
Case Number	21/01999/REM (Formerly PP-09577768)
Application Type	Approval of Reserved Matters
Proposal	Erection of mixed use development comprising 2no. buildings up to 19 storeys with apartments at upper levels (Use Class C3) and ground floor retail units (Use Classes A1-A4) (Application to approve access, appearance, landscaping, layout and scale as reserved under planning permission no. 16/02518/OUT)
Location	Site Of Car Parks At Shalesmoor, Bridge Street And Plum Lane (Buildings 1A and 1B) Sheffield S3
Date Received	29/04/2021
Team	City Centre and East
Applicant/Agent	Asteer Planning
Recommendation	Grant Conditionally

Time Limit for Commencement of Development

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

Proposed Site Demolition Plan 05880_MP_00_0100
Lower Ground Level GA Site Plan - 05880_MP_00_1199 B
Ground Level GA Site Plan - 05880_MP_00_1200 M
Level 01 GA Site Plan - 05880_MP_00_1201 F
Level 02-06 GA Site Plan - 05880_MP_00_1202 B
Level 07 GA Site Plan - 05880_MP_00_1207 A
Level 08 GA Site Plan - 05880_MP_00_1208 C
Level 09 GA Site Plan - 05880_MP_00_1209 C
Level 10 GA Site Plan - 05880_MP_00_1210 C
Level 11-14 GA Site Plan - 05880_MP_00_1211 D
Level 15 GA Site Plan - 05880_MP_00_1215 C
Level 16 GA Site Plan - 05880_MP_00_1216 C
Level 17-18 GA Site Plan - 05880_MP_00_1217 A
Level 19 GA Site Plan - 05880_MP_00_1219 C
Roof Level GA Site Plan - 05880_MP_00_1220
1A and 1B South Elevations - Coloured Site Elevations - 05880_MP_04_1200-C
1A and 1B North Elevations - Coloured Site Elevations - 05880_MP_04_1201-C
1B West Elevation - Coloured Site Elevations - 05880_MP_04_1202-C
1A East Elevation - Coloured Site Elevations - 05880_MP_04_1203-C

1A West Elevation - Coloured Site Elevations - 05880_MP_04_1204-C
 1B East Elevation - Coloured Site Elevations - 05880_MP_04_1205-C
 1A and 1B Section A - 05880_MP_05_1200-A
 1A and 1B Section A - 05880_MP_05_1201-A
 Landscape General Arrangement - 1936.1-PLA-XX-XX-DR-L-0001 P11
 Hardworks General Arrangement - 1936.1-PLA-XX-XX-DR-L-0002 P05
 Levels and Drainage Strategy - 1936.1-PLA-XX-XX-DR-L-0003 P01
 Furniture General Arrangement - 1936.1-PLA-XX-XX-DR-L-0004 P06
 Softworks General Arrangement - 1936.1-PLA-XX-XX-DR-L-0005 P07
 Lighting Strategy - 1936.1-PLA-XX-XX-DR-L-0006 P07
 Tracking Layout - 1936.1-PLA-XX-XX-DR-L-0007 P07
 Boundaries - 1936.1-PLA-XX-XX-DR-L-0008 P06
 Ecological Enhancement - 1936.1-PLA-XX-XX-DR-L-0009 P04
 Artwork Strategy - 1936.1-PLA-XX-XX-DR-L-0010 P04
 Temporary Wildflower Works - 1936.1-PLA-XX-XX-DR-L-0011 P03
 Landscape GA Mark Up - 1936.1-PLA-XX-XX-DR-L-0013 P02
 Building 1A Entrance Typical Bay Study - 05880_B1_10_2201- C
 Building 1A Balconies and Windows Typical Bay Study - 05880_B1_10_2202 - C
 Building 1B Entrance Bay Study - 05880_B1_10_2201 - C
 Building 1B Upper Level and Balcony Bay Study - 05880_B1_10_2202 - C

Reason: In order to define the permission.

Approved/Refused Plan(s)

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

2. 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.

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

3. Notwithstanding the submitted plans a comprehensive and detailed hard and soft landscaping scheme for the site which includes plant species, specific hard surfacing materials and details of street furniture and bins shall be submitted to and approved in writing by the Local Planning Authority before the hard and soft landscaping works

are commenced.

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

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

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

5. Details of all proposed external materials and finishes, including sizes, fixing and 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.

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

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

7. Prior to the development being brought into use, full details of any proposed external lighting associated with the buildings and public realm hereby approved shall have been submitted to and approved by the Local Planning Authority. Thereafter, the works shall be carried out in accordance with the approved details.

Reason: In order to ensure an appropriate quality of development

8. Prior to the commencement of development of the substation, full elevational details for the substation shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall proceed in accordance with the approved plans.

Reason: In the interest of visual amenity

9. Prior to the affected residential units being brought into use, full details of screen fencing to be constructed to the roof areas identified as zones to screen apartments shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the screens shall be provided before the apartments are brought into use and maintained.

Reason: In the interests of amenity of residential occupiers.

10. No externally mounted plant or equipment for heating, cooling or ventilation purposes, nor grilles, ducts, vents for similar internal equipment, shall be fitted to the building unless full details thereof, including acoustic emissions data, have first been submitted to and approved in writing by the Local Planning Authority. Once installed such plant or equipment shall not be altered. Plant noise emission levels should not exceed the LA90 background noise level at the nearest noise sensitive receptor during the periods of operation.

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

11. No above ground works shall commence until the highway improvements (which expression shall include traffic control, pedestrian, and cycle safety measures) listed below have either:
- i. been carried out; or
 - ii. details have been submitted to and approved in writing by the Local Planning Authority of arrangements which have been entered into which will secure that such improvement works will be carried out before the buildings are brought into use.

Highways Improvements:

- i. A scheme for the provision of appropriate cycling infrastructure around and into the site that will connect to Local Authority pedestrian and cycle infrastructure in the vicinity of the development and ensure the continued safe and free movement of pedestrians and cyclists.
- ii. The highway layout in the vicinity of Spring Street/ Love Street that will ensure access to all premises is maintained and that adequate turning provision within the highway is provided.
- iii. All materials in the highway to be to Sheffield City Council specifications.

Reason: To enable the above-mentioned highways to accommodate the increase in traffic, which, in the opinion of the Local Planning Authority, will be generated by the development, and in the interests of protecting the free and safe flow of traffic on the public highway.

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

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

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

Reason: In the interests of inclusivity

14. No above ground works shall commence until a detailed management scheme for control of through traffic from Bridge Street to Corporation Street including proposals for access in the event of breakdowns or emergency is submitted to the Local Planning Authority for consideration and written approval. Any future changes to the approved management scheme must be approved in writing by the Local Planning Authority.

