

Agenda Item 7e

Case Number	19/00483/FUL (Formerly PP-07450299)
Application Type	Full Planning Application
Proposal	Demolition of buildings and erection of 1x 24 storey block, 1x 7-10 storey block, 1x 5-8 storey block, 1x 5-7 storey block and 1x 4 storey block comprising 500 apartments, and 2 commercial flexible use units (A1, A2, A3, A4, B1a, D2), ancillary facilities and amenity space, car parking, landscaping, public realm and infrastructure works
Location	Land At Doncaster Street, Hoyle Street, Shalesmoor And Matthew Street Sheffield S3 7BE
Date Received	08/02/2019
Team	City Centre and East
Applicant/Agent	Urbana Town Planning
Recommendation	Grant Conditional Subject to Legal Agreement

Time limit for Commencement of Development

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

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

Approved/Refused Plan(s)

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

Drawing nos:

- 37060-CDA-00-SL-DR-A-0501-J
- 37060-CDA-00-RF-DR-A-0502-I
- 2679-PL-0750
- 2679-PL-0751
- 2679-PL-0752
- 2679-PL-0801
- 2679-PL-0802

- 37060-CDA-01-GF-DR-A-0600-O
- 37060-CDA-01-01-DR-A-0601-O

- 37060-CDA-01-ZZ-DR-A-0602-O
- 37060-CDA-01-ZZ-DR-A-0603-O
- 37060-CDA-01-ZZ-DR-A-0604-O
- 37060-CDA-01-ZZ-DR-A-0700-N
- 37060-CDA-01-ZZ-DR-A-0701-N
- 37060-CDA-01-ZZ-DR-A-0702-N
- 37060-CDA-01-ZZ-DR-A-0703-N

- 37060-CDA-02-GF-DR-A-0610-O
- 37060-CDA-02-01-DR-A-0611-N
- 37060-CDA-02-ZZ-DR-A-0612-N
- 37060-CDA-02-07-DR-A-0613-N
- 37060-CDA-02-ZZ-DR-A-0614-N
- 37060-CDA-02-ZZ-DR-A-0710-K
- 37060-CDA-02-ZZ-DR-A-0711-J
- 37060-CDA-02-ZZ-DR-A-0712-K
- 37060-CDA-02-ZZ-DR-A-0713-K

- 37060-CDA-03-GF-DR-A-0620-M
- 37060-CDA-03-01-DR-A-0621-L
- 37060-CDA-03-ZZ-DR-A-0622-L
- 37060-CDA-03-ZZ-DR-A-0623-L
- 37060-CDA-03-ZZ-DR-A-0720-K
- 37060-CDA-03-ZZ-DR-A-0721-J
- 37060-CDA-03-ZZ-DR-A-0722-J
- 37060-CDA-03-ZZ-DR-A-0723-J

- 37060-CDA-04-GF-DR-A-0630-P
- 37060-CDA-04-01-DR-A-0631-M
- 37060-CDA-04-ZZ-DR-A-0632-M
- 37060-CDA-04-ZZ-DR-A-0633-M
- 37060-CDA-04-07-DR-A-0634-M
- 37060-CDA-04-ZZ-DR-A-0730-K
- 37060-CDA-04-ZZ-DR-A-0731-J
- 37060-CDA-04-ZZ-DR-A-0732-K

Reason: In order to define the permission.

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

3. Development shall not commence until a Construction Environmental Management Plan (CEMP) has been submitted to and approved by the local planning authority. The CEMP shall assist in ensuring that all site activities are planned and managed so as to prevent nuisance and minimise disamenity at nearby sensitive uses, and will document controls and procedures designed to ensure compliance with relevant best practice and guidance in relation to noise, vibration, dust, air quality and pollution control measures. The CEMP shall include strategies to mitigate any residual environmental or amenity impacts that cannot be adequately controlled at source.

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

4. Intrusive investigations as recommended in the approved Arup Desk Study report ref. ARP-XXXX-RP-G-00001 (16th Nov 2018) 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 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 and the site is safe for the development to proceed, it is essential that this condition is complied with before the development is commence

5. 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 construction works commencing. The Report shall be prepared in accordance with Contaminated Land Report CLR11 (Environment Agency 2004) and Local Planning Authority policies relating to validation of capping measures and validation of gas protection measures.

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

6. No development, 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. It is essential that this condition is complied with before any other works on site commence given that damage to archaeological remains is irreversible.

7. 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.

8. No development shall commence until details of the site accommodation including an area for delivery/service vehicles to load and unload, for the parking of associated site vehicles and for the storage of materials, has been submitted to and approved in writing by the Local Planning Authority. Thereafter, such areas shall be provided to the satisfaction of the Local Planning Authority and retained for the period of construction or until written consent for the removal of the site compound is obtained from the Local Planning Authority.

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.

9. 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.

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

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

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

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

11. Before any above ground works commence, or within an alternative timeframe to be agreed in writing by the Local Planning Authority, full details of suitable and sufficient provision of car parking accommodation for people with disabilities and the provision of vehicle charging facilities within the site shall have been submitted to and approved in writing by the Local Planning Authority and the buildings shall not be used unless such car parking and charging facilities has been provided in accordance with the approved plans and, thereafter maintained and retained.

Reason: In the interests of delivering sustainable and accessible facilities, in accordance with Unitary Development Plan for Sheffield Development Framework Core Strategy.

12. Before that part of the development is commenced, full details of the proposed glazed brick, including a sample, shall have been submitted to and approved in writing by the Local Planning Authority and thereafter the development shall be carried out in accordance with the approved details.

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

13. Before that part of the development is commenced, full details of proposed wind mitigation measures, shall have been submitted to and approved in writing by the Local Planning Authority and the development shall be carried out in accordance with the approved details and thereafter retained.

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

14. A comprehensive and detailed hard and soft landscape scheme for the site, including all terraced areas, which shall include the following details, shall be submitted to and approved in writing by the Local Planning Authority before any above ground works commence, or within an alternative timeframe to be agreed in writing by the Local Planning Authority:

- Details of topsoil specification and depths.
- An accurate planting schedule and planting plan at 1:200 or 1:100 scale.
- A comprehensive list of species and stock specification.
- Details of planting densities and spacings.
- Individual location of specimen trees and shrubs.
- Maintenance schedule to ensure the successful establishment of the scheme.
- Hard landscaping details, proposed levels, surfacing materials, walls, fencing and street furniture.
- Details of green roofs, sustainable drainage systems and biodiversity measures.

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

15. 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 it is essential for these works to have been carried out before the use commences.

16. Prior the construction of that part of the development, full details of the proposed public art shall have been submitted to and approved in writing by the Local Planning Authority and the public art shall be implemented in accordance with the approved details and thereafter retained.

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

17. The buildings shall not be used unless details have been submitted to and approved in writing by the Local Planning Authority, showing how surface water will be prevented from spilling onto the public highway. Once agreed, the measures shall be put into place prior to the use of the buildings commencing, and shall thereafter be retained.

Reason: In the interests of highway safety and the amenities of the locality it is essential for these works to have been carried out before the use commences.

18. The development shall not be used unless all redundant accesses have been permanently stopped up and reinstated to kerb and footway, and any associated changes to adjacent waiting restrictions that are considered necessary by the Local Highway Authority including any Traffic Regulation Orders are implemented. The means of vehicular access shall be restricted solely to those access points indicated in the approved plans.

Reason: In the interests of highway safety and the amenities of the locality it is essential for these works to have been carried out before the use commences.

19. No above ground works shall commence until details have been submitted to and approved in writing by the Local Planning Authority of arrangements which have been entered into which will secure the reconstruction of the footways adjoining the site, in accordance with the Sheffield Urban Design Compendium, before the development is brought into use. The detailed materials specification shall have first been approved in writing by the Local Planning Authority.

