
Case Number	22/01205/FUL (Formerly PP-11036661)
Application Type	Full Planning Application
Proposal	Erection of Advanced Manufacturing and Testing Facility with associated accommodation including test areas, substation, compounds, service yard, parking, landscaping, access and ancillary works (Building over 18m to top of higher parapet)
Location	University Of Sheffield Innovation District Sheffield S9 1XU
Date Received	22/03/2022
Team	City Centre and Major Projects
Applicant/Agent	DLP Planning Ltd
Recommendation	G Conditional Subject to Legal Agreement

Time limit for Commencement of Development

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

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

Approved/Refused Plan(s)

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

Drawing Number G1123 BBA XX ZZ DR A 1005 P08 (Proposed Planning Application Site Plan) published 24.3.2022

Drawing Number G1123-BBA-XX-00-DR-A-2201 P11 (Proposed Ground Floor GA Floor Plan (Full)) published 26.5.2022

Drawing Number G1123-BBA-XX-00-DR-A-2203 P12 (Proposed Office Block Ground Floor GA Floor Plan) published 26.5.2022

Drawing Number G1123-BBA-XX-01-DR-A-2203 P12 (Proposed Office Block First Floor GA Floor Plan) published 26.5.2022

Drawing Number G1123-BBA-XX-02-DR-A-2203 P12 (Proposed Office Block Second Floor GA Floor Plan) published 26.5.2022

Drawing Number G1123-BBA-XX-RF-DR-A-2201 P08 (Proposed Roof GA Plan (Full)) published 26.5.2022

Drawing Number G1123-BBA-XX-RF-DR-A-2203 P11 (Proposed Office Block Roof

GA Floor Plan) published 26.5.2022
Drawing Number G1123-BBA- XX-ZZ-DR-A-1004 P13 (Proposed Site Plan)
published 26.5.2022
Drawing Number G1123-BBA-XX-ZZ-DR-A-1005 P09 (Proposed Planning
Application Site Plan) published 26.5.2022
Drawing Number G1123-BBA-XX-ZZ-DR-A-3201 P11 (Proposed GA Elevations
Sheet A) published 26.5.2022
Drawing Number G1123-BBA-XX-ZZ-DR-A-3202 P11 (Proposed GA Elevations
Sheet B) published 26.5.2022
Drawing Number G1123-BBA-XX-ZZ-DR-A-3203 P10 (Proposed GA Elevations
Sheet C) published 26.5.2022

Reason: In order to define the permission.

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

3. 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.

4. No phase of the development (including works of construction, enabling, engineering or preparatory works), shall take place until a Highway Management Plan (HMP) relevant to that particular phase has been submitted to and approved by the Local Planning Authority.

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

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

material storage areas.

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

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

5. No development shall commence until a Biodiversity Enhancement Plan has been submitted to and approved in writing by the Local Planning Authority.

The plan shall include the following.

- a) Purpose and conservation objectives for the enhancement plan.
- b) A detailed plan of the finished landforms and habitats to be created.
- c) Timetable for implementation.
- d) Persons responsible for implementing the works.
- e) Details of initial aftercare and long-term maintenance.
- f) Details for monitoring and remedial measures.
- h) Ongoing monitoring and remedial measures.

The Biodiversity Enhancement Plan (BEP) shall also include details of the legal and funding mechanism(s) by which the long-term implementation of the plan will be secured by the developer with the management body(ies) responsible for its delivery. The development shall thereafter be carried out in accordance with the BEP.

Reason: In the interests of biodiversity.

6. No development shall commence until details of a biodiversity net gain plan has been submitted to and approved in writing by the Local Planning Authority. The plan shall demonstrate how a minimum 10% net gain shall be achieved. Thereafter, the development shall be carried out in accordance with the measures incorporated in the biodiversity net gain plan.

Reason: In the interests of improving biodiversity

7. No development shall commence until a report has been submitted to and approved in writing by the Local Planning Authority, identifying how a minimum of 10% of the predicted energy needs of the completed development will be obtained from decentralised and renewable or low carbon energy, or an alternative fabric first approach to offset an equivalent amount of energy. Any agreed renewable or low carbon energy equipment, connection to decentralised or low carbon energy sources, or agreed measures to achieve the alternative fabric first approach, shall have been installed/incorporated before any part of the development is occupied, and a report shall have been submitted to and approved in writing by the Local Planning Authority to demonstrate that the agreed measures have been installed/incorporated prior to occupation. Thereafter the agreed equipment, connection or measures shall be retained in use and maintained for the lifetime of the development.

Reason: In order to ensure that new development makes energy savings in the interests of mitigating the effects of climate change and given that such works could be one of the first elements of site infrastructure that must be installed it is essential that this condition is complied with before the development commences.

8. Any intrusive investigation recommended in the Phase I Preliminary Risk Assessment Report shall be carried out and be the subject of a Phase II Intrusive

Site Investigation Report which shall have been submitted to and approved in writing by the Local Planning Authority prior to construction works commencing. The Report shall be prepared in accordance with current Land Contamination Risk Management guidance (LCRM; Environment Agency 2020).

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.

9. 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 current Land Contamination Risk Management guidance (LCRM; Environment Agency 2020) and Sheffield City Council's supporting guidance issued in relation 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.

10. 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.

11. No development shall commence unless intrusive site investigation works covering full details of the mine entries and their impacts have been carried out and a Phase 2 report detailing the findings is submitted to and approved by the Local Planning Authority. Where the investigations indicate that mitigation works are required, a scheme of remedial works shall be submitted to and approved by the Local Planning Authority before the development commences and thereafter the remedial works shall be carried out in accordance with the approved details and a Validation Report confirming the required mitigation measures have been implemented on site.

Reason: To ensure the site is safe for the development to proceed and the safety and stability of the proposed development, it is essential that this condition is complied with before the development is commenced.

12. No development shall commence until the measures to protect the existing trees as shown on the 'Tree Protection Plan - drawing reference RSE_5764_TPP V2' included in the document entitled 'BS 5837:2012 Tree Survey, Arboricultural Impact Assessment (AIA), Arboricultural Method Statement (AMS) & Tree Protection Plan (TPP)' have been installed. The installed protection measures shall not be removed until the completion of the development.

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

damage to trees is irreversible.

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

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

Reason: To ensure satisfactory parking provision in the interests of traffic safety and the amenities of the locality it is essential for these works to have been carried out before the use commences.

14. A minimum of 34 parking bays shall be provided with electric vehicle charging points, as per the drawing/s hereby approved. Prior to their installation, full details of the equipment shall have been submitted to and approved by the Local Planning Authority, including details of the design specification of the units. Thereafter, the development shall be carried out in accordance with the approved details and the approved charging points shall be permanently retained in working order thereafter.

Reason: In the interests of the air quality of the locality and subsequent amenities of occupiers of properties in the surrounding area.