Reason: In the interests of road safety

15. The following Road Safety Audits must be carried out in accordance with and within the timescales of the Sheffield Road Safety Audit Standard 2018 and national guidance. The Local Planning Authority reserves the right to require the SCC Road Safety Coordinator to be part of the audit team: -
 - i. The applicant shall submit a stage 2 RSA, on completion of detailed design and before the tender documents have been submitted.
 - ii. The applicant shall submit a stage 3 RSA on completion of construction of the relevant section of highway or access to the highway.
 - iii. The applicant shall submit a stage 4 RSA post opening collision monitoring for the 12 months after opening of the highway scheme.

All audits shall be completed by appropriately qualified road safety audit engineers who shall be independent of the scheme design/process.

All issues raised by the Road Safety Audits shall be addressed by the applicant and works completed at the earliest opportunity and no later than 3 months from the date of the RSA.

Reason: In the interests of highways safety

Other Compliance Conditions

16. 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.

Attention is Drawn to the Following Directives:

1. The Local Planning Authority has dealt with the planning application in a positive and proactive manner and sought solutions to problems where necessary in accordance with the requirements of the National Planning Policy Framework.
2. As the proposed development will involve the closing/diversion of a public highway(s) you are advised to contact the Highway Records team as soon as possible with a

view to the necessary authority being obtained for the closure/diversion of the highway(s) under Section 247 of the Town and Country Planning Act 1990. This process can take several months to complete.

Principal Engineer, Highway Records
Highways Maintenance Division
Howden House, 1 Union Street
Sheffield
S1 2SH

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

3. 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.

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

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

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

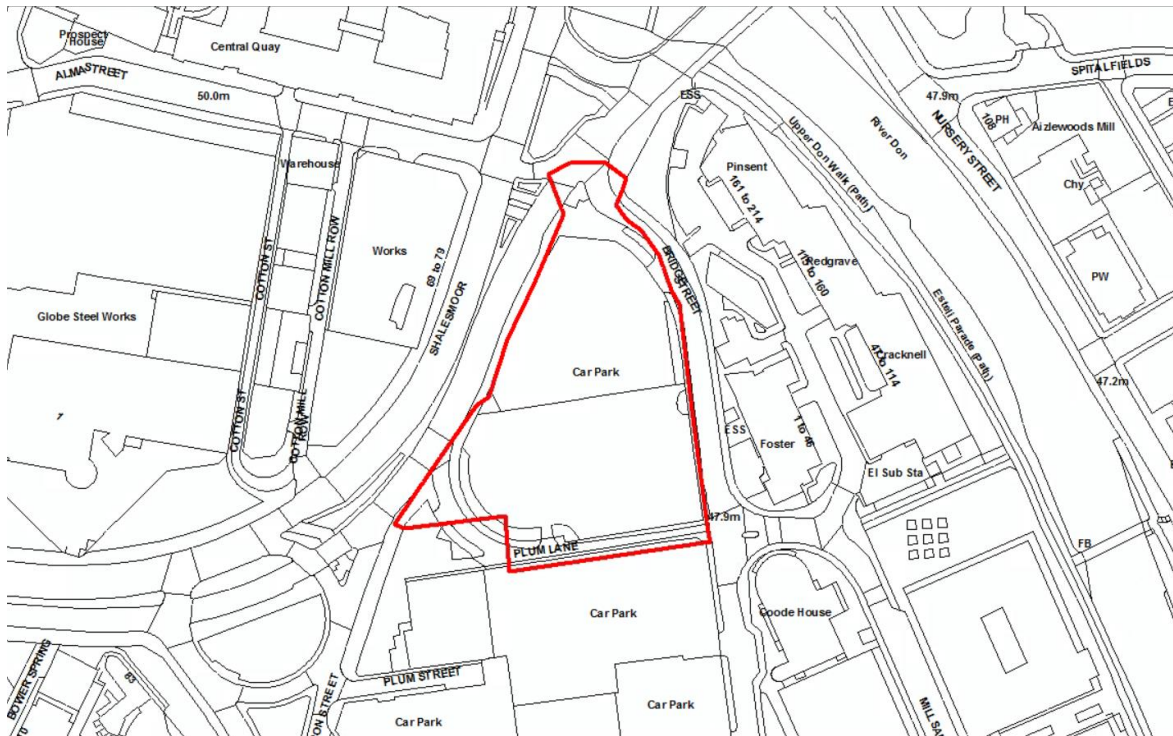
5. By law, this development requires the allocation of official, registered address(es) by the Council's Street Naming and Numbering Officer. Please refer to the Street Naming and Numbering Guidelines on the Council website here:

<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.

Site Location



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LOCATION AND PROPOSAL

This application forms part of the West Bar Square redevelopment for which Outline planning permission was granted through application 16/02518/OUT. The approved outline application was the culmination of a significant amount of work from first concept in 2002; including a development brief in 2004; outline planning approval in 2007 (the developer then went into administration); and the signing of a development agreement in 2015 with Urbo who submitted the Outline application in 2016 and this application.

The outline consent approved the demolition of existing buildings and erection of buildings to form a mixed-use development comprising offices, residential, retail and leisure uses, public realm and parking on a triangular 3.04 hectare site bounded by West Bar, Corporation Street, Bridge Street and the Inner Relief Road.

The Outline consent approved the principal access into the site with all other matters, namely access (apart from principal access) scale, layout, appearance and landscaping reserved for future approval. As part of the approval, parameter plans were granted which set the location of the public square, maximum building heights and zones where particular uses were permitted. Conditions also control the amount of each use permitted in the overall scheme.

Owing to the scale of the site the development will be phased. The first phase will cover approximately half the site and comprise two office blocks, two apartment

blocks, a multi-storey car park and the public realm including West Bar Square and Soho Yard. Separate reserved matters applications will be submitted for each part of the development.

This application seeks Reserved Matters approval for two build to rent residential buildings; Building 1A is up to 19 storeys and Building 1B is up to 15 storeys. The proposals comprise 368 apartments and 460 square metres of A1-A4 retail floorspace at ground floor.

The application site is located within the northern part of the Outline approval development area and covers an area of approximately 0.68 hectares. The site is currently used as a surface car park. Bridge Street lies to the east, Corporation Street to the west and Plum Lane to the South. To the north of the site is an existing boundary wall which provides a vehicular barrier next to the junction with the Inner Relief Road.

