considered that the proposed development of this site for a single house would make a small but positive contribution to housing land supply across the city and should be given weight as a material consideration, even if only limited.

Core Strategy Policy CS24 'Maximising the use of previously developed land for new housing' states that priority will be given to the development of previously developed sites.

The site is a former covered reservoir and is considered to be previously developed land. In light of the above the principle of housing development on this site is considered acceptable and accords with adopted local and national planning policy.

The site falls within a Local Nature Site noted for geological interest. This does not afford the same level of protection as Sites of Special Scientific Interest or Areas of Natural History Interest. UDP Policy GE13 states that Many Local Nature Sites lie in areas which are needed for development. However, there may be opportunities to conserve or enhance some features of greatest wild life or community value in any development scheme and compensate for any damage which is caused.

The site is an infill plot within an established housing area. The site has previously been cleared and the principle of redevelopment has been established in previous applications. It is therefore not considered that there are opportunities within the development to conserve or enhance any special features on the site.

Design and street scene

Paragraph 124 of the NPPF states that the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

UDP Policy H14 states that new development and extensions will only be permitted where they are well designed and in scale and character with neighbouring buildings and where the site would not be overdeveloped.

UDP Policy BE5 'Building Design and Siting' also provides design guidance stating good design and the use of good quality materials will be expected in all new and refurbished buildings and extensions.

Policy CS74 'Design Principles' requires development to respect and take advantage of unique design characteristics within the local Neighbourhood.

It is not considered that this part of Wheel Lane has a distinctive character; however; the majority of dwellings are elevated above street level. Bungalows, dormer bungalows and two-storey dwellings are read in context with the site. Approaches to

design also vary with the dwellings directly adjacent being a traditional brick bungalow and a more contemporary dormer bungalow with a largely rendered finish. Garages at lower ground level which abut the highway are also a common feature on the street which impacts on the building line and the overall character of the area.

Due to the incline of the hill from east to west the majority of dwellings naturally stagger in height. However the height differences do not follow a rigid or consistent pattern. For example, due to previous extensions and land level differences, the ridge height of number 98 is significantly higher than neighbouring dwelling number 100. However the height difference between numbers 100 and 102 is much reduced.

A number of concerns have been raised with regards to the height of the proposed dwelling. Given the varied appearance of Wheel Lane, it is not considered that the proposed dwelling would result in an overly dominant or intrusive feature in the street scene. Previously approved schemes for this site included reducing the ground level, notably within the 2009 application a lower ground floor garage was approved. The street scene elevations provided however indicate the proposed dwelling is of a similar overall height to the previous approval in relation to the adjacent neighbouring properties. The Local Planning Authority acknowledges concerns from local residents regarding changes in land levels over the years and that this may result in the height of the dwelling varying slightly from previously approved schemes. However the principle of a 2.5 storey dwelling of a similar height has been established on the site and this carries considerable weight in the determination of this application.

The proposal includes front dormer windows which are a common feature in the street scene, therefore the overall design which reads as a 2.5 storey dwelling is considered to be acceptable. The design lacks a traditional front door to the property however on balance this is not considered reasonable grounds to refuse the application. The applicant has included a double height feature window in order to maintain an active frontage and break up the overall scale and massing of the dwelling. The proportions and features of the frontage are considered to be acceptable. Rural style facing bricks are proposed as the main facing materials with black weatherboarding to the dormer cheeks. Stone lintel and cill detailing is proposed. The existing stone boundary wall to the front and sides of the site are to be retained. It is considered that in order to ensure a high quality finish details of materials including samples will be secured by condition.

Due to the use of high quality materials and features the proposed design is considered to accord with part 12 of the NPPF "Achieving well-designed places". Furthermore the proposed building design and siting is considered to accord with UDP Policy BE5 and Core Strategy design principles. Although concerns from local residents have been fully considered; it is not considered that the proposed design is harmful and so a refusal on these grounds would not be warranted in your officers' view.

Landscape and Green Belt impacts

UDP Policy BE6 'Landscape Design' requires new development to provide a suitable landscape scheme with regards to new planting and/or hard landscaping and details

of existing vegetation to be removed or retained. The development should try to integrate existing landscape features and also use native species where appropriate.

The site has previously been cleared therefore no trees or planting were identified during the case officer site visit which would be affected by the development. Mature trees to the rear of the site in the Green Belt are adequately distanced from the development; therefore their protection is not a concern of this particular application.

Comments received suggest that land levels on site have been altered. A number of case officer and enforcement visits, as well as reference to historical images, suggest that, other than some possible minor alterations, land levels have broadly remained unchanged.

Details of hard and soft landscaping on the site have been submitted which includes a lawn area, planting and laurel hedging to parts of the site boundary. It is considered that the details provided satisfy the requirements of UDP Policy BE6 and the implementation of the scheme is covered by condition, including a requirement for 5 years maintenance of the landscaping.

Although no development is proposed within the Green Belt it is acknowledged that the proposed dwelling will be conspicuous from the Green Belt land to the rear. The proposal relates to an infill plot on an established residential street. It is therefore considered that as the dwelling will be viewed in context of the surrounding dwellings it will not form an incongruous or intrusive feature when viewed from the Green Belt.

Residential amenity

UDP Policy H14 states that new development and extensions will only be permitted where they would not deprive residents of light, privacy or security or cause serious loss of existing garden space which would harm the character of the neighbourhood.

Although at this time a single dwelling is proposed it is acknowledged that the intention is for a future development directly adjacent. Nevertheless the site layout indicates that approximately 150 square metres of rear garden space will be provided even with a plot retained for potential future development. The siting of the dwelling respects the established front building line of Wheel Lane allowing for a sizeable front garden area. The proposal is therefore not considered to be an over development of the plot.

A number of windows are proposed in the side elevations at ground level only. The window in the east elevation facing number 98 is to be an obscure glazed and top opening window in order to prevent unreasonable overlooking. This will be secured by condition. The openings in the west elevation do not serve main habitable rooms and are adequately distanced from number 94; therefore it is not considered that this neighbouring property will experience unreasonable reductions in privacy.

The alignment of the dwelling is similar to neighbouring dwellings therefore it is not considered that the proposed rear windows will lead to overlooking over and above what is expected in residential areas. Although Juliet balconies are proposed at first floor level; the principle is similar to that of a window opening as access is not

permitted on to the flat roof. A condition will be attached to prevent any future use of the flat roof as a terrace.

A separation distance of approximately 3 metres is proposed between the new dwelling and neighbouring dwelling 98 Wheel Lane. Number 98 has been extended significantly including a raised ridge height, hip to gable extensions, dormer windows and a rear extension which projects approximately 3.4 metres. The rear extension is designed largely as a conservatory however the elevation facing the application site is formed of brick with high level windows.

The proposed dwelling at two-storey level will not project beyond the rear of the conservatory at number 98 therefore the 45 degree rule is respected. The single storey element of the development will project approximately 4.5 metres beyond the conservatory of number 98 at a distance of approximately 3.5 metres from the side elevation of the conservatory. The finished level difference between the application site and No. 98 is approximately 1 metre as indicated on the section drawing provided. The boundary between the two dwellings is defined by an existing stone wall. Due to the separation distance between the dwellings it is not considered that the proposal will lead to unreasonable over shadowing or over dominance.

The existing stone boundary wall between the application site and 98 Wheel Lane is not considered to be high enough to prevent overlooking across into number 98. Solid timber boundary fencing along this side of the site is required at 1.8 metres in height in order to address any issues of overlooking. It is acknowledged that due to the difference in land levels the fencing will appear higher at number 98. This is however standard boundary treatment which would accord with permitted development rights for dwellings. Given the land level differences on the hill this would be similar to situations at neighbouring properties. The requirement for privacy takes precedent in this situation.

It is therefore considered that the proposed dwelling accords with Policy H14 in terms of its amenity impact.

Highway issues

UDP Policy H14 requires new development to have adequate on-site parking and safe access for vehicles and pedestrians.

Core Strategy policies CS51 and CS53 deal with transport priorities and management of travel demand, respectively. Both seek to ensure that access and parking arrangements are safe and adequate.

It is proposed that the existing access from Wheel Lane will be utilised. The access road is approximately 5.8 metres in width and is therefore considered to be sufficient for two vehicles to pass if necessary (and for construction vehicles to access the site). A distance of approximately 6 metres will be retained between the highway and the security gates in order to allow vehicles to pull clear of the highway when entering the site. Space is available for vehicles to turn around within the residential curtilage to allow vehicles to exit the site onto Wheel Lane in forward gear. Congestion and highway safety issues in this area are acknowledged, however it is

not considered that the very limited number of vehicle movements associated with the development will lead to any serious highway impacts (and would certainly not be classed as 'severe' which is the NPPF test, paragraph 109). With vehicles able to exit the site in forward gear it is considered that the proposal to utilise the existing access track is a safer option than the provision of a new front driveway which may require vehicles to reverse out into Wheel Lane. It is therefore considered that visibility is acceptable.

Parking provision for three vehicles is indicated on the submitted plans. This meets the requirements for a five bedroom property (the Council's latest Car Parking Guidelines published in August 2016 suggest 2-3 spaces for a 5 bedroom dwelling). Limited on street parking is also available on Wheel Lane. It is not a planning requirement for a garage to be provided.

The private track is the only proposed access to the site. The applicant was asked to consider a separate pedestrian access to the front of the property but he declined to do so. There is no policy requirement to insist on this and whilst disappointing from a design perspective it is not a reason in itself to resist the proposal. It is proposed that domestic waste will be taken down the track to the highway for collection.

Details of suitable wheel wash facilities for the construction phase have been submitted with the application (drawing number A(PL)-010). Details of the proposed driveway drainage scheme have also been submitted on drawing A(PL)-015. These details are considered to be acceptable.

The proposed access and parking arrangements are considered to accord with UDP Policy H14 and Core Strategy Policies CS51 and CS53.

Community Infrastructure Levy

The Community Infrastructure Levy (CIL) was introduced on the 15th July 2015 and replaces all other financial contributions with the exception of affordable housing. The site lies within housing zone 3 where residential development is subject to a charge of £30 per square metre. The applicant has applied for a self-build exemption.

RESPONSE TO REPRESENTATIONS

Reference has been made to the Design and Access Statement submitted by Sanderson and Weatherall in application 06/04610/OUT. This supporting submission collated by the applicants in 2006 does not form part of the assessment of this current application.

With regards to the lack of a garage in the proposed scheme; it is not a planning requirement that a garage is provided with a five bedroom property.

The erection of a single dwelling is proposed in this application. It is acknowledged that the site plans indicate potential future development on the remainder of the plot however this does not form part of this application and separate consent would be

required. Issues and comments relating to a second dwelling are not material to this particular application.

Officers are aware of previous proposals for the site. The Local Planning Authority is however unable to require that the applicant adopts the same approach in this application and the proposal must therefore be considered on its merits.

Any development taking place prior to determination of the application is done so at the applicant's risk.

Amended plans have been submitted to address the discrepancy with the window in the east elevation. Details of the roof lantern have also been confirmed and are considered acceptable

Officers consider that a thorough assessment of the application has been possible based on the submitted plans and the site visit carried out.

Issues relating to the construction period are not material to the planning process.

There is no right to a view across another person's land within planning legislation.

Right to Light is governed by legislation which falls outside the planning process. This report has assessed the amenity impacts of the development on existing dwellings adjacent to the site.

Comments about permitted development rights being removed are acknowledged. A condition will be attached revoking Schedule 2, Part 1 (Classes A to H inclusive) and Part 2 (Class A), of the General Permitted Development Order. This includes amongst other restrictions; extensions, outbuildings and new fences (although a boundary fence is needed between the site and 98 Wheel Lane and this is secured as part of this development).

Concerns around communication between the Planning Service and neighbours have been noted. The planning officer has visited neighbouring dwellings and spoken to a number of local residents during the assessment of the application.

SUMMARY AND RECOMMENDATION

All development within this application is contained within the designated housing area. No development is proposed in the Green Belt.

The assessment of the proposed development has been carried out in accordance with adopted local and national planning policy. The proposed development is considered to be in overall accordance with UDP Policies H10 and H14 relating to residential developments and the built environment.

Due to the use of high quality materials and features the proposed design is considered to accord with part 12 of the NPPF "Achieving well-designed places". Furthermore the proposed building design and siting is considered to accord with UDP Policies BE5 and BE6 as well as Core Strategy design principles in Policy

CS74. The overall scale and appearance is considered to be compatible in the street scene and will not detract from the character of the area.

Furthermore it is not considered that the development will lead to unreasonable reductions in living standards for neighbouring properties, therefore according with UDP Policy H14.

The development site is previously developed land. The development of previously developed land is a priority of Policy CS24. Whilst the density is lower than that recommended by Policy CS26, it is considered that a single dwellinghouse would conform to the general plot sizes in the locality so is in character with it. Policy CS26 allows for reduced density where local character needs to be protected. The proposal is therefore in accordance with Core Strategy Policies CS24 and CS26.

It is concluded that the development is in accordance with the adopted policies of the UDP and Core Strategy and in compliance with the National Planning Policy Framework. It is therefore recommended that planning permission be granted subject to the listed conditions.

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: 11:00 hours to 22:00 hours on Sundays to Thursdays and 11:00 hours to 23:00 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 07:00 to 23:00 on Mondays to Saturdays and between the hours of 09:00 to 23:00 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.

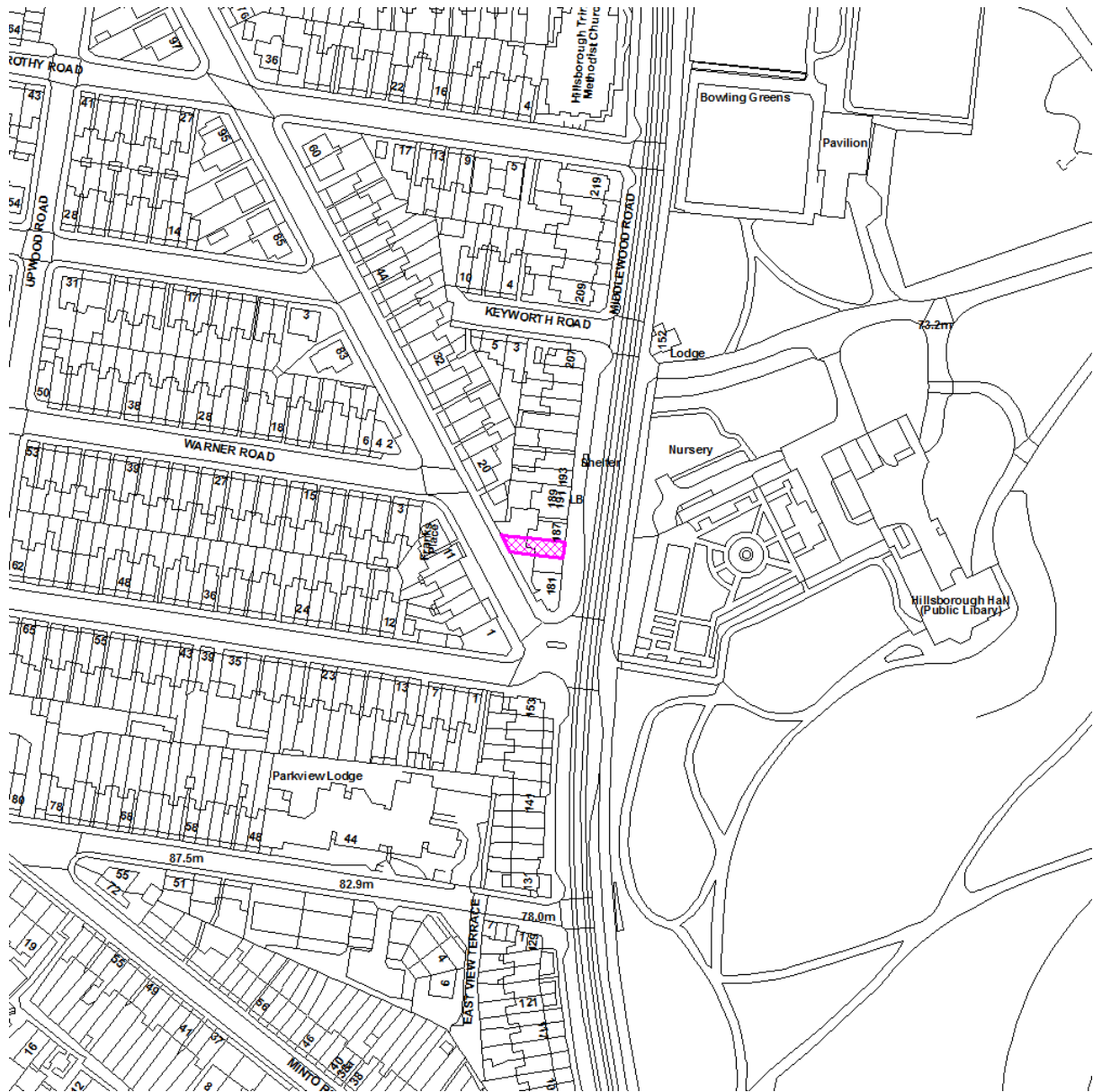
11. The rear yard shall at no time be accessible to customers.

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

Notification letters have been sent to immediate neighbours and a site notice has been displayed adjacent to the site for a period of 21 days.

39 letters of representations have been received in total, 23 in support, 15 in objection and 1 neutral comment.

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
- The use could set a precedent for Hot Food Takeaways to open in the future which could impact on the retail value of the area
- The land deeds for the row of shops stipulate that the sale of food and drink is not permitted
- The proposed hours of operation in the license application are not the same as proposed in the planning application.

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.

Concerns that the use could set a precedent for Hot Food Takeaways to open in the future do not warrant a refusal of the application.

Issues relating to land ownership and deed stipulations are not material to the planning process.

It is not a requirement that the proposed hours of operation on the license application and the planning application are the same. In the situation where different operating hours are approved; the most restricted operational hours should be adhered to.

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.

Case Number	18/01806/FUL (Formerly PP-06964368)
Application Type	Full Planning Application
Proposal	Erection of single-storey rear extension to dental practice (amended plans published 13.07.18)
Location	P M Rushworth Dental Practice 99 High Street Mosborough Sheffield S20 5AF
Date Received	10/05/2018
Team	City Centre and East
Applicant/Agent	Mr G Garfitt
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:

Drawing numbers;

2018-01 (location plan) published 10.05.18
2018-05c (proposed ground floor plan) published 17.07.18
2018-06c (proposed site plan) published 17.07.18
2018-07b (proposed front and side elevation) published 13.07.18
2018-08b (proposed rear and side elevation) published 13.07.18
2018-09b (proposed rear and side elevation) published 13.07.18
2018-10c (proposed front and side elevation) published 17.07.18
2018-11c (proposed first floor plan) published 17.07.18

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)

Other Compliance Conditions

3. The proposed facing materials shall match the facing materials to the existing building.

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

4. The windows on the elevation of the extension facing no. 97 High Street shall be fully glazed with obscure glass to a minimum privacy standard of Level 4 Obscurity and no part of the window shall at any time be glazed with clear glass.

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

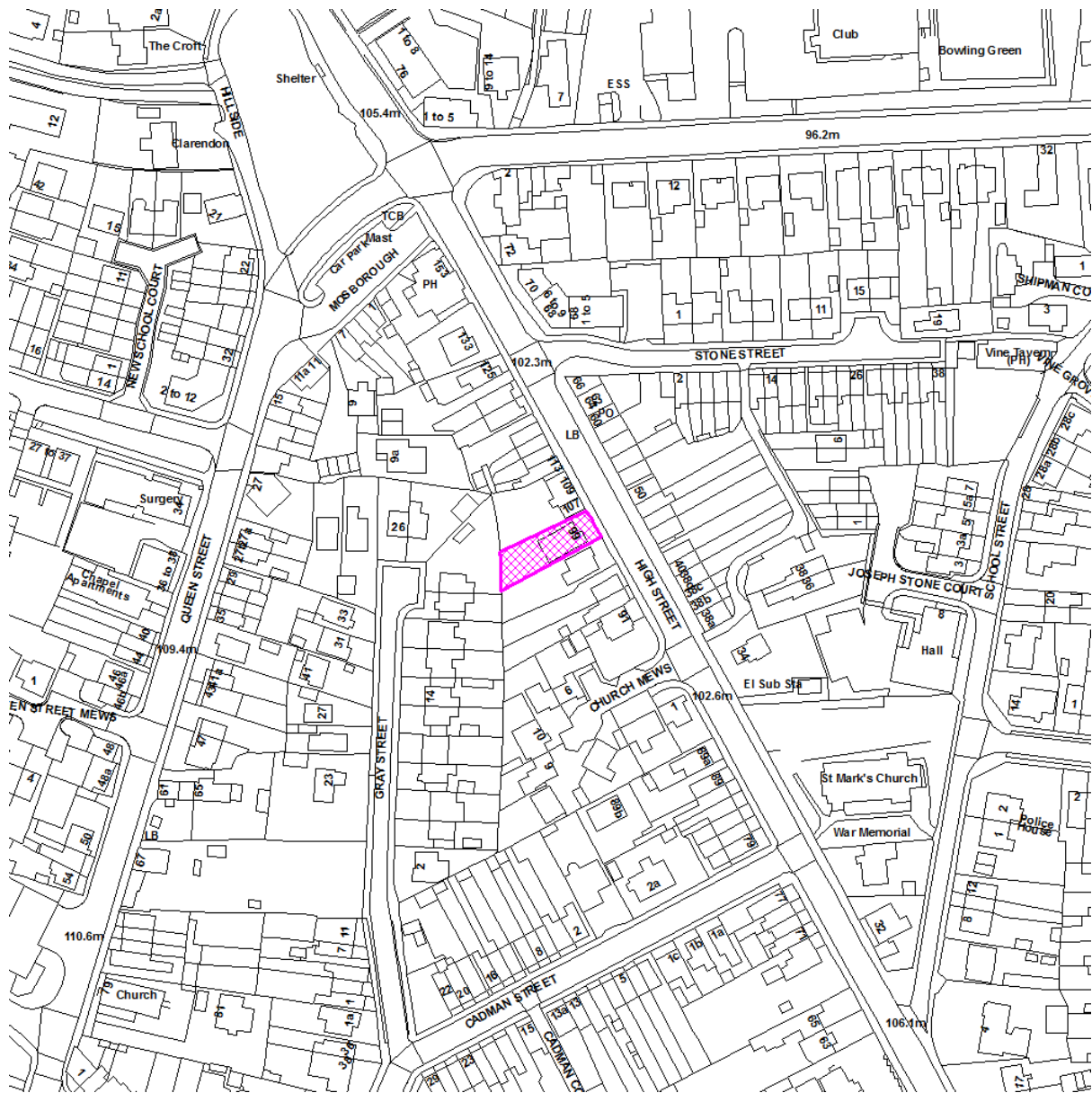
5. The extension shall not be used unless the 2m screen fencing, as shown on the approved plans, has been provided in accordance with those plans and thereafter retained.

Reason: In the interests of the amenities of 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.
2. The applicant is advised that noise and vibration from demolition and construction sites can be controlled by Sheffield City Council under Section 60 of the Control of Pollution Act 1974. As a general rule, where residential occupiers are likely to be affected, it is expected that noisy works of demolition and construction will be carried out during normal working hours, i.e. 0730 to 1800 hours Monday to Friday, and 0800 to 1300 hours on Saturdays with no working on Sundays or Public Holidays. Further advice, including a copy of the Council's Code of Practice for Minimising Nuisance from Construction and Demolition Sites is available from Environmental Protection Service, 5th Floor (North), Howden House, 1 Union Street, Sheffield, S1 2SH: Tel. (0114) 2734651, or by email at epsadmin@sheffield.gov.uk.

Site Location



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LOCATION AND PROPOSAL

The application relates to a dental practice on High Street, Mosborough, which seeks permission for the erection of a single-storey rear extension.

The extension would provide two ground floor surgeries (one net additional surgery to provide five within the practice in total) with improved wheelchair accessibility for patients.

RELEVANT PLANNING HISTORY

77/00650/FUL - 99 High Street, Mosborough - Use of Dwellinghouse as a Dental Surgery – Granted conditionally 11.05.1977

04/04738/FUL - Single-storey rear extension, erection of front porch and construction of access ramp for disabled persons – Granted conditionally 18.01.2005

SUMMARY OF REPRESENTATIONS

7 letters of objection were received from the occupiers of a number of neighbouring properties, Councillor Tony Downing and Clive Betts MP. In summary the following concerns were raised:

- The size, height and massing would have an overbearing impact on adjacent properties and detrimental effect on outlook from adjacent gardens
- Overdevelopment of the plot, out of proportion with little garden retained in this residential area
- Flat roof design and scale out of character with the building and adjacent dwellings, adverse effect on the visual amenity of the area
- It will set a precedent leading to further detrimental impact on the residential area
- Height not clearly defined on plans
- Restrictions should have been placed on the change of use 20 years ago
- Reconfiguration and clever use of existing space required
- No. 18 have a legal agreement to use the garden of the dentists
- Overlooking and loss of privacy
- Window and door to the rear close to the boundary with no. 22
- Impact on enjoyment of neighbouring houses and gardens, including smoking area
- Retaining wall required to the boundary with no. 97
- It will bring more traffic into an already congested area with only 2 parking spaces
- The size would allow for an escalation of the business and would require a change of use
- Expansion would bring extra traffic and footfall into an area which is still residential

Due to concerns regarding potential overbearing impacts, amended plans were submitted to reduce the overall footprint of the extension and neighbours were re-notified. Following this, 4 letters of objection were received (nos. 18 and 22 Gray

Street and nos. 97 and 107 High Street). In summary the following concerns were raised:

- Previous objections still valid
- Remains inappropriate size and type of extension in a primarily residential area.
- Still almost completely encloses no. 107's southern boundary leading to unreasonable overbearing and overshadowing
- Detrimental effect on outlook
- The retaining wall needs to extend the full length of the proposed extension to prevent hedge/bank from collapsing
- Excessive addition to original footprint providing a significantly longer extension than residential permitted development
- The layout appears to have a disproportionate amount of ancillary space and it is prudent to review the existing use of space and redesign accordingly
- Should permission be granted planning conditions should be attached as follows:
 - (a) No building work at weekends and outside the hours of 9am to 5pm weekdays
 - (b) Business operations limited 8am to 6.30pm Monday to Friday
 - (c) No weekend working under any circumstances

PLANNING ASSESSMENT

Principle of development

The site lies within a Housing Area, as designated by the Unitary Development Plan (UDP), where Policy H10 identifies D1 uses (non-residential institutions) as acceptable in principle, subject to the considerations listed in UDP Policy H14.

The site is located opposite the terraced shops on the eastern side of Mosborough High Street, which are within a designated Local Shopping Centre. It is therefore noted that the dental practice supports the function of the shopping area, and provides an important local service. The expansion of the dental practice would have wider community benefits.

This accords with the National Planning Policy Framework (NPPF revised 2018) paragraph 8(b) which supports accessible services that reflect current and future needs for communities' health and wellbeing.

Design

The dental practice is located within a two-storey detached building, which was constructed (c1970s) as one of a pair of infill dwellings (nos. 97 and 99) between the older terraced houses along the western side of High Street. No. 97 has since been converted into a physiotherapy clinic.

The proposed single-storey extension would be of flat roof construction, projecting approx. 5.8m beyond the existing single-storey extension of approx. 4.6m. This would result in a total projection of approx. 10.4m beyond the original rear elevation.

It is noted that the extension would have a substantial footprint and a flat roof design is not ideal. However, the extension would not be visible in the street scene, and would not significantly impact upon public visual amenity.

Although the extension would be visible to the rear from surrounding private neighbouring gardens, only limited weight can be attributed to design considerations where there is no public impact. For example, permitted development rights would allow for various types of extension to the rear of a dwellinghouse with no stipulation on roof form. Therefore it is not considered that the proposal would warrant refusal purely on design grounds.

The impact more specifically on the scale of the extension and the impact on outlook and neighbouring amenity is considered below. However, it is not considered that the proposal conflicts with the aims of UDP Policies BE5 and H14(a), and Core Strategy Policy CS74 and is acceptable from a design perspective.

Neighbouring amenity

The proposed footprint of the extension has been reduced in projection and width to bring the massing away from neighbouring boundaries.

The impact of the amended scheme on each neighbour is considered in turn:

97 High Street

The adjacent property at no. 97 (physiotherapy clinic) is detached from the subject property with approx. 2m separation between the buildings. Permission was granted in 2007 for the clinic to also occupy the first floor residential flat above.

The proposed extension would project approx. 7m beyond the rear elevation of no. 97, stepping in by approx. 1.4m and projecting a further 3.3m. It is accepted that this would represent a significant projection beyond the rear of this neighbour and present a mass of brickwork to the boundary with no. 97.

However, the rear gardens of nos. 97 and 99 slope uphill to the rear, and the proposal would involve excavations of approx. 0.5m to allow the extension to be built into the land and remain at existing floor level. The massing of the extension is therefore kept to a minimum at its furthest extent by the increased land level as viewed from no. 97, and the overall level of separation and set back, and the flat roof design.

Given no. 97 is no longer in use as a residential dwellinghouse, the outlook from the outdoor amenity space associated with a clinic (with or without a flat above) would not warrant the same level of protection as the rear garden associated with a detached family dwellinghouse. Overall, given the above arrangements, it is not considered that the proposal would unreasonably reduce the outlook, overbear or reduce daylight below acceptable levels for the clinic.

Windows to the side facing no. 97 would be obscure glazed, ensuring no privacy issues for this neighbour.

107 High Street

The adjacent end-terrace dwellinghouse at no. 107 is disadvantaged by being at a lower land level and being well set back behind the rear elevation of the subject property.

The proposed extension would project a further 5.8m beyond this neighbour. However, the extension would be stepped in approx. 3.2m away from the boundary with no. 107 at its nearest point. This would prevent any immediate overbearing impacts the structure would have on the amenity space of no. 170. The reduction in width and projection would ensure the proposal would not completely enclose this neighbour's boundary.

Although no. 107 is already at a lower land level than the subject site, the proposed excavation and construction into the slope would reduce the visible massing of the extension at its furthest point, as seen from this neighbour's side. The removal of the pitched roof over the existing portion of the rear extension in favour of a flat roof over the whole proposal would reduce the height of the existing structure at this particular point.

By way of comparison, should a 2m fence (which would not require planning permission) be erected on the existing sloping land level along the boundary with no. 107, this would almost completely screen the proposed extension and create a more immediate sense of overbearing than would be created by the proposed extension. Given this fall-back position, it is not considered that there are significant grounds for refusal on this basis.

Overall, it is not considered that the extension would unreasonably overbear or reduce daylight to this neighbouring plot below acceptable levels.

A condition would require the proposed fencing to be erected at the proposed lower excavated level to provide some screening to no. 107's garden from the circulation space.

This would also assist in preventing any privacy issues from the proposed side window and door, however, given the set back from the boundary and its positioning towards only the end of no. 107's rear garden, this window/door would not represent an unacceptable reduction in privacy levels.

18-22 Gray Street

The neighbouring dwellings to the rear are well separated from the proposed rear extension's rear elevation, which would be approx. 4-5m from the rear boundary. The rear elevation of no. 22 would be approx. 10m away from the extension, and these properties are angled slightly away from each other. The properties on Gray Street are also at a higher land level.

It is not considered that the proposal for a single-storey extension would overbear or unreasonably reduce daylight or outlook for these neighbours. The separation, level difference and substantial boundary treatment of fencing and mature trees would ensure the rear windows would not reduce privacy of these neighbour's properties below acceptable levels.

General amenities

While it is accepted that the proposed extension is large, some rear garden space would remain, in character with the residential area as viewed from other neighbouring gardens. It has been demonstrated that the proposal would not unreasonably deprive neighbouring residents of light, privacy or security. It therefore cannot be concluded that the proposal would represent overdevelopment of the plot that would threaten the residential character of the wider area. The proposal is therefore considered to accord with Policy H14(c), (i) and (l).

It is noted that there were no planning controls placed on the hours of operation of the existing practice when this was agreed in 1977. The agent has confirmed the operating hours as 0845-1745 Monday to Thursday, 0845-1700 Friday, closed weekends, and while there is no planning control in place, these would remain the hours.

Given the application is only for an extension, it is not possible to restrict hours of the whole existing practice. However, it is not considered that the operation of a dental practice would create unreasonable disturbance through noise, odour or other nuisance. The typical hours of operation or increased number of visits associated with the provision of the additional surgery are not considered to raise unacceptable disturbance for neighbours that would justify conditioned controls. Overall the application accords with Policy H14(k).

It is not considered necessary to condition hours of building work as these are already controlled outside of the planning process by the Council's Environmental Protection Service.

Highways

The addition of an extra dental surgery (from 4 to 5) would likely increase staff and visitor levels, and their associated parking requirements. It is accepted that there is only a limited amount of on-site parking to the front of the site (approx. 2-3 spaces). On street parking bays are available opposite alongside the shops, but parking is limited on High Street due to the wider parking restrictions.

However, the site is in an accessible location adjacent to the Local Shopping Centre and in close proximity to bus routes. The site is also accessible on foot from the wider residential area, which would form the practice's principal catchment. The parking restrictions along High Street ensure the safe flow of traffic in the immediate vicinity.

It is therefore not considered that the provision of one extra surgery on site could be considered likely to lead to excessive additional parking and highway safety issues,

over and above the existing situation, that would warrant refusal. The proposal is therefore not considered to conflict with the aims of Policy H14(d) and (k) and does not represent a severe impact, which is the test advocated in the National Planning Policy Framework.

RESPONSE TO REPRESENTATIONS

Issues regarding design, scale, overbearing, overshadowing, privacy and parking have been addressed above. The remaining concerns raised are addressed below:

- The proposal would not set a precedent for further extensions in the area as each case would be assessed on its own merits.
- The height of the extension was clearly defined on the plans.
- Any agreements between no. 18 and the use of the subject site's garden would be a civil matter between the two parties.
- The plans indicate a retaining wall to the boundary with no. 97. Such low level structures would generally not require planning permission and the retention of the neighbour's boundary would be a civil matter.
- Regardless of the increase in size, the use would remain within the D1 use class (non-residential institutions).
- While the extension is significantly beyond what would be achievable under residential permitted development, the impact on neighbouring amenity been demonstrated as acceptable and the proposal would provide wider community benefits which must be weighed in the overall balance.
- The proposal is to provide wheelchair accessible dental surgeries at ground floor level, and therefore corridors are wider than standard to meet the appropriate building regulations. Therefore it is not considered that there is an excessive amount of amenity space included.
- As the scale of the extension has been demonstrated to be acceptable in terms of its impact on neighbouring amenity there are no grounds to require that further reconfiguration of existing space is reviewed.

SUMMARY AND RECOMMENDATION

The proposed extension is acceptable in principle in the Housing Area, and would provide improved access to dental services in the area, having some community benefit.

While it is accepted that the extension is large, the impact on the amenities of neighbours in has been demonstrated to be acceptable. It is therefore not considered that the proposal represents overdevelopment of the plot.

It is not considered that the proposal for one additional surgery could be demonstrated in itself to lead to such serious parking and traffic hazards that would warrant refusal.

The flat roof design would not be visible from the street scene and would not unduly impact on the character of the wider area.

It is therefore recommended that the application is granted subject to the listed conditions.