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

20. Before any above ground works commence, or within an alternative timeframe to be agreed in writing by the Local Planning Authority, a detailed Travel Plan shall have been submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall include:

1. Clear & unambiguous objectives to influence a lifestyle that will be less dependent upon the private car;
2. A package of measures to encourage and facilitate less car dependent living; and,
3. A time bound programme of implementation and monitoring in accordance with the City Councils Monitoring Schedule.
4. Provision for the results and findings of the monitoring to be independently validated to the satisfaction of the Local Planning Authority.
5. Provisions that the validated results and findings of the monitoring shall be used to further define targets and inform actions proposed to achieve the approved objectives and modal split targets.

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

Reason: In the interests of delivering sustainable forms of transport, in accordance with Unitary Development Plan for Sheffield and the Core Strategy.

21. Before any above ground works commence, or within an alternative timeframe to be agreed in writing by the Local Planning Authority, full details of suitable and sufficient cycle parking accommodation within the site shall have been submitted to and approved in writing by the Local Planning Authority and the buildings shall not be used unless such cycle parking has been provided in accordance with the approved plans and, thereafter, such cycle parking accommodation shall be retained.

Reason: In the interests of delivering sustainable forms of transport, in accordance with Unitary Development Plan for Sheffield Development Framework Core Strategy.

22. 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 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.

23. 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 it is essential for this scheme to be in place before the use commences.

24. 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 for the tower, other concrete brick faced buildings and the red brick. The sample panel shall be approved in writing by the Local Planning Authority before any masonry works commences and shall be retained for verification purposes until the completion of such works.

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

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

- a) Window and door openings
- b) Frontages to commercial units
- c) Ventilation to car parking
- d) Balconies (including balustrades and soffits where applicable)

- e) Recessed/Feature masonry panels
- f) Panels of decorative brickwork
- g) Curtain walling
- h) Boundary detail to terrace (block C)
- i) Parapets to blocks
- j) Parapets to terraces
- k) External steps
- l) Storm porches (block D)
- m) Soffit to passageway (if this does not form part of the public art)

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

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

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

- Junction of new build and the existing buildings, which includes Don Cultery Works and the Nichols Building

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

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

27. 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.

28. 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.

29. 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.

30. Before the commercial use(s) hereby permitted commences, a scheme of sound attenuation works shall have been installed and thereafter retained. Such a scheme of works shall:
- Be based on the findings of the Arup Acoustic Planning Report Ref AAc259936/RO1 dated 16 November 2018 and further noise survey work.
 - 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:
 - as a 15 minute LAeq, and;
 - at any one third octave band centre frequency as a 15 minute LZeq.
 - Be capable of restricting noise breakout and transmission from the commercial use(s) and any associated plant or equipment, to all adjoining residential accommodation to levels complying with the following:
 - 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).
- Before such scheme of works is installed full details thereof shall first have been submitted to and approved in writing by the Local Planning Authority.
[Noise Rating Curves should be measured as a 15 minute LZeq at octave band centre frequencies 31.5 Hz to 8 kHz.]

Reason: In the interests of the amenities of the locality and of the residential occupiers of the building it is essential for these works to have been carried out before the use commences.

31. Before the use of the development is commenced, Validation Testing of the sound insulation and/or attenuation works shall have been carried out and the results submitted to and approved by the Local Planning Authority. Such Validation Testing shall:
- Be carried out in accordance with an approved method statement.
 - 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 insulation and/or attenuation works thus far approved, a further scheme of 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 it is essential for these works to have been carried out before the use commences.

32. The office accommodation shall not be brought into use unless a scheme of sound insulation works has been implemented and is thereafter retained. Such works shall:
- Be based on the findings of an approved noise survey..
 - Be capable of achieving the following noise level:
Noise Rating Curve NR 40.
 - Where the above noise criteria cannot be achieved with windows partially open, include a system of alternative acoustically treated ventilations.
[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.

33. 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:
- Be based on the findings of an approved noise survey..
 - Be capable of achieving the following noise levels:
Bedrooms: LAeq (8 hour) - 30dB (2300 to 0700 hours);
Living Rooms & Bedrooms: LAeq (16 hour) - 35dB (0700 to 2300 hours);
Other Habitable Rooms: LAeq (16 hour) - 40dB (0700 to 2300 hours); Bedrooms: LAFmax - 45dB (2300 to 0700 hours).
 - Where the above noise criteria cannot be achieved with windows partially open, include a system of alternative acoustically treated ventilation to all habitable rooms.
- Before the scheme of sound insulation works is installed full details thereof shall first have been submitted to and approved in writing by the Local Planning Authority.

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

34. Prior to construction work commencing, a detailed Employment and Training Strategy, which is designed to maximise local opportunities for employment from the construction phase of development through to completion, 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.

35. Prior to occupation of any part of the development a 'lighting design strategy for biodiversity' for the vegetation corridors and near bat boxes shall be submitted to and approved in writing by the Local Planning Authority. The strategy shall:
- Identify those areas/features on site that are particularly sensitive for bats and that are likely to cause disturbance in or around their breeding sites, and resting places or along important routes used to access key areas of territory for example foraging; and
 - Show how and where external lighting will be installed (through the provision of an appropriate contour plan and technical specifications) so that it can be clearly demonstrated that areas to be lit will not disturb or prevent the above species using their territory or have access to their breeding sites and resting places.
- Thereafter the lighting design strategy shall be implemented in accordance with the approved details.

Reason: In the interests of biodiversity

36. Before any above ground works commence, or within an alternative timeframe to be agreed in writing by the Local Planning Authority, details of the proposed surfacing, layout and marking out of the car parking accommodation shall have been submitted to an approved in writing by the Local Planning Authority. The buildings shall not be used unless the car parking accommodation has been provided in accordance with the approved plans and thereafter such car parking accommodation shall be retained for the sole use of the occupiers of the development hereby approved.

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

Other Compliance Conditions

37. The development shall be carried out in accordance with the details submitted in The Flood Risk and Drainage Statement, dated 6 November 2018, whereby foul water shall drain to the public combined sewer and surface water shall discharge to the public sewer, at a rate that does not exceed 5.11 litres a second.

Reason: In the interest of satisfactory and sustainable drainage.

38. Movement, sorting or removal of waste materials, recyclables or their containers in the open air shall be carried out 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.

39. 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.

40. 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) Drawings showing the location of the external flue ducting and termination, which should include a low resistance cowl.
- b) Acoustic emissions data for the system.
- 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 adjacent properties.

41. The brick reveal depths for openings/windows for the various parts of the development shall be as set out below:-

- 75mm on floors 2 to 7 inclusive
- 187.5mm on all elements comprising double height frames; ground and 1st floors, floors 8 through to 9 - 187.5mm for all ground floor openings/windows

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

42. The commercial units hereby approved are 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
- Use Class B1a
- Use Class D2 - gymnasium only

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

43. No customer shall be permitted to be on the premises outside the following times: 0700 to 2300 on any day

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

44. 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.

45. No removal of vegetation shall take place between the 1st March and 31st August inclusive, unless a suitably qualified ecologist has undertaken a careful detailed check of vegetation for active birds' nests immediately before any vegetation is cleared and provide written confirmation to the Local Planning Authority that no birds will be harmed and/or there are appropriate measures in place to protect nesting bird interest on site.

Reason: In the interests of protecting the local habitats.

46. The buildings shall be faced in the following bricks, the locations of which are shown on the approved plans:

- Grey - Concrete Marble Grey, Edenhall
- Buff - Concrete Killin Buff Multi, Edenhall
- White - Concrete Quartz White, Edenhall
- Red - Ibstock Priory Multi Red

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

47. The existing cycle routes extending from Shalesmoor, along Matthew Street, through to Doncaster Street and from Hoyle Street through to Queens Row shall be retained.

Reason: In the interests of providing active travel options.

48. Notwithstanding the detail shown on the approved drawing, the sales area within each of the approved flexible use commercial units shall not exceed 280 square metres where Class A1 uses are implemented.

Reason: In order to protect the vitality and viability of the city centre, in accordance with the National Planning Policy Framework (NPPF).

49. 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.