RELEVANT PLANNING HISTORY

21/01998/REM - Reserved matters application proposing details for the access, appearance, scale, layout, landscaping and access for an office building (Use Class B1a) with ground floor retail units (Use Classes A1-A4) – Pending Consideration

20/02999/NMA - Application to allow minor amendment to condition 58 to 'No more than 700 car parking spaces, inclusive of existing temporary car parking and any new car parking provision, shall be provided within the site before parts a, c, d, e, f and g of Part 1 of Condition 20 are completed to the satisfaction of the Local Planning Authority' (amendment to planning approval 16/02518/OUT) – Granted

16/02518/OUT - Demolition of existing buildings and erection of buildings to form a mixed use development (maximum floor space of up to 140,000 sq metres) comprising office (Class B1), residential (Class C3), hotel (Class C1) and retail and leisure (Classes A1, A2, A3, A4, A5, D1 and D2) uses, provision of public realm space and car parking accommodation (Outline application - all matters reserved except for the principal means of access to the site from the junction of Bridge Street/Corporations Street) – Granted Conditionally

07/03813/OUT - Mixed use redevelopment for Class B1 (Business). Class A1 (Shops), Class A2 (Financial and Professional), Class A3 (Restaurants and Cafes), (A4 (Drinking Establishments) , Class A5 (Hot Food Takeaways), Class C3 (Dwellinghouses), Student Housing, and Class C1 (Hotels), and associated roof plant, car parking accommodation and access – Granted Conditionally subject to Unilateral Agreement

SUMMARY OF REPRESENTATIONS

16 letters of representation have been received. The main points raised are detailed below:

- A 19 storey building will completely overshadow adjacent residential buildings and will reduce the quality of life for residents
- Will lead to a loss of daylight, sunlight and privacy
- A more detailed sun path analysis should be undertaken
- Development will completely overlook existing residents, offering a direct line of sight to windows and balconies
- Development will be contrary to right to light for existing residents
- A building of this scale is not appropriate in the context of Sheffield
- The building is out of character, is much taller than surrounding development, it will be an eyesore, it will dwarf other buildings
- Development will have a claustrophobic impact to existing residential developments and will affect mental health
- Development will lead to a loss of views
- Will result in increased car usage and associated congestion, air pollution and health impacts
- Demolition works have been noisy and begin at 7.30am
- Conditions should be placed on future development to ensure work is undertaken within reasonable hours, this is particularly important due to increased home working as a result of Covid.
- Increased noise from retail and food/bar venues
- Air pollution from construction
- Loss of car parks as a result of the development will result in the loss of convenient parking for nearby residents
- There is very little parking in the local area, this development should include parking
- Question whether more flats are needed given that fewer people want to live in town centres and there is excess supply at present
- There are many empty hotels and flats in the City Centre, the same would happen to this development
- Welcome redevelopment of site but the scale is inappropriate
- Office 03 is too close to existing residential development and needs to be moved back from Bridge Street and reduced in height
- Bridge Street is not big enough to accommodate the increased amount of traffic
- Bridge Street should remain one way to car traffic and two way to active travel, the highways changes would be downgrading a strategic cycle route
- An off road, segregated cycle path should be provided to the Inner Ring Road, the current route is not up to standards set out in LTN 1/20, Gear Change and Sheffield Transport Strategy
- The Sheffield City Centre Plan details that main roads should have separate cycle routes. The roads should be redesigned, there is ample space without affecting the proposed buildings
- Development will devalue existing residential apartments
- Development should be required to contribute significantly to the creation of public green space and should provide a multi-use open air games area for young people and children

- Area would be better used as green space with children's play area, both are lacking in the area at present
- The development should include affordable homes
- Development should provide biodiversity net gain for example by including bat boxes
- During heavy rainfall water flows from Bridge Street into the site, the development does not include flood mitigation measures
- Question sustainability of the development

Councillors Douglas Johnson, Ruth Mersereau and Martin Phipps have commented on the scheme and raised the following concerns:

- The change to make the Bridge St/Corporation junction two way will regrade the cycle lane and crossing, as well as adding more traffic to what is currently a quiet area, and worsening air pollution
- Increased traffic in the area would make the uncontrolled crossings across Bridge St at the Snig Hill end inappropriate and impact on accessibility
- Making the Bridge St/Corporation St 2 way will impact on accessibility also, it is unclear from designs whether this junction would retain a controlled crossing across Bridge St by this junction, which is important for accessibility
- Increased traffic in the area could impact on bus routes running through Millsands and West Bar
- Plum Lane would be more appropriate to be used as both an exit and entrance point to this new development for motor traffic to avoid cycle conflict
- Support the comments and requests made by Cllr Douglas Johnson on 21st and 22nd July transport in his role as executive member for Transport, including:
 - Degradation of cycle infrastructure on Bridge St and loss of one way
 - Lack of consideration for how cyclists should safely travel to the complex in the transport plan, only addressing cycle parking
 - Lack of detailed mapping of traffic flow of cyclists and walkers along Bridge St
 - We would like to see a revised transport assessment and a road safety audit addressing the above
- The loss of light, in particular caused by block 1A in this application for the Foster block and the office block 3 for Coode are of particular concern. A more detailed analysis of light loss to existing properties should be provided
- Loss of privacy, again in particular caused by block 1A of this application for the Foster block and the office block 3 for Coode. These two buildings are proposed to face existing residential developments and properties will be able to see into each other, with only a narrow road between them (Setting the proposed developments further back might be part of a solution for this, as well as considering how privacy will be impact in design)
- The construction stands to be very disruptive and loud for these buildings, as raised by residents so the hours should be controlled.
- The height of the buildings is out of character for the area. Coode at 11 storeys is currently the tallest residential building in the area, with the other

buildings in the Riverside Exchange complex only being 5-7 storeys high. 18 storey buildings are out of keeping with existing height levels

- There is a real need for green space in the area - it would be good to utilise this space to include broader amounts of green space, e.g. a park.
- Noise from the proposed commercial units needs to be addressed so that design minimises it and so that planning permission prevents the units opening too late and disturbing residents in the new development and existing residents late into the evening
- 2 disabled car parking spaces is likely below 5% of overall capacity of the workplace in the development, so we would expect 5% of overall capacity to be met in the car park for the development as well as some disabled spaces for the flats
- We also expect that the car parking will contain significant capacity for electric vehicle charging
- Space needs to be available for drop off deliveries and maintenance
- Whilst it is welcomed that there is renewable energy produced on site, it is disappointing this is only the minimum planning requirement

PLANNING ASSESSMENT

Policy Context

Paragraph 12 of the NPPF makes it clear that a presumption in favour of sustainable development does not change the status of the development plan as the starting point for decision making. Paragraph 12 continues that where a planning application conflicts with an up-to-date development plan permission should not usually be granted.

Sheffield's development plan comprises the Unitary Development Plan (1998) and the Core Strategy (2009).

Paragraph 219 of the NPPF states that policies should not be considered as out-of-date simply because they were adopted or made prior to the publication of the Framework. Due weight should be given to them, according to their degree of consistency with the Framework. Therefore the closer a policy in the development plan is to the policies in the Framework, the greater the weight that may be given.