Case Number	18/01784/LBC (Formerly PP-06934239)
Application Type	Listed Building Consent Application
Proposal	Internal alterations and erection of a three-storey side extension to building including alterations to site boundary treatment and widening of access gate
Location	Meps (International) Ltd 263 Glossop Road Sheffield S10 2GZ
Date Received	09/05/2018
Team	City Centre and East
Applicant/Agent	Thread Architects Ltd
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 following approved documents:

PA02 Rev D Proposed Site Plan
PA04 Rev D Proposed Plans
PA06 Rev D North and South Elevations and Sections
PA08 Rev D West and East Elevations as proposed

Reason: In order to define the permission.

Pre-Commencement Condition(s)

3. A sample panel of the proposed masonry shall be erected on the site and shall illustrate the colour, texture, bedding and bonding of masonry and mortar finish to be used. The sample panel shall be approved in writing by the Local

Planning Authority prior to the commencement of the building works and shall be retained for verification purposes until the completion of such works.

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

4. Before any works on the building(s) commence a full Schedule of Works, identifying all of the works inside and outside the building(s) including drawings and specifications, shall have been submitted to and approved in writing by the Local Planning Authority. Thereafter, the works shall be carried out in accordance with the approved Schedule of Works.

Reason: In order to ensure the protection of the original fabric of the Listed Building

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

5. Large scale details, including materials and finishes, at a minimum of 1: 10; of the items listed below shall be approved in writing by the Local Planning Authority before that part of the development commences:

Junctions between the extension and the original building
Glazed Link/Curtain Walling System
Coping
Windows (inc vents)
Door and Side Panel
Soffits
Window Reveal
Panel Upstand to full height windows
Perforated Screen - including method of fixing
Brickwork detailing
Gate to entrance door
Gate to side access point
Gate to rear access point

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

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

6. The design and location of all new 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.

7. 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.

8. 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.

9. Prior to the commencement of development full details of the boundary treatment for the site including elevations, and details of coping stones, gate posts and gates where proposed shall be submitted to and approved in writing prior to the commencement of development. The approved boundary treatment shall be installed before the development is occupied and thereafter retained.

Reason: In order to ensure the appropriate quality of development

Other Compliance Conditions

10. 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.

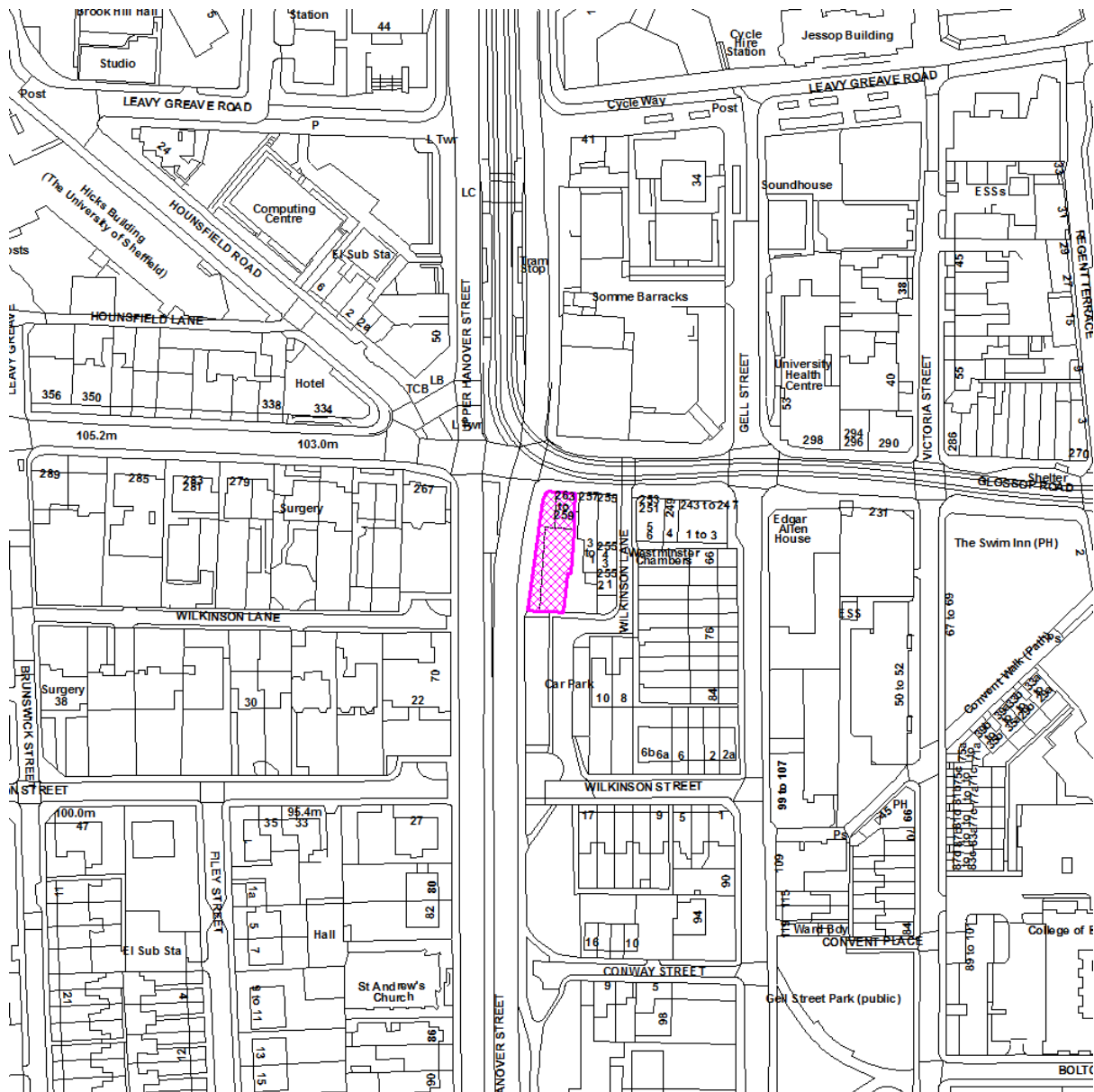
11. All the rainwater gutters, downpipes and external plumbing shall be of cast iron or cast aluminium construction and painted black.

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

Attention is Drawn to the Following Directives:

1. The applicant is advised that advertisement consent and listed building consent will be required for any signage to either the original building or the extension.

Site Location



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For full report see 18/01783/FUL

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Case Number	18/01783/FUL (Formerly PP-06934239)
Application Type	Full Planning Application
Proposal	Internal alterations and erection of a three-storey side extension to building including alterations to site boundary treatment and widening of access gate
Location	Meps (International) Ltd 263 Glossop Road Sheffield S10 2GZ
Date Received	09/05/2018
Team	City Centre and East
Applicant/Agent	Thread Architects Ltd
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:

PA02 Rev D Proposed Site Plan
PA04 Rev D Proposed Plans
PA06 Rev D North and South Elevations and Sections
PA08 Rev D West and East Elevations as proposed

Reason: In order to define the permission.

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

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

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

4. No development shall commence until a report providing full details of the measures to protect the adjoining Supertram infrastructure from the impacts of the development has been submitted to and approved in writing by the Local Planning Authority. The report shall address the following matters:

- Drainage Impact
- Use of Cranes / Plant in proximity to tram infrastructure
- Excavation / Earthworks in proximity to tram infrastructure
- Vehicle safety barriers
- Disruption
- Fail safe construction methods
- Landscaping Impact
- Lighting Impact
- Maintaining access to tram infrastructure
- Method statement including construction traffic management plan

Reason: In order to ensure the protection of the Supertram infrastructure and the integrity of the service

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

5. Prior to the commencement of development full details of the boundary treatment for the site including elevations, and details of coping stones, gate posts and gates where proposed shall be submitted to and approved in writing by the Local Planning Authority. The approved boundary treatment shall be installed before the development is occupied and thereafter retained.

Reason: In order to ensure the appropriate quality of development

6. Before the development is commenced, or an alternative timeframe to be agreed in writing by the Local Planning Authority, full details of the access and facilities for people with disabilities, as shown on the plans, shall have been submitted to and approved in writing by the Local Planning Authority and the extension shall not be used unless such access and facilities have been provided in accordance with the approved plans and thereafter such access and facilities shall be retained.

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

7. Large scale details, including materials and finishes, at a minimum of 1: 10; of the items listed below shall be approved in writing by the Local Planning Authority before that part of the development commences:

Junctions between the extension and the original building
Glazed Link/Curtain Walling System
Coping
Windows (inc vents)
Door and Side Panel
Soffits
Window Reveal
Panel Upstand to full height windows
Perforated Screen - including method of fixing
Brickwork detailing
Gate to entrance door
Gate to side access point
Gate to rear access point

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

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

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

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

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

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

10. The design and location of all new 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.

11. 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.

12. 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.

Other Compliance Conditions

13. All the rainwater gutters, downpipes and external plumbing shall be of cast iron or cast aluminium construction and painted black.

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

14. The extension shall not be used unless a level threshold has been provided to the entrance thereto in accordance with details to be submitted to and approved in writing by the Local Planning Authority and thereafter such level threshold shall be retained.

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

15. 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.

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

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

Attention is Drawn to the Following Directives:

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

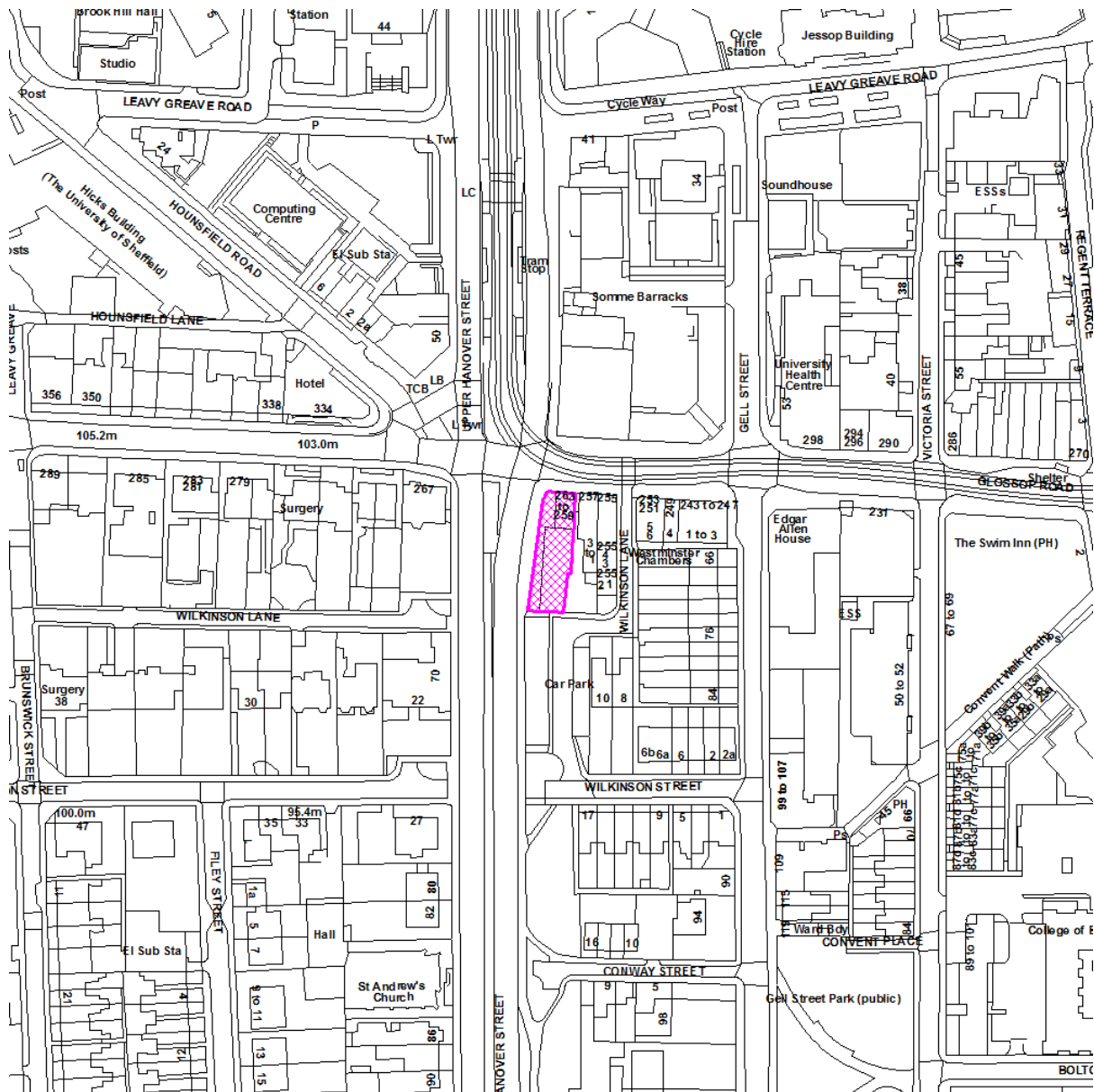
This planning permission DOES NOT automatically permit the layout or construction of the access crossing in question, this being a matter which is covered by Section 184 of the Highways Act 1980. You should apply for permission, quoting your planning permission reference number, by contacting:

Ms D Jones
Highways Development Management
Highways Maintenance Division
Howden House, 1 Union Street
Sheffield
S1 2SH

Tel: (0114) 273 6136
Email: dawn.jones@sheffield.gov.uk

2. 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.
3. The applicant is advised that advertisement consent and listed building consent will be required for any signage to either the original building or the extension.

Site Location



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LOCATION AND PROPOSAL

This is a joint report covering Full Planning and Listed Building applications for 263 Glossop Road (references 18/01783/FUL and 18/01784/LBC).

The applications relate to a Grade II Listed Building which currently houses a hairdresser to the ground floor and office accommodation to the upper floors. There is a small area of parking to the rear of the property and an area of soft landscaping to the side, enclosed by a brick wall, which rounds the corner from Glossop Road and along Hanover Way.

The property was formerly part of a longer terrace which continued up to the Corner of Glossop Road, turning along Upper Hanover Street. This portion of the terrace was demolished to make way for the ring road, leaving the gable of No. 263 exposed.

The subject property, and the majority of the rear parking and landscaped area, is located within an area designated as the Central Shopping Area in the Unitary Development Plan. The lower portion of the rear parking area is within an area designated as a Housing Area in the Unitary Development Plan.

The site is also located within the Hanover Conservation Area.

This application seeks consent for internal alterations to the premises to facilitate the expansion of the office accommodation and the erection of a three storey side extension to the existing building. As part of these works it is also proposed to amend the site boundary treatment and widen the access gate.

The extension proposed will be linked to the existing Listed Building via a glazed three storey link before leading into a brick extension with punched openings and perforated metal panels over the openings and metal reveals.

The proposed roof will have a shallow pitch, and will be set behind a parapet wall. To the rear, from where the access will be taken, the extension will have an overhanging element to the first and second floors. A side gate will provide access from Hanover Way and vehicular access will be from the rear, as per the existing arrangement.

RELEVANT PLANNING HISTORY

The most relevant planning history is set out below and the full planning history is available on the main file.

07/02722/FUL	Three-storey rear extension to form offices Refused 10.10.2007
07/02904/LBC	Three-storey rear extension to form offices Refused 10.10.2007

SUMMARY OF REPRESENTATIONS

There have been 4 representations from individuals and amenity organisations regarding this application. These include objections from The Georgian Society, Hallamshire Historic Buildings and Save Britain's Heritage.

The following concerns were raised by a member of the public:

- The proposal is for an overtly and self-consciously modern addition to an early 19th century building. The building is listed, lies within the Hanover Conservation Area, and forms part of the setting of a further 14 listed buildings.
- The site is also identified in the Urban Design Compendium as a character area within the Devonshire Quarter. The location is dominated by two large and well-integrated groups of heritage assets: the mid-19th century houses and shops, and the early 20th century buildings.
- Local buildings complement one another and later buildings adopt the feature of older ones. Whilst the Inner Ring Road splits Glossop Road there is clear visual continuity between the east and west sections, and the proposed extension will intrude upon this continuity.
- The massing and design is inappropriate to the local context.
- The impact on existing heritage assets is not assessed and the supporting submissions do not mention the Conservation Area.
- The extension has been designed to be subservient so as to minimise its impact and the glazed used to distance the extension due to it being out of keeping.
- The overall design and appearance of the extension is wholly out of character for both the host property and the local context - with a number of detailed reasons for this opinion being cited.
- The application does not refer to planning policy, and the requirements of the NPPF have not been met in respect of describing and considering the heritage asset.
- The proposal does not accord with the aims of local policy in respect of design and impact upon conservation areas.
- That the development site is in a prominent location, causes unjustified harm, and sends a message to passers-by that Sheffield does not value or respect its heritage.

The Georgian Group makes the following comments:

- The property is part of a notable group of listed buildings which occupy the south side of Glossop Road. The buildings are unified and red brick is common in the Hanover Street Conservation Area.
- The insertion of a dual carriageway left a scar in the formerly continuous early nineteenth century streetscape, it is therefore important the building line and materials relate to the townscape and the appearance of the conservation area.
- 263 Glossop Road is in a prominent location and visible from the east and west ends of Glossop Road and the north and south along Upper Hanover Street.
- The proposed development is not sympathetic to the original structure or the character of the Hanover Conservation Area.

- The proposed fenestration design interrupts the authentic 19th century terraced house design of a predominately brick facade.
- The Georgian Group advises that there is an opportunity with the proposed development to both mitigate the harm caused by the construction of the dual carriageway and fully utilize the corner plot available. A new structure which occupies the majority of the plot fronting onto Upper Hanover Street, and which also has a formal frontage to the dual carriageway would help to reinstate the original urban grain of this part of Glossop Road. The NPPF (137) states that 'local planning authorities should look for opportunities for new development within Conservation Areas and World Heritage Sites and within the setting of heritage assets to enhance or better reveal their significance.' (*Members should note that the NPPF has been updated since this representation was received so this reference refers to the 2012 version)
- The Georgian Group recommends that this application be withdrawn until the applicant can return with designs that both preserve and enhance the character of the conservation area and fully follow the principles and the guidelines set out in the NPPF.

Hallamshire Historic Buildings have made the following comments:

- The proposal will harm the significance and setting of listed buildings, and would be in breach of National Planning Law, contradicting the NPPF
- A planning application submitted in 2007 outlined a proposal that was broadly in keeping with the character of the building, but which included UPVC windows. SCC planning department at the time rejected that proposal, and it is queried on what basis protection offered to listed buildings has been so greatly diluted since then
- HHB has learnt that SCC planning department specified a contemporary design at the outset and this would place SCC, if approved, in clear breach of planning law, for example NPPF 132 and 139 mentioned above. (*Members should note that the NPPF has been updated since this representation was received so this reference refers to the 2012 version)

SAVE Britain's Heritage has made an objection on the following grounds:

- The proposed building does not make a positive contribution to the conservation area and compromises the setting of the adjacent listed buildings.
- The site sits within the Hanover Conservation Area directly next to a series of handsome early 19th century buildings which are listed at grade II. Since Upper Hanover Street was built in the 1980s, the gable end of no. 263 Glossop Road overlooks a busy road junction. The proposed office extension to no. 263 now offers the opportunity to provide a satisfying corner solution.
- Whilst the size and brickwork are appropriate, the proposal is not yet successful as the elevational treatment is over complex and would benefit from simplification.

- It is considered that the number of design ideas, such as the glazed gap, narrow and broad windows, chamfered reveals, metal lining and perforated metal panels, is at odds with the limited scale of the scheme and would overwhelm the quiet dignity of no. 263 and would harm the significance of both the surrounding conservation area and the setting of the adjacent listed properties.
- The current proposal should be assessed in the context of the National Planning Policy Framework (NPPF) on the extent of harm which would be caused to designated heritage assets, the conservation area and the listed buildings. SAVE considers the scheme's unbalanced and over-ambitious design constitutes substantial harm to the conservation area and therefore is the type of development that should only be allowed in exceptional circumstances (NPPF para 132).
- Save consider that the local planning authority should look for opportunities provided by development proposals to enhance or better reveal the significance of Conservation Areas (NPPF 137) and the current proposal fails to do so by inserting a structure which lacks design refinement and is inappropriate for the Conservation Area. As the proposal stands adjacent to listed properties, it is clear that this scheme would cause substantial harm to the Conservation Area, and the application therefore contradicts NPPF 133 and 138. (*Members should note that the NPPF has been updated since this representation was received so this reference refers to the 2012 version)
- SAVE consider that the application should be refused.

South Yorkshire Passenger Transport Executive have also commented on the application and have provided comments in relation to: drainage and flows needing to be diverted from the tramway; the need to protect the nearby rail line and overhead electrical support throughout the entire construction process and as a result of choices in relation to landscaped and access. It is requested that conditions are applied in relation to drainage, boundary treatments, barriers, lighting, landscaping and associated method statements.

Sheffield Conservation Advisory Group has also reviewed the application and has made the following comment:

“The Group felt that there was no objection, in principle, to the proposal subject to consideration being given to the use of corten steel as the prime material of construction and to the details, particularly regarding the form of the brick panels, if that is the selected construction material, being to the satisfaction of the Chief Planning Officer. Given that the location of the pole supporting the Supertram overhead wire made a satisfactory layout difficult, the Group requested that the possibility of attaching the overhead wire to the building be explored further.”

PLANNING ASSESSMENT

Principle of Development

The subject site is located within the Central Shopping Area. Policy S3 'Development in the Central Shopping Area' sets out the preferred and acceptable uses in this area. Business uses falling within use class B1 are cited as being acceptable. The proposal is therefore in line with the aims of Policy S3.

Policy S10 'Conditions on Development in Shopping Areas' sets out that new development will be permitted provided that it would not lead to a concentration of uses which would prejudice the dominance of preferred uses in the Area or its principal role as a Shopping Centre. The proposed extension will infill a previously undeveloped area, and therefore will be creating new office floor space rather than affecting existing retail frontage/floorspace so the development is not contrary to this policy.

Only minor changes to the existing parking, boundary treatment and vehicular access point are proposed in the area designated as a Housing Area.

Impact on the Historic Environment, Design and Layout

The subject property is a Grade II listed building and is also located within the Hanover Conservation Area.

In relation to listed buildings, Section 66 of the Planning (Listed Building & Conservation Areas) Act 1990 states that local planning authorities shall have 'special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses'

The newly published NPPF sets out that heritage assets' should be conserved in a manner appropriate to their significance.

The NPPF (para 189) requires that applicants describe the significance of any heritage asset affected and provides guidance on the minimum requirements. The application submission includes a heritage statement.

The NPPF (para 193) also sets out 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 NPPF also sets out the case where harm to the heritage asset will result and how this should be treated. For the reasons to be explained below your officers do not consider that the development proposal will result in harm. Paragraph 200 sets out that local planning authorities' should look for opportunities for new development within Conservation Areas and within the setting of heritage assets to enhance or better reveal their significance, and that proposals which preserve those elements of the setting that make a positive contribution to the asset (or better reveal its significance) should be treated favourably.

The NPPF section 12 'Achieving well-designed places' sets out that the creation of high quality buildings and places is fundamental. Paragraph 127 sets out a number of criteria that new development should achieve including functioning well for the lifetime of the development, being visually attractive as a result of good architecture, layout and effective landscaping, being sympathetic to local character and history, whilst not preventing or discouraging appropriate innovation or change.

Core Strategy Policy CS74 'Design Principles' sets out that high quality development will be expected in all new developments and that development should also respect, take advantage of and enhance the distinctive features of the City, its districts and neighbourhoods.

As the property is located within a Conservation Area, Policies BE15 'Areas and buildings of special architectural and historic interest', BE16 'Development in Conservation Areas' and BE17 'Design and Materials in Areas of Special Architectural or Historic Merit' are all relevant. The aim of these policies is to ensure that any development preserves and enhances the character and appearance of the Conservation Area and that appropriate materials and design are utilised in the extension of buildings.

Policy BE19 'Development affecting Listed Buildings' sets out that proposals for internal/external alteration which would affect the special interest of a Listed Building will be expected to preserve the character and appearance of the building. Development within the curtilage of a building or affecting its setting, will be expected to preserve the character and appearance of the building and its setting. These policies are consistent with the aims of the NPPF.

Policy S10 'Conditions on Development in Shopping Areas' sets out that development should be well designed and of a scale and nature appropriate to the site.

Policy H14 'Conditions on Development in Housing Areas' sets out that new development and extensions should be well designed and would be in scale and character with neighbouring buildings (although this is only relevant to the minor changes to the existing parking, boundary treatment and vehicular access point).

Design Development/Constraints to Development

The proposed extension to No.263 has been designed to address the constraints of the site, which includes: the long and narrow nature of the plot; the adjoining Grade II Listed Building; the plot's position within the Hanover Conservation Area; the need to address both Glossop Road and Hanover Way; the protection of the Sheffield Supertram overhead cable pole; and the accommodation needs and design aspirations of the applicant.

Your officers support the design development that has been undertaken by the applicant. A contemporary approach to extending the building is advocated and it is not considered that a pastiche approach to the extension would be the most appropriate design response in this instance. The preference of the applicant is for a contemporary approach and this is supported in principle.

The development site is narrow, and it is not considered that it would have been wide enough to replicate the previous form of the long demolished adjoining buildings as this would likely have created an overly complicated design for such a small extension. In order to avoid this over-complication it was proposed that a restrained palette of materials be used – this is an approach that is nationally

supported as best practice with listed buildings by Historic England. In terms of this development proposal, it is considered that this approach creates an appropriate juxtaposition between the old and the new, and is subservient to the host building, whilst still adhering to a set of design principles.

It would have been desirable to set the extension further forward to address the corner of Glossop Road, but the pole supporting overhead cables for the Supertram network is at the frontage of the site and needs to be protected, including through foundation design. The proposed extension has therefore been brought as far forward as possible, given this site specific constraint.

Design

The proposed glazed linkage creates a breathing space for the existing listed building to be showcased. The use of a glazed link is a common contemporary method of achieving this effect and it is supported as a principle for extending this listed building. The glazed link as proposed is horizontally divided into three sections, and acknowledges the three hierarchical storeys of the existing building. The height of the extension, being below that of the adjacent listed building, also gives a further subservience to the extension.

In terms of the solid element of the building, this acknowledges and replicates the width, verticality and rhythm of the adjacent terrace. This is considered to be a positive element of the proposal. Similarly, the gable end of the extension facing onto Hanover Way has a high wall to window ratio, which is considered to be an appropriate response to a gable end that that would normally be relatively blank with punched, deep reveal openings.

Whilst the host building has been rendered, the use of brickwork is considered to be appropriate, given that the overriding material in the immediate Conservation Area is brick.

The windows are proposed to be metal framed, double glazed units with mesh metal panels over the opening vents and with metal detailing to the reveals. The metal panels and reveals will be in anodised aluminium. A sliding perforated gate is also proposed to the rear entrance to provide additional security when the premises are closed.

These are considered to be appropriate materials choices, in principle, subject to final details. It is not considered that this will overwhelm either the extension or be detrimental to the existing listed building, due to the juxtaposition and subservience of the extension.

The roof will be shallow pitched grey GRP (Glass Reinforced Plastic) behind the brick parapet, which is also considered to be appropriate in principle and will not compete with the pitched slate roof to the listed building.

The main layout of the building will remain unchanged, with stud walls being used to create a print room, kitchen and toilet facilities and the former external wall opened up to new doorways to be created, which will allow access from the existing building

into the extension. The internal alterations required will facilitate the extension of the building, and are not considered to be detrimental to the character or nature of the listed building and are considered to be acceptable in principle.

Overall, it is considered that the proposed extension is a high quality, designed building - that is an appropriate contextual response, which respects the surrounding buildings, listed building and Conservation Area and creates a bold modern addition to a prominent corner at a major road intersection.

Whilst the design is supported, the key to the successful build out of this proposal will be in the materials choice and detailing. These will be secured by condition.

In conclusion it is considered that the character and appearance of the listed building and the Hanover Conservation Area (and thereby the significance of the heritage assets) will be preserved, and that the proposed development accords with Policies BE15 and BE19 of the UDP and the guidance contained within the NPPF.

Boundary Treatment and Landscaping

The existing retaining boundary wall with metal railings and the internal brick retaining wall behind this are proposed to be removed - with only the outer boundary wall replaced. This will be rebuilt to an increased height of 1.6 metres with brick coping

This would remove the existing planting bed, but in its place 4 new trees will be planted and there will be a further landscaped bed adjacent to the rear access door.

The introduction of a solid wall will reduce the potential for natural surveillance. However, it is also noted that the current arrangement of wall and railings is a problem for the applicants due to litter (including from drug use) and there is a strong desire to address this problem as part of these redevelopment proposals.

The current boundary treatment is a later addition to the property - necessitated by the construction of the inner ring road - rather than an original feature. Officers consider that the wall, linked from the proposed extension, will work in design terms and complement the overall; development. Given the cited failings of the current arrangement and that the wall is not an original feature, it is not considered that there are sufficient grounds to retain the current boundary treatment.

A side access gate will be created to allow access from Hanover Way, and a new gate will be added to the rear access on Wilkinson Lane. The principle of this is considered to be acceptable, subject to the submission of final details by condition.

The trees proposed will be adjacent to the wall, and this may need further consideration in relation to the exact siting and the current size of the tree pit. It is considered reasonable that the final details of the landscaping scheme are addressed by condition in order to find an appropriate solution- subject to the overall principle of the extension being supported.

Lighting

Downlights are proposed to the overhanging soffit at the entrance and there will be lighting to the final signage proposal. In order to ensure that these are appropriate to the setting and the building, and to ensure that there is no dis-amenity as a result. A condition is recommended which requires final details of this to be submitted.

Design Conclusions

Overall, the proposal as submitted is considered to satisfactorily address the aims of the NPPF in respect of both design and the protection of heritage assets; Core Strategy Policy CS74; and Unitary Development Plan Policies BE15, BE16, BE17 and BE19.

Amenity

The NPPF section 12 'Achieving well-designed places' sets out that the creation of high quality buildings and places is fundamental. Paragraph 127 sets out a number of criteria that new development should achieve including criteria f) which includes a reference to ensuring a high standard of amenity for existing and future users.

Policy S10 'Conditions on Development in Shopping Areas' sets out that development should not cause residents or visitors to suffer from unacceptable living conditions and be well designed and of a scale and nature appropriate to the site.

Policy H14 'Conditions on Development in Housing Areas' sets out that sites should not be overdeveloped or deprive residents of light, privacy or security.

The footprint of the proposed extension is not such that it will result in any unacceptable dis-amenity to the adjacent residential properties which look over the carpark/landscaped area at the rear of the site. The extension will not bring new built development in front of the windows looking over the site so will not result in any unacceptable overbearing or loss of privacy as a result. It is noted that there will be a projection beyond the existing rear elevation of the listed building, but through distance and, as the existing building breaches the 45 degree line from the flats at the rear of No.257 Glossop Road, it is not considered that this will result in an unacceptable loss of amenity. It is considered therefore that the amenity of existing residential occupiers will not be compromised, whilst existing and future occupiers of the commercial property will also be satisfactory.

The nature of the use as offices, is unlikely to result in significant dis-amenity in respect of noise or disturbance, however, it is conceivable that noise from plant such as air conditioning etc. could. In conjunction with the need to protect the character of the listed building it is recommended that a condition be applied which requires that no plant or equipment is installed without prior approval, in order to ensure that neighbouring residential properties do not suffer from dis-amenity.

The proposal is considered to comply with the aims of the NPPF and Policies S10 and H14 of the UDP.

Highways

The NPPF (para 108) sets out that development should ensure that appropriate opportunities to promote sustainable transport modes can be or have been taken up given the type of development and its location and that that safe and suitable access to the site can be achieved by all users. NPPF (para 110) also sets out the requirements for development in highway terms in achieving the overall aims of promoting sustainable transport.

Policy S10 'Conditions on Development in Shopping Areas' sets out that the development will also need to be adequately served by transport facilities and provide safe access to the highway network and appropriate off street parking as well as not endangering pedestrians.

Policy H14 ' Conditions on Development in Housing Areas' requires that development provides safe access to the highway network and appropriate off street parking and does not endanger pedestrians.

The proposed development will result in a reconfiguration of the space to the rear, where there is currently unmarked parking provision for 8 cars. The amendments proposed will see the provision of 8 parking spaces, which will be unmarked, and 2 disabled parking bays which will be marked out. The level of parking provision is considered to be acceptable in this city centre location, in such close proximity to the public transport network and wider city centre parking facilities.

The existing entrance gate into the yard area will be widened to allow ease of access into the parking area; this is considered to be acceptable in principle. It is recommended that a condition is applied requiring final details of this widening to ensure an appropriate finish.

Overall, the development proposal is considered to satisfactorily address the aims of the NPPF and Policies S10 and H14 of the Unitary Development Plan.

Access

The plans show the provision of a ramped access from the parking area to the property and a level access into the property. The plans also show the provision of two disabled parking bays. The provision of improved accessibility to the premises is welcomed. However, it is acknowledged that the listed nature of the building means that the potential extent of works to improve wider accessibility within the building is limited. The final nature of the proposed accesses and parking will need a further refinement and therefore it is recommended that a condition be applied which seeks the submission of further details.

RESPONSE TO REPRESENTATIONS

Your officers, at both the pre application and application stage, have given great consideration to the impact of the proposals upon both the Conservation Area and the Listed Building.

For the reasons set out in this report, it is considered that the scale, massing and design of the proposal are appropriate to the setting and the host listed building. For the reasons set out your officers conclude that the proposal accords with both national and local policy.

Your officers, as justified in this report, do not consider that the proposal causes unjustified harm, or that it sends a message that Sheffield does not value or respect its heritage.

The design development section of this report outlines the constraints to development and why the proposal is as presented.

Each application is determined on its own merits, and the reasons for refusal of the previous scheme related to both design and the impact upon the amenity of the neighbouring properties. That proposal was also in an entirely different format and location on the listed building to the proposal now being considered.

A contemporary addition to a listed building or within the Conservation Area is not in breach of planning law, and neither is the NPPF a prescriptive law.

SUMMARY AND RECOMMENDATION

The proposed development has been subject to strong objections on the grounds of the impact on both the Conservation Area and the host listed building. However, your officers, including the conservation team have given detailed consideration to the design and siting of the proposed extension and consider that this contemporary addition is appropriate in this case and that the proposal will not be harmful to either the Conservation Area or the listed building. The proposal has responded appropriately to both the constraints of the site and the context, and the resulting proposal is one which your officers consider accords with the aims of both national and local planning policy.

The proposal is also considered to be satisfactory in terms of the impact upon amenity and highways. It is considered that the imposition of a series of conditions can secure an appropriate quality of development.

The proposal is considered to be consistent with the aims of the NPPF, Policy CS74 of the Core Strategy and Policies S10, H14, BE5, BE15, BE16, BE17 and BE19 of the Unitary Development Plan.

The scheme is therefore recommended for approval subject to the listed conditions.

