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

Time limit for Commencement of Development

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

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

Approved/Refused Plan(s)

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

Location Plan 0200 P-00

Proposed Ground Floor Plan 0310 P-07

Proposed Mezzanine Plan 0311 P-08

Proposed 01-03 Floor Plan 0312 P-07

Proposed 04 Floor Plan 0313 P-07

Proposed 05 Floor Plan 0314 P-07

Proposed 06-07 Floor Plan 0315 P-07

Proposed 08 Floor Plan 0316 P-07

Proposed 09 Floor Plan 0317 P-07

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

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

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

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

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

Proposed Public Art - 0363 P-01

Reason: In order to define the permission.

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

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

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

4. No development (including demolition) shall commence until a Construction Environmental Management Plan (CEMP) has been submitted to and approved by the Local Planning Authority. The CEMP shall assist in ensuring that demolition,

site clearance, groundworks and construction activities are planned and managed so as to prevent nuisance to occupiers and/or users of nearby sensitive uses and will document the Contractor's plans to ensure compliance with relevant best practice and guidance in relation to noise, vibration, dust, air quality and pollution control measures. The CEMP shall include strategies to mitigate any residual effects from construction phase noise and vibration that cannot be managed to comply with acceptable levels at source. The CEMP shall also include details relating to the permitted working hours on site, and include a fugitive dust management plan.

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

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

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

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

6. No development (save for demolition works) shall commence until the highways improvements (which expression shall include traffic control, pedestrian and cycle safety measures) listed below have either;
 - a) been carried out; or
 - b) details have been submitted to and approved in writing by the Local Planning Authority of arrangements which have been entered into which will secure that such improvement works will be carried out before the buildings are brought into use and the buildings shall not be brought into use until the highway improvements listed below have been carried out.

Highway Improvements:

1. Reconstruction of the footpaths to Fitzwilliam Street, Milton Street, Thomas Street and Hodgson Street adjoining the development site in accordance with the material palette in the Urban Design Compendium and reinstatement of any redundant crossings as footpath.

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

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

7. Prior to the improvement works indicated in the preceding condition being carried out, full details of these improvement works to form the basis of a S278 Agreement, shall have been submitted to and approved in writing by the Local Planning Authority.

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

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

- a) the construction techniques of the foundations that ensure driven piling shall not take place within 10 metres of any public water supply and /or sewerage infrastructure;
- b) appropriate stand-off distances between the public water supply and sewerage infrastructure and any building or other obstruction including landscape features. Furthermore, development in the relevant area(s) of the site shall not commence until the approved mitigation measures have been implemented in full accordance with the approved details.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Reason: In the interests of biodiversity.

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

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

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

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

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

a) Plans showing the location of any external ducting and the design and location of any flue termination/cowl.

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

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

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

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

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

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

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

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

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

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

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

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

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

23. Before the use of the development is commenced, Validation Testing of the sound attenuation works shall have been carried out and the results submitted to and approved by the Local Planning Authority. Such Validation Testing shall:
- a) Be carried out in accordance with an approved method statement.
 - b) Demonstrate that the specified noise levels have been achieved. In the event that the specified noise levels have not been achieved then, notwithstanding the sound attenuation works thus far approved, a further scheme of sound attenuation works capable of achieving the specified noise levels and recommended by an acoustic consultant shall be submitted to and approved by the Local Planning Authority before the use of the development is commenced. Such further scheme of works shall be installed as approved in writing by the Local Planning Authority before the use is commenced and shall thereafter be retained.

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

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

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

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

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

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

Reason: In the interests of the public safety.

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

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

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

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

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

- a) Be based on the findings of an approved noise survey of the application site, including an approved method statement for the noise survey.
- b) Be capable of achieving the following noise levels:
Bedrooms: LAeq (8 hour) - 30dB (2300 to 0700 hours);
Living Rooms & Bedrooms: LAeq (16 hour) - 35dB (0700 to 2300 hours);
Other Habitable Rooms: LAeq (16 hour) - 40dB (0700 to 2300 hours);
Bedrooms: LAFmax - 45dB (2300 to 0700 hours).
- c) Where the above noise criteria cannot be achieved with windows partially open, include a suitable system of alternative acoustically treated ventilation to all habitable rooms.

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

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

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

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

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

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

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

The Travel Plan(s) shall include:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Other Compliance Conditions

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

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

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

Reason: In the interest of satisfactory and sustainable drainage.