The assessment of this development proposal needs to be considered in light of Paragraph 11 of the NPPF, which states that for the purposes of decision making, where there are no relevant development plan policies, or where the policies which are most important for determining the application are out of date, planning permission should be granted unless:

- The application of policies in the Framework that protect areas or assets of particular importance provides a clear reason for refusing the proposed development.
- Any adverse impacts of granting planning permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework when taken as a whole.

The principle of the development has been established through the approval of the Outline application, such that it is not considered necessary to repeat this assessment in full here.

In summary the redevelopment of the West Bar Site for a mixed-use development comprising high quality office space, residential accommodation, a hotel, multistorey car park and a range of A and D use classes is consistent with the aspirations of the West Bar Interim Planning Guidance, the Core Strategy and the NPPF.

Consideration will however be given to policies relevant to the more detailed aspects of the residential use including density and creating a mixed community.

The main issues for consideration as part of this application are those matters reserved from the outline approval including:

- Access and highways matters;
- Layout, appearance and scale; and
- Landscaping of the site

Consideration will also be given to other relevant issues.

The relevant issues will be assessed in relation to relevant national and local policies.

Proposed Use and Relevant Outline Conditions

Condition 52 places a limit of 2,500 square metres on the amount of retail (A1) floor space.

Condition 56 is also relevant and sets limits on the amount of floor space for different uses across the whole development site, as below:

The total combined gross floor space of the development shall not at any time exceed 140,000m² in accordance with the following minimum and maximum gross floor spaces:

- (a) Office (use Class B1a): a minimum of 51% of the total combined development floor space up to a maximum floor space of 85,000m².
- (b) Residential (use class C3) up to a maximum floor space of 50,000m² or 525 units whichever is the greater.
- (c) Retail, leisure and community (use class A1,A2, A3, A4, A5, D1 and D2) a combined a maximum floorspace of up to 5,000m² subject to the restrictions on retail (use class A1) use as identified in condition 52
- (d) Hotel (use class C1) up to 500 bedspaces or a maximum floorspace of 20,000m² whichever is the greater.
- (e) Car parking (sui generis) up to 700 car parking spaces not exceeding 25,000m²

The plans propose 368 apartments and 460 square metres of A1/A2/A3/A4 floorspace. This is the first reserved matters application for residential and falls within the parameters identified above. The total amount of retail floorspace proposed through this application and the 21/01998/REM is 705 square metres, again this falls within the limits identified in relevant conditions.

Condition 2 of the outline application approved a number of parameter plans which the development must be in accordance with. Of relevance to this are drawings which set out where C3 and A1/A2/A3/A4/A5 uses are permitted. The uses proposed through this reserved matters application are consistent with the land use parameter plans.

Density and Mixed Communities

Core Strategy Policy CS26 requires that housing development makes efficient use of land and states that the highest densities will be expected in the city centre. It goes on to set a minimum density of 70 dwellings per hectare in the city centre.

This approach is reflected in the NPPF where paragraph 125 states that where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning policies and decisions avoid homes being built at low densities and ensure that developments make optimal use of the potential of each site. It then identifies that policies should set minimum density standards for city centres. The NPPF recognises the need to boost the housing supply in paragraph 60.

It is considered that CS26 aligns strongly with the NPPF, particularly with regards to the setting of minimum density standards. As such it can be offered significant weight.

The proposed scheme has a density of approximately 541 dwellings per hectare. This is well in excess of the minimum requirements and will ensure the scheme makes efficient use of land and contributes towards the 5 year housing land supply. The proposal complies with Policy CS26 and Paragraph 125 of the NPPF.

Core Strategy Policy CS41 promotes the creation of mixed communities by encouraging development of housing to meet a range of housing needs. CS41 (a) is relevant to this application and states that a mix of housing types and tenures will be achieved by ensuring that no more than half the homes in larger development should consist of a single house type. 'Larger developments' are defined as more than 60 new dwellings and a single house type is defined as one with the same number of bedrooms and of the same design or generally similar characteristics

The NPPF highlights the importance of communities and details in paragraph 8 the social objective "to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations."

Paragraphs 61 and 62 go on to state that a housing needs assessment is required to determine the size, type and tenure of housing needed for different groups in the community.

The overarching aim of CS41 is to create mixed communities through the provision of a range of homes, this aligns with the NPPF as detailed above and can be offered moderate weight.

Building 1A will comprise of 33 studios (14%), 93 (41%) one bed apartments and 102 (45%) two bed apartments.

Building 1B will comprise of 77 (55%) one bed apartments, 42 two bed (30%) apartments and 21 three bed apartments (15%)

Across the scheme as a whole, no single unit type will account for more than 50% of the homes. The proposal includes a diverse range of unit types, this will be beneficial in creating a mixed community and is welcome. The proposal complies with relevant national and local policies in this regard.

Design (Reserved Matters: Appearance, Layout and Scale)

Policy

UDP Policy BE5 'Building Design and Siting' and Core Strategy Policy CS74 'Design Principles' set out the design principles for new developments. Policy BE5 requires development to incorporate good design, the use of high 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 respects, takes advantage of and enhances the distinctive features of the city, its districts and neighbourhoods. It also states that development should contribute to place making and contribute to a healthy, safe and sustainable environment which promotes the city's transformation and helps to transform the character of physical environments that have become run down and are lacking in distinctiveness. Development should also enable all people to gain access safely and conveniently, providing, in particular for the needs of families, children, disabled and elderly people and should contribute towards creating attractive, sustainable and successful neighbourhoods.

Policy CS76 of the core strategy sets out a series of broad criteria which identify where tall buildings will be acceptable, these criteria seek to ensure that tall buildings help define gateway sites, mark areas of civic importance, principal activity nodes or key routes, form the focal points or enhance the city skyline, reinforce topography, support the vision for the city quarters and reflect the strategic economic vision for the city. Policy CS75 c) identifies the Inner Ring Road as gateway route in need of

improvement.

Paragraph 126 of the NPPF states 'The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development'. Paragraph 130 then goes on to set out a series of requirements including that development should add to the quality of the area; have good architecture, layout and landscaping; be sympathetic to local character and history; establish a strong sense of place and create welcoming and distinctive environments

The key principles contained within the local design policies relate to providing developments that are high quality, well designed, distinctive and sympathetic to local character. These principles align closely with national policies and can be afforded significant weight.

Relevant Conditions

Condition 50 of the outline approval requires that the reserved matters applications shall be in substantial accordance with the Design Principles set out the West Bar Square Design and Access Statement dated May 2016.

Condition 2 sets out approved drawings, one of these relates to maximum heights and indicates a maximum height of AOD (including plant).