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Case Number	18/01530/FUL (Formerly PP-06905191)
Application Type	Full Planning Application
Proposal	Demolition of buildings and erection of 8/9 storey building to form 220 Bed (73 studios and 147 in clusters) student accommodation with ancillary management facilities and landscaping works
Location	Bailey Street Garage 39 Bailey Street Sheffield S1 4EH
Date Received	19/04/2018
Team	City Centre and East
Applicant/Agent	Torsion Group Ltd
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:

AL-02-001 Rev B - Proposed Site Plan
AL-02-002 Rev B - Lower Ground Floor Level
AL-02-003 Rev B - Upper Ground Floor Level
AL-02-004 Rev B - Floor Levels 1-6
AL-02-005 Rev 0 - Floor Level 7
AE-02-001 Rev C - Proposed Elevations
AE-02-002 Rev C - Proposed Elevations
AE-02-004 - Proposed Window & Reveal Treatment
AE-02-005 - Proposed Window & Reveal Treatment
AS-04-001 Rev A - Proposed Site Sections
AS-04-002 Rev A - Proposed Site Sections

Reason: In order to define the permission.

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

3. Unless shown not to be feasible and viable, 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, 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 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. 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.

5. 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.

6. No development shall commence until detailed proposals for surface water disposal, including calculations to demonstrate a 50% 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.

7. Any intrusive investigation recommended in the Phase I Preliminary Risk Assessment Report shall be carried out and be the subject of a Phase II Intrusive Site Investigation Report which shall have been submitted to and approved in writing by the Local Planning Authority prior to the development being commenced. The Report shall be prepared in accordance with Contaminated Land Report CLR 11 (Environment Agency 2004).

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

8. Any remediation works recommended in the Phase II Intrusive Site Investigation Report shall be the subject of a Remediation Strategy Report which shall have been submitted to and approved in writing by the Local Planning Authority prior to the development being commenced. The Report shall be prepared in accordance with Contaminated Land Report CLR11 (Environment Agency 2004) and Local Planning Authority policies relating to validation of capping measures and validation of gas protection measures.

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

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

9. Redundant crossings along the site frontage shall be reinstated as footpath and the footpath along the site frontage shall be upgraded in accordance with the details shown in the Urban Design Compendium before the development is brought into use. Prior to the above works being carried out details shall be submitted to and approved by the Local Planning Authority.

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

10. Prior to the student accommodation being brought into use details of a drop-off and pick-up strategy for the start and end of term shall be submitted to and approved by the Local Planning Authority. Thereafter the strategy shall be implemented in accordance with the approved details.

Reason: In the interests of traffic and pedestrian safety

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

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

12. 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.

13. 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.

14. Prior to the cycle store being constructed details of the design of a secure covered cycle store and the cycle storage racks shall be submitted to and approved by the Local Planning Authority. Thereafter the approved details shall be implemented before the student accommodation is brought into use and retained.

Reason: In the interests of encouraging sustainable travel to the site and meeting the travel needs of the occupants.

15. 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.

16. 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 Controlled 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.

17. 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.

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

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

19. Prior to construction above ground level commencing details of a scheme of public art shall be submitted to and approved by the Local Planning Authority. Thereafter the approved details shall be implemented before the student accommodation is occupied.

Reason: In the interests of the amenities of the locality and in accordance with UDP policy BE12

20. 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 the approved noise assessments by apex acoustics ref 6601.1 revision A dated 11.4.18 and ref 6601.2A dated 26.7.18.

b) Be capable of achieving the following noise levels:

Bedrooms: Noise Rating Curve NR25 (2300 to 0700 hours);

Living Rooms & Bedrooms: Noise Rating Curve NR30 (0700 to 2300 hours);

Other Habitable Rooms: Noise Rating Curve NR35 (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.

[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 future occupiers of the building.

21. 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.

22. 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.

23. Prior to construction of the following elements commences large scale details shall be submitted to and approved by the Local Planning Authority and thereafter the approved details shall be implemented before the student accommodation is occupied.

1. Reveals for the openings not covered by the approved sections
2. Decorative brickwork detailing, parapets and soffits, ventilation extracts.

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

24. The dedicated parking space for disabled persons as shown on the approved plans shall be provided in accordance with those plans before the first occupation of the development. Such car parking shall only be used by holders of a 'Blue Badge' parking permit (or any subsequent scheme which supersedes this) and thereafter such car parking accommodation shall be retained for the sole use of such persons and shall not be sold off or let to persons who are not entitled to a 'Blue Badge'.

Reason: In the interests of ease of access for disabled persons

Other Compliance Conditions

25. 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.

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

Reason: To ensure satisfactory drainage arrangements.

27. 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.

28. The accessible studios shall be fitted out as DDA accessible studios before the student accommodation is brought into use and thereafter retained.

Reason: In the interests of meeting the needs of disabled students.

Attention is Drawn to the Following Directives:

1. The applicant is advised to take into account the comments of South Yorkshire Police which can be viewed on the online planning application system.
2. It is noted that your planning application involves the construction or alteration of an access crossing to a highway maintained at public expense.

This planning permission DOES NOT automatically permit the layout or construction of the access crossing in question, this being a matter which is covered by Section 184 of the Highways Act 1980. You should apply for permission, quoting your planning permission reference number, by contacting:

Ms D Jones
Highways Development Management
Highways Maintenance Division
Howden House, 1 Union Street
Sheffield
S1 2SH

Tel: (0114) 273 6136
Email: dawn.jones@sheffield.gov.uk

3. 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

4. The applicant is advised that noise and vibration from demolition and construction sites can be controlled by Sheffield City Council under Section 60 of the Control of Pollution Act 1974. As a general rule, where residential occupiers are likely to be affected, it is expected that noisy works of demolition and construction will be carried out during normal working hours, i.e. 0730 to 1800 hours Monday to Friday, and 0800 to 1300 hours on Saturdays with no working on Sundays or Public Holidays. Further advice, including a copy of the Council's Code of Practice for Minimising Nuisance from Construction and Demolition Sites is available from Environmental Protection Service, 5th Floor (North), Howden House, 1 Union Street, Sheffield, S1 2SH: Tel. (0114) 2734651, or by email at epsadmin@sheffield.gov.uk.
5. 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.
6. 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.

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:

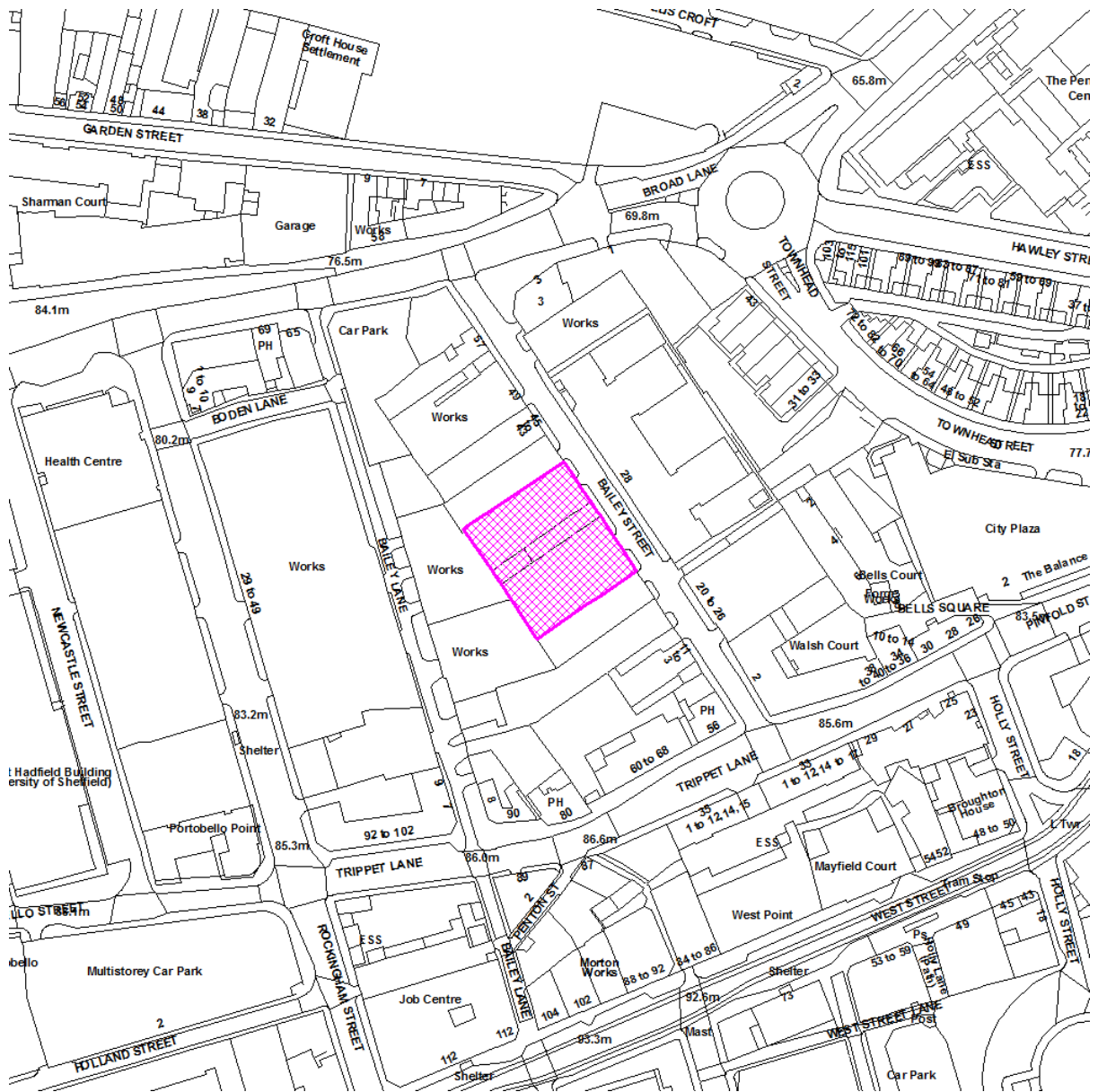
<http://www.sheffield.gov.uk/home/roads-pavements/Address-management>

For further help and advice please ring 0114 2736127 or email snn@sheffield.gov.uk.

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. The business manager responsible for on street parking policy (TT & PS Business Manager) has advised that it is unlikely that the Council will be able to agree to restricting use of on street parking for drop off and pick up as there are no clear established legal procedures for doing this.

Site Location



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LOCATION AND PROPOSAL

The application site is located on Bailey Street on the north-east side of the City Centre in the St George's Quarter. The surrounding area contains a mixture of industrial, residential and commercial uses.

Bailey Street slopes down from the south-east to the north-west and is mainly occupied by 2 and 3 storey properties with relatively narrow frontages. The exception is a large residential scheme opposite the site which is 5/6 storeys high with limited sections rising to 7 storeys.

The application site consists of two single storey painted brick faced workshops which occupy the full depth of the site, one of which is vacant; the other is used for car repairs.

The application is seeking to redevelop the site for a 7/8/9 storey student scheme of 220 bedrooms. The scheme comprises of 73 studio units and 147 bedrooms in nineteen 6/7//9 bedroom cluster units. The communal space is located on the ground floor adjoining Bailey Street and includes amenity space, quiet study space, gym and amenity space/cinema room. The entrance to the building is at the southern end of the Bailey Street elevation.

The building has been designed with a T shaped footprint consisting of a building positioned at the back edge of the Bailey Street footpath and a central rear wing extending to within 2m of the rear boundary. Hard and soft landscaped amenity spaces are provided either side of the rear wing, incorporating seating, cycle parking and bin storage. One disabled off street parking space is proposed.

The building design is contemporary with a flat roof and steps down from 7 to 6 storeys half way along the Bailey Street elevation. The front and side elevations of the building facing Bailey Street are to be faced in brickwork. The step in the elevation denotes a change in the brick colour from red to grey and a change in the architectural treatment. The ground floor has been designed with larger window openings to serve the communal spaces. The rear wing is set back between 5.2 and 6.7m from Bailey Street and is 8 storeys on the south side and 9 storeys on the north side due to the fall in levels from south to north. The rear wing is mainly faced in dark grey profiled metal cladding and partly in brickwork, the colour of which will match the adjacent block fronting Bailey Street. The building has been designed with regular rectangular window openings across the upper floors. The southern building on Bailey Street consists of a red brickwork frame which forms vertical slots within which the windows and associated bronze blanking panels sit. On the northern section, the grey brickwork frame forms a regular rectangular grid within which the windows, spandrel panels and recessed grey brickwork panel sit. The elevation treatment of the rear wing is more solid and less refined than the Bailey Street elevation.

SUMMARY OF REPRESENTATIONS

Nine objections have been received mainly from residents of Mandale House - a 5/6 storey residential scheme opposite the site – however, two were also from adjoining industrial operations. The grounds of objection are as follows:

- The building is out of scale with other buildings in the street and will appear overbearing and out of character with the locality, it should be limited to 5 storeys.
- It will result in loss of sunlight, daylight, privacy and outlook and will overshadow the existing residential development on the opposite side of Bailey Street. The loss of heat and light will have an adverse impact on environmental sustainability.
- Noise/anti-social behaviour from the student scheme will cause disturbance for the residents who live opposite the site and there will also be an increase in litter and mess.
- Not all students will walk or use public transport and the scheme will have an adverse impact on parking and result in higher levels of air pollution.
- It will reduce property values – not a planning issue
- The industrial neighbours who have objected to the application have done so on the basis the noise survey should have measured the noise over a longer period as noise from the industrial premises varies. There was also an objection in respect of loss of light to working areas and rights to light.

PLANNING ASSESSMENT

Policy

The site is within a Fringe Industry and Business Area in the Unitary Development Plan where B1 (Light industrial)/ B2 (General Industrial)/ B8 (warehousing) uses are preferred. However, B2 and B8 uses are no longer preferred as a result of the Core Strategy policy CS17(g) that now promotes a mix of uses within the area; specifically an academic focus for the University of Sheffield, with complimentary retail and business uses. This was reflected in the draft City Policies and Sites that proposed a Business Area where employment uses should be dominant and housing limited. The proposed development does not specifically help to deliver this policy aim although it has limited weight as the Council is producing a new Local Plan.

The current balance of uses in the area is analysed in the Background Report on Economic Prosperity and the City Region. This states that office uses are dominant in the area and residential uses account for 28% of existing floorspace. Given this, it is considered that a residential scheme is acceptable in principle.

Core Strategy Policy CS41 seeks to create mixed communities. Part A seeks to secure a broad range of smaller households in the City Centre where no more than

half the homes comprise of a single house type. In this case 78% of the units are studios and therefore the proposal does not comply with this policy. However as this is a student scheme this part of the policy should be given less weight as altering the mix of student accommodation is unlikely to significantly affect the mix of the local community. Part d of the policy seeks to limit shared accommodation where more than 20% of the residences within 200m of the application site are shared accommodation. In this case the current concentration is 16.9% which will increase to 17.1% should permission be granted which will remain below the threshold. The applicant has submitted indicative plans showing that the design is flexible enough to be converted to a mix of 1, 2 and 3 bedroom apartments should the demand for student accommodation change in the future. This is an important sustainability consideration.

Scale Massing and Design

Core Strategy Policy CS 74 says that high quality development will be expected which should respect, take advantage of and enhance the distinctive features of the city. This includes the topography, skylines and views into and out of the City Centre, the townscape of the city's quarters with their associated scale, layout and built form, building styles and materials.

Unitary Development Plan Policy IB9 says that in industry and business areas new development will be permitted provided it would be well designed with buildings of a scale and nature appropriate to the site.

The existing buildings are utilitarian workshops of no significant architectural merit. They are not identified in the Urban Design Compendium as character buildings.

The scale of proposed development adjoining Bailey Street is significantly greater than its 1-4 storey neighbouring buildings on the west side of Bailey Street but similar to that of the contemporary residential development opposite the site. Since originally submitted and following negotiations, the non-set back section of the Bailey Street elevation has been reduced by one to two storeys. The massing has also been significantly improved by treating the two halves of the Bailey Street elevation differently to create the illusion of two separate buildings. As a result the building sits more comfortably with the historic pattern of plot widths and responds more successfully to the topography by stepping down with the slope of the street, which is a characteristic of development within this area.

In order to deal with the massing, the design has been broken down into 3 parts so that it does not read as a single large entity in longer views such as from Broad Lane. The 3 elements will integrate better with the general roofscape of this part of the city. In addition to the 2 elements facing Bailey Street there is the 3rd taller rear wing. The massing of the rear wing is more challenging due its increased scale and less refined treatment and hence it is set back to mitigate the impact.

The proposed building reinforces the back-edge-of-pavement character of Bailey Street. It has been designed with a pedestrian entrance off Bailey Street and the ground floor window openings have been increased in size which will help to provide

better natural light levels to the communal space and help to create an active frontage and visual interest at pedestrian level.

The proportions of the brick framing have improved the vertical emphasis of the scheme. The relatively large windows, the recessed brickwork, metal window surrounds and deep window reveals will help to create modelling and visual interest.

The use of brickwork as the facing material to Bailey Street responds to the local context whilst the profiled metal cladding which is consistent with the industrial character of the area has been confined to the side and rear elevations.

The quantum of development being demanded of this site is challenging, however it is considered that the architectural treatment has mitigated this to an acceptable degree.

Amenity considerations

The outlook distance between the development and the apartments in Mandale House is 11.5m. There will be a reduction in privacy for the existing residents facing Bailey Street who have enjoyed a single storey building with no facing windows. Reduced privacy is a consequence of denser City Centre living and is compensated for by the benefits of easy access to a wide range of facilities and services. In addition 12m wide streets are not uncommon in the city centre and facing residential windows have been judged to be acceptable in amenity terms in the City Centre sites such as this where buildings need to be positioned close to the edge of the street to maintain the townscape character. It would be unreasonable to require development to be set back to improve outlook distances given the character benefits of back edge of footpath development and the security benefits of a well overlooked street. In addition residents could have reasonably anticipated redevelopment on the opposite side of the street at some point in the future given the city centre is an area under transition. Given the above it is concluded that the impact on the privacy of residents opposite the site is outweighed by the benefits of the proposal and not so harmful that permission should be refused on this basis.

The new development is located to the south-west of Mandale House and consequently will have an impact on sunlight, leading to some overshadowing of the front elevation of Mandale House. A sunlight assessment shows that the new development will put a significant proportion of the west facing façade of Mandale House into the shade in the afternoon between the Spring to Autumn period. This will impact negatively on the amenity of these residents as most people will consider an apartment in full sun to be more attractive than one in shade. There may be some impact on running costs although this would be very difficult to substantiate with any degree of accuracy. Equally some residents may consider additional shading a benefit during hot summer days. The loss of sunlight and shading is a clear negative impact of the proposal. A comparison between the sunlight impact of the proposal compared with the sunlight impact of transposing Mandale House on to the development site shows that the impact would be broadly similar. Impact on sunlight and overshadowing is a consequence of high density city living which is one of the city's key planning objectives and brings wider sustainability benefits including helping to minimise the development of Greenfield sites. If the impact on

sunlight/overshadowing were to be given too much weight in the City Centre it would lead to development on some streets being significantly lower on one side in order to avoid blocking sunlight to properties on the opposite side which would undermine objectives of ensuring that development responds to its context.

Access

The application site is located in a highly accessible location with 300m of the high frequency bus services on West Street and the Supertram stop. The site is within easy walking distance of a wide range of shops and services within the city centre. In a highly accessible location such as this there is no requirement for off street parking. Given that the site lies within a controlled parking zone where there are significant charges for all day parking between 8am and 4.30pm Monday to Saturday it seems unlikely that students would own vehicles and park them on street or in local car parks.

At the start and end of term the applicant has indicated that they will negotiate with the Council and local car park operators to suspend on street parking bays and acquire the exclusive use of parking bays within the local car parks. This will be managed by signage, traffic cones, traffic marshals and timed slots to ensure adequate provision is made for drop off and pick up. Once drop off and pick up has occurred, visitors who wish to extend their stay will be directed to the nearby multi-storey facilities. A condition is proposed requiring a management scheme to be submitted and approved before the student accommodation is occupied and for the scheme to be subsequently implemented.

3% of the bedrooms will be wheelchair accessible and provided on occupation. These are all studio units. Whilst this is welcome a further 2.5% are normally expected to be capable of adaption and a range of units types provided. The applicant points out that not all disabled students require wheelchair accessible rooms as there are a variety of disabilities. The cluster and studio rooms can be easily adapted to accommodate individual student needs and this can usually be done within a day. On receipt of each application the individual student needs can be assessed and additional measures taken to cater for their needs. Given this and as the site is not ideal for disabled students given the gradient of Bailey Street it is concluded that the proposal for disabled rooms is acceptable.

The building will be provided with a level entrance from Bailey Street and there will be access via lifts to all floors and the amenity space. One off-street disabled parking space is proposed.

Sustainability

The National Planning Policy Framework (NPPF) advises that sustainable development has economic, social and environmental dimensions.

The development will generate economic activity during the construction and operational stages of the development on a site that is only half used. Whilst the development will only generate 1 full time job on site there will be employment generated during the 12 month construction period. The provision of additional

student accommodation will help to support the growth of the Universities which is an important economic driver for the city. The applicant has advised that the existing business intends to relocate within the city.

In social terms the site is mid-way between the two universities and well located for students to access all the services they require. Student accommodation helps to support a vibrant city centre. Whilst there are concerns about anti-social behaviour issues these are largely down to the management of the accommodation and there is no reason to assume that it will be poorly managed. The proposal does not fully comply with the mixed communities Policy CS41. However in this case a wider range of unit sizes would be unlikely to deliver a significantly different mixed population and therefore the harm is considered to be minor.

In terms of the environmental dimension, the site is sustainably located with significant potential to reduced travel by private car. Whilst the overall quantum of development proposed for this site is high it is considered that the amended design satisfactorily mitigates the overall massing and the Bailey Street elevation will have a positive impact on the street scene. As the site is currently all hard surfaced the green roof and planting within the courtyards will improve the biodiversity of the site.

Core Strategy Policies CS 64 and CS 65 seek to secure sustainable design by requiring development over 500m² to meet the BREEAM Very Good design standard and for 10% of the development's predicted energy needs to be obtained by renewable or low carbon energy or an alternative upgrading of the building fabric to offset an equivalent amount of energy. These elements are being secured by condition.

Noise

The applicant has submitted a noise assessment which includes a noise survey which measured noise levels during the day and night-time periods. It proposes insulation treatment to windows, together with separate ventilation. Following an objection that the noise survey had not been undertaken for a long enough period to pick up the variation in industrial noise from Flame Hardeners who back on to the site, further noise monitoring was undertaken. Noise was monitored both inside and outside the Flame Hardeners with the noisiest processes operating. These processes only operate during the daytime. The Environmental Health Officer has considered the additional noise monitoring and is satisfied that the fabric of the proposed building can be satisfactorily insulated to create a suitable internal noise climate for residents with windows closed. This should minimise the risk of conflicts between the residents and the industrial operation which would have the potential to put pressure on the businesses viability. Conditions are proposed to ensure that appropriate noise insulation is installed and that the internal noise levels are validated following installation.

Landscaping

The southern courtyard space will be sunny during much of the day during summer whilst the northern courtyard will be more shady and receive sunlight mainly in the

afternoons during summer. The detailed landscape design including the green roof design will be secured by condition.

Ground Conditions

A phase one land contamination report has been submitted which identifies that further ground investigations will be required. The Environmental Protection Service has recommended a series of conditions which will ensure that further ground investigations are carried out and any contamination is mitigated to an appropriate standard.

Affordable Housing

There is no requirement for affordable housing in this part of the City Centre

Community Infrastructure

The application site lies within the City Centre Community Infrastructure Levy (CIL) area where the CIL charge is £30 per square metre for student accommodation.

RESPONSE TO REPRESENTATIONS

Whilst there may be some small increase in litter and waste there is no clear evidence that this would occur and there are other enforcement powers for controlling litter. It is considered that this is not such a significant concern that it would justify opposing the redevelopment of the site for student accommodation, given that it would be a managed block.

The concern about loss of light to working areas emanates from an engineering business to the north side of the site which has roof lights in the south east facing roof slope. The frontage building is set back 2m from this boundary and rear wing is set back 12m. Whilst there will clearly be some impact on sunlight and daylight it is considered that this does not form sufficient basis for resisting the application given the use and as the business will already need to operate with artificial light at certain times the year.

Rights to light are covered by the Right to Light Act and it is not appropriate for the local planning authority to get involved with issues covered by other legislation.

SUMMARY AND RECOMMENDATION

The proposal is considered to be acceptable in policy terms and whilst it does not fully comply with the mixed communities policy, amending the mix of unit sizes would not result in a more mixed community given that the whole development would still remain a purpose built student scheme. Whilst the quantum of development proposed is quite large the design is considered to satisfactorily mitigate the impact of the mass of the scheme and integrate it acceptably with its surroundings. The elevational treatment and materials are appropriate for the context and it will contribute positively to the street scene and vitality of the area. It will deliver student accommodation in a sustainable city centre location and help to support the

university economy which is important to the city. The noise impact of adjacent industrial development can be satisfactorily mitigated by a noise insulation scheme.

The scheme will have a negative impact on the outlook, privacy and sunlight of the existing residential apartments on the opposite side of Bailey Street. This needs to be balanced against the wider sustainability benefits of high density city living as referred to above. It is also material that the Bailey Street frontage is of a similar scale to Mandale House opposite and is positioned to reinforce the existing street pattern which has townscape benefits. It is also considered that in city centre locations residents cannot expect suburban standards of amenity. As the scale of the proposed development is acceptable in townscape terms it is concluded that, when judged in the round these negative impacts are outweighed by the overall benefits of the scheme and the harm is not so great as to justify resisting the proposal on this basis. It is therefore recommended that planning permission be granted subject to the listed conditions.

Case Number	18/01077/FUL (Formerly PP-06785525)
Application Type	Full Planning Application
Proposal	Demolition of existing building/associated structures (excluding the Cementation Furnace) and erection of a mixed use development comprising 247 residential units (Use Class C3) 658 student bed spaces (Use Class Sui Generis), commercial uses (Use Classes B1a, A1, A2, A3, D1 and D2) with associated access, parking, servicing and landscaping works
Location	HSBC 79 Hoyle Street Sheffield S3 7EW
Date Received	16/03/2018
Team	City Centre and East
Applicant/Agent	CBRE Limited
Recommendation	Grant Conditionally 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:

0987-JSA-XX-XX-DR-A-01001	P8	Site Layout Plan
0987-JSA-XX-XX-DR-A-01002	P5	Site Location Plan
0987-JSA-XX-XX-DR-A-01003	P6	Zoning Diagram
0987-JSA-XX-XX-DR-A-01004	P3	Site layout plan Archaeological Overlay
0987-JSA-XX-XX-DR-A-01005	P4	Demolitions Plan
LF1232 2D Topo. Survey-Sheet 1		2D Topographical Survey
LF1232 2D Topo. Survey-Sheet 2		2D Topographical Survey

0987-JSA-XX-XX-DR-A-03000	P2	Existing Site Sections Sheet 1
0987-JSA-XX-XX-DR-A-03001	P2	Existing Site Sections Sheet 2
0987-JSA-XX-XX-DR-A-03201	P1	Sections Sheet 01
0987-JSA-XX-XX-DR-A-03202	P1	Elevations sheet 01
0987-JSA-XX-XX-DR-A-03203	P1	Elevations sheet 02
0987-JSA-XX-XX-DR-A-04001	P2	Existing Elevations
0987-JSA-Z1-00-DR-A-02001	P10	GA Plan - 00 Ground Floor Plan
0987-JSA-Z1-01-DR-A-02002	P11	GA Plan - 01 First Floor Plan
0987-JSA-Z1-02-DR-A-02003	P11	GA Plan - 02 Second Floor Plan
0987-JSA-Z1-03-DR-A-02004	P10	GA Plan - 03 Third Floor Plan
0987-JSA-Z1-04-DR-A-02005	P11	GA Plan - 04 Fourth Floor Plan
0987-JSA-Z1-05-DR-A-02006	P9	GA Plan - 05 Fifth Floor Plan
0987-JSA-Z1-06-DR-A-02007	P9	GA Plan - 06 Sixth Floor Plan
0987-JSA-Z1-07-DR-A-02008	P9	GA Plan - 07 Seventh Floor Plan
0987-JSA-Z1-08-DR-A-02009	P9	GA Plan - 08 Eighth Floor Plan
0987-JSA-Z1-10-DR-A-02010	P10	GA Plan - 10 Roof Plan
0987-JSA-Z1-B1-DR-A-02011	P9	GA Plan - B1 Lower Ground Floor Plan
0987-JSA-Z1-09-DR-A-02012	P5	GA Plan - 09 Ninth Floor
0987-JSA-Z1-XX-DR-A-03001	P6	GA Sections Sheet 1
0987-JSA-Z1-XX-DR-A-03002	P6	GA Sections Sheet 2
0987-JSA-Z1-XX-DR-A-03003	P6	GA Sections Sheet 3
0987-JSA-Z1-XX-DR-A-04001	P12	GA Elevations - Elevation A
0987-JSA-Z1-XX-DR-A-04002	P11	GA Elevations - Elevation B
0987-JSA-Z1-XX-DR-A-04003	P12	GA Elevations - Elevation C
0987-JSA-Z1-XX-DR-A-04004	P11	GA Elevations - Elevation D
0987-JSA-Z1-XX-DR-A-04005	P11	GA Elevations - Elevation E
0987-JSA-Z1-XX-DR-A-04006	P10	GA Elevations - Elevation F
0987-JSA-Z1-XX-DR-A-04007	P12	GA Elevations - Elevation G
0987-JSA-Z1-XX-DR-A-04008	P11	GA Elevations - Elevation H
0987-JSA-Z2-B1-DR-A-02101	P13	Lower Ground Floor GA Plan Student Block
0987-JSA-Z2-00-DR-A-02101	P12	Ground Floor GA Plan Student Block
0987-JSA-Z2-01-DR-A-02101	P12	First Floor GA Plan Student Block
0987-JSA-Z2-02-DR-A-02101	P12	Second Floor GA Plan Student Block
0987-JSA-Z2-03-DR-A-02101	P12	Third Floor GA Plan Student Block
0987-JSA-Z2-04-DR-A-02101	P12	Fourth Floor G A Plan Student Block
0987-JSA-Z2-05-DR-A-02101	P12	Fifth Floor GA Plan Student Block
0987-JSA-Z2-06-DR-A-02101	P12	Sixth Floor GA Plan Student Block
0987-JSA-Z2-07-DR-A-02101	P12	Seventh Floor GA Plan Student Block
0987-JSA-Z2-08-DR-A-02101	P12	Eighth Floor GA Plan Student Block
0987-JSA-Z2-09-DR-A-02101	P12	Ninth Floor GA Plan Student Block
0987-JSA-Z2-10-DR-A-02101	P12	Tenth Floor GA Plan Student Block
0987-JSA-Z2-11-DR-A-02101	P8	Eleventh Floor GA Plan Student Block
0987-JSA-Z2-RF-DR-A-02101	P7	Roof Plan Student Block
0987-JSA-Z2-XX-DR-A-03001	P10	GA Sections Sheet 1
0987-JSA-Z2-XX-DR-A-03002	P10	GA Sections Sheet 2
0987-JSA-Z2-XX-DR-A-03003	P8	GA Sections Sheet 3

0987-JSA-Z2-XX-DR-A-04001	P9	GA Elevations Sheet 1
0987-JSA-Z2-XX-DR-A-04002	P9	GA Elevations Sheet 2
0987-JSA-Z2-XX-DR-A-04003	P8	GA Elevations Sheet 3
0987-JSA-Z2-XX-DR-A-04004	P9	GA Elevations Sheet 4
0987-JSA-Z2-XX-DR-A-04005	P10	GA Elevations Sheet 5
0987-JSA-Z2-XX-DR-A-04006	P9	GA Elevations Sheet 6
0987-JSA-Z2-XX-DR-A-04007	P10	GA Elevations Sheet 7
0987-JSA-XX-XX-DR-A-02500	P3	Accessible Units Typical Layouts

Reason: In order to define the permission.

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

3. No development (including demolition, construction, or other enabling, engineering or preparatory works) shall take place until a final phasing plan for all works associated with the development has been submitted to and approved by the Local Planning Authority. The phasing plan shall be based on the principles set out on Drawing No 0987-JSA-xx-xx-dr-a-01003 Rev. P6 (Zoning Diagram). The development shall thereafter be carried out in accordance with the approved details.

Reason: In order to define the permission.

4. No development (including demolition works) hereby authorised shall be carried out before a contract for the carrying out of the works of redevelopment of the site has been made, evidence that such a contract has been made has been submitted to and approved by the Local Planning Authority and planning permission has been granted for the redevelopment for which the contract provides.

Reason: To ensure that premature demolition does not take place a significant time before the development work is proposed, which would be detrimental to the character and setting of the retained heritage assets.

5. No development (including demolition, construction, or other enabling, engineering or preparatory works), 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 all such activities are planned and managed so as to prevent nuisance to occupiers and/or users of nearby sensitive uses and damage to key assets/infrastructure within and adjacent to the site. It will document the Contractor's plans to ensure compliance with relevant best practice and guidance in relation to noise, vibration, dust and light nuisance as well as the proposed means of heritage and infrastructure protection.

As a minimum, the CEMP shall include:

1. Strategies to mitigate any residual effects from noise and vibration that cannot be managed to comply with acceptable levels at source;
2. Details relating to the permitted working hours on site, and include a fugitive dust management plan;
3. Details of all methods to be used to secure the protection of the archaeological remains within the area of in situ preservation (as set out in the Technical Note: Archaeology Mitigation Strategy by ECUS, Project No: 10407, Revision v.1.2, May 2018); and
4. Details of all measures to be used to secure the protection and monitoring of the Scheduled Monument known as Cementation furnace, Hoyle Street (NHLE 1004791) during all demolition and construction works.
5. Details of the measures to protect the water supply infrastructure that is laid within or adjacent to the site boundary during all demolition and construction works.

The works shall thereafter be carried out in accordance with the approved details.

Reason: In the interests of the amenities of the locality and occupiers of adjoining properties, and in the interests of protecting the site's valuable heritage assets.

6. No development (including demolition, construction, or other enabling, engineering or preparatory works) shall take place until a Highway Management Plan (HMP) has been submitted to and approved by the Local Planning Authority.

The HMP shall assist in ensuring that all Contractor highway / vehicle activities are planned and managed so as to prevent nuisance to occupiers and/or users of the surrounding highway environment. The HMP shall include, as a minimum:

- a. Details of the means of ingress and egress for vehicles engaged in all phases of the development.
- b. Details of the equipment to be provided for the effective cleaning of wheels and bodies of vehicles leaving the site so as to prevent the depositing of mud and waste on the highway; and
- c. Details of the site compound, contractor car parking, storage, welfare facilities and delivery/service vehicle loading/unloading areas

The development shall thereafter be carried out in accordance with the approved details.

Reason: In the interests of the amenities of the locality and occupiers of adjoining properties and the protection of the free and safe flow of traffic on the public highway.

7. No development (including any demolition and groundworks), shall take place until the applicant, or their agent or successor in title, has submitted a Written Scheme of Investigation (WSI) that sets out a strategy for archaeological investigation of remains to be impacted by the scheme both within the area of targeted preservation and within the area where preservation in situ cannot be achieved (as set out in the Technical Note: Archaeology Mitigation Strategy (ECUS, Project No: 10407, Revision v.1.2, May 20188). This WSI shall be approved by the Local Planning Authority and shall include:

- The programme and method of site investigation and recording.
- The programme for post-investigation assessment.
- The provision to be made for analysis and reporting.
- The provision to be made for publication and dissemination of the results.
- The provision to be made for deposition of the archive created.
- Nomination of a competent person/persons or organisation to undertake the works.
- The timetable for completion of all site investigation and post-investigation works.

