
Case Number	17/03999/FUL
Application Type	Full Planning Application
Proposal	Phase 1 (full application) Erection of 2 units - 16,615 sq m of B1c/B2/B8 floorspace and provision of associated access and landscaping; Phase 2 (Outline application) Details of access for upto 61,230 sq m of B1c/B2/B8 floorspace
Location	Outokumpu Shepcote Lane Sheffield S9 2RA
Date Received	22/09/2017
Team	City Centre and East
Applicant/Agent	CBRE Limited
Recommendation	G Conditional Subject to Legal Agreement

Time limit for Commencement of Development

1. The development of Phase 1 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.

2. Phase two of the development shall not be commenced unless and until full particulars, details and plans relating to (a) Appearance, (b) Landscaping, (c) Layout and (d) Scale (matters reserved by the permission) have been submitted to and approved in writing by the Local Planning Authority.

Reason: Until full particulars and plans of the development (including details of the matters hereby reserved) are submitted to and approved by the Local Planning Authority they cannot agree to this phase of the development proceeding.

3. Application for approval in respect of any matter reserved by this permission must be made 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.

4. Phase Two of the development shall be begun not later than whichever is the later of the following dates:- the expiration of two years from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the last such matter to be approved.

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

Approved/Refused Plan(s)

5. The development shall be carried out in complete accordance with the following approved documents:

30847 PL	200	Site Location Plan	1:1250
30847 PL	201A	Site Plan	1:1250
30847 PL	202A	Unit 1 and 2 Site Plan	1:500
30847 PL	203B	External Finishes and Fencing Plan	
30847 PL	204A	Parameters Plan	1:1250
30847 PL	205	Phasing Plan	1:1250
30847 PL	206	Site Location Plan - Red line Boundary	1:1250
30847 PL	210A	Unit 1 Floor Plans	1:250
30847 PL	211A	Unit 2 Floor Plans	1:250
30847 PL	220	Unit 1 Elevations & Sections	1:250
30847 PL	221	Unit 2 Elevations & Sections	1:250
30847 PL	230A	Overall illustrative coloured detailed and outline masterplan option	1:1250
30847 PL	231A	Illustrative Coloured Unit 1 & 2 Site Plan	1:500
30847 PL	232	Unit 1 Illustrative Coloured Elevations	1:250
30847 PL	233	Unit 2 Illustrative Coloured Elevations	1:250
30847 PL	234	Unit 1 & 2 Illustrative Site Elevations	1:500
30847 PL	235	Illustrative 3D Masterplan View	
30847 PL	236A	Unit 1 Illustrative External Views	
30847 PL	237A	Unit 2 Illustrative External Views	

Outline Mitigation Plan - Bowland Ecology dated 27.06.2018
2114-PI001 Rev C Preliminary Landscape Proposals Plan

Environmental Statement Chapter 11 as amended 24.05.2018

Design and Access Statement Revision A dated 20th June 2018

Reason: In order to define the development

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

6. No development of each phase shall commence until full plans detailing the final ground levels on site, including finished floor levels, have been submitted to and approved in writing by the Local Planning Authority. Thereafter, each phase shall be carried out in accordance with the approved levels details.

Reason: In order to define the permission.

7. No works of construction, nor other enabling, engineering or preparatory works associated with this permission shall take place until a Construction Environmental Management Plan (CEMP) has been submitted to and approved by the Local Planning Authority. The CEMP shall assist in ensuring that 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 also include details relating to the permitted working hours on site, and include a fugitive dust management plan.

Working hours shall be based on the principal that all construction and associated activities audible at or beyond the site boundary shall be confined to 0730 to 1800 hours on Mondays to Fridays, 0800 to 1300 hours on Saturdays, with no working on Sundays or Public Holidays. Any extraordinary arrangements outside these hours shall be prohibited except with the prior written agreement of the Local Planning Authority. The CEMP shall detail suitable community communications procedures to ensure that occupiers of dwellings and other sensitive uses are informed in advance of any disruptive or extraordinary working arrangements likely to cause significant amenity impacts.

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

8. Supplementary intrusive investigations and risk assessment as required by the Environmental Protection Service shall be carried out and be the subject of a Phase II Intrusive Site Investigation Report which shall have been submitted to and approved in writing by the Local Planning Authority prior to the development commencing. The Report shall be prepared in accordance with Contaminated Land Report CLR 11 (Environment Agency 2004).

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

9. Any remediation works recommended in the approved Phase II Intrusive Site Investigation Report shall be the subject of a Remediation Strategy

Report which shall have been submitted to and approved in writing by the Local Planning Authority prior to the development commencing the phase of development to which it relates. The 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.

10. No development shall commence on the relevant phase of development 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.

11. No development shall commence until full details of the proposed surface water drainage design, including calculations and appropriate model results for the relevant phase, have been submitted to and approved by the Local Planning Authority. The details shall include the arrangements and details for surface water infrastructure management for the life time of the development of that phase. 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.

12. Development shall not commence in the relevant area(s) of the site until details demonstrating the means of protecting the live water mains and making safe the abandoned pipe(s) that are laid within the site boundary have been submitted to and approved in writing by the Local Planning Authority. The details shall cover all phases of the development and construction shall not commence on the relevant phase of the development until the required measures have been implemented in full accordance with the approved details.

Reason: In order to protect the public water supply

13. 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.

14. The relevant phase of development shall not commence until full details of measures to protect the existing trees and shrubs to be retained on that part of the site which relates to that phase, have been submitted to and approved in writing by the Local Planning Authority and the approved measures have thereafter been implemented and retained throughout the construction period. These measures shall include a construction methodology statement and plan showing accurate root protection areas and the location and details of protective fencing and signs. Protection of trees shall be in accordance with BS 5837, 2012 (or its replacement) and the protected areas shall not be disturbed, compacted or used for any type of storage or fire, nor shall the retained trees, shrubs or hedge be damaged in any way. The Local Planning Authority shall be notified in writing when the protection measures are in place and the protection shall not be removed until the completion of the relevant phase of 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.

15. The relevant phase of development shall not commence until a Landscape and Ecological Management Plan - which includes; short, medium and long term aims and objectives; management responsibilities and maintenance schedules for all distinct areas, including the attenuation basin, along with monitoring arrangements for notable species on site, has been submitted to and approved in writing by the Local Planning Authority. This shall include,

where necessary, amended landscape and ecological plans. The Landscape and Ecological Management Plan shall thereafter be implemented as approved for each phase.

Reason: In the interests of protecting the biodiversity of the site. It is essential that this condition is complied with before any other works on site commence given that damage to existing habitats is irreversible.

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

16. 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.

17. 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. Buildings on the Phase of development to which the Validation Report relates 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 guidelines 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.

18. Unless shown (to the satisfaction of the Local Planning Authority) not to be feasible and viable, the relevant phase of development shall not commence until a report has been submitted to and approved 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.

19. Before the relevant phase of development commences a comprehensive and detailed hard and soft landscape scheme shall be submitted to and approved in writing by the Local Planning Authority. The landscaping shall be based on the principles identified on Drawing No. 2114-PL001revC. The landscape scheme shall include a 'Landscape Implementation Strategy' detailing how and when the approved landscape works shall be implemented. The approved landscape works shall be implemented in accordance with the approved 'Landscape Implementation Strategy'. Thereafter, the landscaped areas shall be retained and they shall be cultivated and maintained for a period of 5 years from the final date of implementation and any plant failures within that 5 year period shall be replaced.

Reason: In order to achieve an appropriate quality of development

20. Prior to the occupation of Phase One of the development hereby approved, the MOVA (Microprocessor Optimised Vehicle Actuation) sets at M1 Junction 34 Northbound and Southbound must be reprogrammed to a specification and methodology, to be first agreed in writing by the Local Planning Authority and Highways England, which aim to ensure queues on the M1 slip roads do not extend beyond the following locations:

- Southbound off slip - the location of the 1st detection loop as indicated on Highways England plan no. 530010-1200-04Rev D
- Northbound off slip - the extent of the three lane section of slip road as identified on Highways England plan no.1043388/1200/RM006

No part of the development may be occupied until the MOVA sets at M1 junction 34 Northbound and Southbound have been reprogrammed in accordance with the agreed specification and methodology.

Reason: In order to ensure that the development does not result in queueing on the M1 carriageways.