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

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

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

Reason: In the interests of pedestrian safety

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

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

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

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

Attention is Drawn to the Following Directives:

1. The floor levels to the retail unit and the entrance to Block D should to be designed to avoid the need for ramps within the public realm in the interests of minimising the obstructions to pedestrians minimising street clutter. The fixtures and fittings for studio and cluster disabled units show be designed in accordance with the guidance in BS 8300-2: 2018. The kitchen fittings in the apartments where accessible bedrooms are located will need to be accessible to, and usable by, wheelchair users as well as ambulant people. There needs to be a clear wall area next to the entrance door to the 6 cluster bedroom flat. The entrance door to Block D scales as 1.3m which is wider than required for disabled access and could result in a heavy door which might be difficult for disabled people to operate. The stairs up to the table tennis terrace should be designed in accordance with BS 8300 Part 1.
2. The route for surface water discharge will need agreement from Yorkshire Water in terms of where connectivity to the combined sewer is allowed.
3. Plant and equipment shall be designed to ensure that the total LAeq plant noise rating level (including any character correction for tonality or impulsive noise) does not exceed the LA90 background noise level at any time when measured at positions on the site boundary adjacent to any noise sensitive use.
4. The applicant should install any external lighting to the site to meet the guidance provided by the Institution of Lighting Professionals in their document GN01: 2011 "Guidance Notes for the Reduction of Obtrusive Light". This is to prevent lighting causing disamenity to neighbours. The Guidance Notes are available for free

download from the 'resource' pages of the Institute of Lighting Professionals' website.

5. The applicant is advised that the Local Planning Authority expects signage to be high quality and designed with individual letters rather than illuminated box or panel signs.
6. As the proposed development will involve the closing/diversion of a public highway(s) you are advised to contact the Highway Records team as soon as possible with a view to the necessary authority being obtained for the closure/diversion of the highway(s) under Section 247 of the Town and Country Planning Act 1990. This process can take several months to complete.

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

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

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

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

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

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

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

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

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

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

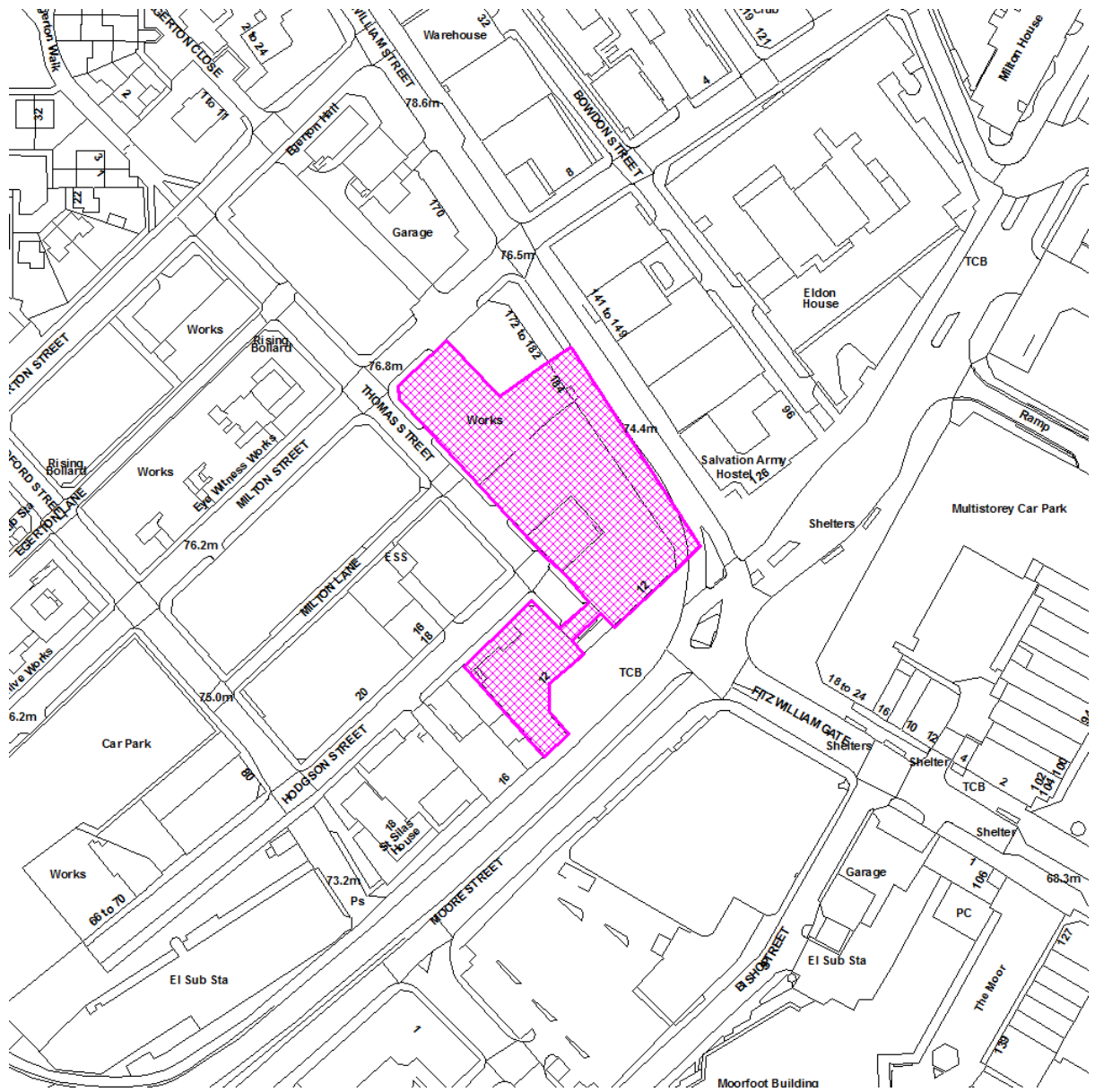
<http://www.sheffield.gov.uk/home/roads-pavements/Address-management>