Thereafter the development shall only take place in accordance with the approved WSI and no phase within the development shall be brought into use until the Local Planning Authority has confirmed that the requirements of the WSI have been fulfilled or alternative timescales agreed.

Reason: To ensure that any archaeological remains present, whether buried or part of a standing building, are investigated and a proper understanding of their nature, date, extent and significance gained, before those remains are damaged or destroyed and that knowledge gained is then disseminated.

8. No development (excluding demolition, consolidation of the Scheduled Monument and archaeological works) shall take place until a detailed scheme for all foundation designs and all new groundworks has been submitted to and approved by the Local Planning Authority. In accordance with the details set out in the submitted Technical Note: Archaeology Mitigation Strategy (ECUS, Project No: 10407, Revision v.1.2, May 2018) the scheme shall:

- demonstrate measures to minimise disturbance within the area of targeted preservation; and
- provide confirmation that details of the foundation design for the residential block (Block A) will be recorded in the site's Operation & Maintenance Manual and Building Regulations submission (in order to facilitate foundation re-use at a later date).

The development shall thereafter be carried out and monitored in accordance with the approved details.

Reason: To ensure that any archaeological remains present, whether buried or part of a standing building, are investigated and a proper understanding of their nature, date, extent and significance gained, before those remains are damaged or destroyed and that knowledge gained is then disseminated.

9. No development (including any demolition and groundworks) shall commence until a full programme of repair and maintenance (consolidation) of the Scheduled Monument (NHLE 1004791) has been submitted to and approved by the Local Planning Authority. Thereafter, the works shall be carried out in accordance with the approved details.

Reason: In order to secure consolidation of the Schedule Monument and in order to ensure the heritage benefits of the scheme are fully delivered.

10. No development shall commence (excluding demolition, consolidation of the Scheduled Monument and archaeological works) until a proposed long-term management and maintenance plan ("the plan") for the future routine maintenance and repairs of the Scheduled Monument (NHLE 1004791) has been submitted to and approved by the Local Planning Authority. The agreed details shall be implemented in accordance with the relevant timescales/phase of development (as agreed in "the plan") and it shall be retained for the lifetime of the development.

Reason: In order to secure long term management and maintenance of the Schedule Monument and in order to ensure the heritage benefits of the scheme are fully delivered for the lifetime.

11. The buildings, access road, path and external landscaping permitted to be demolished as part of this application are as per those detailed on Drawing Ref. 987-JSA-XX-XX-DR-A-01005 Rev. P4 (Demolitions Plan).

Reason: For the avoidance of doubt and in order to define the demolition works approved as part of this permission.

12. No development (excluding demolition, consolidation of the Scheduled Monument and archaeological works) 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.

13. No development (excluding demolition, consolidation of the Scheduled Monument and archaeological works) 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 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.

14. Supplementary intrusive investigations, as recommended in the approved Ground Investigation Report; ref: 063839-CUR-00-XX-RP-GE-002; rev.V03 (March 2018), shall be carried out and be the subject of an additional Ground Investigation Report which shall have been submitted to and approved by the Local Planning Authority prior to any construction works commencing. The Report shall be prepared in accordance with Contaminated Land Report CLR11 (Environment Agency 2004).

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

15. Any remediation works recommended in the approved Ground Investigation Report ref: 063839-CUR-00-XX-RP-GE-002; rev.V03 (March 2018) or subsequent approved supplementary reporting shall be the subject of a Remediation Strategy Report which shall have been submitted to and approved 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.

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

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

17. Before any construction work relating to the relevant phase of development is commenced, a sample panel of the proposed material palette shall be erected on the site and shall be approved by the Local Planning Authority. The sample panel shall illustrate the colour, texture, bedding and bonding of masonry and mortar finish and the relationship of the brickwork with the additional elements of material palette (including the sizing and fixing of materials) for that phase. The sample panel shall be retained for verification purposes until the completion of such works.

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

18. The development shall be carried out in accordance with the following typical Construction Details and Dimensional Offsets, set out at pages 15 - 20 of the 'Historic England and Urban Design Consultee Comments and Design Response' document (Revised: July 2018):

- Section through student block external facade on Hoyle Street (page 15);
- Section through student townhouse external facade on the new street (page 16);
- Section through residential external facade on Hoyle Street (page 17);
- Section through residential dormer facing the furnace courtyard (page 18);
- Section through residential external facade to courtyard (page 19); and
- Section through residential retail frontage on Hoyle Street (page 20).

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

19. Notwithstanding the details submitted with the application, final large scale details, including materials and finishes, at a minimum of scale 1:20 of the items listed below shall be approved in writing by the Local Planning Authority before that part of the development commences:

- Typical detail of all ground floor service door openings - (incorporating minimum 200mm brick reveal);

- Hit and miss feature brickwork detail (material key reference: 12);
- Car Park roller shutter details (material key reference: 13);
- Boundary Wall to Doncaster Street - including details of brickwork, slatted metal railing, entrance gates and any interpretation panel proposed. The design shall be based on the intent / principles set out in the 'Historic England and Urban Design Consultee Comments and Design Response' document (Revised: July 2018).

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

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

20. The proposed brown roof system shall be provided on the roof of Block B in accordance with location shown on the approved plans. Before any foundation works in relation to that phase of development commences, full details of the specification and maintenance regime for the brown roof system shall be submitted to and approved by the Local Planning Authority. No part of the phase shall be brought into use until the brown roof system has been installed and have been completed.

Reason: In the interests of biodiversity.

21. Before any foundation work within the relevant phase of development is commenced, a comprehensive and detailed hard and soft landscape scheme for the following areas shall be submitted to and approved:

Cementation Furnace Courtyard (Block A):

1. The proposed hard landscape materials, including samples when requested;
2. The proposed soft landscaping planting scheme;
3. The design of any proposed steps and ramps - including design of tactile paving, treads, gradients, handrails etc;
4. The design of any proposed furniture (e.g. planters, seats etc.); and
5. The proposed historic interpretation of the Cementation Furnaces - including horizontal hard and soft landscape proposals. This shall be based on the intent shown in the 'Historic England and Urban Design Consultee Comments and Design Response' document (Revised: July 2018).
6. Proposed timescales for implementation.

Shared Street space situated between Buildings A and B:

- a) The proposed hard landscape materials, including samples when requested;
- b) The proposed soft landscaping planting scheme;
- c) The design of any proposed steps and ramps - including design of tactile paving, treads, gradients, handrails etc;
- d) The design of any proposed furniture (e.g. planters, seats etc.);
- e) The design of bollards - including drop down bollards; and

f) The design and specification of 2 x Rapid Electric Charging Point Facilities.

Student Residential Accommodation Block (Block B) Courtyard Amenity Space:

1. The proposed hard landscape materials, including samples when requested;
2. The proposed soft landscaping planting scheme;
3. The design of any proposed steps, ramps and security gates - including design of tactile paving, treads, gradients, handrails etc;

The relevant phase shall not be brought into use until the approved details have been provided and they shall thereafter be retained.

Reason: In the interests of preserving and enhancing the setting of the Scheduled Ancient Monument that exists within the curtilage of the site as well as enhancing the visual / residential amenity qualities of the Furnace Courtyard space.

22. Should the area shown as Zone 01 on Drawing No 0987-JSA-xx-xx-dr-a-01003 Rev. P6 (Zoning Diagram) not be implemented as Phase 1 of this development, a temporary landscape scheme expected to secure the immediate setting of the Scheduled Monument for the period until the phase containing Zone 01 is commenced shall be submitted to and approved by the Local Planning Authority. The approved details shall be implemented before any above ground construction work in relation to Phase 1 is commenced.

Reason: In the interests of preserving and enhancing the setting of the Scheduled Monument that exists within the curtilage of the site.

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

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

24. Prior to installation, full details of any external signage proposed to be installed on the building shall have been submitted to and approved by the Local Planning Authority. Any external signage proposals shall be based on the intent / principles set out in the External Signage Strategy (Section 4.8) of the Design and Access Statement and the 'Historic England and Urban Design Consultee Comments and Design Response' document (Revised: July 2018). Thereafter, the signage shall be provided in accordance with the approved details.

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

25. Before any construction work within the relevant phase of development is commenced, or within an alternative timeframe to be agreed by the Local

Planning Authority, full details of suitable inclusive access and facilities for disabled people to enter the buildings, within the curtilage of that phase, and the final design of all mobility units shall have been submitted to and approved by the Local Planning Authority. This shall include final details of the proposed ramps, steps and entrance. That part of the development 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 2).

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

26. Before any above ground construction work is commenced, or an alternative timeframe to be agreed by the Local Planning Authority, full details of proposals for the inclusion of public art across all phases of the development shall have been submitted to and approved by the Local Planning Authority. The public art proposals shall be based on the intent / principles set out in the Public Art Strategy (Section 4.9) of the Design and Access Statement and the 'Historic England and Urban Design Consultee Comments and Design Response' document (Revised: July 2018) and shall detail a timeframe for implementation across the site. The development shall be carried out in accordance with the approved details and retained thereafter.

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.

27. Before any building within the relevant phase of development is occupied, details of a scheme to ensure that the future occupiers of that phase will not be eligible for resident parking permits within the Traffic Management Scheme (existing or proposed) in the vicinity of the site shall have been submitted to and approved by the Local Planning Authority. The future occupation of the buildings within the phase shall then occur in accordance with the approved details.

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

28. 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 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 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.

29. Before the relevant phase of development is commenced, or an alternative timeframe to be agreed, final details of the proposed bin storage facilities and Waste Management Strategy for that phase shall have been submitted to and approved by the Local Planning Authority. No part of the phase shall be brought into use until the facilities have been provided in accordance with the approved details and, thereafter, such facilities shall be retained.

Reason: To ensure that general waste and recycling facilities are provided and managed in an acceptable manner, in the interests of highway safety and amenity.

30. The student residential accommodation hereby approved shall be constructed to achieve a minimum rating of BREEAM 'very good' and before this part of 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.

31. 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 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.

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 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. The private and student accommodation shall not be occupied unless a scheme of sound insulation works for the relevant phase has been installed and thereafter retained. Such scheme of works shall:

a) Be based on the findings of the approved Noise and Vibration Assessment; WSP ref. Project no.70031598; Ref no.001 (March 2018).

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);

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

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

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

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

34. Before the use of the relevant phase of development is commenced, Validation Testing of the sound attenuation works for that phase 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 by the Local Planning Authority before the use of the phase is commenced and shall thereafter be retained.

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

35. No amplified sound or live music shall be played within the commercial use(s) 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: In the interests of the amenities of the locality and occupiers of adjoining property.

36. 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 design and 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.

37. 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 the all external ducting and the extraction point, including a low resistance cowl.
- b) Acoustic emissions data.
- c) Details of any filters or other odour abatement equipment.
- d) Details of the systems 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.

38. No construction work shall commence until a detailed Employment and Training Strategy, designed to maximise local opportunities for employment from the construction phase of development, shall have been submitted to and approved 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.

39. Before any building within the relevant phase of development is used, the car parking accommodation as shown on the approved plans and relating to that phase shall have 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.

40. No development (excluding demolition, consolidation of the monument and archaeological works) shall commence until the improvements (which expression shall include traffic control, pedestrian and cycle safety measures) to the highways listed below have either;

1. Been carried out; or
2. 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 within each phase are brought into use.

Highway Improvements:

1. The footways adjacent to the site on Hoyle Street, Doncaster Street, Ellis Street and Meadow Street have been reconstructed to Sheffield City Council's Urban design compendium palette.

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

41. 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

42. Before the relevant phase of development is commenced, or an alternative timeframe to be agreed, final details of the proposed resident and visitor cycle parking accommodation and facilities for that phase shall have been submitted to and approved by the Local Planning Authority. No part of the phase shall be brought into use until such cycle parking has been provided and, thereafter, such facilities shall be retained.

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

43. No building within the development shall be brought into use until the improvements (which expression shall include public transport infrastructure) to the items 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 with South Yorkshire Passenger Transport Executive (SYPTTE) which will secure that such improvement works will be carried out before the first residential or student unit is occupied.

Public Transport Infrastructure Improvements:

1. The upgrade of the nearest inbound bus stop to the site (stop number 37020369) to a specification to be confirmed by SYPTTE.

Reason: In the interests of improving public transport infrastructure and promoting more sustainable forms of transport.

44. Prior to the occupation of any phase 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 for that phase, shall have been 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 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 the aspirations of the Sheffield Unitary Development Plan and Sheffield Plan Core Strategy.

45. In accordance with the recommendations of the 'Wind Microclimate Report' (Project No. 70031598, Our Ref. 271, March 2018), full details of the proposed Wind Mitigation measures recommended at Receptors 3, 4 and 11

(identified in the report) shall have been submitted to an approved in writing by the Local Planning Authority, prior to installation. The mitigation measures shall thereafter be carried out in accordance with the approved details before the occupation of the development and retained thereafter.

Reason: In the interests of providing an appropriate micro-climate for the amenity of pedestrians and users of site and surrounding streets.

46. Notwithstanding the details on the approved plans, before any construction work relating to the relevant phase is commenced, full and final details of the proposed building levels (including floor levels and site sections) for that phase shall be submitted to and approved by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved details.

Reason: In order to ensure an appropriate quality of development is achieved and to ensure that any changes to the proposed building levels identified on the submitted drawings (following any archaeological and preparatory works etc.) can be addressed and assessed prior to any construction works commencing on site.

Other Compliance Conditions

47. Notwithstanding the details on the approved plans, all service door openings (including material key ref: 13) and metalwork to be used throughout the development shall have a matching dark grey / anthracite colour finish.

Reason: In order to ensure the consistency throughout and an appropriate quality of development.

48. 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.

49. Movement, sorting or removal of waste materials, recyclables or their containers in the open air shall be carried on only between the hours of 0700 to 2300 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.

50. Notwithstanding the details on the approved plans, no external doors or gates shall when open project over the public highway.

Reason: In the interests of highway and pedestrian safety.

51. The felling / clearance of trees, shrubs or scrub shall be carried out outside the bird breeding season (1st March - 31st August). If clearance works are to be carried out within this period, the site (including trees and cracks / crevices in derelict walls) should be checked by a suitably qualified ecologist no more than 48 hours prior to the proposed works commencing.

Reason: In the ecological amenity of the site and to avoid conflict with active bird nests.

52. The commercial unit hereby approved is authorised to be used for the following Use Classes - as set out in the Town and Country Planning Use Classes Order 1987 (as amended) - and no other use is permitted without the prior consent of the Local Planning Authority:

Use Class A1;
Use Class A2;
Use Class A3;
Use Class B1a;
Use Class D1 - Health / Dental Centre / Clinic only; and
Use Class D2 - Gymnasium only.

Reason: In order to define the permission and in the interests of the amenity of existing and future residents.

53. The commercial units shall be used only between 0700 to 2300 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.

54. The glazed facades of the commercial unit hereby approved shall not be obscured by vinyl displays (excluding any public art proposals) or be obscured by the future occupiers' internal arrangements or shop fitting layout.

Reason: In the interests of the visual amenity in order to protect the open character of the commercial unit.

Attention is Drawn to the Following Directives:

1. The applicant is advised that that Scheduled Monument Consent, from the Secretary of State for the department of Digital, Culture, Media and Sport will be required for any work to the monument. This consent is administered by Historic England.
2. The applicant is advised that the submitted WSI has not been approved as part of this application. Whilst the assessment of the below-ground potential for this site seems reasonable, it is understood that the archaeological consultant (ArchHeritage) has monitored the ground investigation works in 2017 but the WSI has not been updated to consider this.

3. The applicant is 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.

4. The applicant is advised that any suitable CEMP should consider the following issues, as a minimum;
 - Standard working hours (0730 to 1800 Mon-Fri; 0800 to 1300 Saturday; No working Sunday or Public Holidays).
 - Communications and liaison with sensitive neighbours.
 - Communications with Sheffield City Council Environmental Protection Service/Local Planning Authority regarding non-standard working hours, when essential.
 - Assessment of potentially noisy activities/phases of demolition and construction - this may include reference to existing prevailing ambient environmental noise data.
 - Adoption of low vibration piling methods, where practicable.
 - Consideration of noise (including vibration) control strategies.
 - Dust management plan, including a monitoring and response procedure.
 - Delegation of responsibilities for environmental monitoring and control procedures.
 - Controlling noise from welfare facilities and associated generators - adoption of mains power as soon as practicable; considerate siting of cabins.
 - Nuisance from security lighting.
 - Specific consideration of noise impacts from mobile plant, on-site and visiting vehicles - this should include;
 - (i) Use of broadband/ white noise reversing warning when audible systems are required.
 - (ii) Suitable location and management of off-site vehicle and mobile plant compounds - so as to minimise disruption from vehicle movements.
 - (iii) Management plan for deliveries - discouraging early arrivals; engine idling; noisy materials handling.

5. Yorkshire Water has confirmed that the surface water infrastructure that a number of water mains are laid close to or within the site boundary and whilst they do not appear to be directly affected by proposals to build over them, may require protection particularly during the demolition and construction phases of the development.

The pipes concerned are:

- i) A live 18" cast iron water main close to site boundary on the western side of Meadow Street;
- ii) A 4" UPVC live main and a 6" UPVC live main appear to be within the site boundary on Hoyle Street; and

iii) A 4" UPVC pipe and a small section of private main appear to be within the site boundary on Ellis Street

For further information the developer should contact:
tech_support.engineer_south@yorkshirewater.co.uk

6. 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.
7. The applicant is advised that, as a general rule, where residential occupiers are likely to be affected, it is expected that noisy works of demolition and construction will be carried out during standard hours, i.e. 0730 to 1800 hours Monday to Friday, and 0800 to 1300 hours on Saturdays with no working on Sundays or Public Holidays. Other than in case of emergency, deviation from these standard working hours should be undertaken only with prior discussion and agreement with SCC Environmental Protection Service; Commercial Team, Fifth Floor (North), Howden House, 1 Union Street, Sheffield, S1 2SH: Tel. (0114) 2734651, or by email at eps.admin@sheffield.gov.uk
8. 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.
9. You may need a Premises Licence under the Licensing Act 2003. You are advised to contact Sheffield City Council's Licensing Service for advice on Tel. (0114) 2734264 or by email at licensingservice@sheffield.gov.uk.
10. Green / brown roof specifications must include drainage layers, growing medium type and depths (minimum 75mm, but depends on system and type employed) and plant schedules. It should be designed to retain at least 60% of the annual rainfall. A minimum of 2 maintenance visits per year will be required to remove unwanted species (as is the case with normal roofs). Assistance in green roof specification can be gained from the Sheffield Green Roof Forum - contact Officers in Environmental Planning in the first instance: 2734198 / 2734196. Alternatively visit www.livingroofs.org or see the Local Planning Authorities Green Roof Planning Guidance on the Council web site.
11. The applicant is advised that hedgehog is an increasingly rare and declining species. Any piles of stored materials or debris should be checked for hedgehog prior to removal from site. Deep excavations should be covered

over at night to prevent animals falling in, or a length of scaffold board or similar should be left to allow escape.

12. With regard to the cycle parking proposed, the following advice and recommendations are made:
 1. There are only 2 on street cycle stands shown on the submitted drawings, which should be increased significantly. The applicant should review the on street provision and make appropriate increased provision.
 2. Access into the cycle store should only allow access for those with cycles and should not be accessible to those without cycles. Swipe card/ fobs are recommended to address this.
 3. If CCTV is to be used within the development it should cover the cycle store for personal safety and cycle security reasons.
13. The proposed development is located near to the track and overhead line of the South Yorkshire Supertram. The developer is advised that there needs to be close liaison with South Yorkshire Supertram Limited at Nunnery Depot, Woodbourn Road, Sheffield, S9 3LS, (Telephone Sheffield (0114) 2759888). All works carried out on site and within the vicinity of the site need to be in accordance with the "Supertram Code of Practice for Working On or Near the Tramway". This Code of Practice is available both upon request from Supertram, or online at: <http://www.supertram.com/workingonsystem.html>.
14. 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.
15. Where highway schemes require developers to dedicate land within their control for adoption as public highway an agreement under Section 38 of the Highways Act 1980 is normally required.

To ensure that the road and/or footpaths on this development are constructed in accordance with the approved plans and specifications, the work will be inspected by representatives of the City Council. An inspection fee will be payable on commencement of the works. The fee is based on the rates used by the City Council, under the Advance Payments Code of the Highways Act 1980.

If you require any further information please contact:

Mr S Turner
Highway Adoptions
Highways Maintenance Division
Howden House, 1 Union Street
Sheffield
S1 2SH
Tel: (0114) 273 4383

Email: stephen.turner@sheffield.gov.uk

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

This planning permission DOES NOT automatically permit the layout or construction of the access crossing in question, this being a matter which is covered by Section 184 of the Highways Act 1980. You should apply for permission, quoting your planning permission reference number, by contacting:

Ms D Jones
Highways Development Management
Highways Maintenance Division
Howden House, 1 Union Street
Sheffield
S1 2SH
Tel: (0114) 273 6136
Email: dawn.jones@sheffield.gov.uk

17. 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

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

The notice should be sent to:-

Highway Co-Ordination

Sheffield City Council
Town Hall
Sheffield
S1 2HH

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

Please note failure to give the appropriate notice may lead to a fixed penalty notice being issued and any works on the highway being suspended.

Where the notice is required as part of S278 or S38 works, the notice will be submitted by Highways Development Management.

19. 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. For further help and advice please ring 0114 2736127 or email snn@sheffield.gov.uk. Please be aware that failure to apply for addresses at the commencement of the works will result in the refusal of statutory undertakers to lay/connect services, delays in finding the premises in the event of an emergency and legal difficulties when selling or letting the properties.
20. Dependent upon the nature of the highway works being undertaken, you may be required to pay a commuted sum to cover the future maintenance of new and/or improved highway infrastructure.

The applicant is advised to liaise with Highways Maintenance Division early on to determine the approximate cost. In the first instance contact should be made with the S278 Officer:

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

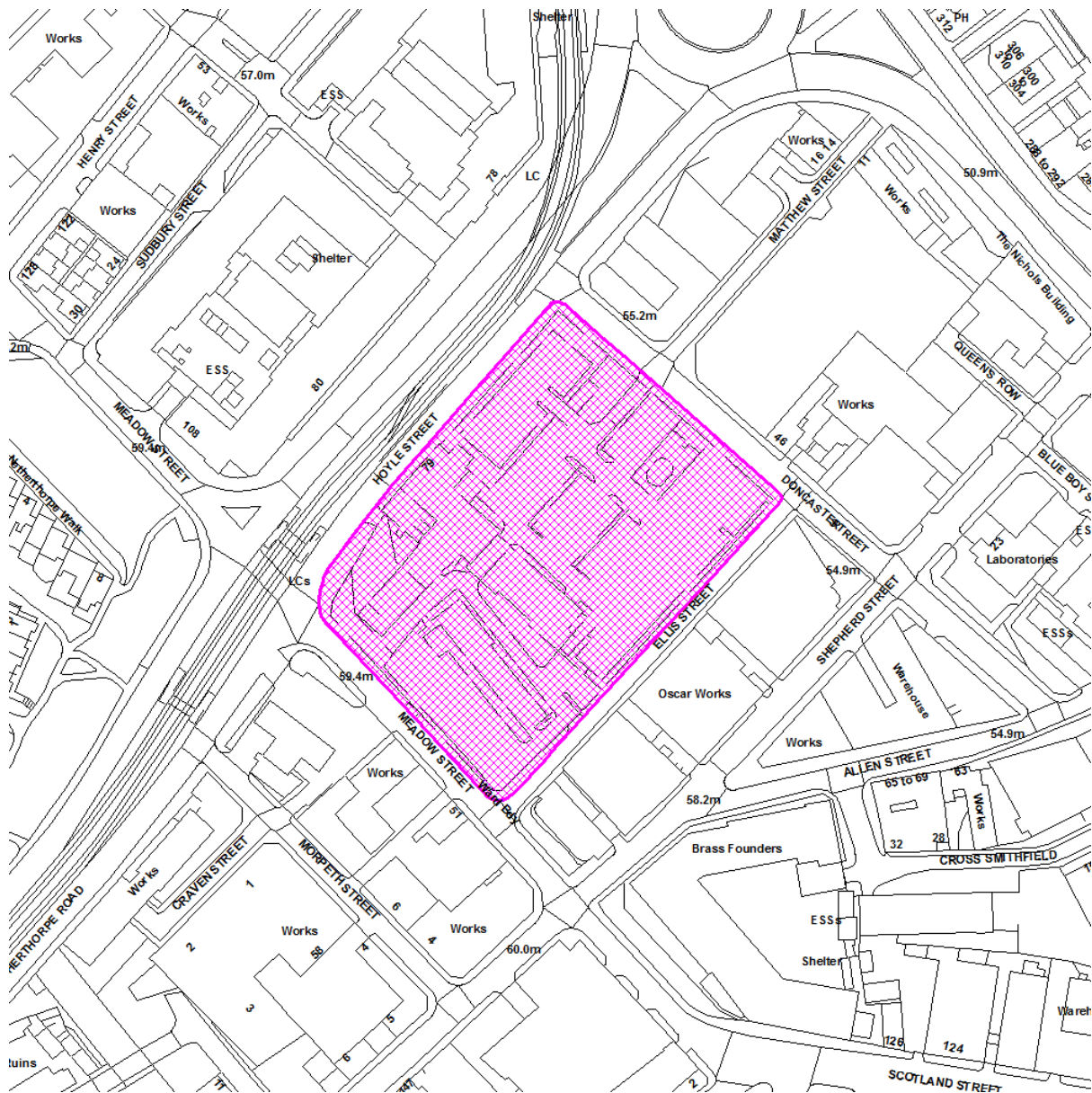
As the proposed development abuts the public highway you are advised to contact the Highways Co-ordination Group prior to commencing works:

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.

21. The construction of the development may lead to the temporary loss of on-street parking bays. In such circumstances you may be required to fund the installation of replacement parking bays including any associated Traffic Regulation Order, to offset the temporary loss of parking in the vicinity of the development.
22. The applicant should be aware that a legal agreement has been completed in respect of this proposal.

Site Location



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LOCATION AND PROPOSAL

The application site comprises of land that is bounded by Doncaster Street (North), Ellis Street (East), Meadow Street (South) and Hoyle Street (West). The site has a prominent position immediately adjacent to the Ring Road (Hoyle Street), which is the main gateway into the city from the north. The site is previously developed and currently contains a four-storey office building that was occupied by HSBC until 2016 but is now vacant. This building is situated on the southern half of the site with the remaining land predominantly used as surface car parking and soft landscaping. The surface car parking is currently being used as a temporary public car park.

Additionally, a cementation furnace exists in the north-eastern part of the site and close to its boundary with Doncaster Street. This furnace, which is surrounded by the surface parking described above relates to a former use of the site as a steelworks. Designed for the manufacture of blister steel, the original raw material for crucible steel, it was built in the mid-nineteenth century and remained in use until 1952. It takes the form of a conical tower with coped flanking walls on two sides and is the sole survivor of a characteristic industrial building once numerous on the site and in Sheffield. This cementation furnace is designated as a Scheduled Ancient Monument and a Grade II Listed Building.

The application site area measures 1.13 hectares and is a rectangular parcel of land. Despite being situated on a steep hill, its position at the bottom means that the site falls relatively gently in a south-west to north-east direction and is generally flat across its length.

The site is situated in the City Centre's St. Vincent's Quarter and part of the site (including the cementation furnace) is within the Furnace Hill Conservation Area. Historically an industrial part of the city, St. Vincent's is currently experiencing significant change with a large amount of new residential development focussed upon private rented and student apartments. Until recently, this new development has focussed on other areas of the Quarter (towards the south and south-east of the application site) but this is now expanding to the more northern parts – closer to Kelham Island and Shalesmoor.

In terms of the site's immediate surrounding land uses

To the North of site there is a small car garage (in use) at the junction of Hoyle Street and Doncaster Street, a vacant parcel of previously developed land and Don Cutlery Works, which is a vacant Grade II listed building.

To the East of site there is the vacant Oscar Works, which is an industrial building extending the entire length of the site boundary between Doncaster Street and Meadow Street.

To the South-West of site there is a Shell petrol station and a number of commercial buildings, including industrial and office space.

To the West and North-West of site, on the opposite side of the Hoyle Street carriageway there is a student accommodation development containing in excess of 1000 student bedspaces.

This application seeks full planning permission to demolish the existing buildings (excluding cementation furnace) and comprehensively redevelop the site into a mixed use development comprising 247 residential units (Use Class C3) for the private rented sector and 658 student bedspaces (Use Class Sui Generis). Ancillary facilities proposed include two small ground floor commercial units for Class B1a, A1, A3, D1 or D2 purposes), 58 car parking spaces and hard / soft landscaping works – including a new setting for the cementation furnace.

RELEVANT PLANNING HISTORY

The following history is directly relevant to this application:

18/01595/EIA: EIA (Environmental Impact Assessment) screening request for the use of former printworks (Use Class B2) as a warehouse (Use Class B8) with ancillary office.

This request was submitted by the applicant under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 for consideration to be given about the need for the submission of an Environmental Impact Assessment (EIA) in relation to this development. Following review, it was concluded that the proposed development, whilst locally important, will not have a significant additional impact on the wider scale to warrant the submission of an Environmental Statement as part of this planning application. It was decided that the impact of the proposal could be fully assessed through the submission of technical documents as part of the planning application.

SUMMARY OF REPRESENTATIONS

The application has been advertised by site notice, neighbour notification and press advert.

Two representations have been received, one objecting to and one in support of the scheme, summarised as follows:

1. Objection:

This is from a local business on adjacent land stating:

- Land Use: The site is within an industrial site and part of the local area should be kept for the local business. A significant proportion of the area has already been overtaken by residential overdevelopment.
- Scale: Given the tall height of the proposed building, and some others in the area, low rise buildings will be overshadowed and could be hidden from view. This will affect business - drive by/walk in trade.
- Highways: The area is already overpopulated with inadequate parking facilities for users of the area. 58 spaces are unlikely to be sufficient. Further congestion in the area could have a significant effect on business and, more

importantly, pedestrian safety. The narrowing of the pavement will only serve to increase the risk to public safety.

- Electricity: Serious concerns about the area's ability to cope with the building works given the already regular electrical cuts and blackouts. This will only get worse if the application is successful.

2. Support:

This supports the development in principle. However, it also stated that although building on brownfield sites is encouraged this should not be at the detrimental expense of the infrastructure of the city, including highway matters:

- Considers that the building line along Hoyle Street should be moved back to allow for future widening of Hoyle Street. This is a critical road / ring road in and out and around our city both for private vehicles and public transport.
- Considers that the junction with the A61 Penistone Road is already insufficient and needs improving to accommodate three lanes towards the roundabout from all directions.
- Considers that Hoyle Street should be three lanes from Meadow Street towards the roundabout with the tram track and the southbound carriageway realigned. If vehicle access within the city centre is to be restricted, the free flow of traffic around the inner ring road is vital.

SUMMARY OF CONSULTATIONS

Historic England

The Scheduled Monument - known as Cementation furnace, Hoyle Street (NHLE 1004791) – is protected under the terms of the 1979 Ancient Monuments and Archaeological Areas Act as a site of national importance. Historic England has had considerable pre-application discussions with the applicant and the Council. In summary, it is broadly satisfied with the proposals and whilst they will cause some harm to the heritage significance of the site, the development will also secure the long term conservation and management of the scheduled monument. The application includes positive proposals to better reveal the wider significance of the site and it is essential that these measures are firmly secured and implemented (to an agreed timetable) by condition or a Section 106 agreement. Overall Historic England considers the application meets the guidance of National Planning Policy Framework (NPPF) and subject to the issues set out in its advice being addressed, it is supportive on heritage grounds.

Conservation Advisory Group (CAG)

The Group considered the application proposals at their meeting in April 2018 and welcomes the scheme subject to consideration being given to the possibility of preserving the bases of other cementation furnaces in the adjoining area.

PLANNING ASSESSMENT

Principle of Development

The National Planning Policy Framework (NPPF) 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.

The local plan comprises the adopted Unitary Development Plan (UDP, 1998) and the Core Strategy document (2008). The Core Strategy is the most up-to-date and provides the overall spatial strategy over the period 2009 to 2026.

Proposed C3 / Student accommodation Use

The application site is designated within a Business Area in the adopted UDP and Policy IB7 (Development in Business Areas) is relevant, expecting Business (Class B1) to be dominant land uses. The St. Vincent's Action Plan (2004 – 2014) supports and repeats this designation. Whilst not preferred, other uses – including Housing (use class C3) – are listed as being acceptable and both policy / Action Plan advice dictate that they should not be discouraged if they are considered to make a vital contribution to the area. Student accommodation is a sui generis use and so policy states that it must be considered on its own merits. However, given that his type of development is essentially residential accommodation for students, it is compatible with C3 housing and the land use implications are considered to be similar.

The Core Strategy (2008) does not put such an emphasis on B1 uses in the area, and subsequently it is not identified as a Priority Office Area in Policy CS 4 (Offices in the City Centre). This policy is a more up-to-date position and the vision for the area is further reinforced by Policy CS 17 (City Centre Quarters) (part h), which promotes a mix of businesses, residential and educational uses in the St. Vincent's Quarter and encourages greater links to the University of Sheffield and the legal and professional quarter. It puts less emphasis on industrial uses but does encourage sensitive attention to existing manufacturing companies in the area, expecting the impact of new development on them to be considered as part of the assessment of an application.

It is advised that there are currently sufficient non-residential uses in this part of the St. Vincent's Quarter that would prevent housing and student accommodation uses becoming dominant as a consequence of this development. Therefore, in light of this and the reasons above, it is concluded that the proposal is acceptable in terms of the policies identified.

In terms of sensitive attention to existing manufacturing companies, many of the industrial sites and buildings in the immediate context are vacant pending reuse or redevelopment. However, some businesses do still remain and, therefore, it is

acknowledged that the relationship between the application proposal and the existing environment must be addressed in the assessment of this application.

Proposed Commercial Use

Each block includes a small commercial unit - 207 sqm GIA (residential block) and 263 sqm GIA (student block). Currently, these are proposed to be used for a flexible range of uses including: Class A1 Retail; Class A2 Professional Services; Class A3 Food and Drink; Class B1a Offices; Class D1 Non-Residential Institutions (Health / Dental Centre / Clinic only); and Class D2 Leisure (gymnasium only).

There is no objection to the commercial element of the proposal. All main town centre uses (as defined in Annex 2 of the NPPF), except A1 retail, are acceptable in principle anywhere in the city centre without needing to pass a sequential test. With regard to A1 retail use, given the small size of the units it is considered that they will not have an adverse impact on the vitality and viability of the City Centre or the Upperthorpe Local Centre. This unit is intended to principally serve new residents in the proposal and so it has a location specific reason. Therefore, it is considered that the proposal passes the sequential test in NPPF Paragraph 86 terms.

Density

Core Strategy Policy CS 26 (Efficient Use of Housing Land and Accessibility) requires appropriate housing densities to ensure the efficient use of land. The recommended density for City Centre sites is at least 70 dwellings per hectare. This development's proposed density is 366.8 dwellings per hectare, which is compliant with the policy.