21. In accordance with the recommendations of Volume 1, Section 9 of the submitted Environmental Statement (Ref. Knight Frank, dated September 2017), a scheme of works to protect the occupiers of dwellings on Greasbro Road from noise shall be submitted to and approved in writing by the Local Planning Authority prior to the construction of each phase of development. As part of the scheme of works a technical and visual specification of the acoustic barriers to be installed shall be submitted, and this shall also be accompanied by a specific landscaping scheme which will demonstrate how the visual impact of the barriers will be limited. The scheme of works, including landscaping works, shall be installed prior to the first occupation of the relevant phase of development maintained in good repair and the landscaping maintained during the course of its functional requirement.

Reason: In the interests of the amenities of the locality and occupiers of adjoining property and to limit the visual impact of the barrier.

22. Prior to their installation full details, including both the technical and visual specification, of the acoustic barriers to be installed on site shall be provided to the Local Planning Authority. The details of the barrier shall also be accompanied by details of a specific landscaping scheme which will demonstrate how the visual impact of the barriers will be limited. The approved barriers shall be installed prior to the occupation of the relevant phase.

Reason: In order to protect the amenity of neighbouring occupiers and to limit the visual impact of the barriers.

23. Details of a suitable means of site boundary treatment for each phase of the development shall be submitted to and approved in writing by the Local Planning Authority before the commencement of each phase of development, or within an alternative timeframe to be agreed in writing by the Local Planning Authority and each phase shall not be occupied unless such means of site boundary treatment has been provided in accordance with the approved details and thereafter such means of site enclosure shall be retained.

Reason: To ensure an appropriate quality of development

24. The development shall not be brought into use unless the sight lines of 4.5m x 120m, as indicated on drawing no's 17430-07-01; 17430-07-02; and 17430-07-03, have been provided. When each relevant sight line has been provided, thereafter the sight line shall be retained and no obstruction to or within the sight line shall be allowed above a height of 1 metre.

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

25. Phase 1 of the development shall not be occupied until the car parking provision for each unit (64 spaces for unit 1 and 131 spaces for unit 2) as shown on the approved plans has been provided. The 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.

26. Prior to the occupation of any building within in either phase of the development hereby approved a car parking scheme must be submitted to and approved in writing by the Local Planning Authority. No building within either phase of the development hereby approved shall be occupied until parking spaces have been laid out within the site, in accordance with the approved scheme. Thereafter the parking areas shall be retained and maintained as approved for their designated purposes.

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

27. Within 3 months of 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, must be 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 the operation of the plan 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 to ensure that the verified/validated results will be used to further refine targets and inform actions proposed to secure amendments to the Plan to ensure it achieves the approved objectives and modal split targets.

The approved Travel Plan(s) shall thereafter be implemented with immediate effect, for the relevant part of the development, 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 the Core Strategy

28. No building within each Phase of the development shall be brought into use until a scheme for implementing the following facilities, relevant to that Phase, has been submitted to and approved in writing by the Local Planning Authority:

Phase 1: 4 x Rapid Electric and 5 x Fast Charging Point Facilities - including a) the position of the spaces on the site; b) the design/specification of the facilities; and c) the strategy for implementation across the site.
Phase 2: 3 x Rapid Electric and 2 x Fast Charging Point Facilities including a) the position of the spaces on the site; b) the design/specification of the facilities; and c) the strategy for implementation across the site.

The facilities shall be provided in accordance with the relevant strategy of implementation. The facilities shall thereafter be retained and maintained.

Reason: In order to promote sustainable forms of transport in the interests of air quality and in line with Core Strategy policies.

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

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

30. No phase of development shall be occupied until the redundant accesses associated with each phase have been stopped up and the kerb and footways reinstated. Access to each phase shall be restricted to the approved access points shown on the approved plans.

Reason: In the interests of the safety of road users

31. 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 in which they are proposed to be used 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

32. Prior to installation, full details of the proposed means of external lighting (including any security lighting) shall be submitted to and approved by the Local Planning Authority. The external lighting shall be installed to meet the guidance provided by the Institution of Lighting Engineers in their document "Guidance Notes for the Reduction of Light Pollution". Thereafter, the agreed details shall be implemented in accordance with the approved details.

Reason: In the interests of the visual amenities of the locality, the amenity of surrounding occupiers, and surrounding ecological habitats.

33. Full details of proposals for the inclusion of public art in Phase 1 shall be submitted to and approved in writing by the Local Planning Authority. The agreed scheme shall be implemented in full prior to the occupation of the second building on Phase 1, or an alternative timeframe to be agreed in writing by the Local Planning Authority.

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

34. Before the relevant phase of development is commenced , or within an alternative timeframe to be agreed in writing by the Local Planning Authority, full details of suitable inclusive access and facilities for disabled people to enter the buildings and within the curtilage of the site, shall have been submitted to and approved in writing by the Local Planning Authority and each phase shall not be used unless such inclusive access and facilities have been provided in accordance with the approved plans. Thereafter such inclusive access and facilities shall be retained.

Reason: To ensure ease of access and facilities for disabled persons at all times in accordance with Code of Practice BS8300.

35. Before the commencement of Phase Two of the development a report providing full details of the measures to protect the adjoining railway infrastructure from the impacts of that phase shall be submitted to and approved in writing by the Local Planning Authority. The report shall address the following matters:

- Railway Level Crossing Impact Assessment
- Drainage Impact
- Use of Cranes / Plant in proximity to railway infrastructure
- Excavation / Earthworks in proximity to railway infrastructure
- Boundary security measures / fencing
- Vehicle safety barriers
- Fail safe construction methods
- Landscaping Impact
- Lighting Impact
- Maintaining access to railway infrastructure

Reason: In order to protect the integrity and safety of the adjoining railway infrastructure.

Other Compliance Conditions

36. The relevant phase of development shall be carried out in accordance with the mitigation measures recommended in the Air Quality section of the Environmental Statement Volume One.

Reason: In order to mitigate the impacts of development in relation to air quality

37. The relevant phase of development shall be constructed in full accordance with the details submitted on drawings NWK 150096-00(00)-0300 (revision P01) dated 13/09/2017 and NWK 150096-52(00)-0302 (revision P01) dated 13/09/2017, prepared by Built Environment Design Partnership, and the Flood Risk Assessment (NWK-150096-RT) dated August 2017 .

Reason: In order to protect the public sewerage system and to ensure that the development is properly drained during all phases of the development

38. The breeding bird surveys submitted are only valid for two years. Should the development of Phase One and/or Phase Two not commence within two years of the date of this decision then further breeding bird surveys covering the site of the relevant undeveloped phase will need to be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the relevant phase of development.

Reason: In order to inform the detailed ecological requirements for later phases of development that might occur over a long period and/or multiple phases and to confirm the continued absence of protected species or to establish the status of mobile protected species that might have moved, increased or decreased within the site.

39. All vegetation and site clearance works shall take place outside the bird breeding period (beginning of March to the end of August) unless during this period a competent ecologist has undertaken a careful and detailed check for active birds' nests and provided written confirmation to the Local Planning Authority that no birds would be impacted upon by the clearance operation. Such written confirmation shall be approved by the Local Planning Authority before any such works in this period commence.

Reason: To ensure that no breeding birds are disturbed.

40. 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.

41. 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 approved buildings, 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, unless otherwise agreed in writing by the Local Planning Authority.

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

42. The units comprising each phase of development hereby approved shall be constructed to achieve a minimum rating of BREEAM 'very good' and before

each unit 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:

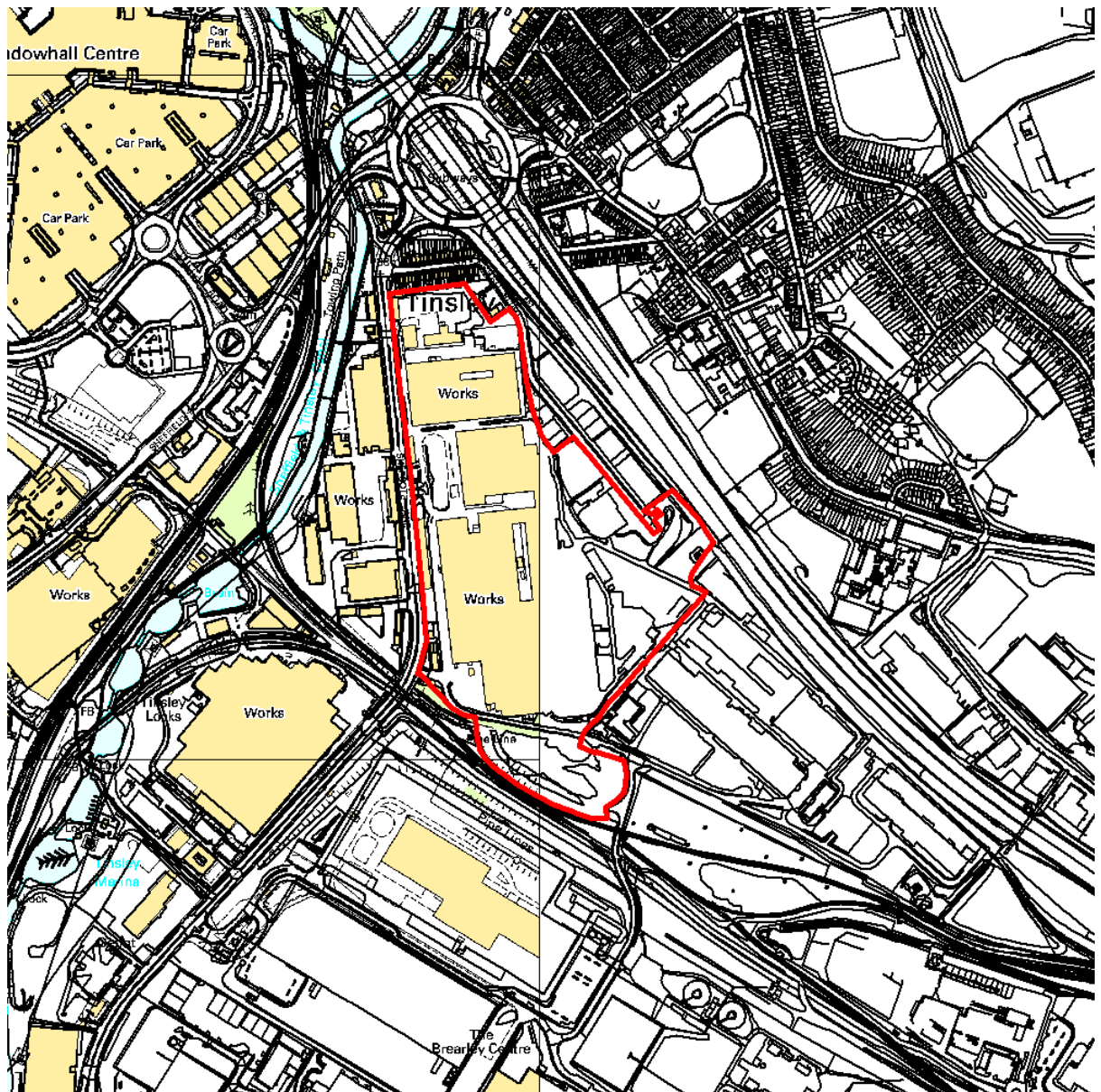
1. The Local Planning Authority has dealt with the planning application in a positive and proactive manner and sought solutions to problems where necessary in accordance with the requirements of the National Planning Policy Framework.
2. The applicant is advised that the Construction Environmental Management plan (CEMP) should be based on some of the measures detailed in the Institute of Air Quality Management (IAQM) document 'Guidance on the Assessment of Dust for Demolition and Construction' (February 2014), and or adopt the London Councils' Best Practice Guidance, November 2006, "The Control of Dust and Emissions from Construction and Demolition" in order to address matters of air quality.
3. The applicant is encouraged to enter into discussions with the Sheffield and Rotherham Wildlife Trust regarding the attenuation basin.
4. The proposed development lies within a coal mining area. In the circumstances applicants should take account of any coal mining related hazards to stability in their proposals. Developers must also seek permission from the Coal Authority before undertaking any operations that involves entry into any coal or mines of coal, including coal mine shafts and adits and the implementation of site investigations or other works. Property specific summary information on any past, current and proposed surface and underground coal mining activity to affect the development can be obtained from the Coal Authority. The Coal Authority Mining Reports Service can be contacted on 0845 762 6848 or at www.coal.gov.uk.
5. The developer is encouraged to use their best endeavours to ensure that HGVs delivering to the site are at a minimum Euro VI standards or better (i.e. use electric; gas / bio-methane or hydrogen fuel in order to help improve air quality).
6. The contact details for the Network Rail Asset Protection team are:

Asset Protection Project Manager
Network Rail (London North Eastern)
Floor 3B
George Stephenson House
Toft Green

York
Y01 6JT
Email: assetprotectionlneem@networkrail.co.uk

7. The applicant is advised that the noise rating level, as measured at the residential properties on Greasbro Road, due to any operational activity hereby permitted should not exceed the 15 minute LA90 background sound level, by more than 3dB. Measures to ensure such noise rating levels shall not be exceeded should be designed into the fabric and internal layout of the buildings to meet the terms of Condition 21.
8. The applicant is advised that there is an IP gas pipeline in the vicinity of the site and Cadent Gas will need to be consulted and contacted before any work takes place in the vicinity of the IP gas pipeline. There is also a gas governor /meter installation at the rear of the site that cadent gas will need access to.

Site Location



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LOCATION AND PROPOSAL

This application is a hybrid planning application, accompanied by an Environmental Statement (ES) under the Environmental Impact Assessment (EIA) Regulations, for the development of the former Outokumpu site on Shepcote Lane. An ES is required, as the Local Planning Authority determined as part of the screening opinion/response that the site is located in a sensitive location in relation to highway capacity and air quality levels. The site's sensitive location, coupled with the scale of the development - at 20.5 hectares - and the cumulative impact of other new development in the area, also justified the submission and assessment of the effects of the development upon the environment.

As the application is accompanied by an ES, it is relevant to note that, in accordance with NPPG guidance, the environmental effects of the development will be considered for both full and outline elements of the proposal.

The application site comprises a 20.5 hectares brownfield site on land off Shepcote Lane. The site has historically been used for stainless steel manufacturing. The site closed in 2005 and was cleared in 2011, although the base, foundations and evidence of former structures remain on site.

The site is located within an area designated as General Industry Area with Special Industries in the Unitary Development Plan. The site is also located adjacent to Junction 34 South of the M1 Motorway, which forms part of the strategic road network,

The majority of neighbouring uses are commercial or industrial. However, to the north of the site is Greasbro Road, which is an isolated residential street leading through to an industrial/business estate.

It is proposed that there will be two phases of development in order to deliver the construction of up to 77,845 square metres of B1c/B2/B8 uses.

Full planning permission is sought for Phase One of the development and therefore all relevant matters will be considered as part of this proposal.

Outline consent is sought for Phase Two - with approval only sought for access - with all other matters reserved.

Phase One

Phase One of the proposed development, which forms the Full Planning element of the application is proposed to include 2 units.

Unit One will be 4,174 square metres and it is envisaged that this would be split between 3756 square metres of B2/B8 uses, with 417 square metres of B1 uses forming office accommodation. 64 car parking spaces are also proposed, along with 4 dock levellers and two points of access via the service yard. The overall height of the building is proposed to be 12 metres to the eaves and 14.3 metres to the ridge. Ancillary landscaping is also proposed.

Unit 2 will be 12,441 square metres and it is envisaged that this will be split between 11366 square metres of B2/B8 uses with 1075 square metres of B1 use forming office accommodation. 131 parking spaces are proposed with 12 dock levellers and 2 points of access from the service road. The height of the building is proposed to be 13.8 metres to eaves and 15.5 metres to ridge. The office element of this unit is proposed to be two storeys in height and located to the north western corner of the building.

Phase One of the proposed development is proposed to be accessed via a new access point to be created off Shepcote Lane.

Phase Two

Phase Two of the development comprises approximately 14 hectares of land. This is indicatively shown on the submission as comprising 3 units with 599 parking spaces; the applicant stresses however, that this may change according to occupier demand.

Phase Two also includes a 1.9 hectare parcel of land to provide an attenuation basin for drainage of the overall site.

Access to Phase Two is also to be taken from Shepcote Lane.

The outline application seeks detailed approval for access, with all other matters reserved.

RELEVANT PLANNING HISTORY

There is no planning history which is relevant to the determination of this application.

SUMMARY OF REPRESENTATIONS

There have been two representations from local residents and one representation from Sheffield Wildlife Trust.

The following comments have been made:

Local Residents

- Traffic congestion has always been an issue since Meadowhall and Ikea and parking is a problem for residents on Greasbro Road. An incentive is requested for residents of the area - potentially a park for the children or a car park for residents.
- It is stated that a petition will be submitted in due course from local residents. (Members are advised that this has not been received as of the time of writing this report)
- The development will cast a shadow as it will be a few metres from the

- backyard of the resident and 4 metres high.
- There is a parking problem and a high number of disabled parking bays on Greasboro Road, as well as the street being used by HGV and other large goods vehicles by the existing industrial units. This makes the street busy and dangerous.
 - The provision of further parking for residents is requested.
 - Residents feel that the street is very isolated and that no one is interested as bushes and trees are left to overgrow and obstruct the view, making it dangerous when turning on to Shepcote Lane.
 - It is felt that residents will be kept in the dark with this project like HS2.