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

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

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

Site Location



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LOCATION

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

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

PROPOSAL

The application is proposing the demolition of the existing buildings and replacing them with 4 blocks. The scheme will provide 268 studio apartments, and 87 cluster units varying in size between 2 and 8 bedrooms. Approximately 1600m² of shared communal space will be provided and a retail unit of approximately 150m² fronting on to Fitzwilliam Street. The communal facilities include coffee shop, social space, study space, gym, cinema, laundry and games area, dining space, party room, table tennis terrace, shared courtyard, outdoor sports area and roof terraces.

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

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

The primary entrance to the development is located at the corner of Moore Street and Fitzwilliam Street with social facilities being provided on the ground floor of the Moore Street frontage and part of the Fitzwilliam Street frontage. 150m² of retail space is also proposed on part of the Fitzwilliam Street frontage. An entrance to block D will be accessed from the pedestrianised route between Moore Street and Thomas Street with social space and a gym being provided on the ground and part

of the first floor of the Moore Street frontage of this block. The residential accommodation is located on part of the ground floor of block C facing Thomas Street and on the upper levels of all the other blocks.

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

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

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

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

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

SUMMARY OF REPRESENTATIONS

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

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

PLANNING ASSESSMENT

Policy

National Planning Policy Framework

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

Principle of Development

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

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

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

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

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

Other Policy considerations

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

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

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

Co-living Accommodation

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

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

and will help to retain talent in Sheffield following graduation. It will also enable the developer to reduce the risk of not having a fully occupied scheme.

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

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

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

Layout, Scale and Massing

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

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

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

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

Moore Street/Charter Row is one of the wider streets in the City Centre and is a primary route into the City Centre. This street already accommodates some larger scale buildings such as Velocity Tower, Westfield House and BT House. The

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

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

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

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

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

Design Issues

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

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

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

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

Glass Bridge Link to Thomas Street

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

Officers have consistently advised that the redevelopment scheme should remove the bridge and open up the views along the street. This is seen as being important in the repair and recovery of this area which is the level of intervention recommended for the Devonshire Quarter in the Urban Design Compendium.

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

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

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

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

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

Impact on Setting of listed buildings

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

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

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

The existing utilitarian buildings on the site detract from the setting of the listed building. Their replacement by higher quality buildings with materials and

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

Landscaping

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

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

Sustainability

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

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

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

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

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

Core Strategy Policy CS 64 seeks to promote sustainable design. It states that non-residential developments over 500m² should achieve a BREEAM Very Good rating. The applicant has confirmed that the development will be designed to meet this standard.

Core Strategy Policy CS 65 seeks to deliver renewable energy capacity in the city. All new developments over 500m² are required to provide 10% of their predicted energy needs from decentralised and renewable or low carbon energy sources unless this can be shown to not be feasible and viable. The design and access statement says the development will be connected to the existing district heating system and this should achieve the renewable/low carbon energy objectives of the above policy.