Unit Mix

Core Strategy Policy CS 41 (Creating Mixed Communities) seeks to encourage housing development that meets a range of housing needs and so expects a mix of prices, sizes, types and tenures. Positively, the proposed mix successfully addresses all relevant parts a., c. and d. of Policy CS 41, because:

- a. There will be five different unit types provided across the 414 units, including duplex (1.45%), studio (27.29%), 1 bed (35.51%), 2 bed (17.87%) and cluster apartments (17.87) with no more than half the units consisting of a single house type.
- c. The development provides both new housing (Class C3) and purpose-built student accommodation in the City Centre.
- d. Only 17.87% of the development will be shared student accommodation, which will reduce the concentration of shared accommodation within 200 metres of the site.

Demolition of Existing Buildings

All of the existing building and ancillary equipment relates to the site's previous HSBC use – apart from the cementation furnace – and will be demolished as part of the development proposals. The site's existing main office building was constructed

during the 1950s and is very distinct from other buildings in the area in terms of its design and siting within the plot. It has no local distinctiveness, limited architectural merit, and is situated outside the Furnace Hill Conservation Area boundary. The office building is currently vacant and deteriorating in appearance, thus providing little or no visual and use amenity value. Therefore, demolition to enable the construction of this project is acceptable – subject to the necessary protection and preservation of the adjacent heritage assets (discussed below).

Heritage Issues

The updated NPPF (July 2018) acknowledges that heritage assets are wide-ranging and irreplaceable resources that should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations (para. 184). It expects applicants to consider the impact of their proposal on an asset's significance and provide a level of detail proportionate to the assets' importance and not more than is sufficient to understand the potential impact of the proposal on their significance. When considering the impact of a proposed development on its significance, great weight should be given the asset's conservation (para. 193) and any harm to, or loss of, this significance should require clear and convincing justification (para. 194). Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use (para.196).

Impact on Archaeology

At the local level, UDP Policy BE22 (Archaeological Sites and Monuments) states that sites of archaeological interest will be preserved, protected and enhanced. Where disturbance is unavoidable, the development will be permitted only if (a) an adequate archaeological record of the site is made; and (b) where the site is found to be significant, the remains are preserved in their original position.

Excavation Findings

The site contains nationally important archaeological remains associated with the existing furnace and the foundations of four other cementation furnaces, which would greatly add to our knowledge of the development of the steel industry in England. Given the historic importance of this site, a programme of archaeological investigation has been undertaken to gain information about the archaeological resource within the site, sufficient to understand the significance of the assets and the potential impact of the proposed scheme. This work – through consultation with the South Yorkshire Archaeology Service (SYAS) – has comprised of a programme of archive research and evaluation trenching on site, an archaeological evaluation report and an additional archive research report. The results of these assessments conclude that the surviving archaeological remains are of interest and contribute positively to the significance of the scheduled remains of the above-ground cementation furnace, whilst not being of comparable high-value to it. Within the context of Sheffield, the archaeological information submitted states that more complete examples of such furnaces have been excavated but confirms that the buried remains do contribute positively to the historic and archaeological interests of

the scheduled monument by forming part of the larger steel works that were located within the Site.

Elements of four cementation furnaces were identified across four of the twelve trenches excavated, which correspond to the known location of Furnaces 1, 3, 4 and 5 recorded from historical mapping and documentation. Identified cementation furnace structures include chests, stokehole entranceways and a small part of an exterior conical chimney. The exterior red brick structures of at least two of the cementation furnaces had been rebuilt using reused frogged machine brick, indicating a relatively late date for these structures in the general chronology of cementation furnaces. These cementation furnaces form part of the same steelworks complex as the preserved cementation furnace on Doncaster Street, which is one of the few surviving complete examples of this type of furnace in Britain.

In addition to the furnaces, a variety of other remains have been found, including a potential crucible furnace, well-preserved remains of cellars associated with both back-to-back and terraced housing, and other structures relating to the steelworks, a draper's works and the former Sheffield Arms public house.

Impact on Archaeology and Mitigation Strategy

Consultation with SYAS and Historic England has occurred during the pre-application and post-submission processes.

Negatively, the development will have a detrimental impact on the remains of the Furnace 1 and any surviving evidence for a crucible furnace in the vicinity of Trial Trench 9. It must be highlighted that this represents a detrimental impact on some of the site's archaeologically significant remains. In spite of this, it is recognised the steps and adjustments have had to be made to the design of the proposals in order to accommodate the required preservation and reduce the impact of the scheme overall. As such, as long as the measures outlined in the mitigation strategy are implemented and a number of related conditions imposed the proposals are accepted. It is confirmed that the agreed mitigation strategy now includes:

- 1) Minimising the impact of the scheme through careful design – the scheme will now avoid disturbance in the area of buried remains associated with Furnaces 4 and 5, and will minimise the impact of building foundations on the buried remains of Furnace 3.
- 2) Protecting remains to be preserved during the construction phase – the development will proceed in accordance with a Construction & Environmental Management Plan that will be produced and agreed, and contain details of crane location, the method for building up piling mats, the piling method to be used, the erection of hoardings to create an exclusion zone during construction etc.
- 3) Recording evidence that will be impacted by the scheme – appropriate areas for further investigation will be discussed with and agreed by SYAS, and set out in an archaeological Written Scheme of Investigation. The archaeological works outlined will then be undertaken appropriately.

- 4) Minimising future disturbance to preserved archaeological remains – the details of the foundation design (including safe working load capacities) will be recorded with the site's Operation & Maintenance manual and retained, to allow piles to be re-used at a later date.

In light of the above, it is concluded that the proposal provides the proportionate level of detail required to assess the impact of the development on the site's heritage assets with archaeological interest, and appropriately justifies the anticipated impact on the significance of these assets against the public and regeneration benefits of the proposal. Given the acceptance by consultees, subject to a robust mitigation strategy, it is concluded that the proposal is acceptable in such terms and compliant with the expectations of the NPPF and UDP Policy BE22.

Impact on Scheduled Monument

At the local level, UDP Policies BE15 (Areas and Buildings of Special Architectural or Historic Interest), BE16 (Development in Conservation Areas), and BE17 (Design and Materials in Areas of Special Architectural or Historic Interest) all recognise that buildings and areas of special historic interest are an important part of Sheffield's heritage and, as such, should be preserved and enhanced. Development that would harm the character or appearance of listed buildings and conservation areas will not be permitted.

The Hoyle Street Cementation Furnace is the only intact cementation furnace surviving in Sheffield and one of the last of its type in England. Therefore, it is of national importance and protected under the terms of the 1979 Ancient Monuments and Archaeological Areas Act as a Scheduled Monument (Cementation furnace, Hoyle Street NHLE 1004791).

The general rarity of this 'conical' form of structure derives from their lack of adaptability such that demolition was often inevitable once they became obsolete. Therefore this surviving furnace is of considerable significance in respect to both its rarity and technological interest and as a form of structure that was once widespread throughout the city.

Moreover, Historic England has confirmed that the survival of the furnace is a result of its purposeful selection for preservation during the 1980s when the surrounding buildings were cleared. The resulting open character generated from the demolitions, and its subsequent landscaping, mark a transition of the furnace from a functional building within a wider works complex to a monument and iconic image of Sheffield's industrial past. As such the monument has witnessed dynamic periods of change through its lifetime and its current character and setting reflects in part the changes in its historical context. Despite being within a car park, it retains important connections to the adjacent Titanic Works and Don Cutlery Works that further illustrate the wider understanding of the metal trades in this area of Sheffield and contribute strongly to the significance and setting of the cone.

The surviving furnace cone has always exhibited an element of dominance over the surrounding buildings. This was strengthened by it being one of several cones rising above the metal works buildings and housing in the area. That dominance of the

furnace was enhanced by its curation as a “monument” in the 1980’s, which reinforced and cemented the ‘iconic’ cone shape of the monument as a critical aspect of the site and in part reflects the conservation choices of the time. Therefore, these changes, the iconic shape of the cone, its presence in the cityscape and its silhouette against the skyline all contribute towards its significance.

Historic England considers that proposed new development will encroach on the monument and will harm its setting by reducing its dominance (both its historic dominance and its managed dominance) over the surrounding area and buildings. However, it is accepted the evolution of the proposals - through positive pre-application discussions - have minimised this encroachment and the measures set out in the application are welcomed to secure the condition of the monument and its future management. Furthermore, also supported are the measures proposed to better reveal and strengthen other elements of the monument’s setting such as ensuring its prominence within the development courtyard and the cityscape is enhanced by - paying special attention to the connections to Titanic Works and Don Cutlery Works and improving the understanding of the now lost cones.

However, to deliver the public benefits associated with the proposals as required by paragraph 134 of the NPPF, it is considered essential that these consolidation works to the furnace as well as the associated archaeological mitigation works, discussed above, are secured and implemented as part of the planning permission to ensure the heritage benefits of the scheme are fully delivered. Therefore, conditions are recommended to address the following issues at key stages of the development:

1. Details of measures for the consolidation of the furnace to be agreed and implemented before any demolition works to the existing site commences.
2. Details of measures to secure the protection and monitoring of the monument during all demolition and construction works to be agreed and implemented before any demolition works to the existing site commences.
3. A long-term management and maintenance plan for the future routine maintenance and repairs of the monument is agreed prior to any occupancy being taken up across the site.
4. Archaeology conditions relating to the mitigation of the site’s below ground assets and final piling foundation details.

Subject to these critical issues being addressed the proposal is supported on heritage grounds and considered the application meets the key requirements of the National Planning Policy Framework.

Scheduled Monument Consent, from the Secretary of State for the department of Digital, Culture, Media and Sport will be required for any work to the monument. This consent is administered by Historic England and the applicant will be reminded of this by directive.

Historic Interpretation

In order to reduce the harm, the applicant has been encouraged to enhance the immediate setting of the monument and strengthen its presence on Doncaster Street through visual design interpretation and enhancement.

Landscaping

The landscape proposals for the courtyard space around the cementation and above several of the furnace remains will be enhanced to provide a high quality public realm that offers an increased resident / public interaction with the heritage assets identified. These works are welcomed and the details submitted include:

- Expression of the footprint of 2 of the furnaces (identified in the area through the archaeological investigation works) through the use of low evergreen hedge planting and varied paving proposals;
- Contrasting paving bands used in the courtyard to emphasise the geometry of the furnace and building;
- Circulation space around the cementation furnace, varied seating areas and low level planting to allow the monument to be viewed from a variety of areas;
- The creation of a robust but well-considered boundary treatment on Doncaster Street, designed to provide a sense of enclosure and hard edge definition to the street whilst allowing some visual permeability. Enhancement to be achieved by solid and transparent sections - slatted railings and hit & miss brickwork – a curved section and space for an interpretation panel;
- Stepped and ramped access from Doncaster Street;

Architecture / Design

It is proposed to make reference to the below ground furnaces within the courtyard and footprint of the residential block through enhancements to the wall treatment on external and internal parts of the buildings. This will further identify and provide vertical expression of the furnace form that previously existed in that location. Externally, ideas to achieve this include expression of the conical form through differing brickwork detailing – including pointing style / mortar colour. Internally, it is intended that such work identifies the furnace shape and form of the furnace on vertical wall plans and within the flooring at all relevant levels. The provision of this artwork will be separate to the public art requirements and strategy that are expected from this development (discussed below).

These ideas will be developed further moving forward, however as initial proposals it is considered that they are positive elements of the proposal and welcomed as a means of reducing harm and revealing the assets that exist at this location.

Impact on Other Heritage Assets

It is considered that the extensive work undertaken to address the heritage matters that exist on site will also serve to ensure that the development respects the other relevant assets – including the Furnace Hill Conservation Area and the Grade II Listed Don Cutlery Works on Doncaster Street. For the reasons discussed above and below, it is considered that the development will enhance the site's relationship to these assets, not harm their setting and be suitably respectful to their significance.

Phasing of Development

The submission indicates that this development may be built in phases, depending upon future circumstances / funding etc. Given the nature of the development (i.e. two blocks) this is considered to be acceptable in principle, subject to conditions being imposed to reflect this and any phasing proposals including works relating to the archaeology and Scheduled Monument within the first phase.

Design Proposals

UDP Policies BE5 (Building Design and Siting) and IB9 (Conditions for Development in Industry and Business Areas) and Core Strategy Policy CS74 (Design Principles) all seek high quality design that aims to take advantage of and enhance the distinctive features of the city, its districts and neighbourhoods.

Layout

The development comprises of two buildings to be erected on the north-east and south-west halves of the site, and separated by a new shared street that will run from east to west between Ellis Street and Hoyle Street. These new buildings and boundary treatments have a back-edge-of-pavement position, which is a deliberate attempt to provide a strong and defined street edge. This reflects the general character of the area and is considered to be a positive response, especially compared with the existing building arrangement, helping to reinforce the existing street pattern and repairing the historic urban grain.

The layout of the buildings are considered to be successful and positively respond to the various features of the site, including its primary frontage of Hoyle Street, the heritage assets within and surrounding it (i.e. cementation furnace, Don Cutlery Works, Furnace Hill Conservation Area) and the new shared street. This response includes:

- Positioning the largest and most imposing elements of the buildings in the block immediately adjacent to Hoyle Street to create a strong urban aesthetic;
- Positioning new buildings around the cementation furnace to enclose it and provide a private courtyard setting for resident use;
- Reducing the scale and design of the buildings towards the west of the site to better respond to and provide a sensitive setting for the heritage assets and industrial character.
- Positioning the commercial units and student ancillary space in a prominent location on buildings' Hoyle Street and Meadow Street frontages to animate the prominent ground floor areas of the development.
- Providing principal pedestrian entrances into the buildings close to key corners along the primary routes.
- Locating service, plant, car / cycle facilities in the at lower ground floor level beneath the residential units and courtyard level so as to remove them as far as possible from public view.

Pedestrian permeability is proposed to be retained around and will be provided through the site via the new shared street, which is welcomed. On Hoyle Street, the building is set back from the site boundary to allow the creation of a new tree lined pedestrian boulevard, which will widen the existing footway considerably (6m – 7m)

and enhance the pedestrian experience along this primary vehicle route – as per the arrangement on the opposite side of the carriageway.

It is concluded that the proposed layout is acceptable.

Scale and Mass

The tallest elements of each new block are proposed on the development's west elevation; the student building will be part 9 / part 13 storey high and the residential building will be part 8 / part 10 storeys. The position of the tallest elements of these buildings at the Hoyle Street / Meadow Street (student block) and Hoyle Street / Shared Street (residential block) junctions is considered to be acceptable and appropriate; they respond to the topography of the site and are on the primary frontage where a strong urban aesthetic can be accommodated.

The scale of the built form reduces towards the east of the site. The building heights vary depending upon their position within the development and the hierarchy of the space / streets that they abut. On Ellis Street, which is a much narrower street, the development is at its lowest scale and reduces to 4 storeys at the Doncaster Street junction in response to the heritage assets that exist in close proximity.

The impact of the large scale and mass of built form proposed is considered to be successfully mitigated by a variety of architectural details. In particular, the various roof designs (flat and pitched), materials, detailing (e.g. the stepping in facades) and the siting of buildings either side of a central street (14m wide) will all combine to break down the building form by adding visual interest to the elevations and along the skyline.

Finally, 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.

Appearance

The buildings will have a contemporary appearance that is well-mannered and appropriate to the location. It is considered that built form respects the surrounding street hierarchy and includes a fenestration arrangement / sizing that reflect the elevation design (i.e. top, middle and bottom). The majority of the buildings in the scheme will be characterised by crisp elevations and flat roofs set behind parapets but, as a contrast, there will be a number of buildings that are constructed with pitched roofs and from an alternative material.

Specifically, the material palette will be brickwork, aluminium and sinusoidal cladding. The student block will be constructed from contrasting buff and red brickwork. The student townhouses on the shared street will have pitched roofs and largely be built from black sinusoidal metal cladding to give a contemporary design and contrasting appearance to respond to the historic industrial character of the area, which this part of the site is adjacent to. The residential block will be constructed mainly from red brick but will also use black / silver sinusoidal cladding

to create pitched roofs and provide a contrasting backdrop to the cementation furnace in the courtyard space. All windows and infill cladding panels will be dark grey aluminium and balcony / deck spaces are scattered across the development (mainly residential block). All of these design features are supported from an urban design perspective.

It is considered that the success of the proposed architecture will be dependent upon the quality of the detailing and so typical construction details have been submitted with the application, which positively show windows set within deep reveals to create shadows and modelling as well as recessed brick detailing. Also, a signage strategy is included which identifies key “zones” of opportunity on the building’s primary frontages (away from the conservation area / cementation furnace) for external signage. All of these details proposed are considered to be acceptable and, therefore, it is recommended that these details be agreed by condition.

Overall, the design proposals are concluded to be acceptable and compliant with the relevant policies BE5, IB9 and CS 74.

Public Art

UDP Policy BE12 (Public Art) states that the provision of public art in places which can be readily seen by the public will be encouraged as an integral part of the design of major developments.

The ‘Public Art Strategy’ section of the Design & Access Statement confirms the intention to provide public art within the development. The strategy identifies a number of opportunities to add interest to the building perimeters at key locations and also provide historic referencing and ‘signposting’. A key aspiration for the public art is to combine heritage signposting, building signage and branding; all designed as an integrated strategy. The over-arching concept for the public art is a heritage theme, referencing the history of the site utilising written signage and information, and replicating the very distinctive shape of the cementation furnace. The locations have been selected as key ‘gateways’ and to draw attention to the central historical feature of the furnace and industrial heritage.

Precedent examples of potential public art ideas that are suggested in the strategy include glass art (e.g. manifestation), brickwork detailing, interior artwork (communal spaces), external paved surfacing (e.g. to depict historic furnace locations), and branding / signage. It is considered that these proposals represent a positive basis for the inclusion of public art within the scheme and that the continued development of these ideas (via liaison with the Council’s Public Art Officer, to be secured by condition) will ensure that relevant and appropriate art is successfully integrated into the final architecture and make a positive contribution to the completed scheme, in accordance with Policy BE12.

General Amenity

UDP Policy H15 (Design of New Housing Developments) expects the design of new housing developments to provide good quality living accommodation. This includes adequate private garden space or communal open space to ensure that basic

standards of daylight, privacy, security and outlook are met. UDP Policy IB9 (Conditions on Development in Industry and Business Areas), part (b), states that development should not cause residents or visitors in any hotel, hostel, residential institution or housing to suffer from unacceptable living conditions. Core Strategy Policy CS 17 (City Centre Quarters) defines the roles of the different 'quarters' and acknowledges that there are a number of manufacturing companies in the St. Vincent's Quarter that require sensitive attention.

Outlook

The proposed outlook is considered to be acceptable for a high density urban development. The development includes large clear openings to habitable rooms to ensure that the living environments of all residential and student units can be lit by natural daylight. The layout is such that each unit will have outlook outwards across adjacent streets or inwards across internal courtyard spaces.

Amenity Space

Internally, ancillary student accommodation is proposed in the student building to support the residents. No details are provided at this stage but it is anticipated that this spaces include communal work and social spaces as well as management / security areas. There is no such accommodation in the residential building. Externally, the amenity space proposed is considered to be acceptable for this type of development, especially given its restricted urban location. The intended provision includes:

- Student Garden: Positioned at the centre of the student building is a courtyard space designed to provide landscape visual amenity and a usable garden space for students. The space will be built on 2 levels and include retaining walls, lawn and terraced spaces. It is proposed that outdoor games – such as table tennis – and communal seating areas be provided in the space to encourage use.
- Furnace Courtyard: Positioned in the residential block, this courtyard has the cementation furnace as its focal point. The space will be raised approximately 1m above street level and enclosed on all elevations by new buildings on three sides and a wall (Doncaster Street). Again, it is proposed that seating and landscaping is included within the space to encourage for use.
- Private Spaces: A small quantity of balconies to apartments and deck access to the duplex units are proposed in the residential building on the elevations that overlook the furnace courtyard. The provision of private space in the student building is restricted to "townhouse" cluster units and comprises of a private terrace at ground floor level next to the communal student garden and deck area higher level.

Noise and Vibration

A Noise and Vibration Assessment report identifies that the prevailing noise environment across the site is dominated by road traffic and, to a lesser extent, trams. It also confirms that no significant noise from employment uses was noted during the survey work.

The Environmental Protection Service has confirmed that the assessment report references appropriate standards and criteria. It is also confirmed that it includes satisfactory assessment of the prevailing environmental noise levels in the vicinity of the development site and makes reasonable outline recommendations for a scheme of sound insulation works and for the purposes of plant noise limits. These include the incorporation of appropriately specified glazing and ventilation provision. As per the conclusions of the report, it is agreed that with the recommended noise mitigation measures in place, an acceptable internal noise criteria can be achieved in the internal habitable spaces.

A suite of standard conditions are proposed, including a validation requirement, to ensure that the outline recommendations of the assessment report are achieved, prior to the use commencing. Subject to these being achieved, it is considered that the development will achieve a commensurate level of protection from environmental noise for future residents.

In terms of vibration, the assessment report states that levels at the site are significantly below the level at which would be considered low probability of adverse comments. Therefore, vibration is not considered to be a constraining factor at this site.

Highways

Section (f) of Policy IB(9) states that new development will be permitted provided it is adequately served by transport facilities, provides safe access to the highway network and appropriate off-street parking.

The NPPF seeks to focus development in sustainable locations and make the fullest possible use of public transport, walking and cycling. With this in mind, the site is considered to be in a highly sustainable location. The site is located within the city centre and is within walking or cycling distance of all of its Quarters – especially Kelham Island, Cathedral and Heart of the City – meaning that there are a wide range of local services and facilities within walking distance of the site, including the City's universities. Furthermore, there are a number of high frequency bus routes and a tram route within easy walking distance of the site (400m), which provide excellent links to surrounding areas and the railway station.

Highway Arrangement

The proposed arrangement of the new buildings and new vehicle access points, including the movement of vehicles around the site, the design of the external spaces and the creation of new shared street, are all considered to be acceptable from a highway point of view. This conclusion is reached following extensive discussions with the applicant's development team over a number of months and on the basis that outstanding items identified on the plans, although minor, can be addressed by relevant conditions.

Transport Environment

There are bus stops close to the site with the nearest immediately adjacent to the Student Building on Meadow Street and others approximately 5 minutes away on Shalesmoor (A61). The nearest tram stop is at Shalesmoor (230m away from the application site). The bus and tram services both serve a wide area of the city, include regular / high frequency services and are an efficient and sustainable mode of travel.

Given the potential increased use of the bus services in the area, as a consequence of the increased population, the expected upgrade of the existing bus stop on Meadow Street is considered to be justified. The current bus stop includes a shelter but offers no other facilities, e.g. lighting, seating, passenger information etc. Therefore, given that the stop will need to be removed as part of the highway works, it is considered that there is appropriate justification to expect this facility to be upgraded as part of this planning application and such works will be secured by condition.

There is a network of dedicated cycle ways and segregated road cycle routes close to the site. Secure cycle parking spaces are provided across the development and it is confirmed that the location and level of this provision is adequate to serve each building use. The development and final design of these facilities will be secured by condition. With regard to on-street cycle parking provision, there are only 2 on street cycle stands currently proposed and this must be increased given the scale of the development. Again, this will be secured by condition.

A condition is also proposed to secure a phased arrival/departure plan from the student operator to manage the arrival/departure of any student residents at the start/end of term times. This will involve using the car parking spaces and shared street within the development as well as the new lay-by that is proposed to be created on Meadow Street.

An interim travel plan has been submitted which has the overarching objective aim of minimising single occupancy car journeys by encouraging residents and employees at the development to travel in a sustainable manner with the site benefiting from excellent accessibility from sustainable transport provision. It is expected that a full travel plan will be submitted prior to the occupation of the development and this will be secured by condition.

Finally, strategies have been submitted in relation to servicing, waste management and emergency service provision, which are all considered acceptable from a highway point of view.

The Impact of Cars

The development includes 58 car parking spaces, across the uses, which is acceptable from a local policy point of view due to the central location of the site. However, whilst car-free developments can be accepted and justified in the City Centre, there are known car parking pressures in the area resulting from increased new resident and commuter car parking, in part because there is not currently a Controlled Parking Zone (CPZ) in the St. Vincent's or Kelham Island Quarters. Therefore, it is considered that providing just the 58 car parking spaces proposed

(14% of the overall 414 units proposed) will not fully address the potential impact that a development of this scale could have on the local highway. The Council's current policy seeks to restrict parking provision in the City Centre to encourage a modal shift away from private car use and thus prevent city centre traffic congestion.

However, there is the potential that the non-provision of in curtilage parking can displace the demand for parking spaces onto the highway or to formal / informal car parks.

In order to achieve a reduction in private car trips, it is considered that parking controls on the highway in St. Vincent's are essential and a CPZ is proposed for the Quarter in the near future. This includes the areas around the application site and it is understood that it will be a scheme that is intended to restrict the use of the highway for parking by all.

It is confirmed that the applicant has agreed to pay a financial contribution of £78,127.56 towards the implementation of this scheme, which will be secured by a S106 legal agreement. This figure relates to both the residential and student elements of the scheme. The contribution is considered necessary to ensure that the development does not have an adverse impact on the local highway network. It is relevant to planning, essential for consent to be granted, and proportionate to the scale of the development, thus meeting the tests of Circular 05/05: Planning Obligations.

In light of the above, and in anticipation of the successful implementation of a CPZ, your officer's concerns about the lack of in curtilage parking for this development and the consequent displacement of parking demand onto the highway has been allayed. It is considered that such a scheme will reduce adverse impact of the development on the local highway by eliminating long stay resident car parking options, discouraging commuter car parking and, as a consequence, reducing the number of vehicle movements in the area.

For the reasons above, it is concluded that the proposed highway environment that will be generated by this development is acceptable and compliant with the relevant policies, as described.

Disabled Access

UDP Policy H7 (Mobility Housing) identifies that a proportion of mobility housing is to be encouraged in all new and refurbished developments. Mobility housing provision for residential development has been superseded by Technical Housing Standards (2015), which effectively removes the requirement for mobility housing at this time, but it remains that mobility units are still required for other forms of accommodation, such as hotels and student accommodation.

The development will provide mobility specific units in the student development. In accordance with BS 8300-2 guidance, as required, there will be 4.5% accessible wheelchair rooms (B2 8300 requirement = 4%), 5% adaptable rooms for wheelchair use, and 1% accessible wheelchair rooms with hoist and assisted accommodation

next door (to be retrofitted when requested). The quantity of units proposed is acceptable.

In terms of disabled car parking facilities, there will be 4 accessible spaces provided in the curtilage of the student accommodation and another 2 underneath the residential building. This equates to 10.3% of the overall car parking provision on site, which is acceptable.

Finally, all buildings and approaches will benefit from level access. It is expected that all building entrances (including door widths), crossings, ramps, steps etc. be designed to current standards at the detailed design stage and so the submission of this information will be reserved by condition.

It is concluded that sufficient detail has been supplied at this stage to demonstrate that the development will provide an inclusive environment for future users.

Ecology

UDP Policy GE11 (Nature Conservation and Development) expects the natural environment to be protected and enhanced. The design, siting and landscaping of development should respect and promote nature conservation and include measures to reduce any potentially harmful effects of development on natural features of value. Furthermore, a key principle of the NPPF is to conserve and enhance the natural environment. The planning system should contribute to and enhance the natural and local environment by minimising impacts on biodiversity and providing net gains in biodiversity where possible, contributing to the Government's commitment to halt the overall decline in biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures.

An Ecological Appraisal and Bat Survey Report concludes that all habitats on site are of importance to nature conservation at the Site level only.

With regard to roosting bat potential, the report confirms that all the buildings inspected for their presence were classed as negligible except the brick cementation furnace, which was deemed to have low potential to support bat roosts and some hibernation potential. Further survey works have therefore been undertaken and confirm that no bats are using the furnace.

With regard to birds, it is confirmed that none were found on site. There is potential for nesting birds to use the trees on site during bird breeding season and so, in accordance with the report, it is recommended that any vegetation is cleared outside of the bird breeding season between March and August. This is secured by condition.

The report gives various measures to help to satisfy mitigation and biodiversity promotion / enhancement expectations. Specifically, the inclusion of bat and bird boxes within the new buildings is recommended to encourage the future use of the site by roosting bats and birds. The use of native planting with plants of local provenance is also encouraged within any landscaping proposals. These are supported and secured by condition.

To conclude, the proposals are considered to be acceptable in ecology terms, addressing the expectations of the NPPF and UDP Policy GE11.

Flood Risk and Land Drainage

Core Strategy Policy CS 67 (Flood Risk Management) seeks to reduce the extent and impact of flooding and requires the use of Sustainable Drainage Systems or sustainable drainage techniques, where feasible and practicable. Policy CS 63 (Responses to Climate Change) also promotes the adoption of sustainable drainage systems (SuDS).

A Flood Risk Assessment & Drainage Strategy accompanies this application. With regard to flood risk, the application site is located within Flood Zone 1 meaning that it is in an area of low flood risk. Residential development in Flood Zone 1 is acceptable.

It is proposed to provide separate systems of surface and foul water drainage on the site, which will drain to existing combined sewers. With regard to surface water drainage, it has been confirmed that a SUDS design approach using infiltration into the underlying soils has been discounted due to the nature of the ground and there are also no watercourses near to the site. Therefore, it is proposed to drain the site using below ground attenuation tanks and flow controls to restrict the water quantity leaving the site at an agreed rate. The agreed flow rate from this equipment will represent a betterment of the pre-development rates.

The reasons for not pursuing an infiltration design approach are accepted and the proposed drainage strategy is accepted at this urban site and secured by condition. In light of the above, the proposal will improve the existing surface water drainage situation on site and it is concluded to be consistent with the expectations of Policies CS 63 and 67.

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.

The proposal will replace a vacant office building that has been empty since the end of 2016 with a high quality mixed use development comprising C3 and student housing, which will enhance the built environment. The development will regenerate a brownfield site, and will be resilient to climate change as it lies within a low risk flood zone. It also considers and responds to the numerous heritage assets that exist within and around the development site.

Core Strategy Policy CS 64 (Climate Change, Resources and Sustainable Design of Developments) has the overall aim of promoting sustainable design by reducing emissions and using resources sustainably. To satisfy the policy, it states that all non-residential developments over 500m² (GIA) should achieve a BREEAM Very

Good rating as a minimum. A 'BREEAM Multi-Residential Pre-Assessment Report' has been submitted that is applicable to the student accommodation, which confirms that based on the current design and project commitments a Very Good rating is predicted. It has therefore been demonstrated that the proposal is compliant with Policy CS 64 with final details required by condition to demonstrate compliance. Green roofs are encouraged by Core Strategy Policy CS64, they can help to attenuate surface water run-off, help to reduce heating in urban areas and improve biodiversity. A small brown roof area is proposed on part of the student block adjacent to Doncaster Street.

Core Strategy Policy CS 65 (Renewable Energy and Carbon Reduction) seeks to improve and deliver renewable energy capacity in the city. To help achieve this, it is expected that this development provides a minimum of 10% of its predicted energy needs from decentralised and renewable or low carbon energy, unless it can be shown to not be feasible or viable.

The Energy Report for the residential block confirms that a Combined Heat and Power (CHP) system, together with thermal storage, will be used to provide over 60% of the domestic hot water and generate electricity on-site. It is also confirmed that the building will be built with Passive & Energy efficient design, which together with the Low or Zero Carbon Technologies proposed, will achieve a 25.9% reduction in carbon emissions and generate 11.6% of the energy for the development from Low and Zero Carbon sources on-site. Similarly, the design of the student block is also using similar technologies and design to provide a 21.0% reduction in carbon emissions and generate 18.3% of the energy for the development from Low and Zero Carbon sources on-site.

Overall, the scheme is considered to represent sustainable development and meets the expectations of Policies CS 64 and 65.

Micro Climate

A micro climate assessment has been submitted with the application to consider the impact on wind at pedestrian level within the site and its surroundings against best practice guidelines relating to pedestrian comfort and safety. This concludes that the additional massing introduced by the proposed development, compared to the existing building, is likely to result in a change but that wind conditions in and around the proposed development are generally expected to remain suitable, both in terms of pedestrian comfort and safety. This includes spaces around the blocks, which include footpaths around the development, the new shared street, waiting areas and courtyard spaces for the purposes of sitting, standing and leisure walking.

However, the assessment identifies that the windier conditions will occur at the new shared street between the proposed residential and student buildings (especially the south-west end of this route adjacent to Hoyle Street), and at the south corner of the student building at the Meadow Street and Ellis Street junction are expected to have the greatest effect on pedestrian comfort and safety. In these areas, the results show suitability for leisure walking only during the winter season (not sitting or standing) and indicate that people might have difficulty walking in these areas because of increased windiness in strong wind events.

The wind results in the assessment are based on a model without the effect of trees or landscape features to represent a worst case scenario. It is advised that considered landscape design can improve the wind environment - filtering the incoming wind and reducing the speeds locally (especially during periods when trees are in full foliage) and so the assessment recommends such mitigation in the areas described above to improve the pedestrian comfort and safety environment. Given that the external environment may be subject to refinement, it is recommended that the proposed wind mitigation strategy, for the areas identified, be secured by condition to allow the final design to be assessed and agreed in relation to pedestrian comfort and safety.

Subject to the above matters being addressed through careful and considered landscape design, there are considered to be no significant micro climate issues identified that would warrant the refusal of this application.

Contaminated Land

A Ground Investigation Report has been submitted, which is suitable for approval. The ground investigation adopts a suitable methodology, and references relevant and appropriate standards. The report quantifies and assesses risks to relevant human and environmental receptors, and makes recommendations that further supplementary intrusive recommendations and mitigation strategies will be required to deal with the contamination risks identified. Therefore, conditions are recommended to secure these.

Coal Mining

The Coal Authority's records indicate that the defined Development High Risk Area clips the eastern corner of the site. Despite the recommendations of the submitted Phase 1 Geo-Environmental Desk Study, the Coal Authority has confirmed that a Coal Mining Risk Assessment is not required in this instance and that there is no objection to the proposed development. A directive is recommended to remind the applicant of the coal mining legacy that has been identified in part of the application site.

Affordable Housing

Core Strategy Policy CS 40 (Affordable Housing) states that, in all parts of the city, new housing developments will be required to contribute towards the provision of affordable housing where practicable and financially viable.

The Affordable Housing Interim Planning Guidance (IPG) was updated in 2014 and it supports Policy CS40. IPG Guideline 2 identifies the site as being situated within the 'City Centre' Affordable Housing Market Area where no contribution is required.

Community Infrastructure Levy (CIL)

The development is CIL liable application site lies within CIL Charging Zone 4 and given that it will contain a mix of uses the charge will vary between £50 per square metre (C3 residential) and £30 per square metre (student).

RESPONSE TO REPRESENTATIONS

It is considered that the planning issues raised in the objection representation received have been addressed in this report.

Matters relating to the impact of the development on electricity provision and business (including passing trade) are not considered to be planning matters. The retention of adequate electricity provision in the area is a matter for the developer and statutory providers, whilst there is no evidence to suggest that redevelopment of the site – potentially attracting more residents, visitors and people to the area - will have a negative impact on the local businesses. The developer will need to engage with the utility providers in any event.

With regard to the suggestions made in relation to highway improvement works at Hoyle Street, it is confirmed that it is not the role of this development to instigate such comprehensive highway alterations to the Ring Road. Such works are not required to make this development acceptable.