The Wildlife Trust comments that:

- The ecological value of the site is currently not high and the site is isolated due to adjacent infrastructure.
- The proposed mitigation plan is supported subject to the following comments.
- We would recommend that there is some water in the attenuation pond all year round, to increase its value for wildlife.
- We recommend retaining/moving/creating some rubble piles as refugia as these will be lost according to the plans.
- We would like all trees and shrubs (including those to be planted in the car park) to be native, rather than just ornamental. We would like the developer and Council to seriously consider the use of green roofs in this development in line with the Council's policy (Sheffield Development Framework Climate Change and Design SPD and Practice Guide: Guideline CC1 Green Roof Policy') and the Sheffield Green Roof Biodiversity Action Plan.
- We also note the concerns of the local residents on Greasbro Rd and can understand their requests to be 'bought out' from a quality of life point of view- we hope SCC, the landowners and developers will consider their point of view.

Rotherham MBC has stated that they have no objections to the proposal.

South Yorkshire Passenger Transport Executive (SYPTE) has been consulted several times but has not commented on the proposals to date.

PLANNING ASSESSMENT

Land Use Policy Considerations

The National Planning Policy Framework (NPPF) (paragraphs 18 – 22) sets out that the government is committed to building a strong, competitive economy and refers to the use of land use allocations.

The application site is located within a General Industry Area A in the Council's

adopted Unitary Development Plan (UDP). UDP Policy IB5 (Development in General Industry Areas) states that B2 and B8 uses (excluding open storage) are preferred uses. Use class B1 is cited as an acceptable use.

The preference for B2 and B8 uses on this site was continued in the Core Strategy, whereby Policy CS5(a) (Locations for Manufacturing, Distribution/ Warehousing and other Non-office Businesses) identifies the area as being an important location for manufacturing, distribution, warehousing and other non-office business uses.

The draft City Policies and Sites (which only carries limited weight), proposes that the Industrial Area designation is continued.

The principle of the proposed use is considered to be acceptable and in line with the aims of Policies IB5 of the Unitary Development Plan and CS5 of the Core Strategy.

Use Dominance

Part (a) of UDP Policy IB9 (Conditions on Development in General Industry Areas) states that new development should not lead to a concentration of uses that would prejudice the dominance of industry and business in the area or cause the loss of important industrial sites.

Use classes B2 and B8 are preferred uses for the area, and the dominant proposed uses for this development scheme. It is not therefore considered that the proposed development will prejudice the dominance of industry and business in the area; indeed it will support the aims of Policies IB9 and IB5.

B1a office accommodation is still an acceptable use, in respect of Policy IB5. The scale of B1a floor space proposed for Phase One is not considered to have an adverse impact upon the dominance of preferred uses, and it is noted that this will likely support the B2 and B8 functions. The final amount of B1a floor space for Phase Two is to be determined at the reserved matters stage, and the balance of this use in relation to dominance will be considered at that time. The proposal as detailed now, is therefore considered to be acceptable in accordance with the aims of Policy IB9 (a).

Air Quality

Paragraph 124 of the NPPF states that: 'Planning policies should sustain compliance with and contribute towards EU limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and the cumulative impacts on air quality 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.'

Core Strategy Policy CS 66 'Air Quality' states that action will be taken to protect air quality in all areas of the city. Further action to improve air quality will be taken across the built-up area, and particularly where residents in road corridors with high levels of traffic are directly exposed to levels of pollution above national

targets.

Other local policies that seek to improve air quality are Core Strategy Policy CS 8 (Tinsley Park) and Policy CS 51 (Transport Priorities).

The application site is within part of the City's Air Quality Management Area (AQMA), which has been designated by the City Council due to high levels of nitrogen dioxide (NO₂) and particulate matter (PM₁₀) pollution from road traffic, industrial and domestic sources. Furthermore, Sheffield is amongst the 28 areas (29 including London) named in the National Air Quality Plan – July 2017, as an area in exceedance for Nitrogen Dioxide (NO₂) gas that 'may' need a Clean Air Zone (CAZ) by 2020 either with or without a charging element, to be determined through a locally led Feasibility Study. Therefore, Officers are keen to work with all stakeholders to ensure that the impacts of their activities are neutral or as minimal as possible.

The air quality assessment submitted with the application considered both the construction phase and the operational phase impacts of the development. In particular, the risk of dust effects for the four types of construction phase activities – Demolition, Earthworks, Construction and Trackout (of dust and dirt from the construction/demolition site to the public road network), and the effect of transport during the operational phase were assessed. The Council's Air Quality Officer has considered the assessment method, together with the conclusions detailed in the air quality assessment report, and is satisfied with the statements made.

The closest sensitive receptors to air quality are the residents of Greasbro Road. However, in order to ensure a robust assessment of the impact, the following existing sensitive receptor locations (ESR) have been considered in the operational phase assessments; 3 Greasbro Road (ESR 1); 51 Greasbro Road (ESR 2); 2 Norborough Road (ESR 3); 86 Bawtry Road (ESR 4); 116 Bawtry Road (ESR 5); 53 Newburn Drive (ESR 6); 24 Siemens Close (ESR 7); 7 Bawtry Gate (ESR 8); 53 Town Street (ESR 9); 12 Town Street (ESR 10); 254a Sheffield Road (ESR 11); and 328 Sheffield Road (ESR 12).

The modelled baseline scenario for NO₂ concentrations is only projected to exceed the annual mean objective concentration at ESR 8 (7 Bawtry Gate). In respect of PM₁₀ concentrations and MP_{2.5} concentrations there is not predicted to be any exceedance of the annual mean objective concentration.

In terms of the predicted NO₂, PM₁₀ and PM_{2.5} concentrations at ESR locations for 2019 (opening/future year) both with and without the development, it is predicted that concentrations will not exceed the annual mean objective concentration.

A sensitivity analysis has also been undertaken to account for the under prediction of NO_x from diesel vehicles. The results vary slightly as the background concentrations for 2016 have been adjusted using the CURED methodology. Using this revised assessment tool it is determined that the NO₂ concentrations are predicted to exceed the annual mean objective concentration at ESR sites 7 and 8 (Siemens Close and Bawtry Gate) as a baseline. However, the NO₂

concentrations, both with and without development in 2019, are both predicted to not exceed the annual mean objective concentration for NO₂.

The EIA sets out that the significance of the overall effects of the Proposed Development has been assessed in accordance with the EPUK/IAQM guidance and takes into account a number of factors, including the following findings:

- Baseline NO₂ pollutant concentrations are below the relevant annual mean objectives at eleven of the ESR locations considered;
- Baseline PM₁₀ and PM_{2.5} pollutant concentrations are below the relevant annual mean objectives at all of the ESR locations considered;
- The assessment predicts a negligible impact on NO₂ concentrations at eleven ESR locations, and a slight impact at one ESR location with the Proposed Development in place;
- The assessment predicts a negligible impact on PM₁₀ and PM_{2.5} concentrations at all ESR locations, with the Proposed Development in place;
- The sensitivity analysis baseline NO₂ pollutant concentrations are below the relevant annual mean objectives at ten of the ESR locations considered;
- The sensitivity analysis predicts a negligible impact on NO₂ concentrations at eleven ESR locations, and a slight impact at one ESR location with the Proposed Development in place;

Based on these factors, the overall effect of the proposed development on human health, including in the long term and prior to any mitigation measures, is considered to be not significant, in accordance with the EPUK/IAQM guidance

Mitigation measures are proposed for the construction phase of the development in order to mitigate for the potential for nuisance dust and particulate matter to be generated. These mitigation works will include a Dust Mitigation Plan which will form part of a Construction Environmental Management Plan (CEMP). Subject to the implementation of mitigation measures it is considered that the effect on human receptors will not be significant.

In terms of operational phase mitigation, whilst it is recognised that the effect of NO₂ concentrations will not be significant, the following mitigation measures are proposed to alleviate the air quality impacts of the development: Electric Vehicles Charging Infrastructure; a Travel Plan; secure bicycle parking and shower facilities to encourage alternative forms of travel.

It is not considered that during the operational phase there will be a significant residual effect in terms of air quality at the assessed existing sensitive receptor points.

In light of the above, it is recommended that conditions be applied which require the developer to submit and accord with a Construction Environmental Management Plan (CEMP) based on some of the measures detailed in the Institute of Air Quality Management (IAQM) document 'Guidance on the Assessment of

Dust for Demolition and Construction' (February 2014), and / or adopt the London Councils' Best Practice Guidance, November 2006, "The Control of Dust and Emissions from Construction and Demolition".