The Design Principles set out in the Design and Access Statement referenced in condition 50 of the outline approval set out 5 key character areas for the site. This application falls within the Kelham Square, Corporation Street and Bridge Street character areas.

The following design principles were set out for these character areas:

Kelham Square

- The layout and distances between buildings should reinforce the hierarchy of pedestrian routes and the north south connectivity
- Active frontages should address the square
- Articulation of key gateways will provide way finding and routes throughout the development
- The heart of the development is a pocket square
- Routes leading to the square should incorporate Flood/SuDs; public art; wayfinding and signage; street furniture; opportunities for informal amenity and gathering; high quality materials and tree planting

Corporation Street

- Amenity pavilions to activate key gateways at the entrance to West bar Square

- No.1 West Bar Square to address the corner of Corporation Street and West Bar and to act as a gateway
- Buildings to display back edge of pavement layout to reinforce the enclosure to Corporation Street
- Active frontages to address primary routes through to West Bar Square
- A taxi drop off may be incorporated close to the main pedestrian access to the square
- A primary entrance space and gateway into the site with wide areas of planting and semi mature trees
- Softworks to wrap up Corporation Street to the entrance of West bar Square
- Planting zone to include SuDs and opportunities along the route between West Bar and Kelham Island to stop and rest.

Bridge Street

- Building footprints will deliver an adjusted minimum width of 3 metres along Bridge Street
- All buildings to be back edge of pavement to reinforce the enclosure to Bridge Street
- Active frontages to be incorporated where possible
- Vehicle access to use existing highways of Love Street and Plum Street
- Articulation of key gateways
- Bridge Street is a secondary route, it should incorporate semi mature tree planting; high quality materials; vehicular drop off areas; and an uncluttered route to Kelham Island

Scale, siting and appearance

The applicant has engaged in extensive pre-application discussions with the Council, during which a number of design changes have been made. The scheme presented as part of this application is consistent with the pre-application discussions.

The proposal is for an L shaped building and a linear building running north south within the site. The layout emphasises the north south routes as required in the design principles. Building 1A runs parallel to Bridge Street and provides an appropriate enclosure to this route, including a minimum 3 metre pedestrian route.

The buildings are sited with the tallest part closest to the junction of Bridge Street and Corporation Street, providing a prominent gateway to the northernmost part of the site. The buildings are positioned with a separation distance between them of between 15 and 22.5 metres; the area between them is a public square shown as Soho Square on the plans but referred to as Kelham Square in the outline consent. This is secondary to the main West Bar Square to the south, but provides important public and visual amenity.

Active uses are included on the elevations around the public square and main pedestrian routes through the site, creating activity and surveillance. The main

entrances to the buildings are also accessed off the square, increasing activity and ensuring well overlooked entrances to create increased safety.

The scale of the buildings varies between 10 and 19 storeys, with the highest part being at the maximum height set out in the parameter plans (109.3m AOD). The lower parts of the building have been sited to allow sunlight into Soho Square.

The scale of the buildings is significantly taller than surrounding development, which is at a maximum to the east of the site, being between 6 and 8 storeys at Millsands and 11 storeys at Coode House. However, it is considered that the application site acts as a gateway to West Bar and Kelham Island and can accommodate a building of this scale. The height will mark the site as a gateway and act as a landmark for the site and the Kelham Island Area. The scale of the building will support the regeneration and strategic vision for this important edge of City site. Core Strategy Policy CS76 identifies tall buildings are appropriate when they create landmarks in strategic locations such as this.

Buildings 1A and 1B have been designed with separate and distinct architectural approaches.

Building 1A is a linear building varying from 10 to 19 storeys. The design intent is to reflect the landscape and geology of the Peak District through horizontal 'strata'. The building has a strong horizontal emphasis and will include deep reveals and balconies to help break up the massing. The building will be constructed from a buff/light grey mixed brick stock.

Building 1B is a brick built L shaped building varying from 8 to 15 storeys in height. The design is more regular and ordered, reflecting the urban location and Kelham Island Conservation Area opposite the site. The proposal is to be constructed from buff/light red brickwork with patterned brick panels to add visual interest and break up the massing. Details indicate deep window reveals, with metal louvres and balconies, again these break up the massing and add visual interest.

Overall it is considered that the buildings are well designed and detailed and will be of high quality. The combination of the buildings will both reflect the character of the area whilst adding something distinctive and unique.

In light of the above, it is considered that the proposal is for well designed, high quality buildings that are suitable for this gateway location. The development is in line with the approved parameter plans and the design principles set out in the original design and access statement.

A substation is shown to the north of the site. This is a functional requirement and has been designed to be sited within a single-storey brick building constructed from materials to match Building 1A. Elevational details have only been submitted for two sides and so the final details will be secured by condition.

Heritage Implications

Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 says that Local Planning Authorities shall have special regard to the desirability of preserving listed buildings or their setting or any features of special architectural or historic interest which they possess. Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that special attention shall be paid to the desirability of preserving or enhancing the character or appearance of conservation areas. The local and national planning policies referred to below reflect these statutory duties.

Unitary Development Plan Policy BE16 “Development in Conservation Areas” requires development to preserve or enhance the character or appearance of a conservation area.

Policy BE19 “Development Affecting Listed Buildings” is relevant and states that proposals for internal alterations will be expected to preserve the character and appearance of the building, and where appropriate, to preserve or repair original details and features of interest.

Chapter 16 of the National Planning Policy Framework 2019 (NPPF) Conserving and Enhancing the Historic Environment states that heritage assets are an irreplaceable resource which should be conserved in a manner appropriate to their significance. Paragraphs 194-203 are relevant and advise that the significance of a heritage asset should be considered and that local planning authorities 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 Framework goes on to state that great weight should be given to the heritage asset’s conservation and that any harm to the significance of a designated heritage asset needs clear and convincing justification. 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.

It is considered that the principles of the local and national policies in relation to the conservation of heritage assets are closely aligned. However, the NPPF provides greater detail on how to assess and consider impact, including introducing the principles of ‘substantial harm and less than substantial harm.

The site is located opposite Kelham Island Conservation Area. However, it is not within the Conservation Area and is separated by the wide Inner Ring Road. The ring road provides a clear separation to the Conservation Area and the listed buildings it contains, with the character differing across each side of the highway. Although the proposal is tall and prominent it is not viewed within the context of the Conservation Area owing to the barrier created by the highway. As such it is considered that the development will not have a harmful impact on any heritage assets.

Highways and Access

Policy IB9 (f) expects development to be adequately served by transport facilities, provide safe access to the highway network and appropriate off-street parking.