15. Prior to the occupation of the development hereby approved details of all operational emissions caused by on-site activities, together with any mitigation measures proposed, shall be submitted to and approved in writing by the Local Planning Authority. The development shall only operate in accordance with the agreed details thereafter.

Reason: In the interests of air quality

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

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

17. Before the development is occupied the detailed lifetime management arrangements for the drainage system shall be submitted to and approved in writing by the Local Planning Authority. These arrangements shall demonstrate that there is in place a legally binding arrangement for the life time management of the drainage system including funding source/s. This shall include operation and maintenance manuals for regular and intermittent activities and as-built drawings.

Reason: To ensure satisfactory drainage arrangements are provided to serve the site in accordance with the National Planning Policy Framework it is essential for this agreement to be in place before the use commences.

18. Prior to the occupation of any part of the development, a detailed Travel Plan(s), designed to: reduce the need for and impact of motor vehicles, including fleet operations; increase site accessibility; and to facilitate and encourage alternative

travel modes, shall have been submitted to and approved in writing by the Local Planning Authority. Detailed Travel Plan(s) shall be developed in accordance with a previously approved Framework Travel Plan for the proposed development, where that exists.

The Travel Plan(s) shall include:

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

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

Reason: In the interests of delivering sustainable forms of transport, in accordance with Unitary Development Plan for Sheffield (and/or Core Strategy) Policies

19. A comprehensive and detailed hard and soft landscape scheme for the site shall be submitted to and approved in writing by the Local Planning Authority before any above ground works commence, or within an alternative timeframe to be agreed in writing by the Local Planning Authority.

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

20. 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.

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

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

22. Upon completion of any measures identified in the approved Remediation Strategy or any approved revised Remediation Strategy a Validation Report shall be submitted to the Local Planning Authority. The development shall not be brought into use until the Validation Report has been approved in writing by the Local Planning Authority. The Validation Report shall be prepared in accordance current Land Contamination Risk Management guidance (LCRM; Environment Agency 2020) and Sheffield City Council's supporting guidance issued in relation to validation of capping measures and validation of gas protection measures.

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

23. Upon commencement of development details of measures to facilitate the provision of gigabit capable full fibre broadband for the development hereby permitted, including a timescale for implementation, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure that all new Major developments provide connectivity to the fastest technically available Broadband network in line with Paragraph 114 of the National Planning Policy Framework.

24. 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.

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:

Windows

Window reveals

Doors

External wall construction, including curtain wall construction

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

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

26. Before any above ground works commence, or within an alternative timeframe to be agreed in writing by the Local Planning Authority, full details of proposals for the inclusion of public art within the development shall have been submitted to and approved in writing by the Local Planning Authority. Such details shall then be implemented prior to the occupation of the development.

Reason: In order to satisfy the requirements of Policy BE12 of the Unitary Development Plan and to ensure that the quality of the built environment is enhanced.

27. Notwithstanding the details on the submitted plans, before any above ground level construction work commences in relation to any new building on the site, full details of suitable inclusive access and facilities for disabled people shall have been submitted to and approved by the Local Planning Authority. These details shall include, as a minimum:

- Pedestrian drop kerb crossings with tactile blister paving across the driveway entrances

Thereafter such inclusive access and facilities shall be retained. (Reference should also be made to the Code of Practice BS8300 2).

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

Other Compliance Conditions

28. The development hereby approved shall be carried out in full accordance with the Mitigation Measures as set out under paragraph 5.12 of the BWB report entitled 'ITM Power (Trading Limited), ITM S5 Testing & Manufacturing Facility Sheffield, Air Quality Assessment - June 2022 - Document Number TMP-BWB-ZZ-ZZ-RP-LA-0001_AQA_S0_P02 - BWB Reference 210922-AQA-001'.

Reason: In the interests of air quality.

29. Surface water discharge from the access road shall be restricted to a maximum flow rate of 5 litres per second.

Reason: To ensure satisfactory drainage arrangements.

30. Surface water discharge from the southern swale shall be restricted to a maximum flow rate of 262 litres per second including an allowance of 75l/s for draining areas outside the applicant's land ownership boundary.

Reason: To ensure satisfactory drainage arrangements.

31. The development shall be carried out in accordance with the details shown on the submitted plan, "'Drainage Strategy Report' G1123-CUR-XX-XX-RP-92001 (rev V02) prepared by Curtins, dated 17/03/22", unless otherwise agreed in writing with the Local Planning Authority.

Reason: In the interest of satisfactory and sustainable drainage.

32. All HGVs and LGVs delivering to/serving the site shall be either electric vehicles or as a minimum Euro VI/6 standard.

Reason: In the interests of air quality.

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

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

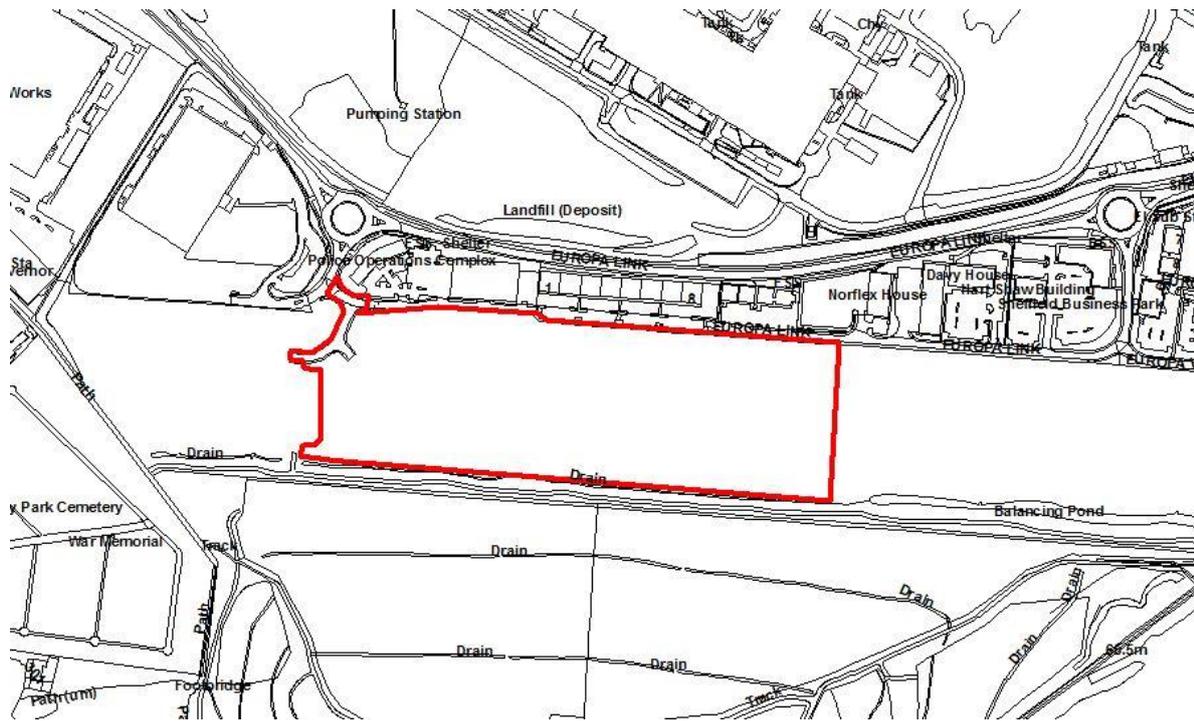
Attention is Drawn to the Following Directives:

1. The Local Planning Authority has dealt with the planning application in a positive and proactive manner and sought solutions to problems where necessary in accordance with the requirements of the National Planning Policy Framework.
2. The applicant is advised to check that plant and equipment is 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.