In order to help mitigate the operational phase of development the applicant has also agreed to a condition requiring the installation of a number of rapid electric charging points and fast charging points on the site.

It is also recommended that a directive be applied which seeks to encourage the developer to endeavour that HGVs delivering to the site are at minimum Euro VI standards or better (i.e. use electric, gas/bio-methane or hydrogen fuel).

Highway and Transport Considerations

The NPPF (paragraph 32) sets out that all development that generates significant transport movements should be supported by a Transport Assessment and that decisions should take account of whether the opportunities for sustainable transport modes have been taken up; that safe and suitable access to the site can be achieved for all people; and that improvements can be undertaken within the transport network that cost-effectively limit the significant impacts of the development. Paragraph 32 further sets out that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are judged to be severe.

Core Strategy Policy CS51 (Transport Priorities) sets out the strategic priorities for transport and includes - inter-alia - (a) promoting choice by developing alternatives to the car, (c) containing congestion levels, and (f) supporting economic objectives through demand management measures and sustainable travel initiatives.

Core Strategy Policy CS52 (Key Route Network) states that the Key Route Network will provide good quality access to the City Centre and to the regional and national road network, and fulfil various strategic transport functions. A number of the surrounding 'A' roads (e.g. Shepcote Lane) and nearby motorway junctions (e.g. M1 J34 North / South) are identified as being part of Sheffield's Key Route Network where the strategic transport functions and targets are relevant.

Core Strategy Policy CS 53 (Management of Demand for Travel) seeks to promote sustainable modes of travel and managing demand for travel patterns that would otherwise be unsustainable. It is not proposed to stifle demand for necessary car travel but manage it so that it becomes more sustainable. The measures listed include the implementation of Travel Plans (part d), the active promotion of more efficient and sustainable use of vehicles (including alternatively fuelled vehicles) (part e), the encouragement of the use of more sustainable transport modes (part f), and the application of maximum parking standards.

Part (f) of UDP Policy IB9 (Conditions on Development in General Industry Areas) states that new development or change of use applications must be adequately served by transport facilities and provide safe access to the highway network and appropriate off-street parking.

UDP Policy T16 (Management of Traffic Demand) states that when and where the demand for trips by car exceeds the capacity of the Strategic Road Network, controls on car parking and access to roads will be used to regulate private traffic and reduce congestion. This is particularly relevant to peak-time use of the Network by private car.

Part (a) of UDP Policy T21 (Car Parking) states that provision will be made for car parking where it would meet the operational needs of businesses. It is expected, however, that levels of parking be regulated to prevent excessive peak-hour congestion.

UDP Policy T28 (Transport Infrastructure and Development) states that where new development would generate high levels of travel, it will only be permitted where it could be adequately served by various public transport services, infrastructure and the existing highway network. Where transport improvements are needed to enable a proposal to go ahead, it is expected that these works be provided or a commitment be secured to ensure their provision before that part of the development comes into use.

The proposed development is accessed directly from the A631 Shepcote Lane. The main highways concerns in relation to this proposal are the impact of the development on both the local and the strategic highway network.

Problems of traffic congestion are well documented on the local road network and at J34 (North and South) of the M1 Motorway. In order to support and inform the assessment of the planning application, an extensive Transport Assessment has been undertaken, which includes the detailed modelling of the highway network using the AIMSUN microsimulation model.

In order to undertake the modelling, an estimate of vehicular traffic generated by the proposed development has been made. This has been done using the TRICS (Trip Rate Information Computer System) database which is a recognised tool for determining traffic generation for a wide range of development and location scenarios.

The proposed application is for a range of land uses which have differing trip generation characteristics, and given the current issues faced by the highway network it was considered essential to ensure that a robust assessment of the likely highway impact was undertaken.

The table below provides details of the estimated vehicular traffic generation for the AM (0800-0900) and PM (1700-1800) peaks along with the 12 hour (0700-1900) figure.

	AM Peak (0800-0900)	PM Peak (1700-1800)	12 hr (0700-1900)
Arrivals	184	55	1373
Departures	81	185	1359
Total	265	240	2731

At the request of Highways England a sensitivity test was undertaken using higher trip rates, to ensure that the worst case scenario has been assessed, which resulted in the following estimated traffic generation.

	AM Peak (0800-0900)	PM Peak (1700-1800)	12 hr (0700-1900)
Arrivals	234	66	1931
Departures	151	207	1944
Total	385	273	3876

The modelling has been undertaken for the AM and PM peak periods for both the opening year (2019) and 10 years (2027) after the application submission date. This approach is in line with other transport assessments recently undertaken for other major developments in the immediate area, and reflects the periods of highest demand on the highway network and the highest trip rates from the development, which is in line with national guidelines. The modelling also takes account of developments which currently have planning consent, but which have not yet been implemented, and are considered as committed developments, together with background traffic growth.

The results of the modelling indicate the following highway implications:

Shepcote Lane / Europa Link

At Shepcote Lane/Europa Link, the modelling indicates no material impact in the AM or PM peak periods for the opening year (2019). The 2027 assessment indicates an increase in queues on the Shepcote Lane (S) of 27 vehicles in the AM peak and 2 vehicles in the PM peak. On Europa Link queues are predicted to increase by 24 vehicles in the AM peak and 23 vehicles in the PM peak in 2027. The delays on Europa Link are also indicated as increasing significantly, to the extent that they would potentially affect the operation of the junctions as a result.

Shepcote Lane / Greenland Road

The modelling does not indicate any material impact at the junction in either the opening year or 2027

M1 J34(N)

In 2019 there are no predicted material increases in queues in the AM peak period, however the following increases are indicated during the PM peak; Meadowhall Road +17, Meadowbank Road +17, Tinsley Viaduct +14, Blackburn Road +3, M1 Southbound off slip +21. Although there are additional vehicles queueing on the highways links indicated above, the only link which is indicated to have a significant increased delay is on the Tinsley Viaduct at +63 seconds.

Other local roads

In the opening year there are no significant queues in the area, but the 2027 modelling indicates increases in queueing on Meadowhall Road of +22 vehicles. There is also a corresponding significant increase in delay, but it should be noted that this is as a result of the cumulative impact of all committed developments assessed and not solely as a result of the proposed development.

M1 J34(S)

In 2019 the modelling indicates an increase in queueing on Shepcote Lane of 35 vehicles in the AM peak and 9 vehicles in the PM peak. In the AM peak there is also a significant increase in delay on the Shepcote Lane arm of +214 seconds. The 2027 modelling indicates increases of +28 vehicles on the Tinsley Viaduct in the AM peak and +47 vehicles on Shepcote Lane in the PM peak.

Site Access

The site currently has four points of access directly from Shepcote Lane and as part of this application the site accesses will be rationalised. The southern-most access will be retained and will serve Phase 1 of the development. The remaining three points will be permanently stopped up. Two new points of access will then be formed to serve the majority of the site (Phase 2). Visibility splays of 4.5m x 120m are to be provided at the accesses, which is in accordance with the 85 percentile speeds recorded on Shepcote Lane.

The points of access will not be signal controlled, unless a Road Safety Audit determines that this will be necessary as part of the s278 highway improvement works process.

As mentioned previously the application is for varying employment land uses each of which have differing car parking guidelines which result in a range of car parking of between 371 and 1038 spaces. The application proposes 786 spaces across both phases of development. The extent of parking included as part of the outline phase (despite layout being a reserved matter) is included, in order to facilitate the assessment of the wider highways implications of the potential development.

In order to further assess the proposed level of parking, a review was carried out. It is assumed that the site could have a 24 hour operation. A car parking accumulation exercise was carried out using the estimates of vehicular movements calculated using the TRICS database. This exercise indicated that the peak parking demand would be 688 which equates to 88% occupation of the car park.

Given that the proposed parking provision falls within the Council's parking guidelines, and mindful of the additional assessment work carried out to address concerns in respect of traffic on both the M1 and local network, it is considered that the parking provision is acceptable - being able to accommodate the likely demand without making an over-provision which could encourage unnecessary car use. It should also be noted that as Phase 2 is an outline proposal, with all matters but access reserved. A further review of the parking provision relating to that phase will be made when the reserved matters application is submitted. It is therefore considered that the parking level is appropriate and complies with the aims of both Core Strategy and UDP policy.