SUMMARY AND RECOMMENDATION

The redevelopment of the site is welcomed; providing a brand new use that will significantly enhance its appearance and prominence on a parcel of land adjacent to a primary route leading into/out of the City Centre that currently contains a vacant building, public pay & display car park, and a Scheduled Monument (cementation furnace).

For the reasons set out above, it is concluded that the development is acceptable in planning and heritage terms. The proposal is compliant with land use policies. The residential accommodation included within the scheme – including internal and external facilities – is considered to be acceptable and will provide adequate living conditions for future residents.

The development's design – including scale, mass and appearance – is considered to be contemporary and high quality. It is suitably well-mannered and respectful of the varied site surroundings, which includes the Furnace Hill Conservation Area and Don Cutlery Works (listed building). Despite this, the development will cause some harm to the heritage significance of the site – including the setting of the Scheduled Monument (by reducing its dominance) and damage / loss to some archaeological remains. However - following significant work and assessment - it is concluded that the development can be supported because the harm is outweighed by the public benefit that derives from the positive proposals that will secure the long term conservation and management of the assets in the future and better reveal the wider significance of the site. The proposal is supported on heritage grounds by Historic England and SYAS, and is in line with the guidance contained in the NPPF and the requirements of local policy.

The site has a sustainable location close to public transport services and within walking distance of a wide variety of local and central facilities. The provision of new car parking spaces and a commitment to provide a financial contribution towards the implementation of a Controlled Parking Zone traffic management scheme is regarded as a positive element of the scheme, which will ensure that the development has an acceptable impact on the local highway environment.

The scheme complies with other policy requirements in relation to sustainability, flood risk and drainage, ecology, disabled access and environmental matters (including micro-climate).

Finally, the applicant has agreed to a condition to secure an employment and training strategy, thus ensuring that the development will support local employment initiatives.

In light of the above, it is concluded that the proposals are acceptable. Therefore, it is recommended that the Members of the Planning Committee grant the application, subject to the listed conditions and to the completion of a legal agreement to secure the following Heads of Terms

HEADS OF TERMS

1. To pay a financial contribution of £78,127.56 to the Council towards the St. Vincent's Traffic Management Works.

Case Number	18/00242/FUL (Formerly PP-05696484)
Application Type	Full Planning Application
Proposal	Demolition of existing buildings and erection of a mixed use development up to 15 storeys and including 284 dwellings (comprising of 133 2x bedroom apartments, 139 1x bedroom apartments and 12 studios) (Use Class C3) and commercial units (Use Class A1, A2, A3, A4, or B1) with associated works, parking and landscaping
Location	Land Bounded By Upper Allen Street, Daisy Walk, Netherthorpe Road And Well Meadow Drive Sheffield S3 7GW
Date Received	17/01/2018
Team	City Centre and East
Applicant/Agent	Zerum Consult Ltd
Recommendation	Grant Conditionally 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:

Site Location Plan 1090-01-000 P11
Site Plan Existing 1090-01-001 P11
Site Levels Existing 1090-01-002 P11
Demolition Plan 1090-01-003 P11
Site Plan Proposed 1090-01-101 P12
Block Plan - Level LG 1090-02-0LG P12
Block Plan - Level UG 1090-02-0UG P12
Block Plan - Level 01 1090-02-001 P12
Block Plan - Level 02 1090-02-002 P12

Block Plan - Level 03 1090-02-003 P12
 Block Plan - Level 04 090-02-004 P12
 Block Plan - Level 05 1090-02-005 P12
 Block Plan - Level 06 1090-02-006 P12
 Block Plan - Level 07 1090-02-007 P12
 Block Plan - Level 08 1090-02-008 P12
 Block Plan - Level 09 1090-02-009 P12
 Block Plan - Level 10 1090-02-010 P12
 Block Plan - Level 11 1090-02-011 P12
 Block Plan - Level 12 1090-02-012 P12
 Block Plan - Level 13 1090-02-013 P12
 Block Plan - Level 14 1090-02-014 P12
 Block Plan - Level 15 - Roof Plan 1090-02-015 P12
 Typical Apartment Plans - 1 Bed and Studio Apts 11090-03-001 P11
 Typical Apartment Plans - 1 and 2 Bed Apts 1090-03-002 P11
 Proposed Section AA 1090-04-001 P11
 Proposed Section BB 1090-04-002 P11
 Proposed Section CC 1090-04-003 P11
 Proposed Section DD 1090-04-004 P11
 Indicative Site Section EE 1090-04-101 P11
 Proposed Block Elevation AA 1090-05-001 P11
 Proposed Block Elevation BB 1090-05-002 P11
 Proposed Block Elevation CC 1090-05-003 P11
 Proposed Block Elevation DD 1090-05-004 P11
 Proposed Block Elevation EE 1090-05-005 P11
 Proposed Block Elevation FF 1090-05-006 P11
 Proposed Block Elevation GG 1090-05-007 P11
 Proposed Block Elevation HH 1090-05-008 P11
 Proposed Landscape Plan 1090-90-001 P12
 Level LG Site Information 1090-91-0LG P11
 Level UG Site Information 1090-91-0UG P12
 Waste Management Strategy Level LG 1090-92-0LG P11
 Waste Management Strategy Level UG 1090-92-0UG P12

Reason: In order to define the permission.

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

3. The works of demolition hereby authorised shall not be carried out before a contract for the carrying out of the works of redevelopment of the site has been made, evidence that such a contract has been made has been submitted to and approved by the Local Planning Authority and planning permission has been granted for the redevelopment for which the contract provides.

Reason: To ensure that premature demolition does not take place a significant before the development work is proposed, which would be detrimental to the character and setting of the retained heritage assets.

4. No works of demolition, 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 all such 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, and light nuisance. The CEMP shall include strategies to mitigate any residual effects from 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.

The works shall thereafter be carried out in accordance with the approved details.

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

5. No works of demolition, construction, nor other enabling, engineering or preparatory works associated with this permission, shall take place until a Highway Management Plan (HMP) has been submitted to and approved by the Local Planning Authority.

The HMP shall assist in ensuring that all Contractor highway / vehicle activities are planned and managed so as to prevent nuisance to occupiers and/or users of the surrounding highway environment. The HMP shall include, as a minimum:

- a. Details of the means of ingress and egress for vehicles engaged in the construction of the development.
- b. Details of the equipment to be provided for the effective cleaning of wheels and bodies of vehicles leaving the site so as to prevent the depositing of mud and waste on the highway;
- c. Details of the site compound, contractor car parking, storage, welfare facilities and delivery/service vehicle loading/unloading areas;

The development shall thereafter be carried out in accordance with the approved details.

Reason: In the interests of the amenities of the locality and occupiers of adjoining properties and the protection of the free and safe flow of traffic on the public highway.

6. Notwithstanding the details submitted, no development, including any demolition and groundworks, shall take place until the applicant, or their agent or successor in title, has submitted a Written Scheme of Investigation (WSI) that sets out a strategy for archaeological investigation and this has been approved in writing by the Local Planning Authority. The WSI shall include:

- The programme and method of site investigation and recording.
- The requirement to seek preservation in situ of identified features of importance.
- The programme for post-investigation assessment.
- The provision to be made for analysis and reporting.
- The provision to be made for publication and dissemination of the results.
- The provision to be made for deposition of the archive created.
- Nomination of a competent person/persons or organisation to undertake the works.
- The timetable for completion of all site investigation and post-investigation works.

Thereafter the development shall only take place in accordance with the approved WSI and the development shall not be brought into use until the Local Planning Authority have confirmed in writing that the requirements of the WSI have been fulfilled or alternative timescales agreed.

Reason: To ensure that any archaeological remains present, whether buried or part of a standing building, are investigated and a proper understanding of their nature, date, extent and significance gained, before those remains are damaged or destroyed and that knowledge gained is then disseminated.

7. No development (including any demolition works) shall occur until all of the buildings identified for demolition on the approved plans have been satisfactorily recorded to Historic Building Recording Level 2 (in accordance with Historic England Guidance 2016 - Understanding Historic Buildings - A Guide to Good Recording Practice). The completed recording shall be submitted to and approved by the Local Planning Authority prior to any development works (including any demolition works) to the subject buildings commencing.

Reason: In order to ensure that historic features and characteristics of the application site are appropriately recorded prior to demolition.

8. No development (including any demolition works) shall occur until either one of the following documents has been submitted to and approved by the Local Planning Authority:

a) A licence issued by Natural England pursuant to Regulation 53 of the Conservation of Habitats and Species Regulations 2017 authorising the specified activity/development to go ahead;

or

b) A written statement from the relevant licensing body stating that it does not consider that the specific activity/development will require a licence.

The development shall thereafter be carried out in accordance with the approved details.

Reason: In the interests of the ecological amenity of the site and to ensure that bats are not harmed as a result of the proposed development (including demolition).

9. All intrusive investigations recommended in the approved Capita Geo-environmental Desk Study ref. BD00484-P1DS-RL Issue 1 (20th Sept 2016) shall be carried out and be the subject of a Phase II Intrusive Site Investigation Report which shall have been submitted to and approved 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).

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

10. 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 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.

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

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

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

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

13. Notwithstanding the details submitted with the application, final large scale details, including materials and finishes, at a minimum of scale 1:20 of the items listed below shall be approved in writing by the Local Planning Authority before that part of the development commences:
- Window reveals
 - Parapet details
 - Entrance details
 - Balcony details
 - Coloured infill panels
 - Top floor balustrade details (including colour finish, which should match the RAL colour used for rest of the metalwork in the development);
 - Brickwork set back panel details to development's Well Meadow Drive frontage;
 - Ground Floor details of the tower element

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

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

14. The proposed green/brown roof (vegetated roof system) shall be provided on the roof(s) in accordance with locations shown on the approved plans. Details of the specification and maintenance regime shall be submitted to and approved in writing by the Local Planning Authority prior to foundation works commencing on site. The green/brown roof(s) shall be provided prior to the use of the building commencing. 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 installation, final details of the design and layout of the public realm and hard and soft landscape space on Well Meadow Street, Brownell Street and Daisy Walk shall have been submitted to and approved by the Local Planning Authority. These details shall include:
1. The proposed materials, including samples when requested;
 2. The proposed planting scheme;
 3. The design of any proposed steps and ramps - including design of tactile paving, treads, gradients and handrails;
 4. The design of any new walls and boundary treatments;
 5. The design of any proposed furniture (e.g. planters, seats etc.); and
 6. The design of the roof terraces.

Thereafter, the public realm works shall be carried out in accordance with the approved details before occupation.

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

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

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

17. Before any construction work is commenced, or within an alternative timeframe to be agreed 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 by the Local Planning Authority. This shall include final details of the final proposed finished slab and floor levels. That part of the development 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.

18. Before any construction work is commenced, or an alternative timeframe to be agreed by the Local Planning Authority, full details of proposals for the inclusion of public art within the development shall have been submitted to and approved by the Local Planning Authority. Such details shall then be implemented prior to the occupation of the development or an alternative timeframe to be first 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.

19. No construction work shall commence until the improvements (which expression shall include traffic control, pedestrian and cycle safety measures) to the highways listed below have either;

1. been carried out; or
2. 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 building is/are brought into use.

Highway Improvements:

1. All the footways adjacent to the site shall be reconstructed to Sheffield City Councils Urban Design Compendium specifications or suitable alternative to be agreed in writing with the Local Planning Authority.

Reason: To ensure an appropriate quality of footway to cope with the additional pedestrian traffic generated by the development.

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

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

21. 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 Traffic Management Scheme (existing or proposed) in the vicinity of the site. 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.

22. Prior to the occupation of any part of the development, a detailed Travel Plan(s), designed to: reduce the need for and impact of motor vehicles, 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. 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 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 the aspirations of the Sheffield Unitary Development Plan and Sheffield Plan Core Strategy.

23. Before any construction work is commenced, or an alternative timeframe to be agreed, final details of the proposed bin storage facilities and the waste management strategy shall have been submitted to and approved by the Local Planning Authority. The development shall not be used unless such bin storage has been provided in accordance with the approved details and,

thereafter, such facilities shall be retained and managed in accordance with the approved strategy.

Reason: To ensure that general waste and recycling facilities are provided and managed in an acceptable manner, in the interests of highway safety and amenity.

24. Before any construction work is commenced, full and final details of the proposed building levels (including floor levels and site sections) shall have been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved details.

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

25. Before any construction work is commenced, full details of the following biodiversity enhancements shall have been submitted to and approved by the Local Planning Authority:

- Bird Boxes - a range of boxes shall be provided across the development to provide nesting provision for a range of garden / urban bird species.

- Bat Boxes - roosting provision through bat boxes / tubes incorporated into the building design, as recommended in the submitted Bat Method Statement.

The development shall thereafter be carried out in accordance with the approved details.

Reason: In the interests of the ecological amenity of the site and in order to ensure that biodiversity enhancements are secured as part of this development.

26. Prior to the development commencing a detailed Employment and Training Strategy, designed to maximise local opportunities for employment from the construction phase of development, shall have been submitted to and approved 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.

27. Unless shown not to be feasible and viable, before any construction work is commenced a report shall be submitted to and approved 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 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 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.

28. 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 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.

29. 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 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.

30. 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 WYG Noise Assessment ref. A099582 Issue 6 (15th Jan 2018).
 - 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);
Bedrooms: LAFmax - 45dB (2300 to 0700 hours).

c) 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.

31. Before the use of any commercial unit(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 WYG Noise Assessment ref. A099582 Issue 6 (15th Jan 2018).

b) Be capable of restricting noise breakout from the 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 from the 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) 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.

32. 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.

33. 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.

34. 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 the all external ducting and the extraction point, including a low resistance cowl.
 - b) Acoustic emissions data.
 - c) Details of any filters or other odour abatement equipment.
 - d) Details of the systems 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.

Other Compliance Conditions

35. The commercial unit hereby approved is authorised to be used for the following Use Classes - as set out in the Town and Country Planning Use Classes Order 1987 (as amended) - and no other use is permitted without the prior consent of the Local Planning Authority:

Use Class A1;
Use Class A2;
Use Class A3;
Use Class A4; and
Use Class B1

Reason: In order to define the permission and in the interests of the amenity of existing and future residents.

36. The commercial unit shall be used only between 0700 to 2300 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.

37. The glazed facades of the commercial unit hereby approved shall not be obscured by vinyl displays or be obscured by the future occupiers' internal arrangements or shop fitting layout.

Reason: In the interests of the visual amenity in order to protect the open character of the commercial unit.

38. 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 use of occupiers of the development and shall not be let or sold to third parties.

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

39. 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.

40. The total discharge rate of surface water draining from the site shall not exceed 39.5 litres per second.

Reason: In the interest of satisfactory and sustainable drainage.

41. Any felling / clearance of trees, shrubs or scrub shall be carried out outside the bird breeding season (1st March - 31st August). If clearance works are to be carried out within this period, the site (including trees and cracks / crevices in derelict walls) should be checked by a suitably qualified ecologist no more than 48 hours prior to the proposed works commencing.

Reason: In the ecological amenity of the site and to avoid conflict with active bird nests.

42. 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.

43. Movement, sorting or removal of waste materials, recyclables or their containers in the open air shall be carried on only between the hours of 0700 to 2300 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.

Attention is Drawn to the Following Directives:

1. 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.
2. With regard to Condition 4, the applicant is advised that any suitable CEMP should consider the following issues, as a minimum;
 - Standard working hours (0730 to 1800 Mon-Fri; 0800 to 1300 Saturdays; No working Sundays or Public Holidays).
 - Communications and liaison with sensitive neighbours.
 - Communications with Sheffield City Council Environmental Protection Service/Local Planning Authority regarding non-standard working hours, when essential.
 - Assessment of potentially noisy activities/phases of demolition and construction - this may include reference to existing prevailing ambient environmental noise data.
 - Adoption of low vibration piling methods, where practicable.
 - Consideration of noise (including vibration) control strategies.
 - Dust management plan, including a monitoring and response procedure.
 - Delegation of responsibilities for environmental monitoring and control procedures.
 - Controlling noise from welfare facilities and associated generators - adoption of mains power as soon as practicable; considerate siting of cabins.
 - Nuisance from security lighting
 - Specific consideration of noise impacts from mobile plant, on-site and visiting vehicles - this should include;
 - (i) Use of broadband/ white noise reversing warning when audible systems are required.
 - (ii) Suitable location and management of off-site vehicle and mobile plant compounds - so as to minimise disruption from vehicle movements; and
 - (iii) Management plan for deliveries - discouraging early arrivals; engine idling; noisy materials handling.

3. With regard to Condition 6, the applicant is advised that the submitted WSI has not been approved as part of this application. Whilst the assessment of the below-ground potential for this site seems reasonable, it is understood that the archaeological consultant (ArcHeritage) has monitored the ground investigation works in 2017 but the WSI has not been updated to consider this.
4. With regard to Conditions 39 and 40, the applicant is advised that the Flood Risk Assessment & Drainage Strategy (prepared by Capita - Report dated October 2017) is acceptable to Yorkshire Water. In summary, the report states that foul water will discharge to public combined sewer and with regard to surface water, sub-soil conditions do not support the use of soakaways and the site is remote from watercourse. Surface water will discharge to public sewer via storage with variable restricted discharges of 22 litres/second, 14 litres/second and 3.5 litres/second.

Similarly, Yorkshire Water has no objection in principle to:

- i) The proposed building stand-off from public sewer centre-line;
 - ii) The proposed separate systems of drainage on site with combined off-site;
 - iii) The proposed amount of domestic foul water to be discharged to the public combined water sewer;
 - iv) The proposed amount of curtilage surface water arising from block Ai to be discharged to the public combined sewer (at a restricted rate of 14 (fourteen) litres/second);
 - v) The proposed amount of curtilage surface water arising from block Aii to be discharged to the public combined sewer (at a restricted rate of 3.5 (three point five) litres/second);
 - vi) The proposed amount of curtilage surface water arising from block B to be discharged to the public combined sewer (at a restricted rate of 22 (twenty-two) litres/second);
 - vii) The proposed points of discharge of foul and surface water to the respective public sewers submitted on drawings 91-0UG and 91-0LG both (revision P03) dated 07/12/2017 prepared by Modern City Architecture & Urbanism. Provided the development is constructed in full accordance with these drawing, Yorkshire Water does not require any further consultation on this application.
5. The applicant is advised that the site drainage details submitted have not been approved for the purposes of adoption or diversion. If the developer wishes to have the sewers included in a sewer adoption/diversion agreement with Yorkshire Water (under Sections 104 and 185 of the Water Industry Act 1991), they should contact our Developer Services Team (Tel 0345 120 84 82, email: technical.sewerage@yorkshirewater.co.uk) at the earliest opportunity. Sewers intended for adoption and diversion should be designed and constructed in accordance with the WRc publication 'Sewers for Adoption - a design and construction guide for developers' 6th Edition, as supplemented by Yorkshire Water's requirements.

6. The applicant is advised that on the Statutory Sewer Map, there is a 300 mm diameter public combined sewer recorded to cross the site. It is essential that the presence of this infrastructure is taken into account in the design of the scheme. However, it would appear that the pipe is unlikely to be affected by building-over proposals.
7. The applicant is advised that noise and vibration from demolition and construction sites can be controlled by Sheffield City Council under Section 60 of the Control of Pollution Act 1974. As a general rule, where residential occupiers are likely to be affected, it is expected that noisy works of demolition and construction will be carried out during normal working hours, i.e. 0730 to 1800 hours Monday to Friday, and 0800 to 1300 hours on Saturdays with no working on Sundays or Public Holidays. Further advice, including a copy of the Council's Code of Practice for Minimising Nuisance from Construction and Demolition Sites is available from Environmental Protection Service, 5th Floor (North), Howden House, 1 Union Street, Sheffield, S1 2SH: Tel. (0114) 2734651, or by email at epsadmin@sheffield.gov.uk.
8. The applicant is advised that there is known Yorkshire Electric apparatus in close proximity of the application site - on all of the adjacent streets and Brownell Street. Great care is therefore needed and all cables and overhead lines must be assumed to be live. Should any alteration / diversion of this apparatus be necessary, budget costs can be provided by writing to Network Connections, Northumbria Works, Mill Street East, Dwesbury, WE12 9AH (0113 2415336)
9. Green / brown roof specifications must include drainage layers, growing medium type and depths (minimum 75mm, but depends on system and type employed) and plant schedules. It should be designed to retain at least 60% of the annual rainfall. A minimum of 2 maintenance visits per year will be required to remove unwanted species (as is the case with normal roofs). Assistance in green roof specification can be gained from the Sheffield Green Roof Forum - contact Officers in Environmental Planning in the first instance: 2734198 / 2734196. Alternatively visit www.livingroofs.org or see the Local Planning Authorities Green Roof Planning Guidance on the Council web site.
10. 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.
11. The applicant is advised that hedgehog is an increasingly rare and declining species. Any piles of stored materials or debris should be checked for hedgehog prior to removal from site. Deep excavations should be covered over at night to prevent animals falling in, or a length of scaffold board or similar should be left to allow escape.

12. With regard to the proposed materials, the applicant is advised that the Local Planning Authority expects to see the main red brick material (that is proposed to be used in this development), used across the development and does not encourage a change to a darker multi brick material along Brownell Street, as alluded to in the submitted Design and Access Statement.
13. With regard to the proposed soft landscape design, the applicant is advised to consider the recommendations made within the ecology report.
14. The proposed development is located near to the track and overhead line of the South Yorkshire Supertram. The developer is advised that there needs to be close liaison with South Yorkshire Supertram Limited at Nunnery Depot, Woodbourn Road, Sheffield, S9 3LS, (Telephone Sheffield (0114) 2759888). All works carried out on site and within the vicinity of the site need to be in accordance with the "Supertram Code of Practice for Working On or Near the Tramway". This Code of Practice is available both upon request from Supertram, or online at: <http://www.supertram.com/workingonsystem.html>.
15. 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.

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.

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

The notice should be sent to:-

Highway Co-Ordination
Sheffield City Council
Town Hall
Sheffield
S1 2HH

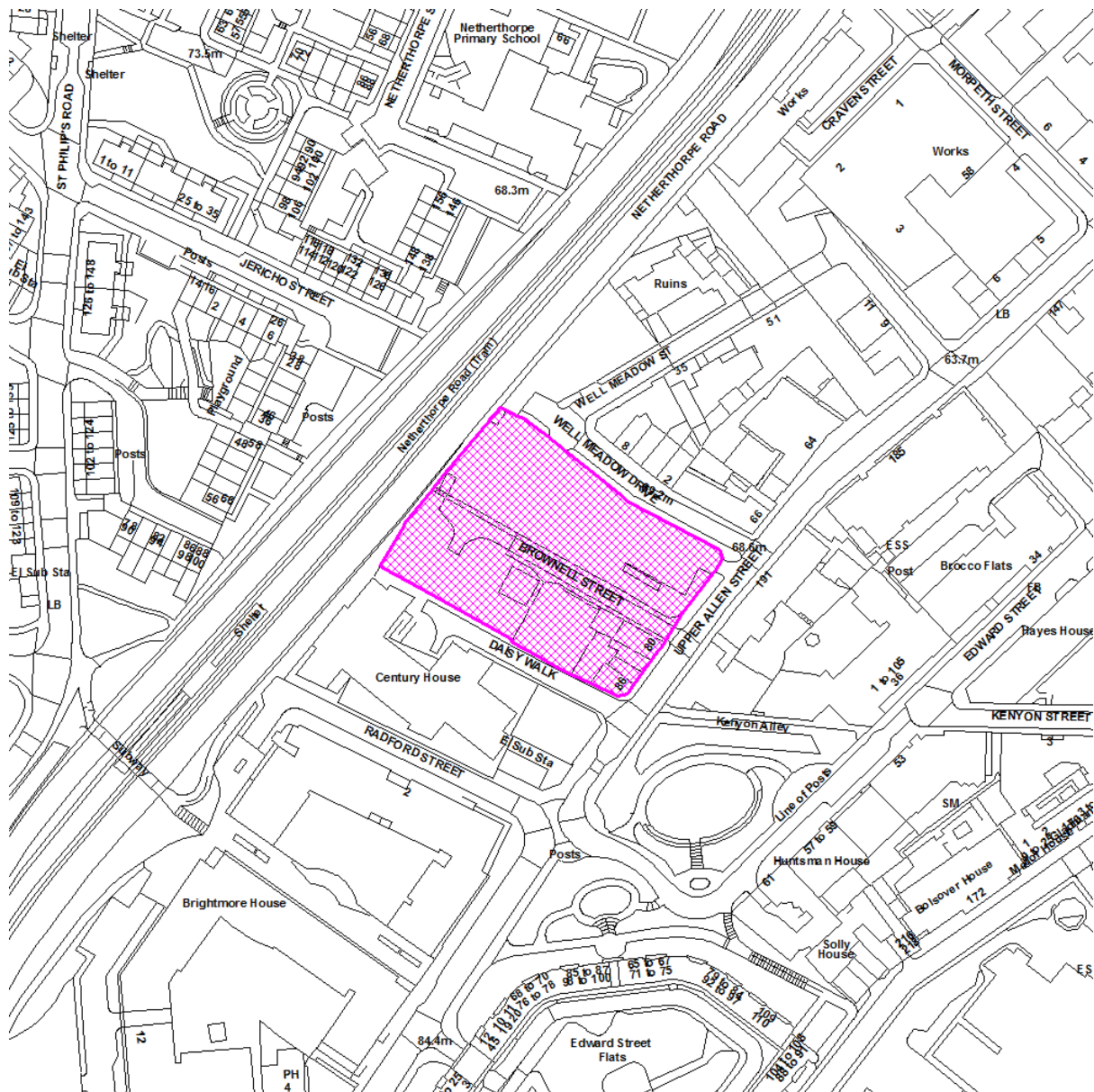
Telephone: 0114 273 6677
Email: highways@sheffield.gov.uk

Please note failure to give the appropriate notice may lead to a fixed penalty notice being issued and any works on the highway being suspended.

Where the notice is required as part of S278 or S38 works, the notice will be submitted by Highways Development Management.

17. 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.
18. The applicant should be aware that a legal agreement has been completed in respect of this proposal.

Site Location



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LOCATION AND PROPOSAL

The application site comprises of land that is bounded by Well Meadow Drive (north), Upper Allen Street (east), Daisy Walk (south) and Netherthorpe Road (west). The site has a prominent position immediately adjacent to the Ring Road (Netherthorpe Road), which is the main gateway into the city from the north carrying vehicle, pedestrian and Supertram traffic. It currently comprises of a largely vacant plot of cleared land as well as a cluster of existing buildings on Upper Allen Street between Daisy Walk and Brownell Street. The oldest of these buildings dates back to the early 19th Century and they are currently used as the commercial / office premises of Pennine Industries.

The site measures 0.48 hectares and roughly comprises of a rectangular parcel of land that extends from Upper Allen Street to Netherthorpe Road with Brownell Street running down the middle. Given the topography of the area, the application site falls steeply in a south-west to north-east direction but is generally flat across each length.

The application site is situated in the St. Vincent's Quarter and part of the site (covering the standing buildings) is within the Well Meadow Conservation Area. Historically an industrial part of the city, this Quarter is now experiencing change with a large amount of new residential development over recent years with a strong emphasis on private rented and student apartments. These buildings vary in typology, age, height and scale. There are buildings situated on the opposite side of Well Meadow Street, Upper Allen Street and Daisy Walk which all have apartments (including student development) with habitable room windows overlooking the application site.

In terms of other land uses, Edward Street Park is situated to the immediate south-east of the application site at the end of Upper Allen Street, which is an open space area created by the Council to enhance the area's outdoor amenity provision. Some industrial uses remain in the vicinity of the site but these are situated further down Upper Allen Street to the north-east.

This application seeks planning permission to demolish the existing buildings and comprehensively redevelop the site into a residential development of 284 apartments for the private rented sector ('PRS'). The proposal includes 12 x studio units, 139 x 1 bedroom units and 133 x 2 bedroom units in two individual blocks either side of Brownell Street and ranging between 6 and 15 storeys high. The accommodation is proposed to be supplemented by a small commercial unit (160 square metres), resident facilities, 45 car parking spaces, and landscape works.

The proposal is described by the supporting documents as being the final phase of the applicant's "masterplan" and completes the residential block developments that have evolved to the immediate south of the site facing on to Netherthorpe Road, which have been delivered by them.

RELEVANT PLANNING HISTORY

A large proportion of the application site (excluding the standing buildings now proposed to be demolished) was previously included within an outline planning

proposal (ref. 10/00194/OUT) for the “Westgate development” that included land between Radford Street and Well Meadow Drive. This application was granted permission in 2010 and consisted of a phased redevelopment of the site to create a large mixed use scheme comprising student accommodation (Sui Generis), residential accommodation (Use Class C3) and business use (Use Class B1). Associated works include the provision of pedestrian and vehicular access, basement parking and public realm areas. The matters of scale, appearance and landscaping were reserved.

Additionally, an application to demolish buildings in connection with phased redevelopment of the site in order to build the large mixed use scheme was granted permission in April 2010 (ref. 10/00202/CAC).

The outline planning permission was not implemented and so an application to extend the time limit for its implementation was granted planning permission in October 2015 (ref. 15/02008/OUTR).

Finally, it is confirmed that a proposal to develop a parcel of land in the southern part the “Westgate development” site (between Radford Street and Daisy Walk) was granted full planning permission in June 2015 (Ref. 15/00650/FUL). The development, which has since been built and occupied, comprised of the demolition of existing buildings and erection of student living accommodation comprising 192 units (305 bed spaces) in blocks ranging between 5 & 8 storeys with ancillary facilities, landscaping, access and other associated works.

SUMMARY OF REPRESENTATIONS

The application has been advertised by site notice, neighbour notification and press advert.

One objection has been received from a local resident stating:

- The building will be too high and block massive amounts of sunlight in the area, which has already been affected by building along Well Meadow Drive.
- The development will affect the already large issue of parking in the area.
- The shops won't be able to handle the influx of a further 300+ people especially due to the other building work in the area.
- The building will also affect the ambience of the listed building of Joel's Courtyard and ruin the feeling of the area.
- The building work will also disrupt the lives of everyone living here.

SUMMARY OF CONSULTATIONS

Following consultation, the following responses have been received:

Historic England

Historic England does not object to the proposed development but has offered concern on heritage grounds.

In summary, Historic England considers the scale and massing of the proposed development to be a departure from the historic character of the area and recognises that it is an increase on the scale of the previously consented outline scheme. It is acknowledged that the applicants have worked to mitigate this through the use of quality materials, articulation of the mass and consideration of the elevational treatments. However, it is considered that the cumulative impact of the loss of the Pennine Instruments buildings and the scale of the proposed buildings would cause some harm to the character and appearance of the conservation area.

Therefore, it is advised that if the authority is satisfied that the impact has been mitigated to the fullest possible extent and is clearly justified. The harm should be weighed against the public benefits of the proposals, in order for the application to meet the requirements of the National Planning Policy Framework (NPPF).

These issues are addressed in the main body of the report.

Conservation Advisory Group (CAG)

The Group considered the application proposals at their meeting on 20th February 2018 and in summary:

- Considered the proposal to be overdevelopment of the site.
- Considered that the proposal would not preserve or enhance the conservation area and would do significant harm to it.
- Considered that the height of the development would impact on the adjacent listed buildings which formed an important part of the City's history.
- Observed that the highest part of the development was on the conservation - area side of the site, which was unacceptable.
- Recommended that the City Council ensure that a full archaeological investigation of the site is carried out.

These issues are addressed in the main body of the report.

PLANNING ASSESSMENT

1. Principle of Development

The National Planning Policy Framework (NPPF) 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.

Locally, the relevant policy documents are the adopted Unitary Development Plan (UDP, 1998) and the Sheffield Local Plan (SDF) Core Strategy document (2008).

The Core Strategy is the most up-to-date and provides the overall spatial strategy for the SDF over the period 2009 to 2026.

Proposed Housing Use

The application site is designated within a General Industry Area (without special industries) in the adopted UDP. Policy IB5 (Development in General Industry Areas) relates to development in such areas and states that the 'preferred' uses are General Industry (B2) and Warehousing (B8). Housing (C3) is listed as being 'unacceptable' because of the conflicts that can occur between industrial and residential uses, and the concern that the introduction of housing could prejudice existing and future industrial development. Therefore, this proposal to introduce housing into the area is a Departure from the provision of the UDP.

In practice, UDP Policy IB5 is no longer appropriate following a step change in land use vision for the St. Vincent's Quarter. Core Strategy Policy CS 6 (Manufacturing and the City Centre – Transition Areas) provides a more up-to-date policy position and, in contrast to IB5, identifies parts of the St. Vincent's Quarter as one where manufacturing in the City Centre should not be encouraged to expand but instead should relocate to aid regeneration. This is reinforced by Policy CS 17 (City Centre Quarters) (part h), which promotes a mix of businesses, residential and educational uses in the St. Vincent's Quarter and encourages greater links to the University of Sheffield and the legal and professional quarter. It puts less emphasis on industrial uses but does encourage sensitive attention to existing manufacturing companies in the area, expecting the impact of new development on them to be considered as part of the assessment of an application.

Therefore, it is considered that the proposed development is acceptable in principle at this location and it is consistent with the future policy vision for the site. The surrounding area is dominated by residential / student accommodation and this development will create more that is focussed on the 'Private Residential' market. The only remaining manufacturing company in close proximity of the site – Pennine Instruments – exists on the application site and, as advocated by Policy CS 6, it will be re-located to new premises in the Don Valley as part of this redevelopment.

Proposed Commercial Use

The proposed commercial space (160.2m²) will be situated at the base of the proposed 15 storey building and will create an active ground floor frontage on Upper Allen Street. The proposals indicate that the use of the space is currently flexible with the following uses proposed: Class A1 Retail; Class A2 Professional Service, Class A3 Food and Drink, Class A4 Drinking Establishment; and Class B1 Offices.

There is no objection to the commercial element of the proposal. All main town centre uses (as defined in Annex 2 of the NPPF), except A1 retail, are acceptable in principle anywhere in the city centre without needing to pass a sequential test. With regard to A1 retail use, given the small size of the space it is considered that it will not have an adverse impact on the vitality and viability of the City Centre or the Uppertorpe Local Centre. This unit is intended to principally serve new residents in

the proposal and so it has a location specific justification. Therefore, it is considered that the proposal passes the sequential test.

St. Vincent's Action Plan (SVAP)

The City Council has produced the St Vincent's Action Plan (SVAP), which was approved by Cabinet in December 2004, with the purpose of identifying a concise route for regeneration of the area. As a result of its adoption the SVAP now takes precedent over the UDP in respect of defining acceptable land uses in the action plan area.

Two new Housing Opportunity Areas are identified within the St. Vincent's Quarter and the majority of the application site is included within one of these areas. The exception is Block A which is set within an Existing Housing Area.

The SVAP identifies Housing, including student accommodation, and Business (Use Class B1) as acceptable uses in these areas.

Overall, it is concluded that there is sufficient national and local policy (including emerging policy) and guidance to support the principle of the proposed land uses at this site.

2. Density

Core Strategy Policy CS 26 (Efficient Use of Housing Land and Accessibility) requires appropriate housing densities to ensure the efficient use of land. The recommended density for City Centre sites is at least 70 dwellings per hectare in the city centre. The proposed density of this development is 592 per hectare, which complies with Policy CS 26.