3. The applicant is advised that in order to discharge the above condition relating to gigabit-capable full fibre broadband the following should be provided:
- A contract or invoice for the installation of the physical infrastructure and the connection to gigabit-capable full fibre broadband.
 - Confirmation of the speed that will be achieved by the gigabit-capable full fibre broadband infrastructure, from the network operator.
 - Relevant plans showing the location/detail of the measures.

For more guidance with respect to addressing this requirement please see the attached Guidance Note and/or contact hello@superfastsouthyorkshire.co.uk

Site Location



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INTRODUCTION

ITM Power (Trading) Ltd and The University of Sheffield are seeking full planning permission for a Gigafactory manufacturing and testing facility located on the site of the former Sheffield City Airport runway. The application incorporates a building with advanced manufacturing space, offices, testing areas, a substation, a new access, a service yard, car and cycle parking and landscaping.

The Gigafactory will manufacture electrolyzers that split water into molecules of hydrogen and oxygen using renewable power. The result is a zero-carbon green hydrogen that is used to decarbonise industrial processes, transport and heating. It is expected to play a significant role in achieving net-zero. ITM are a globally recognised expert in green hydrogen, operating from their existing site at Bessemer Park, Shepcote Lane. The increased global interest in green hydrogen and the resulting growth in demand means a second factory is required and will help in the progress towards net-zero. The second factory will add 1.5GW / annum to the existing 1GW at the existing site.

The proposed facility will provide the template for ITM's first international facility, which would enable a total 5GW per annum by the end of 2024.

The University of Sheffield Innovation District (USID), formerly referred to as the Advanced Manufacturing Research Centre (AMRC), is a network of world-leading research and innovation centres working with global advanced manufacturing companies. The ITM and University collaboration seeks to advance the hydrogen sector, involving the proposed Gigafactory and a new National Hydrogen, Innovation and Skills Centre. As well as producing jobs, training and career development, it will promote hydrogen usage domestically and internationally and support hydrogen technology development. It will also contribute to the Government's commitment to net-zero.

The Gigafactory will create 500 new jobs, and the overall level of investment is estimated to be around £70million.

LOCATION AND PROPOSAL

The application site occupies an area of approximately 8.2 hectares and comprises the land previously used as the western part of the Sheffield City Airport runway. The former macadam surfaced runway has been removed and the site cleared to facilitate development.

The site is adjacent to Sheffield Business Park (SBP). It is bounded along its northern boundary by Europa Link, with SBP and the South Yorkshire Police Operations Complex beyond that. The undeveloped remainder of the former runway extends to the east and west of the application site. Further to the east is USID and further to the west is Tinsley Park Cemetery and Tinsley Industrial Estate. To the south is an open grassed area previously associated with the Airport, beyond which is Seventy Acre Hill, Tinsley Park Woods and Tinsley Park Golf Course.

The site has level topography. Previous engineering works, involving site clearance

and enabling works, have resulted in level platforms being created. This process included drainage works at the site's southern boundary.

The site is designated as being within a Fringe Industry and Business Area within the Adopted Unitary Development Plan (UDP). The application seeks a total of 31,185m² of floorspace, comprising:

- Commercial space of 25,020m²
- Main production building for advanced manufacturing (21,645m²)
- Office accommodation (3,375m²)
- Additional floorspace of 6,165m²
- Gatehouse (15m²)
- Substation (850m²)
- Test bay area (3,905m²)
- External amenities including chillers etc (1,210m²)
- Bin store/compound (185m²)

A total 347 parking spaces are proposed (259 standard staff bays, 34 electric vehicle bays, 22 visitor spaces, 17 accessible bays and 5 car share bays. There will be 10 motorcycle bays, and a cycle shelter giving secure storage for 52 bikes.

The proposed building, in broad terms, will be a single rectangular building divided into two zones. The eastern zone will be the main production area and measure 277.5 x 78 metres. The western zone will include three floors of office space and its footprint will be 22.5 x 50 metres. The general height of the building is 16 metres. The remainder of the site will comprise the ancillary operational space, testing areas, hardstanding and car parking, service yard and landscaping areas.

The access will be achieved via Letsby Avenue, where a modification to the road layout will enable a new private road to serve the site. The new road will run parallel to the site's western boundary and provide two site access points, as primary and service yard entrances. In addition, a new pedestrian entrance is proposed from Letsby Avenue.

RELEVANT PLANNING HISTORY

A. Relevant to Application Site

05/04338/OUT - Mixed use development comprising of the erection of buildings to be used as offices, general industry & distribution (use classes B1, B2 & B8), the erection of ancillary buildings for use as retail, food & drink uses, non-residential institutions and leisure facilities (use classes A1, A3, A4, D1 & D2) (As amended by Project addendum dated 06.03.2006) - Granted conditionally (legal agreement)

11/00610/OUT- Mixed-use development comprising of the erection of buildings to be used as offices, general industry and distribution (use classes B1, B2, and B8), the erection of ancillary buildings for use as retail, food and drink uses, non-residential institutions and leisure facilities (use classes A1, A2, A3, D1 and D2) (Application under Section 73 to vary conditions 5, 6, 7, 9, 12, 16, 25, 26, 27, 29, and 37 imposed by planning application 05/04338/OUT and impose additional conditions to allow the

development to be built in separate phases) - Granted conditionally (legal agreement)

14/01434/REM - Application to approve details in relation to landscaping associated with proposed 'Site Wide Infrastructure Works Phase' (including structural landscaping, re-profiling of land, access and perimeter drainage works) following 11/00610/OUT (Mixed-use development comprising of the erection of buildings to be used as offices, general industry and distribution (use classes B1, B2, and B8), the erection of ancillary buildings for use as retail, food and drink uses, non-residential institutions and leisure facilities (use classes A1, A2, A3, D1 and D2) - Approved Conditionally

B. Relevant to Adjoining Development

14/00321/FUL - Advanced Manufacturing and Research Centre, comprising B1(b) Advanced Manufacturing and Research space, ancillary offices and amenities, car parking, replacement car parking, access and landscaping. Granted Conditionally

14/01420/FUL - Creation of surface water attenuation facility associated with application 14/000321/FUL) and Phases 1 and 2 of the wider redevelopment proposals - Granted Conditionally.