Cycle and motorcycle parking is shown on the Phase One plans as being provided in accordance with the Council's parking guidelines, and will be secured for Phase Two as part of the reserved matters application. The site will be accessed by a Heavy Goods Vehicles. The proposed accesses and site layout have been tracked to ensure that these vehicles can be adequately accommodated.

Overall, in highways terms it is considered that the layout is satisfactory in terms of access and the manoeuvring of vehicles into and within the site. Similarly, the parking provision proposed is within the Council's parking guidelines and will be further reviewed at the reserved matters stage to ensure that it remains at an appropriate level.

In order to mitigate the impact of the proposed development upon both the M1 and the local highway network, a scheme of mitigation and monitoring works has been put forward and agreed between officers and the applicant. Final agreement is also required from Highways England and this is currently in the process of being secured to enable them to lift their current holding direction.

It is intended that a scheme of works will review and implement revisions to optimise the existing MOVA (Microprocessor Optimised Vehicle Actuation) controls at M1 Junction 34 North and Southbound. MOVA is an adaptive traffic control system that is used to optimise the capacity of the traffic signal junctions. The MOVA system will be reconfigured to better manage the expected additional vehicle flows. This work will be carried out in conjunction with Highways England and Sheffield City Council Urban Traffic Control.

The intended outcome of this is to ensure that queues on the slip road of the M1 do not build to the extent that they would affect the main carriageway of the M1. Highways England have indicated that they will be satisfied with the implications of

the development, subject to the implementation of this condition. There is also a need for Urban Traffic Control to monitor the above works, and the developer has agreed to a financial contribution (£10,000) to allow this to occur. The payment of these monies will be secured via a Section 106 agreement.

In order to further limit the potential impact upon the network, conditions in relation to a travel plan for all phases of development, and limits on parking provision for Phase Two of the development have also been agreed between officers, Highways England and the applicant.

In order to mitigate against the potential impact upon the local highways network (at the junction of Shepcote Lane and Europa Link) the developer has also agreed to fund the upgrading of this signalised junction, via a contribution of £25,000. These monies will also be secured through a Section 106 agreement and the scheme of works will be commissioned by the Council.

It should be noted that the information provided regarding queues and delays in the modelling is based on the results of the higher trip rate modelling and as such an extremely robust assessment has been undertaken, in order to understand the potential highway implications of the development, and to determine appropriate mitigation measures. The impact upon the overall highways network, subject to mitigation, is not considered to be severe either individually or cumulatively and therefore accords with the guidance contained within NPPF Paragraph 32. It is therefore considered that, on balance, subject to the signing of a S106 agreement and the imposition of appropriate conditions the proposal is consistent with the aims of the NPPF, Policies CS51, CS52 and CS53 of the core strategy and policies IB9, T16, T21 and T28 Unitary Development Plan.

Sustainability

Core Strategy Policies CS 64 (Climate Change, Resources and Sustainable Design of Developments) and CS 65 (Renewable Energy and Carbon Reduction) are the main policies for promoting energy efficiency, renewable technology and the sustainable use of resources. These policies are in accordance with the aims of paragraph 96 of the NPPF in respect of climate change which sets out that local planning authorities should expect new development to; comply with adopted Local Plan policies on local requirements for decentralised energy supply unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable; and take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption

The sustainability statement submitted as part of the application sets out that the developer proposes to utilise low energy design principles to minimise energy demand such building form and orientation to maximise daylight and using design and building services. A pre assessment against BREEAM criteria has also been undertaken and shows that the scheme currently achieves an overall BREEAM rating of 'Very Good'.

In order to meet the requirements of CS65, which requires at least 10% of predicted energy needs to come from decentralised and renewable or low carbon energy, it is proposed to install 2,800 square metres of Solar Photovoltaic Panels to the roof of the units forming Phase One which amounts to at least 10% of the predicted energy needs. It is also proposed to reduce overall regulated CO2 emissions by approx. 14.9% compared to those of a notional development.

It is noted that no green roof is proposed which is contrary to the aims of the Supplementary Planning Guidance on Climate Change, however, it is considered that the proposal remains acceptable with regards the aims of reducing the impact of climate change as part of the consideration of new development and there are recognised difficult practicalities of installing green roofs on large industrial shed buildings.

Overall, it is considered that the details set out in the sustainability statement are considered to be satisfactory and address the aims of Policies CS64 and CS65 of the Core Strategy and the NPPF, subject to conditions requiring the implementation of the aforementioned measures.

Amenity Considerations

A core planning principle of the NPPF is that development should seek both a high quality design and a good standard of amenity for all existing (and future) occupants of land and buildings.

UDP Policy IB9 (part b) states that new development or change of use applications should not cause residents or visitors in any hotel, hostel, residential institution or housing to suffer from unacceptable living conditions.

Overbearing/Overdominance

Phase One, Unit One, of the proposed development will be closest to the residential properties on Greasbro Road.

Unit 1 of Phase One will be set between approximately 21 and 22 metres from the end of the rear offshoot to the properties on Greasbro road and between approximately 23 and 24 metres from their main rear elevations. The height of Unit 1 will be 14.3 metres to the ridge and 12 metres to the eaves. The site is set approximately 56cm higher than the land level of the rear gardens of Greasbro Road, based upon the site sections submitted.

The development proposed by reason of its height and nature will undeniably have a visual impact when viewed from the rear of the properties to Greasbro Road. However, the distance between the properties will go some way to minimise the impact, whilst the orientation of the Greasbro Road properties to the north of the site, means that the properties will not suffer from significant overshadowing in respect of sunlight.

Whilst Policy IB9 does not set out a means of assessing the impact, officers give reference to the SPG Designing House Extensions as a guide for forming a meaningful judgement as to the impact of development upon residential amenity.

Whilst this does not technically apply to developments such as the one proposed, it is still considered to be a useful tool for judging likely impact in respect of overbearing and overdominance.

Guideline 5 of the SPG sets out that 'a two storey extension should not be placed nearer than 12 metres in front of ground floor main windows of a neighbour. With extra storeys this distance will normally need to be greater, and level differences may also change the requirements'.

The distances cited above are considered to be sufficient to ensure that the impact of development to the nearest residential properties is sufficient.

It is also noted that a scheme of landscaping is proposed to the boundary of the site which will further help to mitigate the impact visually and in terms of the 'perception' of dominance.

The landscaping buffer will include existing planting and trees, which are to be retained and bolstered by the addition of two new trees and ornamental planting. It is also proposed to be the subject of a condition that there be planting adjacent to both the security and acoustic fences, to further soften the impact of the development.

Whilst it is acknowledged that the landscaping will not screen the development fully, and the visual impact will vary between the summer and winter months, it is considered that the inclusion of further evergreen planting and species which will survive in the site conditions could further mitigate the visual impact of the development. Officers are also clear that the final specification of planting should then not result in unacceptable overbearing as a result. It is considered appropriate that a condition be applied requiring full and final details of the landscaping proposals is applied to any consent.

In conclusion, the siting of the development, the separation distance and the provision of a suitable landscape scheme are all considered to mitigate against the impact of the development to such a degree that the development is considered to be acceptable in terms of the impact upon the properties to Greasbro Road. It should also be borne in mind that the site has a derelict appearance at present which provides a poor outlook for residents as it stands.

In respect of the impact upon other neighbouring properties, it is noted that these are all commercial in nature and set some distance away from the proposed buildings, particularly in respect of Phase One. Accordingly it is not considered that there is an unacceptable impact upon the amenity of the occupiers of these properties.

The proposal is therefore considered to be in line with the aims of the NPPF and Policy IB9 of the UDP.

Noise

The NPPF paragraph 123 seeks to prevent new and existing development from being adversely affected by noise, whilst the Noise Policy Statement for England 2010 sets out how noise can be characterised and its likely impact, as well requiring mitigation and minimisation of impacts. The Planning Practice Guidance 2014 on noise sets out that noise needs to be considered in assessing new development and sets out a framework of actions depending upon the noise and its effect.

Policy GE22 'Pollution' states that, 'Development should be sited so as to prevent or minimise the effect of any pollution on neighbouring land uses or the quality of the environment and people's appreciation of it.'

Policy GE24 'Noise Pollution' stipulates that 'Development will be permitted only where it would not: (a) create noise levels which would cause a nuisance; or (b) locate sensitive uses and sources of noise pollution close together.'

An assessment of predicted noise was undertaken at 4 key locations around the application site. These were Greasbro Road (5 site locations), Newburn Drive (2 site locations), Bawtry Drive (2 site locations) and Ingfield Avenue. The assessment also considered 5 phases of construction, including an assessment of vibration impacts, and the findings of this assessment are set out in the Environmental Statement submitted.