Attention is Drawn to the Following Directives:

1. The applicant should be aware that a legal agreement is required to be completed in respect of this proposal.
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. For larger commercial kitchens or cooking types where odour and noise risk is higher, reference should be made to the updated guidance document; 'Control of odour and noise from commercial kitchen exhaust systems' (EMAQ; 05/09/2018). Appendix 2 of the document provides guidance on the information required to support a planning application for a commercial kitchen.
4. Plant and equipment shall be designed to ensure that the total LAr plant noise rating level (i.e. total plant noise LAeq plus any character correction for tonality, impulsive noise, etc.) does not exceed the LA90 background sound level at any time when measured at positions on the site boundary adjacent to any noise sensitive use.
5. The applicant should install any external lighting to the site to meet the guidance provided by the Institution of Lighting Professionals in their document GN01: 2011 "Guidance Notes for the Reduction of Obtrusive Light". This is to prevent lighting causing disamenity to neighbours. The Guidance Notes are available for free download from the 'resource' pages of the Institute of Lighting Professionals' website.
6. The required CEMP should cover all phases of demolition, site clearance, groundworks and above ground level construction. The content of the CEMP should include, as a minimum:
Reference to permitted standard hours of working;
- 0730 to 1800 Monday to Friday
- 0800 to 1300 Saturday
- No working on Sundays or Public Holidays

Prior consultation procedure (EPS & LPA) for extraordinary working hours arrangements.

A communications strategy for principal sensitive parties close to the site.
Management and control proposals, including delegation of responsibilities for monitoring and response to issues identified/notified, for;

- Noise - including welfare provisions and associated generators, in addition to construction/demolition activities.
- Vibration.
- Dust - including wheel-washing/highway sweeping; details of water supply arrangements.

A consideration of site-suitable piling techniques in terms of off-site impacts, where appropriate.

A noise impact assessment - this should identify principal phases of the site preparation and construction works, and propose suitable mitigation measures in relation to noisy processes and/or equipment. Details of site access & egress for construction traffic and deliveries. A consideration of potential lighting impacts for any overnight security lighting. Further advice in relation to CEMP requirements can be obtained from 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.

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

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

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

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

8. 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 on the Council website here:

<https://www.sheffield.gov.uk/content/sheffield/home/roads-pavements/address-management.html>

The guidance document on the website includes details of how to apply, and what information we require. 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.

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

The notice should be sent to:-

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.

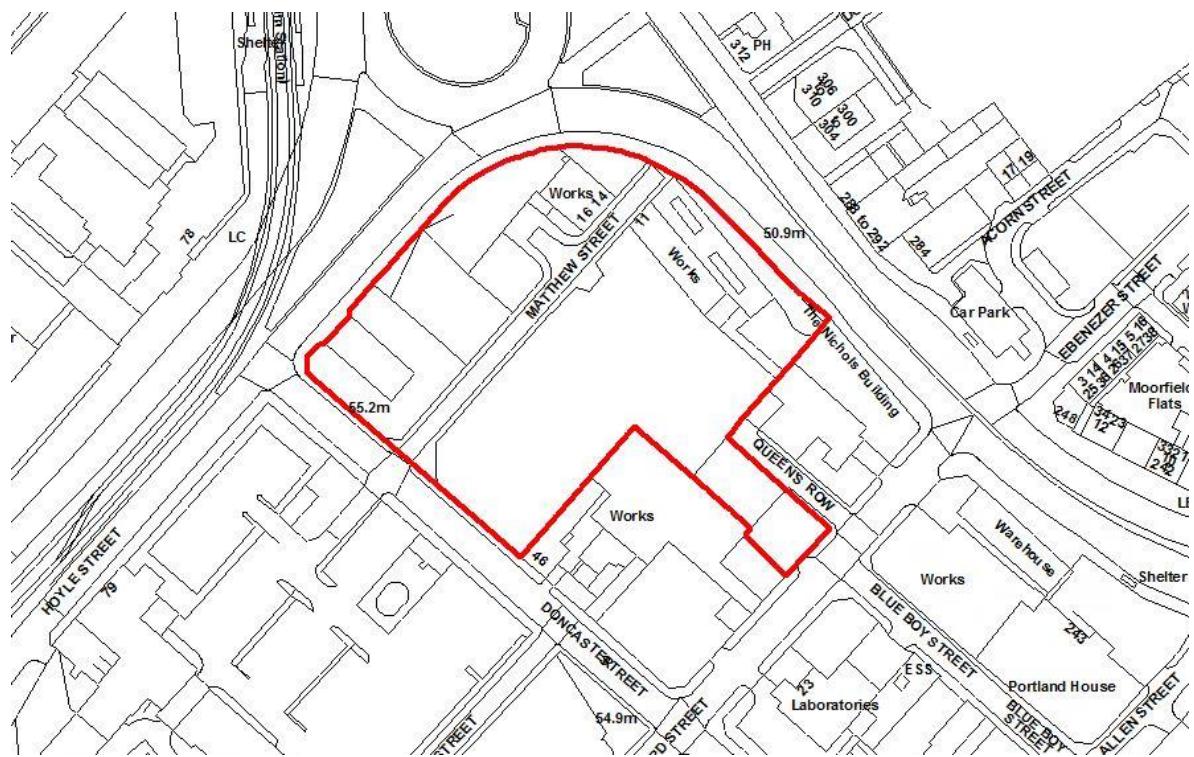
10. Compliance needs to be to a minimum with Landscape Standards:

- Preparation of the planting areas, including de-compaction and drainage, should be at least to the standards set out in BS 4428 (1989) Code of Practice for General Landscape Operations (excluding hard surfaces).
- Where appropriate all plant material will be expected to comply with and be planted in accordance with the requirements of BS 3936 Specification for Nursery Stock, BS 5236 Cultivation and Planting of Trees in the Advanced Nursery Stock Category, BS 4043 (1989) Recommendation for Transplanting Rootballled Trees and BS 4428 (1989) Code of Practice for General Landscape Operations (excluding hard surfaces).
- Planting positions for new trees will be expected to take account of the requirements of Table 3 of BS5837: 2012. Trees in Relation to Construction.
- A detailed maintenance schedule will be required in accordance with the requirements of BS 4428 (1989) Code of Practice for General Landscape Operations (excluding hard surfaces).

11. Northern Powergrid has confirmed that there is known Northern Powergrid apparatus in the area, the location of which is shown on the scanned application file.
12. 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.

Please note: You must not start work until you have submitted and had acknowledged a CIL Form 6: Commencement Notice. Failure to do this will result in surcharges and penalties.

Site Location



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LOCATION AND PROPOSAL

The application site lies within the St Vincent's Quarter of the City Centre, partially within the Furnace Hill Conservation Area (south-east part of the site) and faces onto the adjacent Kelham Island Conservation Area to the north-east,. The site relates to a parcel of land, measuring 0.9 hectares, which occupies a prominent corner position on the southern side of a major traffic island of the Ring Road, which is the main gateway into the City from the north. The site has two principle frontages, which face onto Hoyle Street and Shalesmoor, with further frontages onto Doncaster Street, Shepherd Street and Queens Row.

The site is relatively level and encompasses a number of vacant, derelict sites and low quality buildings, with areas of overgrown unkempt space and redundant hardstandings which are enclosed within by a variety of boundary treatments.

Immediately bounding the site, to the east, is the Nichols building, a 3-storey red brick building, circa mid C19, which is a building of significance but not a Listed Building; the Grade II Listed Don Cutlery Works to the south; modern residential blocks to the north-west and a large development site currently under construction on the opposite side of Doncaster Street to the south-west, which is a large mixed use development which also contains a cementation furnace, which is a designated Scheduled Ancient Monument and Grade II Listed Building.