15/01262/OUT - Development of Advanced Manufacturing and Research Centre Campus (AMRC2) including demolition of hangars. Development to include up to 66,983sqm of B1(b) and B1(c) Advance manufacturing and research floorspace, up to 37,551sqm of C2 residential training centre and conferencing floorspace, D2 outdoor and indoor recreation (up to 450sqm of floor space) - Granted Conditionally subject to Legal Agreement

C. Pre-Application Advice

Pre-Application advice was sought in relation to the proposal, where the principle of the proposal was supported by Officers.

D. EIA Screening

21/04992/EIA - The Council responded to the EIA screening opinion request, concluding that the proposal's impacts were likely to be localised and to not be significant in terms of environmental impact. As such, an Environmental Statement was not required to support this application.

SUMMARY OF REPRESENTATIONS

The application has been advertised by press notice, by site notice and letters have been sent to immediate neighbours/landowners. No written responses have been received from neighbouring occupiers or members of the public.

The following responses have been received from external consultees:

(a) Rotherham Metropolitan Borough Council (RMBC)

RMBC confirm they have no objection to the proposal.

(b) Environment Agency

The EA confirm they have no objection to the proposal subject to the issue of land contamination being investigated via the Environmental Protection Service, and that waste used on site and taken off site is done so appropriately and in line with requirements.

(c) Yorkshire Water (YW)

YW raise no objection subject to the imposition of conditions.

(d) National Highways

National Highways initially issued a holding recommendation in respect the application and requested the provision of further information to facilitate a complete and appropriate assessment of the scheme's impacts in the strategic road network. National Highways withdrew their holding recommendation in a letter dated 26 July 2022 and their detailed considerations are covered in the 'Highway Issues' section later in this report.

(e) South Yorkshire Police (SYP)

SYP Raised no objections to the scheme.

(f) South Yorkshire Fire and Rescue Service

SYFRS Raised no objections, adding they would respond to the Building Regulations consultation.

(g) Coal Authority

Following an initial response seeking additional information, the Coal Authority ultimately concluded they have no objection/s, subject to the imposition of conditions requiring further investigation and/or mitigation.

(h) Superfast South Yorkshire Broadband

SSYB Raised no issues subject to condition/s which facilitate the provision of gigabit-capable full fibre broadband as part of the development.

PLANNING ASSESSMENT

Policy Context

The Council's development plan comprises the Core Strategy (CS) which was adopted in 2009 and the saved policies of the Unitary Development Plan (UDP) which was adopted in 1998. The National Planning Policy Framework revised in

2021 (NPPF) is also a material consideration.

The key principle of the NPPF is the pursuit of sustainable development, which involves seeking positive improvements in the quality of the built, natural and historic environment, as well as in people's quality of life.

Paragraph 11 of the NPPF states that decisions should apply a presumption in favour of sustainable development, which means:

- Approving development proposal that accord with an up-to-date development plan without delay; or
- Where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless
- (i) the application of policies in the NPPF that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
- (ii) any adverse impact of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF as a whole

In this context the following assessment will:

- Consider the degree of consistency that policies have with the NPPF and attribute appropriate weight accordingly, while accounting for the most important policies automatically being considered as out of date.
- Apply 'the tilted balance' test as appropriate, including considering if the adverse impacts of granting planning permission would significantly and demonstrably outweigh the benefits.

Key Issues

The main issues for consideration in this application are:

- The acceptability of the development in land use policy terms
- Highway Safety
- Impact on Air Quality
- Drainage / Flood impacts
- Design
- Ecology and Biodiversity
- Sustainability
- Landscaping
- Land Contamination / Historic mining

Land Use Principle

The site is in a Fringe Industry and Business Area (FIBA) under the provisions of the UDP. Policy IB6 'Development in Fringe Industry and Business Areas' states that business (use class B1), general industry (use class B2) and warehousing (B8) are preferred uses. Use class B1 has more recently become use class E(g), and so class E(g) uses would be a preferred use under this policy.

The proposal would also be subject to Policy IB9 'Conditions on Development in Industry and Business Areas'. IB9a) requires the preferred uses to remain dominant, and clearly this proposal would contribute toward this aim.

Core Strategy Policy CS5 'Locations for Manufacturing, Distribution/Warehousing and other Non-office Businesses' a) identifies the area as important for manufacturing, distribution and warehousing uses, identifying that innovative new and expanding business (especially high technology manufacturing and knowledge-based services) will be promoted in areas close to centres of research including locations near both the Universities and Tinsley Park.

Therefore, the proposed use is acceptable in principle.

NPPF Paragraph 81 requires planning policies and decisions to help create conditions in which business can invest, expand and adapt. It adds that this is particularly important where Britain can be a global leader in driving innovation, and in areas with high levels of productivity, which should be able to capitalise on their performance and potential. Paragraph 83 adds that planning policies and decisions should recognise and address specific locational requirements of different sectors, which includes making provisions for networks of knowledge and high technology industries.

The UDP policies broadly align with NPPF requirements and so are afforded moderate weight, whilst the Core Strategy policies are closely in alignment, and so have significant weight.

Highway Issues

Policy CS51 'Transport Priorities' identifies strategic transport priorities for the city, which include containing congestion levels and improving air quality. UDP Policy IB9f) requires developments to be adequately served by transport facilities and to provide safe access to the highway network and appropriate off-street parking.

The NPPF seeks to focus development in sustainable locations and make the fullest possible use of public transport, walking and cycling. Paragraph 111 of the NPPF states that '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.'

Those local policies broadly align with the aims of Chapter 9 of the NPPF (Promoting Sustainable Transport) although it should be noted that in respect of parking provision, the NPPF at paragraphs 107 and 108 requires consideration to be given to accessibility of the development, the development type, availability of public transport and local car ownership levels. Maximum parking levels should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or optimising density in locations well served by public transport.

The Council's Highway Officer has assessed the Transport Assessment (TA) supplied

with the application. The following table was provided by way of comparison of the base line situation with the 'do something' scenario (i.e. with the development in operation):

Location	AMRC 2023 baseline	AMRC 2023 baseline + development	Increase in Vehicles	%age Increase
Europa Link / Letsby Avenue	1433	1512	79	5.5
A631 / Europa Link	3079	3126	47	1.5
A631 (to M1 J34)	2203	2245	42	1.9
A630 / Europa Link	4343	4375	32	0.7

It can be seen that the greatest increase which would be expected is at the Letsby Avenue / Europa Link junction. However, as this would be in the order of a 5.5% (or 79 vehicle) increase and, as traffic flows can fluctuate on a daily basis by between 5 and 10%, the Highway Officer concludes that the proposal would not be considered to result in any detrimental impact on the operation of the local highway network.