The summary findings set out that there is likely to be a noise impact from the construction phase of the proposed development at the closest properties on Greasbro Road (sites 4 and 5), when the works are close to the northern boundary of the site. Similarly, vibration impacts from the construction phase of the proposed development are also likely at these properties- when works are close to the northern boundary of the site. This is considered to be a major adverse impact, to those properties which border the site, but which is also a relatively short term impact when compared with the overall construction programme.

For Greasbro Road assessment sites 4 and 5, the assessment finds that when works are close to the site boundary, the works for three of the 5 phases of construction will exceed the 65dB criterion by 3dB, and this is predicted to result in a moderate adverse effect. However, as works close to the boundary will be limited in time frame - in the scheme of works - it is considered that the impact will be relatively short.

Other sensitive receptors, which are across the M1 motorway, will only be affected by the construction of the access road, and therefore it is considered that the works will be limited to a relatively short term impact, which is not deemed to be significant.

It is not considered that construction traffic will have a significant impact upon sensitive receptors - as considered in the ES.

It is considered that a scheme of mitigation works, as set out in the noise section of the ES, and as required by the submission of a Construction and Environmental Management Plan (CEMP) will appropriately address the likely impact.

In terms of operational noise, there is the potential for some impact depending upon the final operational use of the site, but known likely impacts include HGVs in the service area and forklift trucks around this area and around access doors, along with movements around the staff car parking areas. There are also unknown, but potential impacts such as the use of the area by refrigerated lorries, along with other potential impacts, and therefore a worst case scenario impact has been assessed.

The noise assessment sets out a worst case scenario for operational impacts, and also a scheme of mitigation works - which recognises that the impact of noise will be long term and on occasion - without the proposed mitigation measures – would exceed WHO Guidelines for Community Noise at Greasbro Road 3 and Newburn Drive 1.

In terms of off-site traffic noise, both as a result of the development and cumulatively as a result of other development in the area, the impact is considered to be negligible with road traffic noise predicted to be less than 1dB in both 2019 and 2034, and accordingly it is not considered that there is any mitigation required in respect of this.

A number of mitigation measures have been put forward which are capable of reducing the potential impact to acceptable levels. The findings have been assessed by officers in the Council's Environmental Protection Service, who are satisfied with the findings of the report and that the mitigation measures proposed are satisfactory to ensure that the amenities of neighbouring properties are not unduly affected by the development in the long term, although there will be a short term impact due to construction.

Mitigation measures proposed during the construction period include limiting working periods and adopting a watching brief to allow for modification of working times when works proposed are likely to result in vibration or will be close to sensitive receptors (i.e. the nearest residential properties). In order to mitigate the operational impact of the development it is proposed to install a 5 metre high acoustic barrier along the northern boundary of the site adjacent to Unit 1, running from the corner of the front elevation of the building towards Shepcote Lane and to the eastern edge of the loading area to Unit 1 and a further barrier to the back edge of the service road/edge of loading area to Unit 2. The final specification of these barriers is to be confirmed in order to ensure both their performance and their visual impact is appropriate. It is recommended that full details of the noise barrier are required by condition. It is also intended to enhance the fabric of the building, in order to further reduce noise breakout at the operational stage of development.

The submitted noise report sets out that when all possible mitigation measures are accounted for, it is anticipated that there will be some impact arising from the development at Greasbro Road (sites 1 and 3) at night. This would be 3dB above

background levels, which is deemed to be not significant in EIA terms. However, this impact, when combined with mitigation, is considered to be acceptable on the basis that the acoustic barriers would meet the 60dB threshold set out in the World Health Organisation's guidance. It is considered that the impact of Phase One is therefore satisfactory in respect of the aims of Policies GE22 and GE24 of the UDP and the NPPF.

In terms of cumulative noise impacts, the development will not introduce new sensitive uses closer than those against which the development has been assessed, and none of the cumulative schemes considered are close enough to the proposed development such that cumulative effects might occur.

Given the outline nature of Phase 2 it is not possible to specify direct means of mitigation, but it is considered appropriate that a condition is applied which ensures that final details in respect of noise and vibration, and any such mitigation as may be required are submitted as part of any reserved matters application. It is also noted that Phase Two will be set behind the units to Phase One and therefore be further away from the most sensitive noise receptors; although the final siting has yet to be determined. The proposal is ultimately considered to be consistent with the NPPF and Policies GE22 and GE24 of the Unitary Development Plan.

Design

The NPPF, in particular paragraph 56 to 58, sets out that the government attaches great importance to design, and that this is a key aspect of sustainable development. Policy CS74 of the Core Strategy and Policy BE5 of the Unitary Development are both consistent with, and facilitate the assessment of proposals as required by paragraph 58. Paragraph 58 sets out that development should function well, add to the overall quality of the area for the lifetime of the development, create attractive and comfortable places to work, optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses and support local facilities and transport networks. Paragraph 58 also sets out that development should respond to local character and history, and reflect local surroundings and materials, create a safe and accessible environment and be visually attractive as a result of good architecture and appropriate landscaping. .

Policy CS74 'Design Principles' and Policy BE5 'Building Design and Siting' both set out that good design will be expected in all new developments and the means by which this shall be achieved.

In respect of Phase One, the layout of the site has been informed by the need to reduce the impact upon the amenities of neighbouring properties, the need to provide industry standard loading, turning and parking facilities, and appropriate worker and visitor parking. The overall layout and expanses of hardstanding will be softened by the addition of soft landscaping.

The two units, which form Phase One of the development are relatively simple in design and colour. The structures will have a low profile pitched roof and the 'shed' element will be clad in silver and dark grey trapezoidal profiled cladding - which will

be broken up into bays in order to provide some visual relief on the long expanses of elevations. It is also proposed to utilise a white high level recessed band in order to break up the mass of the structure further. The office accommodation will be clad using a powder coated aluminium glazed curtain walling system in dark grey with green tinted glass and a back painted glass horizontal band in white between the ground and first floor.

Due to the height and scale of the buildings proposed, as part of Phase One, they would have a visual prominence within the area, and would be visible from a wide area. However, it is also considered that they would be in context, being set in close proximity to other large industrial and warehouse buildings. As part of the application submission, the applicants have submitted an assessment of how the site would sit in the local landscape, and in long range views, and officers consider that the impact of this buildings from a long range visual perspective, as well as closer to the site is acceptable and within context for this predominantly industrial area.

The design, layout (including opportunities for landscaping and disabled access) and visual appearance of the units which will form Phase One of the development are considered to be acceptable and are appropriate to the local context in which they sit. The proposals as part of Phase One, are therefore compliant with the aims of the NPPF, Core Strategy policy CS74 and Unitary Development Plan policy BE5.

Flood Risk & Drainage

Paragraph 93 of the NPPF sets out that: 'Local planning authorities should adopt proactive strategies to mitigate and adapt to climate change, taking full account of flood risk.'

Paragraph 103 of the NPPF, sets out that flood risk should not be increased elsewhere as a result of development and authorities should only consider development appropriate in areas at risk of flooding where, informed by a site-specific flood risk assessment.

Core Strategy Policy CS 67 (Flood Risk Management) seeks to reduce the extent / impact of flooding and provides a list of criteria as to how this will be achieved – including limiting surface water run-off, using sustainable drainage techniques and permitting development in appropriate locations.

Policy GE19 'Water Resources' of the UDP states that 'Development will be permitted only where it would not have an adverse effect on the quantity or quality of surface or groundwater resources.'

The site is located within Flood Zone 1 and therefore is within an area of 1 in 1000 annual year risk. A Flood Risk Assessment has been submitted and considered that development is appropriate in this location subject to reducing surface water run-off.

The development proposal for Phase One includes the use of permeable paving as a means of dealing with surface water drainage whilst the Phase Two drainage is to be addressed through an attenuation pond.

Matters in relation to the impact upon groundwater quality have been assessed as part of the contaminated land assessment - and are addressed by the imposition of appropriate conditions.

The proposed means of dealing with surface water are considered to be acceptable in principle and in line with the aims of Policy CS67. It is however, recommended that conditions be applied which require the submission of further details of the drainage infrastructure including reduction in the discharge rate to the local drainage network and final details of the design of the attenuation pond which serves as both a drainage solution and ecological mitigation.

Network Rail

The first phase of development will not be in close proximity to the nearby railway line and Network Rail have not raised any concerns in respect of this. However, Phase Two of the development is in much closer proximity and therefore Network Rail have recommended a number of measures will help them to protect their assets. This is considered to be reasonable in respect of Phase Two and particularly given the variables associated with the final siting of the buildings and associated works on this phase. This is dealt with by condition.