This application seeks full planning permission to demolish the existing buildings to facilitate the comprehensive redevelopment of the site to form a mixed use development comprising of buildings arranged as a series of blocks positioned along the perimeter of the site overlooking onto a public square. The development will comprise of 500 residential units (Use Class C3) for the private rented sector, which will benefit from ancillary facilities in the form of communal lounges and a residents gymnasium, and management suite. Two ground floor, commercial units (totalling 473m²) will provide flexible use space, for Use Classes B1a, A1, A2, A3, A4 or D2 purposes. The development will provide 78 car parking spaces and communal outside space which will be hard and soft landscaped.

RELEVANT PLANNING HISTORY

18/01281/EIA – In March 2018 an Environmental Impact Assessment screening opinion request for the proposed development was made under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 to determine the need for the submission of an Environmental Impact Assessment (EIA). Following review, it was concluded that the development would not have a significant additional impact on the environment on a wider scale to warrant the submission of an Environmental Statement as part of this planning application. The impact of the proposal could be fully assessed as part of the normal planning application process.

18/01077/FUL – Approval was given by this committee for the extensive redevelopment of the former HSBC site which lies immediately adjacent to this site and incorporates the cementation furnace which is referred to in Historic England's

comments in relation to this proposal, hence its relevance. The development is currently proceeding on site.

SUMMARY OF REPRESENTATIONS

The application was advertised in February 2019 and 5 site notices were displayed on adjacent highways (27.02.2019). Following neighbour consultation, 4 letters of representation have been received; 1 in support and 3 objecting to the proposal, the latter of which have been submitted by the occupants of an existing business premises 'Cars Corner', H Harrold & Sons Ltd, who own the adjacent Don Cutlery Works and a resident of Cornwall Works.

Points raised in the letter of support include:-

- Sheffield needs more developments like this to keep us moving forward. The area is undergoing a fantastic redevelopment for homes and businesses.
- The negative aspect is that only 2 commercial units are proposed. Would like to see more retail/commercial space around the Kelham area.
- More housing creates jobs and opportunities as do additional retail/commercial units.

Cars Corner has stated that they had not been notified and that they object to the proposal as it will result in the loss of their small family run mechanical business.

H Harrold & Sons Ltd support the principle of development, noting the regeneration benefits for the wider townscape and the positive impact on the local economy, however they also object on the grounds that:-

- The proposal amounts to over-development of the site.
- Would prejudice the ability of their property to continue operating without impediment.
- Prejudice the ability to bring the property forward for development separately.
- Cause substantial harm to the character and setting of a designated heritage asset (Don Cutlery Works).

Points raised in the letter of objection from a local resident include:-

- Lack of public consultation
- Difficult to comment properly based on the information that was given it was hard to tell what the development would look like.
- Appears coldly commercial - very little that was appealing aesthetically.
- The area will certainly benefit from development
- No objection to the demolition
- Object to a 20-storey block when there is so much developable land in Sheffield.

Historic England (HE) has responded and made a number of comments, which are highlighted and assessed under the heading of 'Heritage Issues' later in the report.

Yorkshire Water has confirmed no objection to the proposal, subject to the development being carried out in accordance with the recommendations of the Flood Risk and Drainage Statement

South Yorkshire Fire and Rescue has responded, confirming that the proposal appears to be satisfactory in respect of Fire Service access to the new building, which should comply with the Building Regulations 2010, Approved Document B5 'Access and Facilities for the Fire Service'. The benefits of sprinkler systems has been highlighted and recommended.

South Yorkshire Police is supportive of the proposal but has recommended that the development be designed and built to Secured by Design standards. A number of recommendations have been put forward.

Northern Powergrid has responded, confirming that there is known apparatus within the vicinity of the site which the developer will be required to safeguard / relocate.

PLANNING ASSESSMENT

Policy Background

Section 38(6) of the Planning and Compulsory Purchase Act 2004 and section 70(2) of the Town and Country Planning Act 1990 require that planning applications are determined in accordance with the development plan unless material considerations indicate otherwise.

The Council's development plan comprises the Core Strategy which was adopted in 2009 and the saved policies of the Unitary Development Plan which was adopted in 1998. The National Planning Policy Framework published in 2018 and revised in July 2019 (the NPPF) is a material consideration (paras 2 and 212 of the NPPF).

The documents comprising the Council's development plan date back some time and obviously pre-date the NPPF, but paragraph 213 of the NPPF provides that existing policies in a development plan should not be considered out-of-date simply because they were adopted or made prior to the publication of the NPPF, and that due weight should be given to existing policies in a development plan, according to their degree of consistency with the NPPF. The NPPF provides that the closer the policies in the plan to the policies in the NPPF, the greater the weight that may be given.

Guidance in the National Planning Practice Guidance (the NPPG) further provides that "policies age at different rates according to local circumstances and a plan does not become out-of-date automatically after 5 years", and that "due weight should be given to relevant policies in existing plans according to their consistency with the National Planning Policy Framework. It will be up to the decision-maker to decide the weight to give to the policies".

However in all cases the assessment of a development proposal needs to be considered in light of paragraph 11 of the NPPF, which provides that when making decisions, a presumption in favour of sustainable development should be applied, and that where there are no relevant development plan policies, or where the policies which are most important for determining the application are out of date (e.g. because they are inconsistent with the NPPF), this means that planning permission should be granted unless:

- the application of policies in the NPPF which relate to protection of certain areas or assets of particular importance which are identified in the NPPF as such (for example SSSIs, Green Belt, certain heritage assets and areas at risk of flooding) provide a clear reason for refusal; or
- any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole.

This is referred to as the “tilted balance”.

In addition to the potential for a policy to be out of date by virtue of inconsistency with the NPPF, para 11 of the NPPF makes specific provision in relation to applications involving the provision of housing and provides that where the Local Planning Authority cannot demonstrate a five year supply of deliverable housing sites with the appropriate buffer (which for SCC is 5%, pursuant to para 73 of the NPPF) the policies which are most important for determining the application will automatically be considered to be out of date.

The Local Planning Authority is in the process of updating its five year housing land supply position but given the changed assessment regime identified in the NPPF (2018, as updated in 2019) and associated Practice Guidance, further detailed work is required. The Local Planning Authority will therefore be undertaking additional work to reflect the requirements of national policy and guidance, before publishing conclusions in a monitoring report (expected later this year). At the current time, the Council cannot demonstrate a five year supply. The Council's most recent assessment of supply, contained in the SHLAA Interim Position Paper (2017), showed a 4.5 year supply of sites, and this includes the appropriate buffer. Consequently the policies that are most important for determining this application are automatically considered to be out of date.

Set against this context, the development proposal is assessed against all relevant policies in the development plan and the NPPF below.

Proposed Residential Use

The application site is situated within a Business Area, as defined in the adopted Sheffield Unitary Development Plan (UDP), and thus, Policy IB7 ‘Development in Business Areas’ is relevant. The policy permits a variety of uses with the preferred use being Business (B1) but other uses such as small shops (A1), offices used by the public (A2), food and drink outlets (A3-A5), community facilities and institutions (D1) and leisure and recreation facilities (D2) are also acceptable. The St Vincent’s Action Plan (2004-2014) supports this designation. Both the UDP and

the Action Plan advice states that residential uses should not be discouraged if they are considered to make a vital contribution to the area. In this regard, the proposed residential element of the proposal is considered acceptable in this case, particularly given the current lack of a 5 year supply.

The Business Area designation is no longer appropriate following the adoption of the Core Strategy. Core Strategy Policy CS17, which relates to the city centre quarters, identifies St Vincent's as a mixed business, residential and educational area with links to the University of Sheffield and the legal and professional quarter, including a number of manufacturing companies. The policy 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.

The site is situated within a part of St Vincent's which is experiencing a transition, with a number of developments coming forward in recent years.

The aim of Policy CS17 is to provide a mix of uses including employment and whilst the proposal does not significantly contribute to providing a wider mix of uses, it will provide some commercial space, and in light of the site's important gateway location, the need to develop this area and the Council's lack of a 5 year housing supply, it is considered that the development will deliver greater public benefits, which outweighs this negative aspect of the development.