National Highways initially placed a holding direction on the application, pending the provision of additional information. They have subsequently withdrawn this direction and confirmed that they have no objection to the scheme (letter dated 26 July 2022) following the completion of their assessment and the provision of further information during the course of the application.

Having reviewed the information submitted in association with the application they offered the following comments:

The LinSig analysis is undertaken at year 2027, during the AM and PM peak periods, without and with the development traffic. Notwithstanding this they noted that there is no LinSig analysis at year 2032 which should ideally have been provided to provide context and added information to National Highways for future planning.

Nevertheless the NH conclusion from review of the modelling results included within the applicant's Technical Note 6 is that:

- There has been no development of an existing year calibrated / validated LinSig model. It is best practice to develop a calibrated / validated model to provide confidence that the model is accurately replicating existing performance;
- Platoon dispersion should be switched off on short lanes such as roundabout circulatory connectors;
- As anticipated, Tinsley Roundabout is shown to be operating over capacity with the 2027 background traffic flows;
- The addition of development generated traffic at year 2027 has been shown to result in negligible impact to operation, with only very slight increase in queue lengths forecast;

- Whilst there is no calibrated / validated model developed, given the marginal increases in traffic flows and queue lengths it is considered that the model is providing an acceptable measure of impact; and
- The increases in queue length and degree of saturation (DoS) are forecast to be minimal and therefore it can be concluded that the forecast development traffic flows do not result in a severe impact on the operation of M1 Junction 34S.

On the basis of the above National Highways formal NHPR 21-09 response recommends no objection, whilst noting the assessment deficiencies.

In relation to parking provision, it was agreed with the Highway Officer at pre-application stage that this should be based on a first principles approach, using data from the existing ITM facility at Shepcote Lane. As part of that process a parking accumulation exercise was undertaken to determine the maximum parking demand. It was assumed that 65% of office staff would make single occupancy car journeys, compared to 100% of production staff. The Highways Officer considers these assumptions to be reasonable and, on this basis, it was predicted that the maximum parking demand of 270 bays would occur when all office staff are on site, visitors were arriving/departing and production staff changing shifts. The Applicant confirms there will be occasions when 30 visitors are on site, which would increase parking demand to 300.

Therefore, whilst the proposed inclusion of 347 parking bays represents an excess over the maximum parking demand it is considered prudent to have some spare capacity. Additionally, if the Council's parking guidelines of 1 space per 75m² is used, the maximum provision would be 334 bays. This further confirms that the proposed parking levels are considered to be at an appropriate level whilst allowing for some tolerance.

Turning to the specific details of the proposed layout and the access arrangements, these have been assessed and the Highways Officer confirms that all necessary vehicle movements can be accommodated.

An outline Travel Plan was submitted with the Application. The principles of the Travel Plan are considered to be appropriate and relevant to the proposal, and it is therefore recommended that a detailed travel plan is secured by condition. Overall, the proposal is considered to be acceptable in highway terms, and to meet the requirements of the relevant local plan policies and NPPF provisions.

Air Quality

Core Strategy Policy CS66 states that action to protect air quality will be taken in all areas of the city. Further action to improve air quality will be taken particularly where residential areas in road corridors with high traffic levels are exposed to pollution above national targets.

NPPF paragraph 174e) requires development to, wherever possible, help to improve local environmental conditions such as air quality. Paragraph 186 states that planning policies and decisions should sustain and contribute towards compliance

with relevant limit values or national objectives, taking into account Air Quality Management Areas and Clean Air Zones and the cumulative impacts from individual sites in local areas. Planning decisions should ensure that any new development in Air Quality Management Areas is consistent with the local air quality action plan.

The local plan policy closely accords with the NPPF and is therefore afforded significant weight.

The whole of the urban area of the city was declared an Air Quality Management Area in March 2010 due to nitrogen dioxide (NO₂) gas and fine particulate matter (PM₁₀) dust.

The Applicant has conducted a qualitative construction phase dust assessment and a detailed road traffic emissions assessment considering impact/s of development generated by road-traffic at identified receptor locations to assess the potential effects from dust during construction.

The qualitative construction phase dust assessment was undertaken in accordance with the relevant guidance. It recommends mitigation measures are included as part of a Dust Management Plan and concludes that the impact of traffic related emissions from the proposed development on the local area are not significant.

The detailed operational phase assessment concludes that the likely impact on road traffic emissions would not be significant.

The Council's Air Quality Officer has reviewed the air quality assessment. The Air Quality Officer concludes that, subject to the implementation of the mitigation measures given in the Dust Management Plan, and the findings that construction phase traffic emissions will be not significant, the development's construction phase will have satisfactory outcomes.

In respect of the likely impact/s of traffic emissions during the operational phase, the Air Quality Officer agrees with the assessment's prediction that the impacts of the proposals are likely to be not significant. However, given the importance of improving air quality at all times, it is recommended that all HGV and LGV delivering/serving the site are electric vehicles where possible, or as a minimum Euro VI/6 standard.

It was agreed by the Council's Air Quality Officer that details of on-site operational emissions would be assessed once the final details are confirmed, given the bespoke details of the required plant and as the location of any flues and emissions associated with the plant are not yet confirmed. This is considered by the Air Quality Officer to be a reasonable way forward for this specific proposal and this is therefore secured by condition.

In conclusion on air quality issues, the implications of the construction phase can be mitigated to a satisfactory level and the traffic emissions during the operational phase will not have significant implications. However, the details of on-site emissions from specific plant and equipment are not yet finalised and so will be subject to a condition requiring details of emissions and any mitigation measures

required. This ensures ultimate control over the nature of any equipment and their emissions.

The air quality officer has reviewed the submissions, including the proposal to assess and agree details of on-site emissions and their mitigation as part of a condition. It is concluded that by securing all of the above highlighted mitigation measures and a condition covering on-site emission details, the impact of the development on local air quality will be acceptable and in compliance with adopted local and national policy.

Flood Risk and Drainage

Core Strategy Policy CS67 'Flood Risk Management' seeks to reduce the extent and impact of flooding through a series of measures including limiting surface water run-off, through the provision of sustainable drainage systems (SUDs), de-culverting watercourses wherever possible with a general theme of guiding development where possible to areas at the lowest flood risk.

Policy CS67 is considered to align with Section 14 of the NPPF. For example, paragraph 159 states that inappropriate development in areas at risk of flooding should be avoided and development should be directed away from areas at the highest risk. Paragraph 167 states that when determining applications, Local Planning Authorities should ensure that flood risk is not increased elsewhere with relevant applications being supported by a Flood Risk Assessment. Paragraph 169 expects major developments to incorporate sustainable drainage systems unless there is clear evidence to demonstrate otherwise.