3. Unit Mix

Core Strategy Policy CS41 (Creating Mixed Communities) part (a) aims to promote the creation of mixed communities by providing a broad range of smaller households in the City Centre. To help achieve this it is recommended that no more than half of the new homes in larger developments consist of a single house type. The application proposes 284 units of residential accommodation across Blocks A and B, including 12 x studios (4%), 139 x 1 bedroom apartment (43%) and 133 x 2 bedroom apartments (47%), which is compliant with part (a). Furthermore, within these house types there will be 14 different sizes of unit available.

The house type mix is welcomed and will assist the provision of residential variety in the scheme as well as the St. Vincent's Quarter and City Centre. The proposal complies with Policy CS41.

4. Heritage Matters

The updated NPPF (July 2018) acknowledges that heritage assets are wide-ranging and irreplaceable resources that should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations (para. 184). It expects applicants to consider

the impact of their proposal on an asset's significance and provide a level of detail proportionate to the assets' importance and not more than is sufficient to understand the potential impact of the proposal on their significance.

When considering the impact of a proposed development on its significance, great weight should be given the asset's conservation (para. 193) and any harm to, or loss of, this significance should require clear and convincing justification (para. 194).

Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use (para.196).

Impact on Archaeology

At the local level, UDP Policy BE22 relates to 'Archaeological Sites and Monuments' and states that sites of archaeological interest will be preserved, protected and enhanced. Where disturbance is unavoidable, the development will be permitted only if (a) an adequate archaeological record of the site is made; and (b) where the site is found to be significant, the remains are preserved in their original position.

An archaeological desk-based assessment has been prepared, which indicates that there is the potential for surviving archaeological remains that are associated with 18th to 19th century back-to-back and terraced housing, shops, workshops and a chapel within the proposed development area. The redevelopment of the site in the mid-20th century is likely to have truncated archaeological remains across a substantial portion of the site, and the archaeological potential within these areas is considered to be low to moderate. The potential within relatively undisturbed areas is considered to be moderate to high. Therefore, it concludes that the remains would be worthy of preservation by record, but are unlikely to be of sufficient importance to warrant preservation in situ.

The South Yorkshire Archaeology Service (SYAS) confirms that the assessments submitted are reasonable in relation to the below-ground potential for the site. It is advised that the document will need to be updated with additional information given that SYAS is aware the consultants monitored ground investigation works at the site in April 2017 but this is not referred to in the documents. It is confirmed, however, that the necessary updating of the assessments and the further archaeology works required can be addressed by condition to ensure compliance with NPPF guidance and Policy BE22.

Demolition of Existing Buildings

All existing buildings within the curtilage of the application site boundary will be demolished as part of this proposal. The buildings are not listed but they do survive from the early 19th century and are situated within the Well Meadow Conservation Area boundary. They comprise a former public house and three former shops, which are now combined into a single works / office building. The submission documents indicate that some external historic elements survive, though the extent of preservation of internal historic features is currently unknown.

As these buildings date to the earliest phase of the development in this part of Sheffield and because they include a former pub – a type of building that is always considered as having potential archaeological significance – it has recommended by SYAS that they should be appraised and recorded (both internally and externally). Given that these buildings are not listed, and their retention has not been insisted upon in conservation terms, it is not considered reasonable to delay the determination of this application for such recording. Therefore, and instead, it is been agreed with the applicant's heritage consultants that the necessary recording can be post-decision / pre-demolition. In accordance with Historic England guidance, Historic Building Recording Level 2 specification has been agreed, which typically consists of a written, drawn and photographic record.

The proposed demolition will facilitate the comprehensive redevelopment of the wider site, which is for the most part derelict and provides no activity to the street, no amenity or conservation value, and no public benefits. It is considered that the replacement development, with high quality buildings and modern design will help to re-establish built-form on the land and create new active frontages and facilities on adjacent streets. These will be of overall benefit to the St. Vincent's Quarter (including the Well Meadow Conservation Area) – providing private rented housing, enhancing its appearance, and improving the mix of living opportunities.

Subject to conditions, including to protect the environment during the actual works, it is concluded that the proposed demolition is acceptable.

Impact on Heritage Assets

As well as the guidance in the NPPF, UDP Policies BE15 (Areas and Buildings of Special Architectural or Historic Interest), BE16 (Development in Conservation Areas), and BE17 (Design and Materials in Areas of Special Architectural or Historic Interest) all recognise that buildings and areas of special historic interest are an important part of Sheffield's heritage and, as such, should be preserved and enhanced. Development that would harm the character or appearance of listed buildings and conservation areas will not be permitted.

The comments made by Historic England are noted and your Officers agree that the combined height and massing of the development will be a departure from the historic character of the area. It is also acknowledged this proposal includes new features – especially the 15 storey tower element – that represent an increase on the scale of the previously consented scheme at this site. Therefore it cannot be denied that the proposed height and mass will cause some harm to the setting of the conservation area, albeit not substantial enough to harm its overall significance. It is acknowledged that the area has changed markedly since the conservation area appraisal was undertaken. New large scale development has occurred to the South and West, and the application site is a vacant parcel of land that detracts from the character and appearance of the area. The redevelopment of this site will have positive benefits by introducing a contemporary development that will re-vitalise a large space in the area's urban grain. It will provide much needed private housing and, although large, the architecture of this scheme is regarded to be of the highest quality, including excellent design, detailing and material palette (see below).

Therefore, balancing all of the above, your Officers are satisfied that the scale and mass required to make this scheme viable, is justified and it is concluded that any harm to the significance of the conservation area is outweighed by the benefits of bringing this prominent site back into use.

Finally, it is not considered that the development will cause harm to the setting of the nearby listed metal trade buildings including Joel's Yard (grade II* listed) and 54 Well Meadow Street (grade II listed). Positively, in the vicinity of these buildings, the proposal will reintroduce development to terminate the view along Well Meadow Street and Well Meadow Drive.

Therefore, the development is concluded to be compliant with the guidance contained in the NPPF as well as the relevant UDP policies listed.

5. Design Proposals

UDP Policies BE5 (Building Design and Siting) and IB9 (Conditions for Development in Industry and Business Areas) and Core Strategy Policy CS74 (Design Principles) all seek high quality design that aims to take advantage of and enhance the distinctive features of the city, its districts and neighbourhoods.

Core Strategy Policy CS75 (Improvements to Gateway Routes into and through the City) identifies that the Inner Ring Road is in need of (and offers the greatest potential for) improvement. Such improvements can be achieved through design and development.

Core Strategy Policy CS 76 (Tall Buildings in the City Centre) defines when tall buildings in the City Centre are acceptable. It is accepted that elegantly designed and appropriately sited tall buildings can create landmark structures in areas of strategic importance. Amongst others, tall towers are acceptable where they: help to define identified gateway sites; mark a principle activity node or a key route; and support the vision for City Centre quarters.

Layout

The development comprises of two buildings to be erected on the north-east and south-west halves of the site, and separated by a new shared street that will run from east to west between Upper Allen Street and Netherthorpe Road (no vehicle access). These new buildings have a back-edge-of-pavement position, which is a deliberate attempt to provide a strong enclosure to the streets and defined street edge. This reflects the general character of the area and is considered to be a positive response, which helps to reinforce the existing street pattern and repair the historic urban grain.

The layout of the buildings are considered to be successful and positively respond to the various features of the site, including its primary frontages of Hoyle Street and Upper Allen Street (including the Edward Street Park), secondary frontages, the various heritage assets within and surrounding it and the new shared street. Pedestrian permeability is proposed around the buildings and will be provided through the site via the new shared street, which is welcomed. The provision of commercial ground floor uses along Upper Allen Street is supported as it provides

the opportunity for greater activity in this location, vibrancy to the street, and supporting the wider establishment of activity focused around Edward Street Park. This unit will be expressed as double height to make it prominent in the views from the park and to create a good base for the proposed tower.

The provision of 31 car parking spaces undercroft in both blocks is considered to be a positive element of the layout; it achieves the back-edge-of-pavement design and places the car parking out of view.

It is concluded that the proposed layout is acceptable.

Scale and Massing

This prominent site offers several challenges, including the need to negotiate the topography of the land and the varied character of the context, especially the transition from the finer grain and scale of buildings (2 to 4 storeys) within the Well Meadow Conservation Area (at a lower level) to the much larger Century Square (8 storeys) and adjacent buildings which exist to the south (at a higher level). Additionally, the site also provides opportunities. It is a largely vacant parcel of land situated on the edge of the recently regenerated Edward Street Park. This position offers a unique opportunity for a specific response in terms a distinct bookend building on this corner junction, defining the southern edge of the park. The park is situated within the heart of St Vincent's neighbourhood, with a number of pedestrian routes running through it.

In an attempt to address such a varied context, a site specific response has been required, which includes two blocks of buildings that vary in scale and mass to respond to the immediate surroundings but combine to create one development.

The buildings step appropriately with the topography down the hillside towards the Conservation Area and historic buildings that it contains.

Block A

This block includes the tallest buildings in the scheme which are 8, 9 and 15 storeys high. The 8 storey element is situated in the centre of the block and includes set backs on the top level to reduce the impact of the scale and mass at this point. The 9 and 15 storey parts bookend the Block A on the Netherthorpe Road and Upper Allen Street frontages, respectively.

The proposed 8 and 9 storey elements will not exceed the height of the adjacent Century Square development but they will be taller than Block B and the existing buildings beyond, which is considered to be acceptable because it is consistent with the transition of scale that is expected from development in this location. The scale and mass of the building will increase on the Netherthorpe Road frontage, in order to create a strong and eye-catching presence, which is acceptable and required due to the prominent road frontage position.

The 15 storey tower in Block A will be much higher than any other existing or proposed building in its immediate context, responding to the opportunity in terms of

the site's location in relation to the Edward Street Park and within the wider neighbourhood. It is considered that this part of the development creates a specific response, which given its distinct typology and type (i.e. a bookend tower), does not reflect the scale of surrounding buildings or the transition of scale that is achieved throughout the rest of the development and on adjacent sites.

However, although the building is much taller than any other in the immediate context, it is considered to be well defined in its form and proportions, breaking the overall scale down effectively, thus making the bookend tower legible locally and in the long views. It has a slender design with vertical emphasis, which is welcomed. The building will be set back from the Upper Allen Street elevation in order to create commercial spill out space to enhance its ground floor activity.

Block B

This block is positioned immediately adjacent to the Well Meadow Conservation Area. The building will be predominantly 6 storeys high but will increase to 7/8 storeys opposite the junction of Well Meadow Street / Drive in order to continue the theme of providing a strong building presence onto the Netherthorpe Road frontage as well as a visual stop to streetscene this junction point.

In order to respond to the smaller existing buildings opposite, Block B has been designed to use the topography of the land as well as include a series of step backs at the upper levels in order to taper its scale and dominance on its Upper Allen Street, Well Meadow Street and Brownell Street elevations. This has been demonstrated through the submission of cross-sections and is considered to successfully reduce the scale and mass of the built form.

Overall, the proposed scale and massing of Block B is considered to be acceptable and suitably respectful of the adjacent buildings on the opposite side of Well Meadow Street, which vary between 3 and 4 storeys high. The design techniques employed will achieve a tapering of scale and successful transition to the Conservation Area and its buildings.

Finally, members are advised that the scale of Block B closely reflects the scales agreed, and conditioned, as part of the previous outline planning permissions on this site.

Appearance

The buildings will have a contemporary appearance that is well-mannered in architectural terms, exhibiting good architecture with a design approach that reinforces the proposed scale. All are high quality in their appearance, including interesting and crisp elevations with flat roofs set behind parapets.

The urban blocks have well-defined ground and top floors elements as well as verticality to avoid long slab-like forms along their length. Furthermore, the elevations include a clear hierarchy of fenestration that achieve good solid to void ratios so as to reflect the vernacular proportions that exist within the area in some of the adjacent character buildings.

With regard to the very prominent tower element, its design is a particularly positive part of the scheme. It is suitably distinct from the other urban blocks with a legible and unique appearance that is a specific response to its location. In particular, its excellent design is achieved through a clear vertical transition from the lower urban blocks, well-defined elevations (top, mid-section and base), and an interesting grid-like fenestration arrangement and generous sizing, high quality detailing, and projecting / recessed balconies integrated within the facade.

The main building material in the development will be red multi brick. Within the internal faces of the building along Brownell Street there will be a stark contrasting use of a darker toned multi stock weathered brick. This is proposed to provide contrast to the red brick and create a more slender appearance in the external facades. On the tower building, its elevations will be further enhanced through the inclusion of glazed coloured brick panels. The window and external door frames will be light grey colour. All of these design features are supported, in principle, with approval of the final products to be dealt with by condition.

The success of the proposed architecture will be dependent upon the quality of the detailing. The development is committed to achieving high quality details, including deep window reveals, which is welcomed. These details are secured by condition in order to ensure the quality proposed is implemented.

Overall, for the reasons above, the proposals are considered to be acceptable from an urban design and architectural perspective and compliant with the relevant policies BE5, IB9, CS 74, 75 and 76.

6. Landscaping

UDP Policy BE6 (Landscape Design) expects good quality landscape design in all new developments and refurbishment schemes.

The landscaping proposals are limited because of the back edge of pavement arrangement of the buildings and the small amount of space that this leaves. The main landscaping elements are shrub planting, tree planting and various hard paving designs (including sandstone cobbles).

The tallest elements of Block A and Block B are both provided with a hard landscaped area at their base, which are intended to provide grounding / setting to the relevant block as well as public street scape activity next to the footpath. Furthermore, there is also proposed to be a roof garden at Level 07 on Block A for resident use.

Given the nature of the development, the proposals are considered to be acceptable for the urban and metal trade conservation area setting, compliant with Policy BE6.

7. Public Art

UDP Policy BE12 (Public Art) states that the provision of public art in places which can be readily seen by the public will be encouraged as an integral part of the design of major developments.

There is no Public Art proposal or strategy submitted as part of this application. However, it has been confirmed that the applicant is willing to accept a condition requiring the provision of Public Art. This commitment is welcomed and a condition is recommended to ensure that an appropriate project is successfully integrated into the completed scheme. It is expected that the final design be created through consultation with the Council's Public Art Officer in order to ensure full compliance with Policy BE12.

8. 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.

Core Strategy Policy CS 64 (Climate Change, Resources and Sustainable Design of Developments) has the overall aim of promoting sustainable design by reducing emissions and using resources sustainably.

The proposal will regenerate a brownfield site, which is largely vacant, and will be resilient to climate change as it lies within a low risk flood zone.

Techniques identified in the submission include construction of the development to a fabric first approach in order to deliver reductions in energy demand and carbon emissions. The buildings also have a flexible floor plan format, which will facilitate future expansion or conversion. Apartment layouts have been arranged to make the best use of natural light by placing principle rooms to the external envelope with bathrooms located internally. It has been confirmed that rainwater and greywater harvesting has been reviewed but discounted due to the lack of space available within the development to make this a viable option.

Green roofs are encouraged by Core Strategy Policy CS64, they can help to attenuate surface water run-off, help to reduce heating in urban areas and improve biodiversity. The submitted Drainage Strategy states that all roofs will have a brown roof (excluding where there are PV arrays) and that a green roof will be provided to the lower sections of Block B. The commitment to this provision is welcomed with the final details secured by condition.

Core Strategy Policy CS 65 (Renewable Energy and Carbon Reduction) seeks to improve and deliver renewable energy capacity in the city. To help achieve this, it is expected that this development provides a minimum of 10% of its predicted energy needs from decentralised and renewable or low carbon energy, unless it can be shown to not be feasible or viable.

The submitted Sustainability Statement confirms that Solar Photovoltaic (PV) and Combined Heat and Power (CHP) systems are the most suitable technologies that will be considered for inclusion on this development. Connection to the City Centre's District Heating System is also being considered. The PV system is identified on the submitted drawings on the tallest buildings in Block A and B. The CHP system is

most likely to be a central plant source that will serve the site and provide electric and heat output for the development.

Overall, the scheme is considered to represent sustainable development and meets the expectations of Policies CS 64 and 65, subject to conditions securing the final proposed details.

9. General Amenity

UDP Policy H15 (Design of New Housing Developments) expects the design of new housing developments to provide good quality living accommodation. This includes adequate private garden space or communal open space to ensure that basic standards of daylight, privacy, security and outlook are met.

UDP Policy IB9 (Conditions on Development in Industry and Business Areas), part (b), states that development should not cause residents or visitors in any hotel, hostel, residential institution or housing to suffer from unacceptable living conditions.

Core Strategy Policy CS 17 (City Centre Quarters) defines the roles of the different 'quarters' and acknowledges that there are a number of manufacturing companies in the St. Vincent's Quarter that require sensitive attention.

Impact on Future Residents

Outlook

The proposed outlook is considered to be acceptable for a high density urban development. The development includes large clear openings to habitable rooms to ensure that the living environments of all residential and student units can be lit by natural daylight. The layout is such that each unit will have habitable rooms positioned on their external envelope with outlook outwards across adjacent streets or inwards across internal courtyard spaces.

Amenity Space

The external amenity provision is limited to a small number of ground floor private terraces and higher level balconies scattered across the development as well as a roof terrace above Block A. Whilst limited, it is considered that this type of provision is not unusual for an urban development such as this. Furthermore, it is noted that residents have access to Edward Street Park immediately to the South of the development as well as easy access to the City Centre and the social / leisure facilities it provides.

Noise Environment

A Noise Assessment has been submitted with the application. In summary, the survey results highlight that existing ambient noise levels around the site are dominated by road traffic noise from Netherthorpe Road, which is situated directly west of the site boundary and runs the length of the site perimeter. Other noise sources within the local area consisted of light road traffic noise along Upper Allen

Street, tram movements along Netherthorpe Road, pedestrian noise and on site construction activities. The impact of these noise sources are daytime and night-time noise levels that fall within Medium/High Noise Risk Category. Therefore, the noise survey recommends that good acoustic design is required from the development to mitigate the noise environment and includes a glazing / ventilation strategy highlighting the standard and enhanced glazing that will be required across the facades. It is also recommended that alternative ventilation should be provided for all sensitive spaces (living rooms and bedrooms).

The Environmental Protection Service has assessed the Noise Survey and advises that it is suitable for approval and an acceptable basis for determining a scheme of sound insulation works to mitigate environmental noise sources in the locality. Conditions are therefore recommended to secure the scheme of sound insulation works based on the submitted report.

In addition, the EPS is mindful that there are some isolated residential properties in the commercial setting, and a large residential development at the former Princess works. Therefore, conditions have been recommended to control hours of work and dust emissions.

The area is increasingly characterised by residential development and the proposed buildings are now overlooked on either side by occupied residential uses in close proximity. The scale of the development proposed is such that a dedicated Construction Environmental Management Plan is required. Agreed by condition, it is expected that this considers a variety of demolition and construction phase impacts.

Subject to the above, it is concluded that the application is compliant with UDP Policies H15 and IB9 in terms of the proposed amenity environment for future residents.

Impact on Existing Residents

The proposal seeks to introduce new built form on a site that for the most part is vacant and historically contained low rise buildings. Therefore, it must be acknowledged that the proposed development will have an impact on the amenity of existing flats which overlook the site.

Outlook / Privacy

With regard to Block A, the minimum outlook distance between the new development and the residential units on Well Meadow Drive is approximately 9.9m and on Upper Allen Street is approximately 12.7m. There will be a reduction in privacy for the existing residents with windows facing the application site who currently enjoy no development or residential windows opposite. However, it is regarded that this outlook is currently quite poor comprising of a site hoarding with graffiti, overgrown vegetation, litter at ground floor level and a derelict site at the upper levels. The siting and height of Block B on Well Meadow Drive and Upper Allen Street is similar to the position of the buildings approved under the outline planning application in 2010 and renewed in 2015.

With regard to Block B, the outlook distance between the development and the residential units on Upper Allen Street (Impact) will be around 16.6m. Again, there will be a change in the existing situation because the buildings to be demolished are commercial based, have limited outlook across Upper Allen Street and are low level compared to the 15 storeys proposed.

The outlook distance between the Block B and the student accommodation in Century Square on Daisy Walk will be approximately 20m.

Overall, the proposed outlook / privacy relationship is considered to be acceptable for a dense City Centre living environment where back-edge-of-footpath development is required to retain historic / townscape character and habitable windows overlooking the streets are expected for activity / security reasons. The relationships proposed are not uncommon in the St. Vincent's Quarter or other City Centre locations where facing residential windows at close-proximity have been judged to be acceptable in amenity terms. For these reasons, and in light of the planning history at this site, it is considered that it would be unreasonable to require the development to be set back to improve outlook distances.

Finally, with regard to the impact on amenity identified, it is considered that residents could have reasonably anticipated redevelopment on the opposite side of the street at some point in the future given the city centre is an area under transition and it is felt that reduced privacy and loss of light is compensated for by the benefits of living in the City Centre with easy access to a wide range of facilities and services.

Therefore, it is concluded that the impact on the privacy of existing residents opposite the site is outweighed by the benefits of the proposal and not so harmful that permission should be refused on amenity grounds.

Daylighting and Sunlighting

A Daylight and Sunlight Assessment has been submitted to consider the impacts of the proposed development on the existing properties on Well Meadow Drive, Upper Allen Street, Jericho Street, Netherthorpe Street and St. Philips Road. The assessment – to BRE Guidelines – demonstrates that although the development will impact on some existing buildings, there will generally be high levels of compliance for an urban location and thus it concludes that the results are entirely acceptable. The greatest effect on sunlight and daylight will be on units in the Impact complex on the opposite side of Upper Allen Street (No.191). The assessment indicates that the proposed development will reduce the “Vertical Sky Component” (i.e. clear view of the sky) for 90% of windows assessed and a small number will have some daylight implications. The windows affected are identified as being at second floor level, which is understood to be student accommodation. These results are essentially because of the low height of 191 Upper Allen Street and the proposed 15 storey building opposite.

With regard to Well Meadow Street, it is confirmed that there will be some impact on the existing residential units. Technical analysis shows that although daylight to the units will be within acceptable levels, the proposal will impinge upon the daylight distribution targets of a number of the bedroom units in the properties. This is

essentially because the bedrooms are positioned at the lower level and the report concludes that this impact can be accepted because these types of rooms have a lesser requirement for a direct view of the sky.

The development will have no impact on the existing properties on the opposite side of the Ring Road carriageway – Jericho Street, Netherthorpe Street and St. Philips Road. On Well Meadow Drive, it is confirmed that there are no rooms facing in the 90 degrees due South and so, in line with guidance, have not been assessed. On 66 Upper Allen Street (Ashtons) and 77 Upper Allan Street, there will also be no significant issue. Indeed, the assessment actually indicates that the relevant windows in No. 66 Upper Allen Street will receive gains in daylight over the previous consented masterplan.

Overall, there is the potential that the loss of sunlight and daylight will impact negatively on the amenity of residents, for those people who consider an apartment in full sun to be more attractive than one in shade. The loss of sunlight and shading to the properties identified is a clear negative impact of the proposal.

However, the impact on sunlight and overshadowing is a consequence of high density city living, which is one of the city's key planning objectives and brings wider sustainability benefits. This includes re-developing vacant / underused brownfield land, regenerating City Centre Quarters and minimising the development of Greenfield sites. Whilst the impacts are acknowledged, it must be recognised that this is not a suburban location and that if the impact on sunlight/overshadowing were to be given too much weight in a City Centre location it would lead development on some streets being significantly lower on one side in order to avoid blocking sunlight to properties on the opposite side, which would significantly undermine objectives of ensuring that development responds to its context and potentially make the development of land unviable.

Therefore, it is concluded that the impact on the daylight and sunlight for existing residential windows identified is outweighed by the benefits of the proposal and not so harmful that permission should be refused on amenity grounds.

10. Highways

Section (f) of Policy IB(9) states that new development will be permitted provided it is adequately served by transport facilities, provides safe access to the highway network and appropriate off-street parking.

UDP Policy BE9 (Design for Vehicles) expects developments to provide a safe, efficient and environmentally acceptable site layout for all vehicles (including cycles) and pedestrians.

The NPPF seeks to focus development in sustainable locations and make the fullest possible use of public transport, walking and cycling. With this in mind, the site is considered to be in a highly sustainable location. The site is located within the city centre and is within walking or cycling distance of all of its Quarters – especially Kelham Island, Cathedral and Heart of the City – meaning that there are a wide range of local services and facilities close to the site, including the City's universities.

Highway Arrangement

The application demonstrates suitable turning facilities on Well Meadow Drive and Daisy Walk. It is also considered that undercroft car parking areas can be accessed safely given the low speeds that vehicles will be travelling and the location of the entrances away from the junctions.

On Brownell Street, the applicant has requested flexibility at this stage because they currently undecided as to whether they want this retained as adopted highway or whether they will be applying for it to be stopped up and made a private route. Such flexibility has necessitated the applicant to demonstrate how Brownell Street can be built to modern adoptable standards. The details submitted are acceptable from a highway point of view, in particular demonstrating that turning facilities for delivery vehicles, service vehicles, fire engines could be achieved between the buildings and their landscaping / car parking areas.

Overall, the proposed arrangement of the new buildings and new vehicle access points, including the movement of vehicles around the site, the design of the external spaces and the creation of new shared street, are all considered to be acceptable from a highway point of view. This conclusion is reached following extensive discussions with the applicant's development team over a number of months and on the basis that outstanding items identified on the plans can be addressed by relevant conditions.

Transport Environment

The site is extremely well located in terms of its proximity to public transport services, including bus and tram services. There are bus stops close to the site with the nearest approximately 5 minutes away on Broad Lane. The nearest tram stop is very close (Netherthorpe stop) which is positioned in the middle of the ring road. These nearby bus and tram services both serve a wide area of the city and include regular / high frequency services.

As it is expected that this development will increase demand for Supertram Services, a request has been made by South Yorkshire Passenger Transport (SYPT) that the developer provides a £50,000 financial contribution towards improvement of the infrastructure at the Netherthorpe Road Tramstop to ensure the facilities meet the demands of the anticipated patronage. It is confirmed that the applicant has agreed to this contribution and, therefore, it will be secured by a S106 legal agreement.

Secure cycle parking spaces are provided across the development and it is confirmed that the location and level of this provision (156) is adequate to serve each building use. The development and final design of these facilities will be secured by condition. With regard to on-street cycle parking provision, there is visitor / short stay cycle parking proposed on Brownell Street. An interim travel plan has been submitted which has the overarching objective aim of encouraging sustainable travel choices and minimising single occupancy car journeys by encouraging residents and employees at the development to travel in a sustainable manner with the site

benefiting from excellent accessibility from sustainable transport provision. This is secured by condition.

Finally, strategies in relation to servicing, waste management and emergency service provision are reserved by condition.

The Impact of Cars

The development includes 45 car parking spaces, across the uses, which will be provided in 31 undercroft parking spaces in Block A (10) and Block B (21) and 10 external spaces on Brownell Street. This is acceptable due to the central location of the site.

However, whilst car-free developments can be accepted and justified in the City Centre, there are known car parking pressures in the area resulting from increased new resident and commuter car parking, in part because there is not currently a Controlled Parking Zone (CPZ) in the St. Vincent's or Kelham Island Quarters. Therefore, it is considered that providing just the 45 car parking spaces proposed (15.8% of the overall 284 units proposed) will not fully address the potential impact that a development of this scale will have on the local highway. The Council's current policy seeks to restrict parking provision in the City Centre to encourage a modal shift away from private car use and thus prevent city centre traffic congestion. However, there is the potential that the non-provision of in curtilage parking can displace the demand for parking spaces onto the highway or to formal / informal car parks.

In order to achieve a reduction in private car trips, it is considered that parking controls on the highway in St. Vincent's are essential and a CPZ is proposed for the Quarter in the near future. This includes the areas around the application site and it is understood that it will be a scheme that is intended to restrict the use of the highway for parking by all.

It is confirmed that the applicant has agreed to pay a financial contribution of £31,352.76 towards the implementation of this scheme, which will be secured by a S106 legal agreement. The contribution is considered necessary to ensure that the development does not have an adverse impact on the local highway network. It is relevant to planning, essential for consent to be granted, and proportionate to the scale of the development, thus meeting the tests of Circular 05/05: Planning Obligations.

In light of the above your officer's concerns about the consequent displacement of parking demand onto the highway has been allayed. It is considered that such a scheme will reduce adverse impact of the development on the local highway by eliminating long stay resident car parking options, discouraging commuter car parking and, as a consequence, reducing the number of vehicle movements in the area.

For the reasons above, it is concluded that the proposed highway environment that will be generated by this development is acceptable and compliant with the relevant policies, as described.

11. Disabled Access

Mobility housing provision for residential development, such as proposed here, has been superseded by Technical Housing Standards (2015), which removes the requirement for mobility housing where there is no up to date policy in place, other than that which is required through the Building Regulations.

In terms disabled car parking facilities, there will be 3 accessible spaces provided in curtilage on Brownell Street and in the undercroft areas. This equates to 6.6 % of the overall car parking provision on site, which is acceptable.

Finally, all buildings and approaches will benefit from level access. It is expected that all building entrances (including door widths), crossings, ramps, steps, footways etc. be designed to current standards at the detailed design stage and so the submission of this information is reserved by condition.

It is concluded that the development will provide an inclusive environment for future users.

12. Ecology

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

With regard to bats, the applicant's ecologists have demonstrated through their surveys and ongoing monitoring that they are present on site, albeit low numbers of common species (common pipistrelle). Therefore, a Natural England licence (Low Impact Class Licence) will be required for the development (including demolition) to proceed. The Council's Ecology Unit has confirmed that either evidence of this licence or a statement in writing from the relevant licensing body to the effect that it does not consider that the specific activity/development must be submitted (secured by condition) before any work commences.

With regard to birds, it is recommended that the small number of trees be removed outside of their breeding season (March 1st – August 31st) to avoid active bird nests. Furthermore, as some species nest in cracks and crevices in derelict walls, it is expected that these be checked for active nests prior to demolition works. In order to enhance biodiversity across the new development, a condition is proposed that will secure bat and bird boxes across development to provide nesting provision for a range of species. The applicant's ecology consultants have made recommendations on type and siting of bat boxes/tubes in their Bat Method Statement, which is provided as an appendix to the Ecological Appraisal.

Overall, it is concluded that the submitted Preliminary Ecological Appraisal provides a competent evaluation of the habitats and species found within this site, and makes sensible suggestions in line with current ecological best practice. It is concluded that the proposal will be in compliance with Policy GE11.

13. Flood Risk and Land Drainage

Core Strategy Policy CS 67 (Flood Risk Management) seeks to reduce the extent and impact of flooding and requires the use of Sustainable Drainage Systems or sustainable drainage techniques, where feasible and practicable. Policy CS 63 (Responses to Climate Change) also promotes the adoption of sustainable drainage systems (SuDS).

A Flood Risk Assessment & Drainage Strategy accompanies this application. With regard to flood risk, the application site is located within Flood Zone 1 meaning that it is in an area of low flood risk. Residential development in Flood Zone 1 is acceptable.

With regard to surface water drainage, the submitted 'Flood Risk Assessment & Drainage Strategy' describes that a variety of drainage techniques have been considered (in accordance with the hierarchy for the drainage of surface water) and discounted. It is confirmed that the site's sub-soil conditions do not support the use of SuDS techniques (e.g. soakaways) and that the site is remote from a watercourse. Therefore, it is proposed that surface water from the application site discharges to the public sewer (via storage) with variable restricted discharge rates. This means of drainage will enhance the site's current unrestricted drainage rates, thus not increasing the flood risk downstream and meeting the requirement for betterment to the existing sewerage network.

In light of the above, Yorkshire Water and the Lead Local Flood Authority have confirmed the proposed drainage strategy is acceptable and in compliance with the relevant policies listed.

14. Contaminated Land

An acceptable Phase I Desktop Study has been submitted with the application. It is recommended that further intrusive site investigation be undertaken to assess the potential risks from ground contamination. Therefore, conditions are recommended to deal with this issue.

15. Coal Mining

The Coal Authority's records indicate that the defined Development High Risk Area clips the eastern corner of the site. Despite the recommendations of the submitted Phase 1 Geo-Environmental Desk Study, the Coal Authority has confirmed that a Coal Mining Risk Assessment is not required in this instance and that there is no objection to the proposed development. A directive is recommended to remind the applicant of the coal mining legacy that has been identified in part of the application site.

16. Affordable Housing

Core Strategy Policy CS 40 (Affordable Housing) states that, in all parts of the city, new housing developments will be required to contribute towards the provision of affordable housing where practicable and financially viable.

The Affordable Housing Interim Planning Guidance (IPG) was updated in 2014 and it supports Policy CS40. IPG Guideline 2 identifies the site as being situated within the 'City Centre' Affordable Housing Market Area where no contribution is required.

17. Community Infrastructure Levy (CIL)

The development is CIL liable and the application site lies within CIL Charging Zone 4 where the expected charge for this development will be £50 per square metre.

RESPONSE TO REPRESENTATIONS

It is considered that the majority of planning issues in the objection representation and in the comments made by Historic England and CAG have been addressed in this report.

With regard to the impact on local shops, this is not a planning matter. It is expected that local shops adapt to deal with any potential demand for products as a result of new residents and construction workers. Many new developments include commercial space in their ground floor levels that could accommodate small shops to serve their local resident population. It is considered that the market and local consumer demands will dictate if these are opened as small shops.

With regard to disturbance, the demolition and construction process can have an impact on existing residents but this is not a reason to refuse a planning application. This is often a short term inconvenience and in order to reduce the impact during this period it is considered that the recommended to secure a CEMP will ensure that construction activity can be adequately controlled.

SUMMARY AND RECOMMENDATION

The redevelopment of the site is welcomed; creating a new use that will significantly enhance its appearance and prominence on a largely vacant parcel of land adjacent to a primary route leading into/out of the City Centre.

For the reasons set out in this report, it is concluded that the development is acceptable in planning and heritage terms. The proposal is compliant with current land use policies and it will provide 284 new 'PRS' dwelling units across a variety of unit types. The residential accommodation included within the scheme – including internal and external facilities – is considered to be acceptable and will provide adequate living conditions for future residents.

The development (including a 15 storey tower element) proposes a contemporary design that achieves the quality insisted upon by your officers throughout this application process. Amendments have occurred to address concerns and it is concluded that these have resulted in a development that comprises of acceptable scale, mass, layout, and design.

It is acknowledged that the development will cause some harm to the heritage significance of the Well Meadow Conservation Area as well as the amenity of some surrounding residential units but, on balance, your Officers are satisfied that the benefits of regenerating this prominent City Centre site, and the subsequent scale and mass required to make this scheme viable outweigh the harm to the significance of the conservation area and detrimental impact on the existing amenity environment.

In transport terms, the site has a sustainable location close to public transport services and within walking distance of a wide variety of local and central facilities. The provision of new car parking spaces and the commitment to provide a financial contribution towards the implementation of a CPZ traffic management scheme in St. Vincent's and improved infrastructure at the Netherthorpe Road Tram Stop are positive elements of the proposal. They ensure that the development has an acceptable impact on the local highway environment and will help to encourage the use of local public transport services.

The scheme complies with other policy requirements in relation to sustainability, flood risk and drainage, ecology, disabled access and environmental matters. Finally, the applicant has agreed to a condition to secure an employment and training strategy, thus ensuring that the development will support local employment initiatives.