In terms of sensitive attention to existing commercial companies, many of the industrial sites and buildings in the immediate area are vacant pending reuse or redevelopment. However, some businesses do still remain and therefore, it is acknowledged that the relationship between the application site and the existing environment must be addressed in the assessment of this application.

Proposed Commercial Use

The development will comprise of 2 commercial units occupying the ground floor of Block D, which will provide a total internal floor area of 473 square metres. These will be used for a flexible range of uses, including Class A1 Retail, Class A2 Professional Services, Class A3 Restaurant/Café, Class A4 Drinking Establishment, Class B1a Offices and Class D2 Assembly and Leisure.

All main town centre uses are defined in Annex 2 of the NPPF, most of which would fall within that definition. All such uses are acceptable within the City Centre (under the definition of edge of centre in Annex 2 of the NPPF) but A1 uses should be subject to the sequential test. It would be hard to apply the sequential test meaningfully in this location because the nearest centres are either at Upperthorpe; Spital Hill; or the Central Shopping Area, none of which are suitable locations to serve the catchment of residents in this development. It is therefore concluded that the development will pass the sequential test. However, this is on the basis that the gross floor area of any A1 retail use is restricted to 280m², to ensure it remains small scale, serving local needs and thus, will not have an adverse impact on the vitality and viability of the City Centre or the neighbouring Local Shopping Centres. On this basis the proposal will meet the terms of the NPPF.

Density and Variety of Units

Core Strategy Policy CS26 'Efficient Use of Housing Land and Accessibility' requires appropriate housing densities to ensure the efficient use of land. Given that the site is within the City Centre, the recommended density should be at least 70 dwellings/ units per hectare. The proposal will achieve a housing density of 555 units per hectare which comfortably exceeds the minimum policy requirement.

Core Strategy Policy CS41 'Creating Mixed Communities' encourages the creation of mixed communities, which will be promoted by encouraging the development of housing to meet a range of needs including a mix of prices, sizes, types and tenures. Part A of CS41 seeks to provide a broad range of smaller households in the City, with no more than half of the new homes in larger developments (large developments being defined as 60 or more dwellings) consisting of a single house type. The proposal will provide 500 units, comprising of a mix of 4.4% studios, 48.6% 1 bed units and 47% for 2 bed units, which meets the policy requirement.

Heritage Issues

In assessing this application, it is necessary to consider the impact of the proposed development on the Furnace Hill Conservation Area and local Heritage Assets, which include Don Cutlery Works (a Grade II Listed Building), Hoyle Street Cementation Furnace (a Scheduled Monument and Grade II Listed building) and an unlisted Heritage Asset, namely the Nichols building. An initial Historic Environmental Desk-based Assessment has been submitted, together with further statements provided, in response to Historic England's comments.

The NPPF (updated July 2019) provides a wealth of guidance relating to the historic environment and the most relevant points to consider are highlighted below.

Paragraph 184 acknowledges that heritage assets are wide-ranging and are an irreplaceable resource, which 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.

Paragraph 189 states that applicants should describe the significance of any heritage asset affected, including any contribution made by their setting. The level of detail should be proportionate to the asset's importance and no more than is sufficient to understand the potential impact of the proposal on their significance.

Paragraph 194 states that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting) should require clear and convincing justification. Substantial harm to or loss of:

- a) grade II Listed buildings, or grade II registered parks or gardens, should be exceptional;

- b) Assets of the highest significance, notably scheduled monuments, amongst others, should be wholly exceptional.

Paragraph 192 states that LPAs should take account of:

- The desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- The positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
- The desirability of new development making a positive contribution to local character and distinctiveness.

Paragraph 196 states that 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.

Paragraph 200 requires LPAs to look for opportunities for new development within Conservation Areas and within the setting of heritage assets, to enhance or better reveal their significance.

Unitary Development Plan Policies BE15, BE16, and BE17 are also relevant. Such policies are principally concerned with preserving and enhancing the character and appearance of the Conservation Area and listed buildings - a high standard of design is expected together with the use of traditional materials. These policies are consistent with the requirements of the NPPF.

Archaeology

UDP Policy BE22, which relates to 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.

A Historic Environmental Desk-based Assessment Statement has been submitted, which includes consideration of the impact on archaeological evidence. The report, whilst not a comprehensive document, provides adequate evidence for the South Yorkshire Archaeology Service (SYAS) to form an opinion of the archaeological potential of the site.

It is clear that the scheme, as proposed, given its significant scale and massing, will have a significant impact on a large area containing a variety of residential and industrial activity dating to the 19th Century and with some potential for earlier remains. As such, SYAS recommends the imposition of a condition to secure an appropriate level of investigation and recording, which would include further consideration of the standing structures.

Historic/Conservation Issues

Historic England (HE) has made a number of comments about the proposed development and particular concern has been raised in respect of the impact and loss of key views on the adjacent Hoyle Street Cementation Furnace, which is considered to be of national importance as it is the only intact cementation furnace surviving in Sheffield and one of the last of its type in England and it is also a Scheduled Monument. As these elements of the monument's setting contribute to its significance, their loss will harm the overall significance of the monument.

HE do not consider that a proper assessment of the impact on the setting of the scheduled monument has been carried out, to meet the requirements of the NPPF. HE has recommended that the layout, massing and elevational treatment along Doncaster Street be reconsidered and a robust treatment to the public realm and a public art strategy which seeks to better enhance and reveal the setting of the monument is secured.

The rarity and technological interest of this 'conical' form of structure has been highlighted, which is of considerable significance. 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. 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.

HE has confirmed that the cone is currently highly visible in views from the north and north-east (Kelham Island and the A61) and that it is possible to see the iconic shape of the cone within these views, and its presence in the cityscape and its silhouette against the skyline all contribute towards its significance and setting. The development will, in their view, impact on the setting of the monument and remove the key views, harming the overall significance of the monument.

Whilst HE do not object to the principle of development on the site, they consider that the scheme does not respond positively to the presence of the Cementation Furnace or the previous playground which existed on this part of the site. HE are also of the opinion that the submitted Planning Statement and Historic Environment Desk based Assessment report fail to address this issue and seriously under value the setting and significance of the Cementation Furnace. HE considers that the above issues should be addressed to meet the requirements of the NPPF and appropriate amendments should be sought.

In response to the HE comments, a further statement (compiled by Wessex Archaeology) and a statement from the agent have been submitted, which are considered by your officers to be acceptable and satisfactorily address the concerns raised by HE. It should also be noted that the views of the cementation furnace described above are only currently possible because of the number of vacant sites and cleared plots. Indeed the redevelopment of the former HSBC site

on which the furnace sits is currently ongoing and this includes enhancing the setting of the furnace by placing it in a landscaped courtyard setting. It must be recognised that even if the application site was developed at a lower scale it would impede views of the furnace.

It is noted that HE do not strongly object to the proposal or the redevelopment of the site in principle. In respect of the impact on the furnace, your officers do not consider that the proposed development will destroy the key views of the furnace which affect the significance and setting of the building. There will be a partial loss of views towards Kelham Island, which is considered to have a negligible impact, and the spatial relationships will more or less remain the same, by virtue of the fact that the proposed development will not encroach any closer to the furnace so will have a neutral impact on its setting, given its position on an adjacent development site.

The existing highway ‘Doncaster Street’ will remain in situ and thus, will provide the same degree of separation. The development site within which it sits, has been designed to appropriately respect the significance and setting of the Furnace and has much more immediate impact on it than the redevelopment of the application site. In this regard, it is not considered that the significance of the Furnace will be eroded, such that the loss of views within an existing townscape will result in significant harm which affects the setting and significance of the Furnace. Moreover, it is argued that the principle significance of the Furnace is more related to its historical illustrative value, which will not be lost as a result of the proposed development and it cannot be argued that a semi-derelict site, as exists at the moment, enhances the setting of the monument.

It is relevant to note that the Furnace cone is at no times silhouetted against the skyline, as the topography rises to the south, and this backdrop is dominated by modern developments, which are of a larger scale than the furnace itself.