The submitted Flood Risk Assessment (FRA) states that the site is in Flood Zone 1, which is the lowest risk of flooding and concludes that the site is at a low risk of river and tidal flooding. In respect of surface water, small areas of medium and high risk are identified at the site's southern and northern boundaries. At the southern boundary this is explained by the existing swale running adjacent to the boundary. The FRA states that surface flood risk is considered low and that it can be mitigated by on-site surface drainage design. Surface water discharge would be expected to use existing provision allowed from the earlier first phase/s of the development and involves use of the swales along the southern boundary at a controlled rate.

A Sequential and Exceptions Test are not required given the site's location within Flood Zone 1 and given the minimal extent of the site subject to surface water risks.

The Council's Lead Local Flood Authority / Drainage Officer has reviewed the FRA and Drainage Strategy documents. It is concluded that due to geological reasons, surface water management by infiltration is not suitable at the site. As such, the next best option of disposal to a watercourse/ swale system is proposed, which is considered acceptable by the LLFA. Indeed, the LLFA officer confirms that the southern swale and attached system was intended to take drainage from this site.

It is recommended by the LLFA officer that further details are required by condition to evidence that surface water discharged from the southern swale does not exceed 262/litres per second (including 75 l/s from land outside of the applicant's land

ownership boundary). Appropriate limitations on discharge rates from the proposed access road are also recommended. The measures required as part of assessment of these details will include SUDs methodologies.

As a result, it is concluded that the proposal will avoid any flood risk issues, and that surface water will be appropriately managed. The surface water drainage techniques will utilise existing provisions designed for development at the site. The proposed solutions will have the potential to have positive biodiversity implications and to improve the quality of water discharged from the site. Overall, the measures are considered to be an acceptable response to flood mitigation.

Design Issues

Core Strategy Policy CS74 'Design Principles' requires development to enhance distinctive features of the area. This requirement is backed up by UDP Policies BE5 'Building and Design Siting' and IB9 'Conditions on Development In Industry And Business Areas' c) which expect good quality design in keeping with the scale and character of the surrounding area and appropriate to the site.

Chapter 12 of the NPPF requires good design, whereby paragraph 126 states that good design is a key aspect of sustainable development and should contribute positively towards making places better for people. Paragraph 130a) requires developments to add to the overall quality of an area, part b) requires developments to be visually attractive and c) requires buildings that are sympathetic to local character, including the surrounding built environment and landscape setting. Paragraph 134 requires that development which is not well designed to be refused. It goes on to say that significant weight should be given to outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally, taking into account any local design guidance and supplementary planning documents.

The local policies closely align with the NPPF's requirements and are therefore afforded significant weight.

The building will be of significant scale and massing. The main building will measure 277.5 x 78 metres, with the attached office element covering 22.5 x 50 metres. The height to the top of the single height parapet will be approximately 16.0 metres, giving the appearance of a flat roof. In this location, and because of the surrounding commercial context, this scale and massing is considered to be appropriate, where form very much follows function and the location is not a sensitive one.

The design aesthetic is contemporary. The main materials would be a vertical profiled metal cladding in a deep navy, with cladding panels (grey and navy) and curtain walling to the office component. The contemporary design and indicated materials are considered to be of appropriate quality and are considered acceptable subject to exact specifications being reserved by condition.

The provision of public art is needed to meet the requirements of UDP Policy BE12 'Public Art', which requires public art in places seen by the public as an integral part of the design of major development. The Applicant is aware of this policy and is

willing to accept a condition allowing design of public art to be progressed and subsequently agreed.

In Access and Mobility terms the layout includes 17 accessible bays, 3 of which are provided with EV charge points. This is welcomed and shows that access and mobility provisions have been well considered. Precise details of dropped crossings can be covered by condition to ensure their provisions and acceptability.

Overall, it is considered that the proposal will make a positive contribution to the character of the immediate area and is therefore considered to meet the requirements of relevant local plan policies and NPPF design requirements.

Ecology and Biodiversity

UDP Policy GE11 'Nature Conservation and Development' states that the natural environment should be protected and enhanced and that the design, siting and landscaping of development needs to respect and promote nature conservation and include measures to reduce any potentially harmful effects of development on natural features of value.

NPPF paragraph 174 a) and d) identifies that planning decisions should contribute to and enhance the natural and local environment, minimise impacts on and provide net gains in biodiversity. Furthermore, paragraph 180 a) identifies that if significant harm resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused. Part d) of paragraph 180 goes on to state that opportunities to incorporate biodiversity improvements in and around developments should be encouraged, especially where this can secure measurable net gains for biodiversity.

Local policy aligns with the NPPF and is therefore relevant to this assessment.

A Preliminary Ecological Appraisal (PEA) was submitted with the application. Its findings are as follows; the site is dominated by ephemeral habitat with bare ground typical on brownfield land, the site's boundaries are dominated by neutral grassland with areas of planted immature trees and scrub, and a drainage ditch is present along the southern boundary. Several ground nesting bird species were also recorded during the survey, as well as high numbers of corvid bird species and raptor vantage points, as a result a breeding bird survey was recommended to further inform mitigation. It adds that a Construction Environmental Management Plan (CEMP) will be required to guide construction works, as well as details of an appropriate lighting strategy and a landscape design using wildlife friendly species and a hibernaculum in the ditch corridor to benefit reptiles and amphibians. In addition, a Great Crested Newt Survey was submitted, which concluded that the site was not inhabited by Great Crested Newts.

The Council's Ecology Officer has viewed these documents. They advise that the PEA is a sound document, having been carried out to best practice standards and that it makes sensible suggestions for further surveys and ecological enhancements. A number of areas were picked up where the PEA needed to be supplemented with

further work. Namely, as the PEA was carried out in March at a sub-optimal time of year for habitat survey, the consultant ecologist recommended an update to the botanical survey in the spring/summer of 2022, and this is agreed with by the Council's Ecology consultant. Further to this a Breeding Bird Survey was suggested as being necessary. In addition, a Biodiversity Net Gain (BNG) document was recommended to ensure that the proposals are compliant with paragraphs 174 and 180 of the NPPF, and that a net gain in biodiversity is secured as part of the development proposals.

The Breeding Bird Survey has been undertaken. The findings of this show that the site has a low diversity and abundance of breeding birds, predominantly due to the lack of vegetation caused by nutrient poor surface materials. A pair of lapwing were observed nesting at the site with young, and three skylark territories were present within the site. Other species of conservation concern were recorded at the site in low numbers. Overall, the site is considered to be of low value to breeding birds.

The Ecology Officer has reviewed this document and advises that the site is currently considered to be of low value to breeding birds, with the loss of four territories (1x lapwing, 3x skylark) considered of negligible impact. However, it is advised that mitigation and compensation measures will be required to offset these impacts. It is advised this should be achieved locally at Seventy Acre Hill, and the mechanism for achieving this will need to be incorporated into a legal agreement. The agreement will need to cover the required financial contribution and set out framework details of the appropriate mitigation and enhancements.