Paragraph 110 of the NPPF states that in assessing applications it should be ensured that:

- Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location
- Safe and suitable access to the site can be achieved for all users; and
- Any significant impacts from the development on the transport network (in terms of capacity and congestion) or on highway safety, can be cost effectively mitigated to an acceptable degree

Paragraph 111 of the NPPF states that new development 'should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe'.

Paragraph 112 goes on to state that priority should be first given to pedestrian and cycle movements and second to facilitating access to high quality public transport.

Trip generation and traffic modelling was undertaken as part of the Outline approval and these assessments are still relevant. The application site is in a highly accessible location close to a wide range of services, employment and education and within close proximity to a range of public transport.

The principal means of access into the site from Bridge Street was approved through the outline application. Condition 20 of the outline approval requires that before 46,000m² of gross internal floor space is brought into use, amendments to the Bridge Street Junction with the Inner Relief Road to enable two way traffic shall be implemented.

Vehicular access to the residential buildings will be via a realigned Plum Lane which will become a private estate road. Plum Lane will be accessed by Bridge Street and will have rising bollards part way down. The bollards will allow through traffic for service vehicles who will access onto Corporation Street. All other vehicles including taxis and private vehicles will be prevented from having through access by the bollards and will be able to turn in the turning area.

The number of service vehicles is expected to be low and management of the access road including the rising bollards will be the responsibility of Urbo.

A new servicing layby will be provided off Bridge Street to allow servicing of Building 1A.

Pedestrian access to the site will be provided from Plum Lane, Bridge Street and Corporation Street. The site will be permeable to pedestrians and will link with through routes from the rest of the West Bar Square development site.

Bridge Street is a suggested cycle route and a number of representations have raised concerns about the impact on cyclists of turning this into a two-way access. It is highlighted that permission was given to allow Bridge Street to be two-way at the junction with the ring road through the outline application. Condition 20 (part 3b) requires improvement to pedestrian and cycle safety and access to the site associated with each relevant phase. As such further consideration to cycle safety will be given when this condition is discharged.

It is also noted that improvements to the cycle infrastructure are being made around the site as part of the Connecting Sheffield City Centre project.

Condition 21 states:

“Each reserved matters application shall be accompanied by full details of suitable and sufficient cycle and motorcycle parking accommodation in accordance with the Council's most up to date cycle parking guidelines. The details shall include the shower/changing/drying and storage facilities to be provided within that phase/building. The development shall not be used unless such cycle and motorcycle parking and facilities have been provided in accordance with the approved plans and thereafter retained.”

The plans indicate that cycle parking will be provided in each building. A total of 184 cycle spaces will be provided for residents, this is in line with guidelines. However, due to ground floor constraints including plant, bin stores and receptions it has not been possible to allocate cycle spaces proportionate to the number of apartments in each building. Consequently, the cycle parking is concentrated in Building 1B (104 spaces for 140 apartments) whilst Building 1A only has 80 spaces for 228 apartments. This is not ideal, however the constraints of the buildings are acknowledged and residents will be able to access both buildings.

Cycle parking will also be provided in the commercial units and short stay parking will be provided in the public realm.

No parking is proposed as part of this application; however 450 parking spaces will be provided in a multi-story car park which will be the subject to a separate reserved matters application. In addition to general parking, this will also provide disabled parking and motorcycle parking. The Transport Statement indicates that the Multi Storey Car Park will be completed at the same time as completion of No.1 West Bar.

The Council's Highway Officer has confirmed that the Stage 1 Road Safety Audit reports no issues for the proposals for this area of the site. Cycle facilities along Bridge Street including connection to nearby existing or proposed cycle facilities will be reviewed, and any issues will be addressed as required by condition in the outline approval. The applicant will be required by condition to undertake and carry out works to correct any issues raised in Stage's 2, 3 and 4 Road Safety Audits.

It is acknowledged that objections to permitting 2-way travel along Bridge Street

have been made. However, to develop this site the applicant requires vehicular access, and there are inherent problems with any choice of access to this site. It was determined that immediate access between a carpark and the inner relief road would be detrimental to highway safety, it was also agreed that a large number of vehicles should not be forced to go onto the West Bar Grey to Green route, which would be the consequence of Bridge Street remaining one way. The remaining option was therefore to permit travel in both directions along Bridge Street which will have the least detrimental impact on highway safety.

Given that the left slip lane was conditioned before the latest IRR scheme was designed it was always envisaged that it would have to be accommodated. At the time of assessment (IRR feasibility stage), traffic volumes on Bridge Street even after the committed development is fully occupied, will permit cyclists to use Bridge Street with all other traffic (based on daily two way movements) in line with the new 2020 guidelines of LTN 1/20. There is a condition on the outline approval to review cycle and pedestrian facilities around the site (should anything further be required on Bridge Street at a later date). This has been discussed with the applicant and further cycling facilities have been proposed but not yet confirmed in detail. On predicted traffic volumes the Council's Transport & Traffic Design & Delivery Service set out a design which requires a safe way for cyclists to transition between the segregated crossing and Bridge Street which they can do through the slip on / off at the end of the proposed island.

The time scales for the development may have resulted in some confusion and in considering the proposed development Members need to note that the outline permission for this scheme was granted before the council transport schemes were proposed or new government guidance was provided but safeguards are in place to ensure these proposals safely tie in to the Council's scheme.

In light of the above the proposal is considered to be acceptable in highway terms and complies with the relevant national and local policies.

Access

Policy BE5 'Building Design and Siting' of the UDP requires that designs should meet the needs of users, particularly people with disabilities.

The NPPF, in paragraphs 92, 93 and 127, encourages a high standard of design and inclusivity for all members of communities using a development

The building and public realm have been inclusively designed to enable access for all. A number of amendments have been made during the course of the application to improve the accessibility of the proposal and in particular the public realm. The scheme complies with the requirements of local and national policy in this regard.

Landscaping

UDP Policy BE6 expects good quality landscape design in all new developments.

This requirement is reflected in paragraph 130 (b) of the NPPF which states developments should be 'visually attractive as a result of good architecture, layout and appropriate and effective landscaping'. These policies align strongly and therefore significant weight can be attached to Policy BE6.

The public realm to be provided as part of this application includes the footways around the site to Corporation Street and Bridge Street, the construction of Plum Lane and the public space at Soho Yard and Soho Square. The scale of the public square is considered to be appropriate to provide amenity value and an appropriate enclosure between buildings.

The detail submitted with the application indicates that SuDs rain gardens will be provided along the Corporation Street frontage up to the junction with Corporation Street. This will continue the Grey to Green scheme at West Bar and soften the urban edge, it is welcome, although additional details are required.

Plum Lane will provide access into and through the site as detailed in the highway section. The route is hard surfaced with some planting and trees to soften the appearance.