The individual buildings have been reduced in height, to respect the scale, and character of the changing townscape, being mindful of adjacent heritage assets, such as the Don Cutlery Works and the Listed/Scheduled Furnace fronting onto Doncaster Street. The scale of development will appropriately relate to the scale of new development currently under construction on the neighbouring former HSBC development site and will also respect the scale of the adjacent Nichols Building, particularly given the recent approval to increase the height of the Nichols Building with a rooftop extension and to add a significant new block to its rear elevation.

The varied elevational treatment and use of robust materials, the latter of which will include red brick, to reflect the historical character of the area, combined with the proposed public artwork reflecting the historical significance of the area, will provide a satisfactory response to the street scene and the immediate historical significance.

The impact of the proposed development on the Furnace is considered to be negligible and will not adversely affect its setting or significance. The development will meet the requirements of the NPPF.

The impact on the other heritage assets which are close to the site is also considered to be negligible and so will not harm their significance.

Design Issues

The NPPF (para. 124) states that good design is a key aspect of sustainable development and being clear about design expectations and how these will be tested, is essential for achieving this. Paragraph 127 states that developments need to contribute towards creating visually attractive, distinctive places to live, work and visit, whilst also being sympathetic to local character and history, including the surrounding built environment and landscape setting, whilst not preventing or discouraging appropriate innovation or change. Developments should establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live work and visit.

Paragraph 131 states that great weight should be given to outstanding or innovative designs which promote high level sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.

The Urban Design Compendium (UDC), adopted September 2004, outlines the vision for Sheffield's regeneration, setting out the design principles for the City Centre. The UDC puts forward recommendations where tall buildings can be accommodated within the City, and in this case, the site lies within one of these zones. The site offers the opportunity to provide a landmark building as it sits on a major junction, on a principle route from the north, into the City.

UDP Policy BE5 and Core Strategy Policy CS74 set out the design principles. Policy BE5 requires development to incorporate good design, the use of good quality materials and encourages original architecture. New buildings should complement the scale, form and architectural style of surrounding buildings and the design should take account of the natural and built features of the site.

Core Strategy Policy CS74 states that high quality development will be expected, which would respect, take advantage of and enhance the distinctive features of the City, its districts and neighbourhoods, including (a) the topography; (b) views and vistas to landmarks and skylines into and out of the City Centre; (c) the townscape and landscape character of the city's districts, neighbourhoods and quarters, with their associated scale, layout and built form, building styles and materials; and (d) the distinctive heritage of the city. Development should also contribute to place-making and be of high quality, that promotes the city's transformation, and contribute towards creating attractive, sustainable and successful neighbourhoods.

This scheme has been subject to extensive pre-application consultation in the past. The pre-application proposals were positively received and generally supported.

The site is identified as a key gateway into the city centre from the north. A comprehensive redevelopment is therefore welcomed in principle. However, the site sits within a rich context, with the Kelham Island Conservation Area to the

north-east, Furnace Hill Conservation Area abutting the site to the south-east and the Listed Don Cutlery Works and Cementation furnace adjacent to the site, the latter of which is also a designated Ancient Monument. The proposal must therefore respond to this rich and sensitive context, with the relative scale and massing, layout, architectural approach and materiality all contributing to enhancing the distinctive characteristics of the area.

Scale and Massing

The scale and massing of the buildings has previously been assessed in terms of the wider city context, by having been placed into the City 3D model at pre-application stage. It was at this time that the parameters for both scale and massing were established. The scheme has evolved and is largely in line with recommendations made at pre-application stage. The development is now considered to sit comfortably within the wider city townscape and within the views from key streets adjacent to the site.

The site sits within a Tall Building Zone in the Urban Design Compendium, however, the scale and massing of the proposal must also respond to and sit comfortably amongst the sensitive context surrounding the site. A 24-storey high tower (Block A) is proposed at the junction of Shalesmoor and Hoyle Street, which will provide a landmark at this gateway location. The scale and massing creates a robust response to the prominent corner along the ring road, which will read as the most distinctive and prominent element of the site.

The tower will be broken down into 3 distinct elements and whilst it does not in itself produce a tall, elegant form, it is sufficiently varied, creating a tiered effect, which offsets the negative effects of a wider spread footprint, resulting in a tower which appears more slender and less slab-like, responding positively to the predominant scale and massing of surrounding built form.

The immediate buildings either side of the tower are significantly reduced in height, to ground plus 7 storeys fronting onto Shalesmoor and ground plus 5 storeys fronting onto Hoyle Street. This is deliberate, to help further define the tower as a slender form within the wider views and when approaching the city centre along Penistone Road from the north.

The height of the buildings are incrementally reduced such that they will reflect the hierarchy of streets, with the principle frontages affording greater height but continuing to step down and the secondary streets stepping down proportionately. The stepping down in height is also necessary to provide an appropriate transition between the new build and the existing buildings, namely the historic Nichols building and the Listed Don Cutlery Works.

The variations in the siting, form and height of buildings, the architectural detailing, and materials, all combine to break down the mass of built form by adding visual interest to the elevations and thus, enhancing the wider townscape. Such measures are considered to be successful in mitigating the impact of this large scale, high density development.

Layout

The layout of the site is arranged as a series of buildings positioned along the perimeter of the site, with principle elevations facing onto the main highways of Shalesmoor and Hoyle Street, with inner elevations overlooking onto an area of public open space. The position of the buildings reflects the historic back of pavement arrangement. The layout and footprint of the development has been partially influenced by the existing historical street pattern, which is marked by Matthew Street and Queen's Row, being the main axis' that cross through the site. The layout will allow pedestrian and cycle routes to penetrate through the site, linking to the principle highways of Shalesmoor and Hoyle Street, which give access to the main transport modes.

The layout of the site is appropriate and responds to the existing street pattern. Two commercial uses will provide activity at street level, with entrances provided onto the main frontages of Shalesmoor and Hoyle Street. Ancillary facilities associated with the residential element of the scheme, such as a gymnasium and lounge area and management suite will also provide some level of activity onto the main frontages.

Appearance

A number of architectural changes have been made in response to Officer recommendations, which has resulted in the enhancement of principle elevations of individual blocks. A contemporary approach has been taken to the redevelopment of the scheme, which is considered to be appropriate giving the changing townscape, providing a positive response.

All the blocks will comprise of a regular grid of windows, which will be vertically orientated. A greater degree of variation has been achieved between the blocks, by means of a change in the materials and subtle differences being achieved by introducing feature brickwork and grouping of windows. Whilst the same key materials are used throughout, which links the blocks together, the level of articulation and subtle changes avoids an over monotonous frontage. Indicative sections have been submitted, which demonstrate the degree of articulation which will be achieved.

Double-height frontages will be provided at ground floor level, which will be well grounded, and will provide a robust street frontage. The slight set back of the buildings has allowed for a more generous footway to be provided, which helps to reinforce the building's importance and prominence at street level.

The development will be carried out using a simple palette of materials comprising of brick facades, with grey colour finished aluminium window and door systems, grey balustrading to match windows and doors, and metal infill panels. The blocks will be individualised, primarily by the colour of brick. The bulk of the development will be faced using a concrete brick, in grey, buff and white. This will provide a contemporary finish and a condition will be imposed requiring a sample panel to be approved prior to construction. The buildings abutting up to the neighbouring Nichols building, fronting onto Shalesmoor and the Listed Don Cutlery Works

fronting Doncaster Street will be faced in a red brick. This will provide an appropriate and sympathetic transition between the new build and the existing heritage buildings.

Tall buildings have a disproportionate impact on a place, breaking the skyline to form part of numerous views and dominating their surroundings. As a consequence, a particularly high standard of design is required: buildings with an exceptional impact require an exceptional design. With this in mind, the top section of the tower ‘the crown’ will be treated differently, by introducing a glazed bronze coloured brick, which will reflect light and provide a notable contrast to the brick. The glazed brick will also be used to the first floor of the base of the building. This will provide a crisp, contemporary finish and provide richness to the building, which is essential for this significant landmark building.