To ensure that vegetation clearance does not affect breeding birds it is advised it should ideally occur outside of the bird breeding season (March 1st – August 31st), alternatively a check should be made by an experienced ecologist no more than 48 hours prior to commencing. The Ecology Officer also picks up on the potential issue of disturbance or even destruction of active nests during the construction phase and advises that a commitment to monitoring is provided to avoid this. The Applicant has confirmed that any works inside the breeding season will involve a monitoring check to deal with this, and to also ensure the protection of wild birds, their active nests and young as required in the Wildlife & Countryside Act 1981.

The Ecology Officer also advises that it is necessary to ensure that the scheme achieves biodiversity net gain (BNG) as per the NPPF's requirements. To inform a BNG assessment, it is necessary to undertake a habitat survey during the appropriate period. As such, the Ecology Officer advises that a BNG assessment (with habitat survey) to ensure that the scheme achieves the necessary biodiversity gains is carried out, and that any necessary mitigation works are required to be implemented.

Overall, and following the supply of additional documents the scheme is considered to have acceptable impacts in ecological terms. With the inclusion of appropriate conditions in any approval the scheme will meet the requirements of the relevant local plan and NPPF policies and requirements in relation to ecological implications.

Sustainability

Policy CS63 'Responses to Climate Change' of the Core Strategy sets out the overarching approach to reducing the city's impact on climate change. These actions include: - Giving priority to development in the city centre and other areas that are well served by sustainable forms of transport. - Giving preference to development on previously developed land where this is sustainably located. - Adopting sustainable drainage systems.

At the heart of the NPPF, there is a presumption in favour of sustainable development (paragraph 11), with paragraph 152 stating that the planning system should support the transition to a low carbon future in a changing climate.

Policy CS64 'Climate Change, Resources and Sustainable Design of Development' sets out a suite of requirements for all new development to be designed to reduce emissions. In relation to non-residential developments over 500m², a BREEAM 'very good' rating should be achieved.

Policy CS65 'Renewable Energy and Carbon Reduction' of the Core Strategy sets out objectives to support renewable and low carbon energy generation and further reduce carbon emissions. Developments exceeding 500m² should provide a minimum of 10% of their predicted energy needs from decentralised and renewable, low carbon energy, or a 'fabric first' approach where this is deemed not to be feasible and viable.

These Local Plan policies closely accord with the NPPF and are therefore afforded significant weight.

The Applicant acknowledges the requirement to satisfy Policy CS64 and has carried out a 'BREEAM Pre-Assessment'. This identifies necessary recommendations to achieve a rating of 'Very Good'. In order to ensure compliance with the policy, an appropriate condition is recommended.

The Applicant has provided a Sustainability Statement which identifies that it is intended to achieve compliance with CS65 through the installation of either hydrogen combined heat and power, photovoltaics or air-source heat pumps operating in conjunction with photovoltaics. Similarly, to ensure full compliance with CS65, a condition requiring submission of relevant details and implementation is recommended.

Landscaping

UDP Policy GE15 'Trees and Woodlands' within the UDP states that trees and woodlands will be encouraged and protected. Policy BE6 (Landscape Design) expects good quality design in new developments to provide interesting and attractive environments, integrate existing landscape features, and enhance nature conservation.

CS74 'Design Principles' part (a), requires high-quality development that will respect, take advantage of, and enhance natural features of the City's neighbourhoods. These policies are considered to align with the NPPF and are relevant to this assessment on the basis that paragraph 130 expects appropriate and effective

landscaping, along with sympathetic developments including landscape settings.

The Applicant has supplied a Tree Survey, which shows the site largely without trees. There are five separate groups, either immediately beyond or within the site's boundary. They are categorised as Category C, meaning they are of low quality.

The Council's Landscaping Officer has considered the submissions and considers that the supplied protection fencing details are acceptable and advises this should be required by condition.

Additionally, some indicative landscaping proposals have been submitted. They are considered at this stage to be a little over-engineered and it is advised that the conditions covering hard and soft landscaping proposals should incorporate a more organic and natural approach, to include areas of native trees and shrubs and also that the drainage basins should be similarly organically designed. As such, condition/s covering a worked up hard and soft landscaping scheme are secured by condition.

Guideline CC1 of the Climate Change and Design Supplementary Planning Document states that, provided they are compatible with other design and conservation considerations, and where viable, green roofs covering a minimum of 80% of the total roof area will be required on development of more than 1,000m² gross internal floorspace. The proposal clearly exceeds the threshold, and to accord with this SPD guideline, a green roof should be provided unless incompatible for other reasons.

The proposed drawings do not show any green roof provision. The roof plan includes 222 large rooflights (totalling 1598m²) and 3096 PV panels (total 6130m²). Whilst the Sustainability Statement indicates that hydrogen-based CHP may make PVs unnecessary, it is appreciated that the roof needs to remain available for PV provision should that be required. The Applicant also confirms that across such an expansive roof, the loading associated with the provision of green roofs would generate structural demands that would inflate building costs prohibitively. As a result, it is considered in this case that it is impractical to provide green roofs, given the specific design and viability issues.

In conclusion, the low-quality trees adjacent to the site's boundary will be adequately protected from construction activities. Conditions covering implementation of protective fencing as well as more detailed hard and soft landscaping proposals will be secured via condition/s. The lack of green roof provision is considered acceptable for the reasons cited. Overall, the proposal complies with local plan policies and relevant NPPF requirements.

Land Quality and Historical Mining Issues

UDP Policy GE25 seeks to ensure that any contaminated land is identified and effectively treated.

The NPPF (paragraph 183) identifies that a site should be suitable for its proposed use taking account of ground conditions and any risks arising from land instability and contamination. This includes risks arising from natural hazards or previous

activities such as mining.

The aims of Policy GE25 and the NPPF closely align, in this respect and significant weight can be afforded to the local plan policy.

A desk study report was submitted with the application, entitled Phase 1, Geo-Environmental Assessment, DS-22388-21-534, February 2022. The report concludes that over the years there have been a large number of potentially contaminative land uses, as well as within 250 metres of the site. It therefore recommends that a Phase II Intrusive Investigation should be undertaken which includes chemical analyses of soil and groundwater, in conjunction with a programme of hazardous gas monitoring.

The Council's Environmental Protection Service has reviewed this document and agrees with its recommendations for further investigations. It is therefore recommended that a suite of land contamination conditions is included within any approval.

Separate to the issue of land contamination, the Applicant provided details of Coal Mining Risk Assessment and borehole testing within a revised version of the above Phase 1 Assessment. After further exchanges, this was supplemented by an Exploratory Hole Location Plan and commentary. The Phase 1 report concludes that raft or semi-raft foundations have been recommended and that new development is likely to require engineering of the upper fill materials and possible ground improvement to greater depths. It is also stated that foundation and structure design should take into account potential influence of, and upon, former mine shafts.