In light of the above, it is concluded that the proposals are acceptable. Therefore, it is recommended that the Members of the Planning Committee grant the application, subject to the listed conditions and to the completion of a legal agreement to secure the following Heads of Terms

HEADS OF TERMS

- To pay a financial contribution of £31,352.76 to the Council towards the St. Vincent's Traffic Management Works.
- To pay a financial contribution of £50,000 to South Yorkshire Passenger Transport toward the improvement of service infrastructure at the Netherthorpe Road Tram Stop.

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Case Number	17/04388/FUL (Formerly PP-06474815)
Application Type	Full Planning Application
Proposal	Demolition of existing buildings and erection of a four-storey building comprising 27no apartments (Use Class C3) and 3no retail units (Use Class A1) with ancillary parking
Location	Sheffield Dragons College Of Martial Arts 36 - 38 Market Square Sheffield S13 7JX
Date Received	20/10/2017
Team	City Centre and East
Applicant/Agent	Crowley Associates
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:

017-001 001 - Location Plan
017-001 004 Rev D - Floor Plans
017-001 005 Rev D - Proposed Elevations
017-001 006 Rev C - Proposed context elevations

Reason: In order to define the permission.

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

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

4. No development shall be begun until full details of measures to protect the existing tree to the North West corner of the site during development have been submitted to and approved in writing by the Local Planning Authority and the approved measures have thereafter been implemented. These measures shall include remedial works to the canopy, a construction methodology statement and plan showing accurate root protection areas and the location and details of protective fencing and signs. Protection of trees shall be in accordance with BS 5837, 2005 (or its replacement) and the protected areas shall not be disturbed, compacted or used for any type of storage or fire, nor shall the retained trees, shrubs or hedge be damaged in any way. The Local Planning Authority shall be notified in writing when the protection measures are in place and the protection shall not be removed until the completion of the development.

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

5. Unless shown not to be feasible and viable, 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, 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 and given that such works could be one of the first elements of site infrastructure that must be installed it is essential that this condition is complied with before the development commences.

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

6. 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.

7. 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 survey (ref: ADT 2615/ENIA, dated: 26/09/17, prepared by: Acoustic Design Technology).
 - b) Be capable of achieving the following noise levels:
Bedrooms: Noise Rating Curve NR25 (2300 to 0700 hours);
Living Rooms & Bedrooms: Noise Rating Curve NR30 (0700 to 2300 hours);
Other Habitable Rooms: Noise Rating Curve NR35 (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.

[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 future occupiers of the building.

8. 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.

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

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

10. 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.

11. 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 Controlled 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.

12. 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.

13. The building shall not be used unless the car parking accommodation for 8 cars as shown on the approved plans has been provided in accordance with those plans. The parking shall be allocated for the use of the residential occupiers and thereafter such car parking accommodation shall be retained for the sole purpose intended.

Reason: In the interests of traffic safety, the amenities of adjoining occupiers and to ensure the adjacent public car park is maintained for visitors to the local shopping centre.

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

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

15. 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.

16. Prior to the works being implemented details of the balustrade on the front elevation shall be submitted to and approved by the Local Planning Authority. Thereafter the approved details shall be implemented before the flats are brought into use.

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

Other Compliance Conditions

17. Dropped kerbs shall be provided to allow easy access to the car parking spaces prior to the flats being occupied.

Reason: In the interests of traffic and pedestrian safety.

18. The shop fronts shall be installed in accordance with the approved drawings prior to the flats being occupied and the depth of reveals to the openings shall be implemented in accordance with the details shown on the coloured 3D extract.

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

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

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

20. The development shall be carried out in accordance with the details shown on the submitted Drainage Strategy Report prepared by G 30 Consulting (Report dated August 2017).

Reason: In the interest of satisfactory and sustainable drainage.

21. Commercial deliveries to and collections from the building shall be carried out only between the hours of 08:00 and 20:00 on Mondays to Saturdays and not at any time on Sundays and Public Holidays.

Reason: In the interests of the amenities of the residential occupiers of the upper floors

22. Movement, sorting or removal of waste materials, recyclables or their containers in the open air shall be carried on only between the hours of 0800 to 2000 Mondays to Saturdays and between the hours of 1000 to 1600 on Sundays and Public Holidays.

Reason: In the interests of the amenities of the residential occupiers of the upper floors

23. The ground floor shall be faced in natural stone.

Reason: In order to ensure an appropriate quality of design

Attention is Drawn to the Following Directives:

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

The notice should be sent to:-

Highway Co-Ordination
Sheffield City Council
Town Hall
Sheffield
S1 2HH

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

Please note failure to give the appropriate notice may lead to a fixed penalty notice being issued and any works on the highway being suspended.

Where the notice is required as part of S278 or S38 works, the notice will be submitted by Highways Development Management.

2. 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

3. 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.
4. The applicant is advised that they will need to seek the approval of the appropriate landowner in order to ensure that dropped kerbs are provided to serve the proposed car parking bays.
5. Before commencement of the development, and upon completion, you will be required to carry out a dilapidation survey of the highways adjoining the site with the Highway Authority. Any deterioration in the condition of the highway attributable to the construction works will need to be rectified.

To arrange the dilapidation survey, you should contact:

Highway Co-Ordination

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

6. The applicant 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.
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.

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.

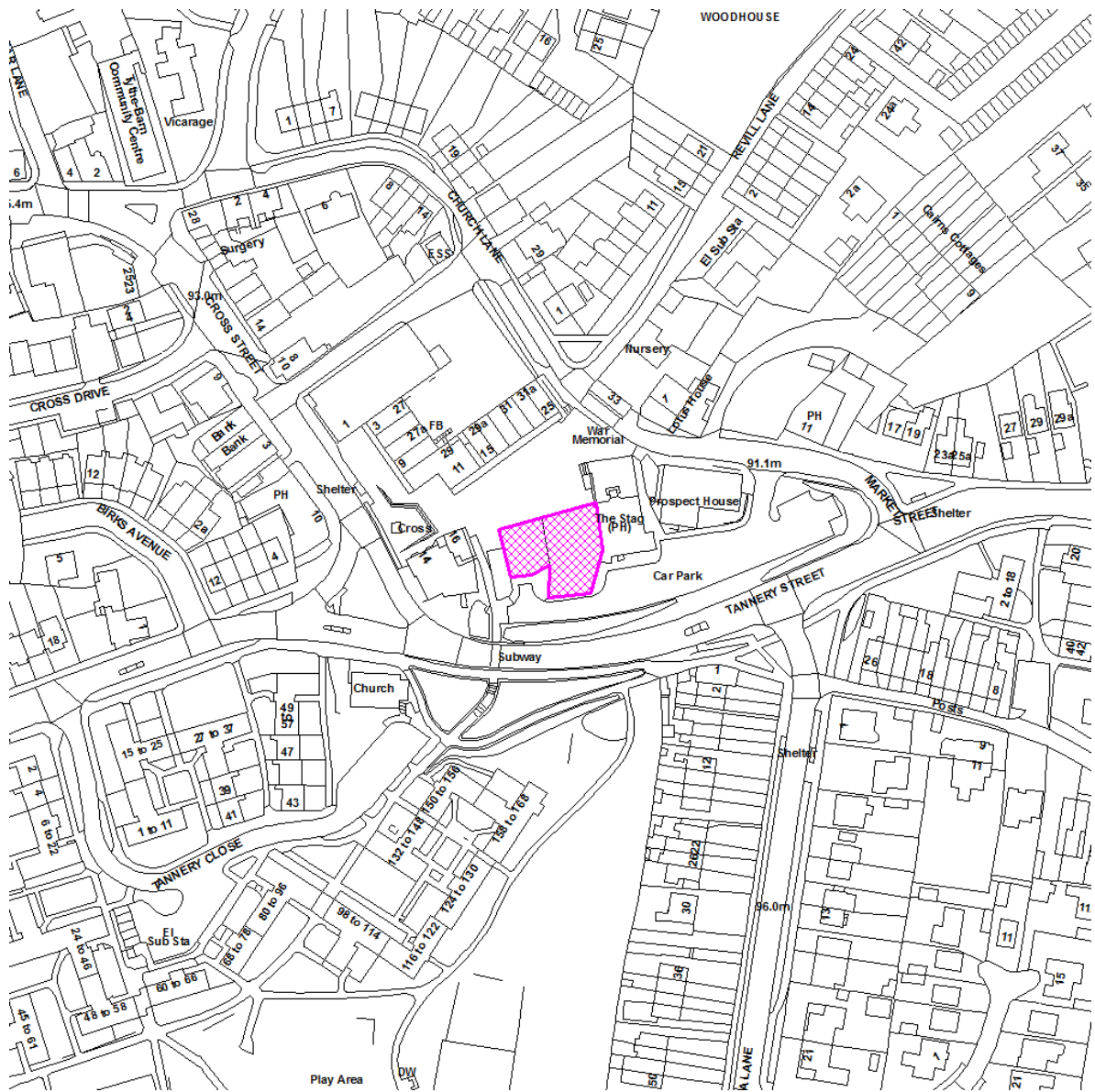
8. The applicant is advised that Sheffield City Council, as Highway Authority, require that drives/vehicular access points be designed to prevent loose gravel or chippings from being carried onto the footway or carriageway, and that they drain away from the footway or carriageway, to prevent damage or injury.
9. 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.

10. The applicant is advised that if security shutters are required these should be designed to be either internal or integrated behind the signage panel such that the shutter box is not exposed. They should also be colour coated and open grill like shutters in the interests of the visual amenities of the locality.
11. The applicant is advised that the entrance doors to the shops will need to have an effective minimum clear width of 1m, manifestation will also be required to glazed areas.
12. The Local Planning Authority has dealt with the planning application in a positive and proactive manner and sought solutions to problems where necessary in accordance with the requirements of the National Planning Policy Framework.
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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LOCATION AND PROPOSAL

The application site is located on the south side of the Market Square in Woodhouse shopping centre and comprises of a vacant single storey former shop unit and small attached private surface car park. The building appears to have last been used as a martial arts academy. The site adjoins the stone faced Stag Public House on the east side; is close to a shop and the former Cross Daggers public house (listed grade II) on the west side; and a 1960s shopping precinct on the north side.

The application is seeking permission for a four storey block with shops, storage, bin storage, cycle and vehicle parking on the ground floor. Above this there will be 27 apartments consisting of 3 x two bed units, 21 x one bed units and 3 x studio units. 8 car parking spaces are proposed and 10 cycle parking spaces. The shop units are accessed from the Market Square whilst the apartments are accessed from the rear. Vehicle access to the car park is from Market Street via a council car park to the rear of the job centre.

The design is contemporary comprising of a ground floor faced in natural stone incorporating 5 shop fronts to the Market Square elevation. Above are two floors faced in buff brick with regular window openings and a top floor faced in zinc cladding which is set back a nominal 200mm from the floors below. The design has been amended from a pitched roof with dormer roof windows to a flat roof reducing the overall height by just over 3m.

SUMMARY OF REPRESENTATIONS

Councillor Rooney has objected to the application on the grounds that the scale of the building is out of keeping with the rest of Market Square. He also considers the new flats will intrude on the existing flats in Market Square and the new residents will add pressure on the pressed dentist, doctors and school catchment. He also considers that inadequate parking is being provided and that there is already an over-supply of shops in the locality.

A petition signed by 123 people objecting to the proposal has been submitted. The grounds of objection are as follows:

- The building is out of scale with the surroundings
- New residents would put pressure on local services (e.g. schools and doctors)
- Visitors to the flats would occupy parking needed for shoppers
- The new shops would take business from existing traders and attract anti-social behaviour which is a major issue.

Woodhouse and District Community Forum have objected on the following grounds:

- The lack of parking for the flats will hamper the village traffic situation

- Concern that the shops would not find occupiers as existing units in the square have struggled. The additional shops will increase pressures on the profitability of existing shops.
- The building is out of character with the village square and its listed buildings.
- The local dentists/doctors and schools will not be able to cope with the additional demand.
- The plans are misleading in terms of the impression of space they give within the square.

Four individual objections have been received. The main concerns are as follows:

- Potential for noise complaints from residents resulting in increased restrictions on the Stag pub which could affect its viability.
- The lack of parking for residents of the scheme and the already congested car parks that serve the centre would exacerbate congestion and could affect the deliveries to the pub.
- Reduced visibility of the pub and its signage.
- There is no agreement to build off the gable wall of the Stag Public House.
- The development will overlook the apartments opposite invading their privacy.
- The 4 storey development is out of character with the surroundings
- The introduction of residential uses into the Market Square is not in keeping with its historic and traditional values and will cause problems and inconvenience for existing uses for example due to the demand for parking.
- It is not realistic to expect residents not to have cars; occupiers of existing residential properties close to this site have cars. Although Woodhouse is well served by bus services this does not apply to everywhere. The existing public car park adjoining the site is well used particularly in the evenings when it is filled with the customers of the existing pubs in the centre. The increased demand for the public car park will impact on the availability of shopper parking.
- Removing one floor would dramatically reduce the demand for water supply and drainage services.

PLANNING ASSESSMENT

Policy

The National Planning Policy Framework (NPPF) says that there is a presumption in favour of sustainable development and for decision making this means approving development which accords with the development without delay. It says that significant weight should be placed on the need to support sustainable growth. Planning authorities should also pursue policies to support the vitality and viability of town centres.

Another key objective of the NPPF is to significantly boost the supply of housing. Local planning authorities are required to identify a 5 year supply of housing and relevant policies for the supply of housing are not considered up to date if a 5 year supply of housing cannot be demonstrated. Sheffield has a 6.5 year supply of

housing based on the Core Strategy Targets. However the Government objectively assessed figure for housing published in Nov 2017 has to be used for assessing the 5 year supply of housing from 31st March 2018 which means the Council has only a 4.5 year supply. Therefore it is appropriate to make the decision on this application in the context that the Council does not have a five year supply of housing. The Council's Housing Strategy section has advised that the development is a reasonable fit with the new housing requirements for the South East Housing Market Area where there is a shortfall of smaller homes and there is a demand from newly forming households and also from downsizers.

The application site lies within Woodhouse District Shopping Centre as defined on the Unitary Development Plan (UDP) Proposals Map. Shopping is the preferred use with housing listed as an acceptable use (Policy S7). The commentary to the policy says that residents can help to make shopping centres more lively and attractive places. This policy is supportive of the proposal.

Core Strategy (CS) Policy CS 23 seeks to promote housing where it would support urban regeneration and make efficient use of land and infrastructure. This application meets the objective of this policy.

Policy CS 24 seeks to maximise the use of previously developed land for housing. This proposal is in accordance with this policy.

Policy CS 26 requires housing to make efficient use of land by promoting development near to a District Centre with a density range of 50 to 80 dwellings per hectare subject to the development being in character with the area. Density outside of the range will be allowed where it achieves good design, reflects the character of the area or protects a sensitive area. The density of the proposal is 437 dwellings per hectare which is very high. However, given that it is concluded that the massing, design and parking arrangements are acceptable the impact on character is considered to be acceptable.

Policy CS34 says that District Centres will be encouraged in fulfilling their role of providing for everyday needs with a range of retail, leisure and community facilities, appropriate in scale and function to the role of the centre. The retail space comprises of approximately 325m² floor space. The retail element of the scheme is considered to be appropriate in terms of its scale and function to the role of the centre.

The development plan policies strongly support the principle of the development as it generally accords with the development plan. It will deliver economic development and both the housing and shopping uses will support the vitality and viability of the District Shopping Centre. It will help to meet the shortfall in the Council's 5 year supply of housing and will deliver housing in a sustainable location helping to maximise the use of sustainable methods of travel.

Scale, Massing and Design and impact on the setting of the Listed Buildings

UDP Policy S10 is concerned with development in shopping areas. It states that new development will be permitted provided that it is well designed and of a scale and nature appropriate to the site.

Policy S11 is concerned with the design of retail development. It seeks to provide inclusive access and have shop fronts which are in keeping with the building in which they are contained and the street as a whole.

Policy BE5 says that good design and the use of good quality materials will be expected in all new and refurbished buildings and extensions. Original architecture will be encouraged but new buildings should complement the scale, form and architectural style of the surrounding buildings.

Policy BE11 is concerned with development affecting public spaces. It says that public spaces will be protected and enhanced where they make an important contribution to the character or appearance of the area or provide for people to walk or relax.

Policy BE19 is concerned with development that affects listed buildings. It says that proposals that affect the setting of a listed building will be expected to preserve the character and appearance of the building and its setting. This policy reflects the guidance on protecting heritage assets contained within the National Planning Policy Framework.

Core Strategy Policy CS74 sets out design principles for development which include expecting development to enhance the distinctive townscape of the city's districts with their associated scale, layout and built form, building styles and materials. Development is also expected to enhance the distinctive heritage of the city including the historic village centres. Development should contribute to place making and help to transform the character of physical environments that have become run down.

Market Square is defined on its northern edge by a two storey flat roofed 1960s shopping and residential complex which has a large footprint. It has a horizontal design emphasis that is not very sympathetic to the character of the area and contains a number of vacant shops. The eastern side of the square is formed by attractive 2 and 3 storey stone faced domestic style properties dating from the 18th and 19th centuries. The south side of the square is occupied by the application site which sits between the Stag Public house and the former Cross Daggars Public House. The site is occupied by a single storey flat roofed former shop unit and a landscaping bed with car park to the rear. The existing building is of no particular merit. The Stag PH has an attractive imposing two storey stone faced elevation facing on to the square with a 1.5m high raised terrace beer garden to the front. The two storey former Cross Daggars public house is listed grade II and dates from the 17th century. There is an attached two storey rendered shop which is not listed. The west side of the square is open to Cross Street but is occupied by a raised paved area containing the grade II listed village stocks and market cross.

The Market Square has a run-down appearance and the environment feels hostile due to the number of vacant units, the lack of pedestrian activity in the Square and the low quality public realm.

The proposed new building has been designed with a largely rectangular foot print approximately 31m long by 15m deep. The building is to be faced in natural stone and brickwork with a zinc clad upper floor and dark coloured window frames. The fenestration has been designed so that the windows are regularly ordered. The shop fronts and residential windows are grouped so that they align vertically. The upper floors on the Market Square frontage are set back by approximately 2m at the east end of the frontage and the ground floor is approximately 1.7m below the raised patio to the front of the Stag public house.

At the rear, the ground floor is partially below ground level due to the sloping topography. The pedestrian entrance to the flats is located at the rear with a porch at ground floor level.

The 3D views show the eaves line of the new building to be approximately 900mm above the eaves of the adjacent Stag and the top of the building to be approximately 150mm above the ridge of the Stag PH. The eaves of the original pitched roof scheme were one storey higher than the eaves line of the Stag public house and the ridge line was approximately half a storey above that of the Stag.

The applicant has put forward a case that the character of this part of Woodhouse has been significantly degraded by redevelopment and road improvements associated with the shopping complex undertaken in the 1960s. They consider that the setting of the former Cross Daggers public house and market cross is most coherent when viewed from the north. They argue that their setting is defined by the listed buildings and the attached unlisted shop and it is not necessary to consider the wider setting.

Scale and Massing

Whilst the footprint of the new building is larger than many in Woodhouse Centre it is noticeably smaller than that of the 1960s shopping precinct which forms the north side of the square and similar to that of the job centre located at the east end of the square. However when viewed in the context of the Stag public house and the smaller scale domestic buildings to the west, the massing of the elongated form of the block does not appear entirely comfortable with the narrower width of the adjacent plots.

At four storeys high it is taller than the vast majority of buildings within the centre which are predominantly 2-3storeys high. However it is of a similar height to the adjacent Stag Public House which it most closely adjoins. The new block will clearly be more substantial and dominant than the Stag PH. However the 3D views submitted as part of the application show that the scale of the new building is not so different that it would appear out of character with the area and justify refusing planning permission. The scale of the Market Square public space and the fact the building is set down slightly relative to the Stag allows scope for an increase in height.

Design

The new building follows the same building line as the existing shop. This, along with the increased scale of the building will help to provide a strong built edge and enclosure to the southern side of the square. The shops will provide an active frontage which is currently lacking on this side of square. The increased activity associated with the shops and the residential use along with the windows overlooking the square and the service road at the rear will significantly improve natural surveillance and this is likely to have public safety benefits.

Given the mixture of contemporary and traditional building designs adjoining the square it is considered that the contemporary approach proposed is acceptable in principle. The flat roof design helps to lower the height of the building and mitigate the impact of the massing of the block which was considered to be more problematic with the previous pitched roof and dormer design.

The buildings in Woodhouse Centre are mainly faced in stone or brickwork and have pitched slate or tiled roofs. Therefore the stone and brick facing materials are in keeping with this whilst there is considered to be scope for the more contemporary zinc clad upper floor. The natural stone plinth will lift the quality of the scheme and the reasonably generous ordered windows, reducing in size with height, will result in a reasonably pleasing building. The modest window reveals will provide some depth and modelling to the elevation.

The design of the building is considered to be acceptable and it will form a reasonable quality background building. It will remove an unattractive building and enclose the south side of the square. It will also introduce uses that will contribute positively to the vitality and viability of the District shopping centre. It is therefore concluded that the proposal will enhance the visual amenity of the shopping centre.

Impact on listed buildings

The former Cross Daggers public house is located approximately 10m to the west of the site with an intervening landscaped bed, footpath and unlisted shop. The north and to a lesser extent the west elevation of the listed building exhibit the strongest character; the relationship of the north elevation to the listed market cross being most important. Due to the physical separation between the building and the listed structures and the intervening unlisted shop it is considered that new building will not have a significant harmful impact on the key elements of the setting of the listed buildings. The development is therefore considered to comply with the National Planning Policy Framework and UDP policies which seek to protect listed buildings.

Amenity Issues

Policy S10 says that new development will be permitted provided it does not cause residents to suffer from unacceptable living conditions, including air pollution, noise, other nuisance or risk to health or safety.

The proposed apartments will all have a satisfactory outlook, either over the market square or towards Tannery Street. The scheme will not create any significant privacy issues as the residential accommodation is at first floor level and there is approximately 20m separation to the flats above the shopping centre on the opposite side of the square.

None of the apartments have any private amenity space. However this site, which is quite narrow and sits between the Market Square and a service road, does not lend itself to provision of private or shared amenity space. Given this and the public realm of the Market Square and the existing open space to south of Tannery Street this is not considered to be sufficient basis for resisting the proposal.

The application site directly adjoins the Stag public house and there are late night food and drink uses to the east of the site such as the restaurant that occupies the former Cross Daggers Public House.

The applicant has submitted a noise assessment which includes data from a noise survey undertaken during the day and late evening to record general traffic noise and noise from the Stag public house. The noise assessment puts forward general proposals for noise attenuation in order to achieve a satisfactory noise climate for future residents.

The licensee and owner of the Stag public house has advised that the patio area adjoining the Market Square has proved popular during warm weather and the main draws for the pub are live music and the juke box, They have also pointed out that deliveries need to take place before 9am due to local traffic and parking issues . They consider that experience has shown that residential buildings in close proximity to pubs inevitably results in complaints to Environmental Health and any increased restrictions on the pub would affect its viability.

A noise assessment and scheme of sound insulation measures designed to meet the Council's noise standards has been submitted. The Environmental Protection Officer (EPO) has assessed the noise impact assessment and considered the objections to the proposal on noise grounds. The EPO has advised that the noise assessment is satisfactory. He is confident that the recommended noise attenuation scheme and conditions proposed will provide sufficient insulation from noise impacts. There are existing residential properties close to the Stag public house and there does not appear to have been a problem with noise as the Environmental Protection Service has not received complaints in respect of noise.

Access Issues

One of the Core Planning Principles in the NPPF is to actively manage growth to make the fullest possible use of public transport, walking and cycling and focus significant development in locations which are or can be made sustainable. Car parking standards should take into account the accessibility of the development, the mix of uses, the availability of public transport, local car ownership levels and the need to reduce the use of high-emission vehicles.

UDP Policy S11 is concerned with the design of retail development and says it will be required to provide for safe and easy pedestrian movement, car and cycle parking for people who live or work in the development .

The application site is sustainably located as there are shops, food and drink outlets and a library and medical centre close to the site. There are bus stops within 75m of the site on Cross Street and 200m on Tannery/Market Street which are served by high frequency bus services.

The vehicular access to the proposed development is through the existing public car park to east of the site which can accommodate approximately 40 cars and is accessed from Market Street. There is an existing private car park for approximately 5 cars which occupies the western part of the site. The applicant considers that the route from Market Street through the public car park and along the service road to the rear of the site to be a public highway. It is not recorded as an adopted or unadopted highway on the Council's highway records. However a public highway is land over which the public has a right of way and can include a car park. The Council has no information either way as to whether there is a public right of way through the car park and rear service road to the site. If it is not a public highway the applicant will need to be certain that they have private rights to access the site in order to implement a development which has parking on the site and relies on access through third party land.

The application proposes 8 car parking spaces, two of which are within the building and 6 adjacent to the service road. These are to be for the use of the residential occupiers. There are also 10 cycle parking spaces within the basement. No parking will be available for the commercial element of the scheme.

The applicant suggests that given the location of the site and its accessibility by public transport, the majority of residents will travel by non-car modes. It is argued that residents will be aware that there is no parking on site and therefore the number of car owning occupiers will be minimal. It is stated that the commercial units will generate negligible new vehicle trips due to the location and accessibility of the site by public transport. The new trips generated are likely to be pass-by or diverted trips. It is pointed out that the authorised gym/martial arts use will have generated number of trips and these should be taken into account.

The Council's parking guidelines indicate that a maximum of one space could be provided per 1 bedroom dwelling and 2 spaces for 2-3 bedroom dwellings along with 1 space per 4 units for visitor parking. For food and non-food retailing the guidelines are 1space per 20m² and 35m² respectively. This would suggest a maximum of 37 spaces could be provided for the residential element and between 22 and 13 for the commercial element.

It is considered that the Council's parking guidelines would result in an excessive level of provision given the nature and location of this development. A bespoke parking figure has been calculated by the highway officer on the following basis. The 2011 census shows car ownership in the Woodhouse area is 0.97 cars per dwelling. The scheme has fewer bedrooms than the average for Sheffield of 2.7 bedrooms per dwelling. Therefore an average car parking figure per bedroom has

been produced, that is 0.97 divided by 2.7. This results in 0.36 parking spaces per bedroom. The scheme has 30 bedrooms and so $30 \times 0.36 = 11$ car parking spaces. Due to the site's location within Woodhouse Centre and its accessibility by public transport and proximity to shops and services it is considered to be reasonable to allow a reduction of 3 spaces. Therefore the minimum parking requirement is considered to be 8 spaces. The applicant has designed the scheme to provide this number of spaces and therefore the parking provision is considered to be acceptable. It is considered that visitor shoppers parking can be accommodated in the public car park. Servicing could take place either from the public highway or possibly from the service road to the rear of the site if the applicant has access rights over this area.

The access to the car parking via the public car park and service road is considered to be satisfactory provided the route to the site is either public highway or the applicant has private rights across the land to access the car parking.

The shops and residential entrance is level and a lift serves the first floor. One disabled parking space is proposed. As this is a new development the building regulations will ensure that the entrances are designed to the suitable for disabled access.

Sustainability

The NPPF states that there are three dimensions to sustainable development: economic, social and environmental.

Economic role – The development will contribute to economic development in that it will regenerate an underused site supporting the vitality of the existing District Shopping Centre.

Social role – It will provide shopping facilities in a location which is easily accessible by all the community and help to meet the supply of housing by providing smaller units of which there is a shortfall in the area. However it will not deliver affordable housing as this has been shown to not be viable on this site. It should help to enhance security within the Market Square by providing increased natural surveillance and generating activity outside of the working day.

Environmental role – The impact on the setting of the listed buildings, the scale and quality of development is all considered to be acceptable. The scheme will develop a brownfield site that is resilient to climate change as it is not likely to flood. Its sustainable location means that it will help to reduce the need to travel. The applicant has confirmed that the development will meet 10% of its energy needs from renewable energy generated on site by the use of photo voltaic panels, a biomass boiler or by improving the building fabric. It will therefore comply with Core Strategy policy CS65. As set out in the design section above the scheme will enhance the appearance of this prominent site which is currently detracting from the centre of Woodhouse.

It is concluded that overall the scheme represents sustainable development.

Affordable Housing

Policy CS40 says that all new housing developments will be required to contribute towards the provision of affordable housing where this is practicable and financially viable. The site lies within the South East Affordable Housing Market Area where 10% of the residential floor space should be affordable housing where viable.

The applicant has submitted a viability appraisal which concludes that the scheme is only just viable without an affordable housing contribution. The District Valuation Office has reviewed the assessment and concluded that, with a reasonable level of development profit and the full affordable housing contribution, the scheme will produce a substantial loss. Where the affordable housing contribution is reduced to zero the scheme still remains unviable and only when the developer's profit is reduced significantly below the market levels does the scheme become viable. Therefore it is concluded that an affordable housing contribution is not viable in this instance.

Community Infrastructure Levy

The site lies within Community Infrastructure Levy (CIL) charging zone 3 where there is a CIL charge for housing of £30 per square metre.

RESPONSE TO REPRESENTATIONS

It is considered that the key issues raised have been addressed in the report. The site is within and established District Shopping Centre such that there is no policy basis for resisting the retail uses on the ground floor. Indeed these new units may well breathe much needed additional vitality into the centre and help to arrest its decline.

SUMMARY AND RECOMMENDATION

The proposal is supported by planning policy in that it will deliver retail and housing uses in a highly sustainable location and will contribute positively to the vitality and viability of the local centre. There are some reservations about the massing of the scheme, however the design is considered to be acceptable and it will remove an unattractive building and provide enclosure to the Market Square. It should also help to enhance the public safety of the Market Square. For the reasons described in the report it will not have a harmful impact on the setting of the listed buildings and the access and parking arrangements are considered to be acceptable given the highly accessible location. The noise conditions should ensure a satisfactory noise climate for residents and minimise the risk of conflicts with the adjacent late night uses. The viability appraisal shows there is no scope for an affordable housing contribution or securing enhancements to the square or a public art contribution.

Given the overwhelming benefits of the scheme it is recommended that planning permission be granted subject to the listed conditions.

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SHEFFIELD CITY COUNCIL Planning & Highways Committee

Report of: Director of City Growth Department

Date: 14 August 2018

Subject: RECORD OF PLANNING APPEALS
SUBMISSIONS & DECISIONS

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

Reasons for Recommendations

Recommendations:

To Note

Background Papers:

Category of Report: OPEN

DEVELOPMENT SERVICES

REPORT TO PLANNING & HIGHWAYS COMMITTEE 14 AUGUST 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 APPEALS RECEIVED

(i) To report an appeal has been submitted to the Secretary of State against the delegated decision of the City Council to refuse planning permission to erect a two-storey and single-storey rear extension to dwellinghouse 95 Horndean Road Sheffield S5 6UJ (Case No 18/00103/FUL)

(ii) To report an appeal has been submitted to the Secretary of State against the delegated decision of the City Council to refuse planning permission to erect a first-floor rear extension to dwellinghouse 84 Burngreave Road Sheffield S3 9DE (Case No 17/05235/FUL)

(iii) To report an appeal has been submitted to the Secretary of State against the delegated decision of the City Council to refuse planning permission for change of use of outbuilding to shop (Use Class A1) (Retrospective) 81 The Oval Sheffield S5 6SP (Case No 18/00102/FUL)

(iv) To report an appeal has been submitted to the Secretary of State against the delegated decision of the City Council to refuse planning permission for application under Section 73 to vary condition 2 (Approved drawings) and to remove condition 7 (Alterations of existing dwelling) of approved planning application 17/01522/FUL to retain the existing dwellinghouse 6 Chancet Wood View Sheffield S8 7TS (Case No 18/00432/FUL)

3.0 APPEALS DECISIONS - DISMISSED

(i) An appeal against the delegated decision of the Council to refuse planning consent for application to allow removal of condition relating to materials used for shared surfaces/private drives (Application under section 73 to remove condition no. 18); relating to planning permission 16/04208/FUL Land At Junction With Fretson Road Queen Mary Road Sheffield S2 1PA (Case No 17/00798/FUL) has been dismissed.

Officer Comment:-

The Inspector considered the main issue to be whether the condition is necessary and reasonable in the interests of highway safety and in terms of visual amenity. The applicant wanted to use a gravel surface and the Council contended that this was not appropriate for drives above a 1 in 12 gradient and on shared surfaces.

The Inspector was not persuaded by the appellant's argument that homeowners would routinely maintain their drives by raking the aggregate and brushing loose stones back that have deposited on the highway. In relation to shared surfaces she concluded that there was even greater potential for stone to migrate onto the highway due to the increased usage. She felt that, over time, the migration of stones onto the highway would be an increasing problem and would create an uneven surface leading to possible slips, trips and skids which would be detrimental to highway safety.

The Inspector also considered that a loose aggregate driveway would make access for wheelchairs or pushchairs more difficult and particularly challenging on shared surfaces due to their added length.

Material to the Inspector's consideration in this case was the South Yorkshire Residential Design Guide which states that drives and shared surfaces should be constructed of bound materials, although she attributed limited weight to it as it is not adopted as supplementary planning guidance.

In terms of visual amenity she considered that the encroachment of stones onto the highway would make street frontages look generally untidy and that the propensity for weed growth would further add to this unsightliness over time.

In conclusion the Inspector considered that the imposition of the condition was necessary in the interests of highway safety for pedestrians and cyclists, as well as for people with disabilities and pushchairs, as well as being necessary in the interests of visual amenity. She therefore dismissed the appeal.

(ii) An appeal against the delegated decision of the Council to refuse planning consent for erection of first-floor rear extension at Flat 3 3 Tenterden Road Sheffield S5 6AJ (Case No 18/00298/FUL) has been dismissed.

Officer Comment:-

The Inspector considered that the main issues were the effect of the development on the character of the area and on the living conditions of 43 Leedham Road in terms of overlooking and loss of privacy.

He considered that the extension would result in a prominent feature in the street and clearly visible in longer views. He considered it to be an unsympathetic addition and incongruous in the street.

The extension would include a bedroom window immediately opposite 43 Leedham Road, directly facing its habitable room windows in close proximity. He concluded that this would result in direct overlooking and undermine the privacy of no.43.

For these reasons the Inspector concluded that the proposed extension was contrary to Policy H14 of the UDP and the Supplementary Planning Guidance on House Extensions.

(iii) An appeal against the delegated decision of the Council to refuse planning consent for erection of first-floor front/side extensions to dwellinghouse 40 Colister Gardens Sheffield S9 4HH (Case No 18/00961/FUL) has been dismissed.

Officer Comment:-

The Inspector considered the main issue to be the impact of the proposals on the living conditions of occupiers of 57 Colister Gardens, adjacent to the proposed extension.

She noted the unusual relationship of the appeal property relative to this property in that its side elevation completely encloses the rear garden to that property. She concluded that the proposed two storey extension would be very dominant and overbearing to this garden and make it a less pleasant amenity area because of the proposed two storey gable wall which would flank it. She also noted that there would be a perception of overlooking from the proposed windows, albeit that they would be obscure glazed.

She concluded that the extension would have a severely harmful impact on the living conditions of the occupants of no.57 and she dismissed the appeal.

4.0 RECOMMENDATIONS

That the report be noted

Rob Murfin
Chief Planning Officer

14 August 2018

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