Brick reveals to openings/windows will be 75mm on floors 2 through to 19 and 187.5mm on the ground and 1st floors, and on floors 20 through to 23. The deeper reveals accentuate the ‘bottom’ and ‘top’ of the building and contrast with the smaller reveals in the middle section of the tower thus reinforcing the tripartite horizontal composition. Whilst deeper punctuations would have been desirable, in achieving greater shadowing and interest to the facades, the degree of articulation overall is acceptable.

Block E has been removed from the proposal, owing to significant amenity concerns as it was ‘borrowing’ outlook from the adjoining Don Cutlery Works wider site which would have affected its redevelopment potential in the future. It is now proposed to provide 24 surface parking spaces, with some soft landscaping introduced to the Queens Row frontage. Whilst this is not an ideal solution, given that it will be set away from the heart of the development and will not be in a highly visible location, it will not have a detrimental impact on the overall scheme. It is anticipated that this parcel of land will come forward in the future for redevelopment as part of a wider development proposal.

This is an extremely large scheme in a particularly high profile location on a gateway site into the city centre. It will dominate this part of the city and form a new landmark within the cityscape as a whole. At 24 storeys it is a tall building and subject to the expectations for exceptional design that are associated with a structure of this nature. Whilst a number of concessions have been made on the design since the earlier pre-application discussions, it will deliver an appropriate degree of articulation and richness which will meet the requirements of local design policies and the National Planning Policy Framework.

Landscaping

The site will incorporate an area of public open space at the central axis of development. A general landscaping masterplan has been submitted, which provides an indicative layout of the site, showing the extent of hard and soft landscaping. The masterplan suggests that the quality of the public realm works proposed will be satisfactory, the finer details of which will be secured by condition.

Sustainability

Core Strategy Policy CS24 seeks to maximise the use of previously developed land for new homes. Development of his site will contribute towards achievement of this aim.

Core Strategy Policy CS64, which relates to climate change, resources and sustainable design of developments, requires that all new buildings and conversions of existing buildings be designed to reduce emissions of greenhouse gases and function in a changing climate. To satisfy this policy, all new developments should achieve a BREEAM rating of Very Good. The commercial element of the scheme will be conditioned to achieve this rating.

Core Strategy Policy CS65, which relates to renewable energy and carbon reduction, requires that all significant developments should provide a minimum of 10% of their predicted energy needs from decentralised and renewable or low carbon energy.

An Energy Statement has been submitted, which indicates that photo voltaic panels will be installed with the aim to achieve the required 10%. This will be secured by condition.

The development is therefore in accordance with the adopted policies in the Core Strategy in respect of sustainability.

Amenity Issues

NPPF paragraph 127 f) states that development should create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users.

UDP Policy IB9 ‘Conditions on Development in Industry and Business Areas’ states that new development should not cause residents or visitors in any hotel, hostel, residential institution or housing to suffer from unacceptable living conditions.

Core Strategy Policy CS17 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.

Noise and Disturbance

The site is in a noisy location, given its position on a major junction on the Inner Relief Road, and a bus and Supertram route. Road traffic noise is predictably the predominant noise source. An Acoustic Report has been submitted which assess the effects of existing noise and vibration sources in the surrounding area and potential noise and vibration impact from the development on the existing nearby residents. Survey work was carried out to determine the existing noise climate, with measurements taken during the busiest and quietest times of the day and night. The report concludes that an enhanced glazing system would be required, to mitigate intrusive noise entering the residential rooms through the building envelope. It also recommends that noise limits be specified for plant and building

services at the nearest noise sensitive residential properties. The report also confirms that the potential effects of vibration from trams are low level and therefore vibration does not need to be considered.

In respect of the concerns raised by H Harrold & Sons Ltd about their ability to carry on operating without impediment, it is confirmed that the noise study took account of the operations of this business as it is recognised that the new development should not prejudice their operations. Conditions are proposed to ensure that the new development will be suitably mitigated to ensure an acceptable internal noise environment taking account of all existing factors. The development will not prejudice the ability of adjoining sites to come forward for redevelopment.

The Environmental Protection Service (EPS) has reviewed the documentation and confirmed that it is sufficient as a preliminary scoping study and that it is sufficient to establish the proposed development as broadly acceptable in principle, in terms of acoustic concerns, subject to the imposition of appropriate conditions.

Amenities of Future Residents

The proposal will provide 500 residential units, the layout of which are fairly typical, providing adequate outlook and natural daylight to all habitable rooms, although owing to the orientation and position of the proposed buildings, it is inevitable that some units will have a reduced level of light, albeit this is not considered to be significant. Satisfactory living conditions will be achieved. Some units will benefit from balconies or shared terraces, which will provide outdoor amenity space. This is particularly welcomed, as it is not always achievable given that this is a city centre location, and furthermore, it is not expected that the same level of amenity can be attained like elsewhere within the more suburban areas.

Some level of overlooking will be inevitable, by virtue of the fact that this is an 'edge of pavement' development and accommodation will face onto each other within the site itself. Satisfactory separation distances will be achieved between the blocks, such that the space will not feel claustrophobic.

Future occupants will be provided with useable, well designed outside space and adequate bin and cycle storage facilities, which will be appropriately positioned and accessible from within the site.

A Daylight Analysis has been carried out, which assesses the impact of the proposed development on surrounding properties and areas, impact of the proposed development on future users and the potential effect of solar reflections off the façade onto the surrounding area.

The report largely confirms that the proposed development will have a negligible impact on adjacent properties. However, it does identify that some neighbouring properties will be subject to a reduction in natural light, with the most affected property being the adjacent Nichol's building. This is acknowledged, however it is relevant to note that the windows which face onto the development site are heavily obscured by security grills or textured glass and as such, the report suggests that the occupants of the spaces do not have a reasonable expectation of daylight. The

Nichol's building's current use as an antique and craft centre with ancillary café also would not expect the same level of amenity as a residential use. It should also be borne in mind that planning permission (18/01639/FUL) has recently been granted for the redevelopment of the Nichol's site, which comprises of partial demolition, roof top extension and refurbishment of the building and the erection of a 7-storey block to form 48 residential units with commercial uses at ground floor level. Whilst it is not known if the planning permission will be implemented, it does give an indication of what development may come forward in the future.

Other properties are identified as being affected by a reduction in skylight and sunlight, however, it is not considered to be significant to the degree that planning permission should be withheld. The other sites are positioned on road frontages, and some are distanced away from the tower itself such, that it would be unreasonable to prejudice the redevelopment of the site, which also fronts onto a major highway.

The report confirms that the proposed development will have a negligible effect on the skylight availability at surrounding properties.

There is potential for sunlight to be reflected onto surrounding properties but it is important to note that, within an urban context, some reflection of light from glazed buildings and windows is inevitable and not unexpected.

A minority of units within the development will not achieve the ideal target baseline of daylight but given that this relates to a small percentage of the overall development, and being mindful of the urban context in which it is often difficult to achieve the ideal, it is accepted in this case but it is recognised as a negative aspect of the development.

In light of the above, it is considered that the proposed development will not adversely affect existing residents and appropriate accommodation will be provided for future residents of the site. As such, the proposal will accord with UDP Policy IB9, Core Strategy CS17 and the NPPF.

Pedestrian Level Wind Microclimate Assessment

The proposal involves the erection of a 'tall building' and it is therefore considered necessary to assess the impact of the development on the local environment in terms of the wind comfort and to ensure that a satisfactory/safe environment is maintained for residents, visitors, and other users of the site.

An Environmental Wind Desk Study was carried out in November 2018, which concentrated on the impact within the scheme. The assessment highlighted particular hotspots within the development where wind conditions were more acute and therefore required further mitigation to address the problem. Notable hotspots were identified as being in the centre of the site, where it is proposed to create an open space area and along the covered walkway leading to Shalesmoor. Recommended measures included wind porches, recessed entrances, revised door designs and appropriate landscaping.