The Coal Authority have responded, confirming that they would expect any necessary mitigation measures to address any residual risk posed by recorded coal mining features. The Applicant has confirmed that full details of the mine entries and their impacts will be outlined in a Phase 2 report.

Overall, the Coal Authority has no objection, subject to the imposition of appropriate conditions covering the submission of a Phase 2 report, including consideration of all the recorded mine entries and details of mitigation measures necessary, as well as a validation report. Appropriate conditions are therefore recommended to secure the necessary details.

In summary, it is concluded that the legacy of coal mining will be able to be mitigated for, and as such there are no objections to the development proceeding.

Noise Issues

UDP Policy IB9b) requires that development does not cause residents in any hotel, hostel, residential institution or housing to suffer from unacceptable living conditions.

The NPPF at paragraph 130 Part (f) requires a high standard of amenity for existing and future users.

The UDP policy is therefore considered to align with the requirements of paragraph

130 in this location, and so should be afforded significant weight.

A noise impact assessment and an acoustic design strategy report have been submitted with the application. The assessment identifies the dwellings at Greenland Way as the nearest noise sensitive receptors (approximately 800 metres from the application site). Details of a baseline noise survey to determine the prevailing noise climate at these properties are provided. The acoustic design strategy report demonstrates how noise will be controlled inside the building. A section of the noise assessment also details the predicted external noise from activities at the proposed development, such as HGV movements and external plant noise. Overall, the document concludes that noise from the proposed development will have a low impact at the nearest sensitive receptors.

The Council's Environmental Protection Service has reviewed these documents. The submissions are considered to have been carried out following appropriate methodology, and their findings that the impacts of noise levels from the site are predicted to be relatively low for a large-scale industrial site are considered as being satisfactory. On this basis, the Environmental Protection Service concludes that a condition preventing the external plant or equipment, without details being firstly agreed with the Local Planning Authority should be appended. In addition, an informative will advise the applicant that any such plant and equipment should not exceed background sound levels on the site's boundary adjacent to sensitive uses.

OTHER ISSUES

Archaeological Issues

UDP Policy BE22 'Archaeological Sites and Monuments' states that sites of archaeological interest will be preserved, protected and enhanced.

The NPPF makes clear in Paragraph 189 that non-designated heritage assets of archaeological interest are subject to the policies for designated heritage assets. Paragraph 197 states that the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application.

The South Yorkshire Archaeology Service have commented that the site is part of the Tinsley Park colliery and the former airport. As such there is very unlikely to be any archaeological issues arising, given the extent of previous disturbance.

In summary, there would be no concerns over the proposed development in connection to archaeological issues.

Community Infrastructure Levy (CIL)

Whilst CIL has been formally introduced, it does not cover industrial uses and so no part of the development is CIL chargeable in accordance with the Council's CIL charging schedule.

RESPONSE TO REPRESENTATIONS

All issues are covered in the main body of the report.

SUMMARY AND RECOMMENDATION

The application site occupies an area of approximately 8.2 hectares and comprises the western part of the former Sheffield Airport runway, which closed to commercial flights in 2008.

The full planning application has been made by the University of Sheffield and ITM Power (Trading) Ltd. The proposal includes the following components:

- 25,020m² of commercial space, including main building for advanced manufacturing (21,645m²) and ancillary office space (3,375m²),
- Additional floorspace of 6,165m², including a test bay area, external amenities including chillers and other ancillary requirements.

The proposal would deliver a number of benefits. Economic development is identified as a golden thread in the NPPF; and Core Strategy policies support the expansion and development of advanced manufacturing and the universities. There would be economic benefits through expenditure in construction, in the supply chain, creation of 500 high quality jobs, ongoing benefits from substantial investment and training and career development opportunities, contribution to the strengthened position of the University of Sheffield's Innovation District (USID) and the Sheffield and Rotherham Advanced Manufacturing Innovation District (AMID).

There would also be a significant contribution to the economic development and regeneration of the wider area, particularly the City Region.

In April 2022, the Government produced a 'British Energy Strategy', setting out the long-term solution to the UK's dependence on imported oil and gas and the vulnerability to international prices. Low carbon hydrogen was Point 2 of the document's 10 Point Plan, which aims for increased hydrogen production of the type generated by the proposed facility.

There will also be sustainability benefits both nationally and internationally, as increased hydrogen production and use will contribute to the reduction of emissions and enhancing of domestic energy security. The facility will support ITM and the University of Sheffield in their collaboration to advance the hydrogen sector. Hydrogen has significant potential for decarbonising heavy industry and transport (particularly HGVs), with interest in hydrogen rapidly increasing worldwide in recent years with the Government's commitment to Net Zero by 2050. Hydrogen was included in the Government's 2020 'Ten Point Plan for a Green Industrial Revolution', and it is envisaged that investment in clean technology such as hydrogen will allow the UK to lead the world in a green industrial revolution.

The proposal is not considered to create any significant or severe highway safety issues. The scheme proposes development of an appropriate scale and mass, which will sit comfortably within its setting and the character of the surroundings.

Following provision of appropriate off-site habitat enhancement, the scheme will avoid detrimental ecological impacts. Furthermore, biodiversity net gain can be secured by condition.

The scheme would avoid any detrimental impacts on air quality, with a condition needed to manage any implications arising from any newly installed external plant and equipment.

Appropriate conditions are recommended to ensure that the scheme has acceptable implications in terms of sustainability and drainage issues.

There are not considered to be any available alternative sites in the locality, being in proximity to the existing Shepcote Lane facility and the USID and AMID facilities, that offer the same co-location benefits of the application site.

The lack of a green roof is regrettable but the reasons for this are clear, which is that the building's large roof span and the provision of rooflights and photovoltaic panelling make such provision practically, structurally and economically unviable. It should also be noted that ecological enhancement will be secured in alternative ways.

In this case the planning benefits of the proposals clearly outweigh any minor harm identified. The scheme complies with the relevant local plan policies and the National Planning Policy Framework when taken as a whole. The application is therefore recommended for approval subject to the listed conditions and the completion of a legal agreement to secure the ecological mitigations identified earlier in the report and listed below.

HEADS OF TERMS FOR LEGAL AGREEMENT

Off-Site Wildlife Habitat Enhancement

Not to commence development until a Habitat and Biodiversity Management Plan has been submitted to and approved by the Council and the compensatory works set out therein have been secured and determined in full, which shall identify:

- The use of Seventy Acre Hill for the development of compensatory habitat provision
- Details of the aims and objectives of the management plan to secure the long-term future stability of the site at Seventy Acre Hill for lapwing and skylark, whilst providing wider ecological benefits to a range of species
- Details of the works to be undertaken to ensure the identified habitat area(s) will be in place before the commencement of development
- Details of how the compensatory habitat will be managed and to carry out the habitat management in the form approved by the Council

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