Soho Yard and Square will provide the primary pedestrian route through the site. To the north a retaining wall is to be removed and graded and stepped access provided, this offers an improved access and links to the Kelham Island Area to the north and is welcome.

The public realm is predominantly hard surfaced, interspersed with trees, planted beds and soft landscaping to soften the area. Soho Gardens provides lawn areas with seating, it offers a more meandering route through providing a residential scale and amenity for residents.

Temporary landscape works are proposed to the south of Plum Lane before the next phase of the development is delivered. The temporary works will provide wildflower meadow planting, this will add visual interest until the next phase comes forward and a permanent solution is provided.

Whilst the design intent is generally acceptable there are a number of issues with the detail shown which need further consideration. Detailed comments have been passed on to the developer and will be addressed through conditions which will be attached to this approval.

In accordance with the above, the landscape principles proposed are acceptable and comply with relevant policies.

Security

South Yorkshire Police have provided comments on the scheme in relation to safety and security.

Paragraph 97 of the NPPF states that Planning policies and decisions should promote public safety and take into account wider security and defence requirements by: a) anticipating and addressing possible malicious threats and natural hazards, especially in locations where large numbers of people are expected to congregate....appropriate and proportionate steps that can be taken to reduce vulnerability, increase resilience and ensure public safety and security.

Consultee comments have been passed onto the applicant so that they are fully aware of the key matters. In their response to consultation document the applicant responds to the comments made and details the proposed security measures.

These include a secure line to be provided to the entrance to the site in order to protect against hostile vehicles. The measures proposed include raised edge to planting, tree planting, sunken planting and bollards or lighting columns to form a secure line. Limited car movement through the site, controlled by bollards; doors designed to resist attacks; installation of Access Control Systems to allow access to authorised site users only; installation of video surveillance; installation of Intruder Detector Systems and alarms; creation of Security Management Plan and Emergency Management Plans.

Amenity

Policy IB9 (b) of the Unitary Development Plan states that development should not cause residents or visitors in any hotel, hostel, residential institution or housing to suffer from unacceptable living conditions.

Paragraph 130(f) of the NPPF states the 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 and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience'.

The principle aims of IB9 (b) and H5 are to ensure that existing and future users have a good standard of amenity. This aim is robustly reflected in paragraph 127 of the NPPF and as such it is considered that significant weight can be attached to the local policies.

Future Residents

The floor plans indicate that the residential accommodation will ensure that all habitable rooms have a window ensuring a source of natural light and outlook. The apartments are spacious and sizes are greater than some others granted elsewhere in the City. The separation distances between Buildings 1A and 1B vary between 15 and 22 metres, this is appropriate for an urban environment and sufficient to ensure unacceptable overlooking does not occur.

Acceptable noise conditions will be provided for future residents, condition 36 of the

outline application sets criteria for internal noise levels.

Existing Residents

The nearest residential properties are located to the east of the site at Foster Millsands. This is separated from Building 1A by a minimum distance of approximately 12 metres, increasing to approximately 21 metres to the south of the block owing to the angled building line of Foster Millsands.

The closest separation distance detailed above exists between a 16 storey part of Building 1A and one of the Millsands blocks. Greater separation distances exist between the taller element of the building and the Pinset and Redgrave Millsands blocks.

These distances are considered to be appropriate for an urban location such as this and are similar to others found elsewhere across the city. Whilst there will be a degree of mutual overlooking between the developments, this can be expected of a dense City Centre Environment where residents cannot be expected to enjoy the same levels of privacy as a suburban area.

The development is no closer to the highway than the Millsands development and to prevent development of a similar siting would be unreasonable and contrary to other permissions in the immediate locality. Furthermore, the siting to the back edge of the footway is considered necessary and desirable from an urban design perspective.

A distance of over 25 metres separates the development from Coode House, this is sufficient to ensure there is not an unacceptable loss of privacy.

All other residential developments and in particular those in Kelham Island are separated by such a distance that the development will not have a detrimental overbearing or overlooking impact.

Residents have raised concerns that the development will result in the loss of views, this is not a material planning consideration.

A daylight and sunlight study has been requested to enable a full evaluation of the impacts of the development on neighbouring residents to be understood. The applicant has declined to submit such a study and states that the height is in accordance with the approved parameter plans. This is correct, the outline approval approves the maximum height of the development across the whole of the application site. A sunlight study was submitted with the outline approval and the impacts of the development on residents to Bridge Street were considered and found to be acceptable.

In approving the parameter plans for height the impact on surrounding developments was considered and has been established. Whilst it would have been desirable to understand the specific impacts of the proposal in more detail, given that the

maximum height has been approved though the outline approval the request for a survey is not an essential requirement.

The development will provide acceptable amenity for future residents and will not have an unacceptable impact on the amenity of existing residents. As such it complies with relevant local and national policies in this regard.

Noise

Paragraph 185 (a) of the NPPF requires the mitigation and reduction to a minimum of potential adverse impacts resulting from noise from new development and to avoid noise giving rise to significant adverse impacts on health and the quality of life.

Noise was assessed at the outline stage and a number of conditions attached to the approval to ensure that the development would create a suitable noise environment for future users and would not result in unacceptable noise or disturbance during construction or when in use.

The current application is for residential use with commercial uses at ground floor, owing to the relationship between these uses it is considered necessary to add an additional condition in relation to noise to ensure the commercial uses do not have a harmful impact on the noise environment of the residential accommodation.

Contaminated land

Paragraph 183 of the NPPF requires that planning decisions take account of ground conditions and any risks arising from land instability or contamination.

Contamination was assessed at the outline stage and relevant conditions applied to the approval. It is not necessary to carry out an additional assessment.

Wind Impacts

It is commonly acknowledged that tall buildings can have an adverse impact on the local wind microclimate, resulting in a detrimental effect on pedestrian comfort levels and in the most severe cases, in wind safety issues.

An updated wind assessment has been submitted in support of the application. This uses the Lawson Comfort Criteria to analyse pedestrian comfort. This demonstrates that the wind conditions for the development will be generally calm with all amenity areas having conditions suitable for their intended use. The entrances will similarly have wind conditions suitable for their intended use. The scheme does not introduce any wind safety concerns.

It is concluded that the development will be acceptable with regards to wind impacts.

Sustainability

A key objective of local and national policy is the pursuit of sustainable development. The NPPF details three overarching principles of sustainable development; an economic objective; a social objective and an environmental objective.

Condition 31 of the outline approval states:

A sustainability report shall be submitted to the Local Planning Authority for approval with each reserved matters application which reviews the standards set out in condition numbers 17 and 30 and considers whether the sustainability measures should be enhanced in the light of relevant local and national policy and guidance at the time. The report shall include details of how the above mentioned standards are to be achieved and of any additional sustainability enhancements as agreed. The approved details shall be implemented before the relevant buildings are occupied.