A final report was submitted in August 2019, which takes account of the amended design (ie additional increase in the height of the tower) and confirms that the majority of thoroughfare areas in and around the proposed development would have suitable strolling or calmer wind conditions during the windiest season. The inner courtyards/areas of open space will be suitable for 'sitting' as will the covered pedestrian route leading from Shalesmoor, subject to appropriate mitigation measures, in the form of baffles along the soffit, which will provide a satisfactory and safe environment for users of the site. Figure 5 in the report also suggest that the surrounding environment would be suitable for sitting and standing, with minor areas being suitable for strolling.

Subject to the mitigation measures highlighted, the microclimate effects of the development are considered acceptable.

Highway Issues

The NPPF seeks to focus development in sustainable locations and make fullest possible use of public transport, walking and cycling. 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, in particular, Kelham Island, St Vincent's, Cathedral and Heart of the City, which offers a wide range of local services and facilities within walking distance of the site. There are also high frequency bus routes and a tram route within walking distance of the site, which provides excellent links to surrounding areas.

UDP Policy IB9 (f) states that new development will be permitted provided that it would be adequately served by transport facilities and provide safe access to the highway network and appropriate off-street parking.

The proposed development will have two vehicular accesses; one from Doncaster Street leading onto Matthew Street and the other from Shepherd Street onto Queens Row. The full extent of Matthew Street will be stopped up as all-purpose highway, therefore offering private access only. The accessibility of Queen's Row is unclear at present, owing to recent amendments on this frontage, which includes the provision of 24 car parking spaces.

The development will provide a total of 78 car parking spaces throughout the site, of which 42 parking spaces will be located within Block B and C, 12 will be on-street along Matthew Street and 24 spaces within a surface car park fronting Queen's Row. This includes the provision of disabled parking, which will be secured by condition. This level of parking accommodation, whilst acceptable in principle from a policy point of view (given its city centre location) it is acknowledged that there are known car parking pressures within the area, resulting from increased residents and commuter car parking demand. This is, in part, due to the fact that there is no Controlled Parking Zone within the St Vincent's or Kelham Island Quarters. The provision of 78 car parking spaces, as proposed, against a guideline of up to 1 space per unit, equates to 15.6% of 500 units, which

will not fully address the imbalance and resultant potential impact that this scale of development could have on the local highway network. The Council currently permits city centre development with no parking provision on the basis that this will encourage a modal shift from a private car, which will then prevent traffic congestion in the city centre. However, there is the potential that the non-provision of in-curtilage parking can displace the demand for parking spaces elsewhere within the city, particularly in locations such as this where on street parking is not controlled.

The Council has reviewed the situation and as a result, will be implementing parking controls on highways in St Vincent's and Kelham Island. In facilitating the parking controls, a financial contribution will be secured from significant developments within the Kelham Island and St Vincent's quarters of the City, given that the adverse impact on parking would be as a direct result of such developments. This will help off-set the harmful effects of the development on the highway network. A financial contribution is considered to be relevant to planning, and necessary for planning permission to be granted, and proportionate to the scale of the development, thus meeting the tests of Circular 05/05: Planning Obligations.

In calculating the financial contribution for developments, a formula has been developed, taking account of the potential development sites coming forward and the cost of the implementation of the parking control zones. This is £84.28 per bed space. Given that the proposal would provide limited car parking accommodation, this is offset from the overall financial contribution, resulting in a total of £55,371.96.

Secure cycle parking provision will be made available as well as 4 cycle hoops provided on-street for short stay visitors within the development site.

Highway improvements will be required, in the form of new footways, which will be constructed in secondary palette, as per the guidance set out in the Urban Design Compendium.

Subject to the imposition of conditions to secure the highways works, the proposed development will accord with UDP Policy IB9 and the NPPF.

Closure of Adopted Highway

This development will require the full length of an Adopted Public Highway known as Matthew Street to be stopped up, as shown coloured green on the plan attached as 'Road Closure Plan' (drawing no. 2679-PL-0511) . This is addressed in the recommendation later in the report.

Drainage

Core Strategy Policy CS67 requires developments to significantly reduce surface water run-off from the site.

A Flood Risk & Drainage Statement has been submitted and reviewed by Yorkshire Water and the Lead Local Flood Authority (LLFA).

Yorkshire Water has confirmed no objection and agrees to foul water draining to the public combined sewer and surface water discharging to the public sewer, at a rate that does not exceed 5.11 litres a second.

The LLFA has confirmed that the proposals for surface water management are acceptable and that the discharge to the combined sewer as proposed, at brownfield rates is acceptable.

Appropriate conditions will be imposed to secure full details of the proposed drainage arrangements.

Ecology

The 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.

A Phase I Habitat Survey Plan, An Ecological Assessment report and a Preliminary Bat Roosting Assessment report have been submitted with the application. The Ecology Service has reviewed the documentation and confirmed that the site provides a moderate quality feed and nesting habitat for birds, and that the loss of habitat will be substantial. This is inevitable because the site has been in a semi-derelict state for so long so it has been colonised. However, it is in the urban area of Sheffield and has always been identified as a redevelopment opportunity so the key here is to mitigate against the habitat loss.

A condition will be imposed to ensure no vegetation is removed between March and August inclusive (bird breeding season), unless a suitably qualified ecologist has undertaken a careful detailed check of vegetation for active birds' nests prior to any vegetation being cleared.

The Preliminary Bat Roosting report confirms that no bats were found emerging from any of the buildings and therefore no further survey effort is required. There are however, small cracks and crevices in the fabric of the buildings and therefore site personnel should be made aware of what to do if bats are found during demolition. This is covered in Section 5 (Recommendations) of the report. Although bats were not found in the building, they were foraging along the tree line and this should be taken into account in the landscaping.

A condition will be imposed to secure at least 5 bird and bat boxes within the development and this, together with the landscaping of the public open spaces will provide an appropriate level of biodiversity mitigation in this case.

Contaminated Land

A Geotechnical and Geoenvironmental Desk Study (November 2018) has been carried out, which states that extensive piling will be required. The preliminary recommendations are for site turnover and re-engineering of soils and made ground and then piling.

The Environmental Protection Service has reviewed the document and it has been confirmed that the submitted document is suitable for approval and as such would be referenced in a recommended condition for subsequent Phase 2 site investigations to be carried out and reported. A full suite of land contamination conditions will therefore be imposed.

Affordable Housing

The site falls within a zone where there is no requirement to provide affordable housing.

Community Infrastructure Levy (CIL)

The scheme will be liable for a contribution under the Community Infrastructure Levy, which was introduced in July 2015. The site lies within CIL Charging Zone 4 where the CIL charge is £50, plus an additional indexing charge.

RESPONSE TO REPRESENTATIONS

All the issues raised have been covered in the main body of the report.

RECOMMENDATION

The redevelopment of this long neglected and prominent site is welcomed and it will make a significant contribution to the Council's 5 year housing supply. Following extensive negotiations and alterations to the scheme over a significant time period it is considered that the proposal represents a well-considered scheme which responds well to the site context whilst respecting the adjacent heritage assets.

Having regard to all the key issues which have been addressed in this report it is considered that the development is in accordance with the adopted Local Plan and the National Planning Policy Framework and any minor negative aspects of the proposals as detailed above are outweighed in the planning balance by the wider public benefits of the scheme, which in this case are the significant contribution of the development to the city's housing supply and the redevelopment of this long-neglected and prominent site with a high quality, sustainable development.

It is therefore recommended that the application is approved 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 £55,371.96 to the Council towards the St Vincent's and Kelham Island's Traffic Management Works.

Members are also requested to confirm that they:

- a. Raise no objection to the proposed Stopping Up of the areas of highway shown on drawing no. 2679-PL-0511, subject to satisfactory arrangements being made with Statutory Undertakers with regards to such of their mains and services that may be affected.
- b. Authorise Legal Services to take all necessary action on the matter under the relevant powers contained within Section 247 of the Town and Country Planning Act 1990.

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