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

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

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

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

Drainage

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

Ground Conditions

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

A phase 1 risk assessment and site investigation has been submitted in support of the planning application. The Council's Environmental Protection Service has reviewed these and considers them to be satisfactory. The site will be suitable for the development provided that recommended capping measures and gas protection measures are undertaken. The submission and implementation of a remediation strategy and subsequent validation of the works is controlled by the recommended planning conditions.

Micro Climate

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

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

Noise Assessment

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

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

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

Access Issues

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

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

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

Thomas Street and Moore Street. The location and level of provision of cycle parking is considered to be adequate to serve the development

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

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

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

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

This development will require several areas of all-purpose Adopted Public Highway to be Stopped Up (i.e. permanently closed): a substantial part of the western footway of Fitzwilliam Street (albeit still leaving adequate width for current and expected future public use), and a number of small segments and corners around the rest of the site. (These are shown on the plan 0002-SK01 Revision A).

Accordingly, if Members are minded to approve this application, they are also requested to confirm that:

- a. No objections are raised to the proposed stopping-up of the areas of highway shown beige on the plan 0002-SK01 Revision A, subject to satisfactory arrangements being made with Statutory Undertakers with regards to such of their mains and services that may be affected.
- b. Legal Services are authorised to take all necessary action on the matter under the relevant powers contained within Section 247 of the Town & Country Planning Act 1990.

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

Community Infrastructure Levy

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

Affordable Housing

The site falls in the City Centre west affordable housing area where there is a requirement to provide 10% of the units as affordable housing, subject to a viability assessment. The applicant's original viability appraisal suggested that they did not consider any affordable housing to be viable as part of this development but following further discussions with the Council's viability consultant they later suggested that the scheme could provide a £600,000 contribution.

The viability of the scheme has been assessed by the Council's appointed independent viability consultant who suggested that the proposed construction programme is too long when compared to other similar (and in cases, more complex) schemes). They have suggested reducing it to 24 months as opposed to the applicant's suggested 27 months, which ultimately affects the financing of the scheme and makes the development more viable in our consultant's view.

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

The applicant was unhappy with the conclusions of this appraisal, given the adjustment to the build programme. The Council's consultant has re-run the figures on the basis of a 27 month build programme and has concluded that this would still result in the ability to provide an affordable housing contribution of in excess of £800,000.

This compromise has been put to the applicant but they have strongly argued that the development will not withstand a contribution of this scale. They have, therefore, made a final offer of £650,000 towards the provision of off-site affordable housing, which is significantly below the policy requirement, contrary to the Council's adopted policy and a negative aspect of this scheme.

Nevertheless, a balanced judgement on the application needs to be made, taking all material factors into account. Whilst the shortfall in affordable housing contribution, when compared to that recommended by the Council's consultant, is clearly a negative aspect of this scheme, there are still many positive benefits.

The site is on a key corner of an intensively used transport corridor into the city centre and is in a poor visual state at present, giving a negative impression. It is occupied by buildings that contribute nothing to townscape character and is in desperate need of regeneration. The detailed assessment given earlier in this report concludes that the scale, form and design of the development are all positive attributes. It should also be borne in mind that the majority of the city centre falls into a different housing market area where no affordable housing contribution is required and thus no assessment of viability is undertaken for the vast majority of city centre schemes. This is because the abnormal costs of developing these brownfield sites are significant constraining factors. It is your officers' view therefore that a compromise is justified in this case, given the particular characteristics of this site and the overwhelming desire to redevelop it.

On balance it is recommended that the proposed reduced affordable housing contribution of £650,000 should be accepted in this specific case. This would be secured by way of a legal agreement.

RESPONSE TO REPRESENTATIONS

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

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

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

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

SUMMARY AND RECOMMENDATION

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

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

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

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

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

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

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

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

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

The applicant has agreed to a contribution of £650,000 towards the provision of affordable housing in the city. This falls short of the recommendations of the Council's independent surveyor but is, on balance, considered to be acceptable when weighed against all the positive aspects of the scheme and given that the majority of the city centre (which falls into a different market area) has no requirement for an affordable housing contribution.

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

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

HEADS OF TERMS

A contribution of £650,000 for the provision of off-site affordable housing

HIGHWAY STOPPING UP

Members are also requested to confirm that they:

a. Raise no objection to the proposed stopping-up of the areas of highway shown beige on the plan 0002-SK01 Revision A, subject to satisfactory arrangements being made with Statutory Undertakers with regards to such of their mains and services that may be affected.

b. Authorise Legal Services to take all necessary action on the matter under the relevant powers contained within Section 247 of the Town and Country Planning Act 1990.