Condition 17 requires the development to provide 10% of its energy requirements from a renewable or low carbon source whilst condition 30 requires the development to meet a minimum rating of BREEAM very good.

In economic terms the development will form part of the wider West Bar Square redevelopment. The inclusion of residential accommodation into the redevelopment will help to support the redevelopment of the area which will have significant economic benefits.

The social benefits of the scheme include the regeneration of the West Bar area to create a vibrant and attractive mixed use area with new residential, commercial, leisure and employment uses alongside an attractive public square and public realm.

In environmental terms the site is sustainably located and in close proximity to a range of excellent public transport options. The proposal will enhance the built environment and includes a number of measures to reduce its impact on the environment as detailed below.

Core Strategy Policy CS64 'Climate Change, Resources and Sustainable Design of Development' expects all new buildings to be energy efficient and to use resources sustainably.

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

A sustainability statement has been submitted with the application, this details that the building will achieve a BREEAM excellent rating and will provide at least 10% of its energy from renewable sources, at present this is described as being through solar photovoltaic panels, air source heat pumps and heat recovery. Further details will be submitted as part of the discharge of conditions for the outline approval.

In addition, the development will provide a number of sustainable features, including

cycle parking, a green roof, low energy and smart lighting systems to reduce usage and SuDs.

Overall, the scheme is considered to represent sustainable development and meets the relevant policy and condition requirements.

Flood Risk and Drainage

Paragraph 159 of the NPPF states that 'inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk. Where development is necessary in such areas, the development should be made safe for its lifetime without increasing flood risk elsewhere'.

Core Strategy Policy CS67 'Flood Risk Management' seeks to ensure that all developments significantly limit surface water run-off and utilise sustainable drainage systems where feasible and practicable.

The NPPF details at paragraph 169 that major development should incorporate sustainable drainage systems unless there is clear evidence that this would be inappropriate. Policy CS67 and paragraph 169 of the NPPF are considered to closely align and therefore significant weight can be attached to the local policy in this instance.

These issues were fully assessed at outline stage and relevant conditions attached. The site is located in flood zone 2, condition 15 and 41 set out the requirements in relation to flooding. Condition 15 requires the overland flow of water between Corporation Street and Bridge Street to be maintained and directed away from building entrances. Condition 41 includes a number of criteria which the development must comply with as below:

The development permitted by this planning permission shall be carried out in accordance with the approved Flood Risk Assessment (FRA) dated October 2015 Project Ref:32139/4001 Rev:D prepared by Peter Brett Associates LLP and the following mitigation measures detailed within the FRA:

1. Finished floor levels of the residential developments are set no lower than 49.2m above Ordnance Datum (AOD).
2. Finished floor levels of the commercial developments are set no lower than 48.9m above Ordnance Datum (AOD).
3. Flood Resilience and resistance measures will be incorporated into the proposed development as stated in the FRA.
4. Habitable spaces of residential development shall not be located on the ground floor of the development, except adjacent to Bridge Street.
5. Basement areas are only to be used for car parking or other non-sensitive uses with such other non-sensitive uses being agreed in writing by the Local Planning Authority in consultation with the Environment Agency.
6. Basement parking areas shall be free from flooding during the 1% (1 in 100) plus climate change flood event plus 300mm freeboard, by application of raised entrances or mechanical barriers where necessary to a level of 48.9m AOD.

7. Adequate protection of buildings mechanical/electrical plant and utility services will be incorporated into the development, either by exclusion from basement parking areas or raising the plant above 48.90m AOD (i.e. the 1 in 100 plus climate change flood level plus 300mm freeboard).

8. The overland surface water flow is maintained between Corporation Street and Bridge Street and directed away from building entrances.

In accordance with the above condition the information submitted with the application demonstrates that the residential and commercial finished floor levels comply with parts 1 and 2 of condition 41. Furthermore, there are no habitable residential spaces at ground floor and the only uses at lower ground level are bin and cycle stores which are not sensitive uses.

The levels information submitted with the application demonstrates that flows through the site will be maintained from Corporation Street to Bridge Street and directed away from building entrances.

The submitted detail complies with the requirements of condition 41.

Conditions 13 and 14 of the outline application require further approval of the final drainage scheme and this information will be submitted by the applicant in due course.

The information submitted in support of flooding and drainage is consistent with the outline approval and conditions and does not raise any additional issues. As with the original assessment these matters can be satisfactorily dealt with by condition

Other Matters

Public Art, Archaeology, Ecology, Biodiversity and Air Quality were all considered as part of the outline approval and subject to conditions. No further assessment is required as part of this reserved matters application.

RESPONSE TO REPRESENTATIONS

The main points raised in neighbour representation have been addressed in the above report. Those which have not are considered below:

- Issues of excess supply of apartments and lack of demand are raised, however the Government seeks to boost the supply of new homes and this application will support this aim
- It is highlighted that an Outline planning approval has already been granted on the site. The Outline approval grants permission for the redevelopment of the site and sets a number of parameters in relation to height and use amongst other things, the current application complies with these parameters.
- Noise and dust impacts during construction are controlled by conditions 8 and 9 of the outline approval which require the submission of a Construction Environmental Management Plan and measures to control dust. These conditions have already been agreed for the demolition phase.

- Impacts on Air Quality were considered at Outline stage.
- Highways issues are considered in the report and in the outline report. The final details of the highway improvements will be covered in detail in the Highways Section 278 legal agreement. Discussions between the applicant and the highways design team are already underway. This will include the cycle infrastructure. It is understood that Cllr Johnson attended a meeting with the development team and highways service on 2 August to discuss the cycle infrastructure.
- Loss of view and impact on prices are not material planning considerations.
- In relation to the provision of green spaces / public park, the outline approval incorporates grey to green sustainable landscape proposals; very generous pavement widths; high quality public realm including two new public spaces (West Bar Square and Soho Yard)
- Additional disabled parking and Electric Vehicle Charging provision will be made in the multi-storey car park application which is due to be submitted shortly

SUMMARY AND CONCLUSION

The Reserved Matters application for two residential buildings to the north part of the West Bar Square redevelopment site is broadly consistent with the detail submitted at outline stage, including the parameter plans and conditions.

The proposed development is well designed and will create landmark buildings, the quality and scale of which is appropriate for the gateway location to the north of the wider redevelopment site.

The development will provide a much needed boost to housing supply with a broad range of unit sizes, which is to be welcomed.

The development is acceptable in terms of the matters reserved by the outline approval, namely scale, siting, layout, landscaping and access and all other material considerations considered in the report. The scheme complies with the relevant local and national planning policies when taken as a whole and is recommended for conditional approval.