Ecology

The NPPF, paragraph 109 sets out that development should contribute to and enhance the natural and local environment including by minimising the impact on biodiversity and remediating and mitigating despoiled, degraded, derelict and contaminated land where appropriate.

Policy CS 73 'The Strategic Green Network' seeks to maintain and where possible enhance the green network which will follow the rivers and streams of the main valleys and other strategic corridors. The application site includes a green corridor, linking the Sheffield and Tinsley Canal with other sites in the Lower Don Valley.

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

A range of studies have been undertaken in order to establish the ecological value of the site. These have included a desk study; extended Phase 1 habitat survey; ornithological assessments and bat surveys.

There are six Local Wildlife Sites identified within a 1km buffer of the site; however, with the exception of the Lower Don Valley: Sheffield and Tinsley Canal LWS, it is considered that due to their distance and the lack of connectivity to the

development site that the impact on them will be inconsequential.

The development as proposed will lead to the loss of habitats on site including scattered trees; moderately species-rich semi improved grassland, bare ground and colonising natural habitats including scrub, introduced scrub, tall ruderal and ephemeral vegetation and species-poor grassland.

The demolition and construction works on site could lead to some potential pollution of the Sheffield and Tinsley canal as a result of surface water run-off, ground disturbance and the potential spread of invasive species; the loss of nesting bird, bat roosting, foraging and commuting habitat; and an increase in disturbance to notable invertebrates that may be present on site.

A scheme of mitigation works are proposed to limit the potential for harm, and to reduce the impact of the development at both the construction and operational stage. Disturbance during site clearance will be limited to restricting development to outside the bird breeding season or until it has been established that there are no breeding birds on site. A surface water management plan will also be developed to reduce the impact of any pollution impacts during the construction phase and beyond. This is secured by condition.

Landscaping proposals will also help to mitigate the impact of the development on biodiversity by creating an attenuation basin and scrapes; a wildflower planting corridor adjacent to Shepcote Lane; native species being used in landscaped areas of the site and the provision of appropriate bird nesting boxes. It is considered that these measures will provide additional habitat and food sources for invertebrates as well as wildlife corridors and suitable foraging, commuting and nesting habitat for birds. These measures are all considered to be appropriate to the site, and will serve to minimise the impact upon biodiversity resulting from the development, in line with the objectives of the NPPF and Core Strategy and Unitary Development Plan. The mitigation measures are secured by condition.

Landscaping

The NPPF paragraph 58 encourages the use of appropriate landscaping to supplement good design. This further links with NPPF aims of encouraging biodiversity

Policy GE15: Trees and Woodland, states that, 'Trees and woodland will be encouraged and protected by: a) planting, managing and establishing trees and woodland, particularly in the South Yorkshire Forest; and b) requiring developers to retain mature trees, copses and hedgerows, wherever possible, and replace any trees which are lost; and not permitting development which would damage existing mature and ancient woodlands.'

Policy BE6 Landscape Design sets out that good quality landscape design will be expected in new developments and refurbishment schemes and the means by which this can be achieved.

There are a number of existing trees and shrubs which will be retained along the site's northern boundary, to the rear of the houses on Greasbro Road (during

Phase 1), as well as around the attenuation basin (during Phase 2), which is desirable.

A site-wide landscape scheme is also proposed, which will include grass seeding; wildflower meadow; tree planting to complement the existing planting to the eastern boundary of the site; the retention of existing shrubs and trees; two new trees and low ornamental planting to the northern boundary (adjacent to the residential properties); native hedging; bulbs in grass; and tree planting to the western boundary (Shepcote Lane). This overall approach is considered to be positive in terms of both its ecological and visual impact. It is considered that there is some further work required on the final planting specification in order to ensure the species are fit for purpose, but it is considered that the final details can be secured by the imposition of an appropriate planning condition.

In terms of the landscaping to Phase Two, the final nature of this will be dependent upon the final layout of the site. However, a parameters plan has been provided which includes the provision of an attenuation pond, green corridor to the Shepcote Lane frontage and planting to the extended block of land to the northern boundary of the site. In principle this is acceptable and desirable but it is acknowledged that all matters are reserved for Phase Two and therefore full details of this will be submitted at a later stage.

Overall, the provisions in respect of landscape are acceptable in principle, and are satisfactory with regards the aims of Policies GE15 and BE6, but full details are required by condition.

Land Contamination

The NPPF (paragraphs 120 to 122) is clear that development should not result in unacceptable risks from pollution and land instability, including the cumulative effects of this. Paragraph 121 further sets out that the site should be suitable for its new use- including from pollution arising from previous uses, and that any proposals for mitigation including land remediation or impacts on the natural environment arising from that remediation should ensure that land should not be, capable of being determined as contaminated land under Part IIA of the Environmental Protection Act 1990; and that the same should be the case after remediation.

Policy GE25: Contaminated Land, requires: 'Where contaminated land is identified, development will not be permitted on, or next to, the affected land unless the contamination problems can be effectively treated so as to remove any threats to human health or the environment.'

The supporting documents to the planning application set out that it is understood that the site has been extensively tipped with mine, foundry and railway wastes in the early 1900s before being used for steel production from the 1940s onwards. Whilst the buildings and above ground structures associated with the steel production have now been removed from site, the planning authority are advised that a number of underground structures remain present.

Detailed investigations of the site have been undertaken across both Phases One and Two of the site, and this forms part of the Environmental Statement which accompanies the application. These documents have been assessed by the Council's Environmental Protection Service, and a scheme of further investigations, remediation work and validation reporting is required and it is recommended that this is secured by condition. Mitigation works recommended in these reports are expected to adequately deal with the de-contamination of the site.

The proposal is therefore considered to comply with UDP Policies GE22 and GE25 and is supported by the NPPF.

Archaeology

South Yorkshire Archaeology Service (SYAS) have advised that it is not considered that the site has any significant potential archaeological interest, and therefore no further investigation is required.

Public Art

Policy BE12 'Public Art' sets out that public art will be encouraged as part of major development schemes. The agent has agreed to provide a scheme of public art as part of the development, and this is secured by condition.

Economic Benefits

The NPPF sets out that the government is committed to ensuring a strong and competitive economy through sustainable economic growth. This is supported by the Sheffield Core Strategy. The proposed re-development of this site will bring a vacant, brownfield site back into employment use. The agent states in the supporting submission, based upon the Homes and Communities Employment Densities Guide 2015, the development proposal will result in up to 2000 jobs through both the construction and operational phase of development.

Accordingly, it is considered that there are significant economic benefits to the proposed development proposal.

RESPONSE TO REPRESENTATIONS

Concerns in relation to traffic congestion have been fully considered as outlined in the main report, and is ultimately deemed to be at acceptable levels. It is not justifiable to require the developer to provide either a car park or a play park within the development boundary, for the benefit of residents as part of this application, although the applicant was asked to consider this request.

It is accepted that the proposed development as part of Phase One will be more dominant than the current arrangement for residents but for the reasons set out in the amenity section of this report, the impact is considered to be acceptable, and the harm not such that the refusal of planning permission could be reasonably

justified.

The development will see the site cleared and a landscape strategy, including management regime developed - this should help with the perception of residents that the site is forgotten and will deal with the obstructions to the view when turning on Shepcote Lane.

In relation to residents feeling in the dark about the proposals, a pre submission consultation was undertaken, and residents have been directly consulted by the Council on the application by letter. All information is available on the public access planning system on-line.

The comments in respect of mitigation for biodiversity are noted, and an ecological plan has been submitted and further work as part of this is recommended by condition.

It is noted that the development does not propose green roofs however, there are a number of other sustainability credentials to the proposal, and on balance the proposal is considered to be acceptable without green roofs.

SUMMARY

The proposed redevelopment of part of the former Outokumpu site is welcomed in terms of bringing a currently derelict and contaminated brownfield site back into employment use. The proposed principle of using the site for B1c, B2 and B8 floor space is considered to be acceptable in land use policy terms. With regards the highway implications of the development, it is acknowledged that there will be an impact upon the network but that with the agreed mitigation and monitoring, and in light of the robust assessment undertaken, it is considered that on balance the impacts are at acceptable levels. In all other respects such as parking, access and manoeuvrability the proposal is considered to be satisfactory.

Based upon the predicted vehicle movements, it is considered that the air quality implications will be acceptable, subject to mitigation measures secured by condition.

The ecological impact of the development can be adequately mitigated and the landscape scheme proposed is also acceptable in principle subject to final details agreed via condition.

Phase One

Notwithstanding the aforementioned wider site principles, the overall design and layout of Phase One of the development is considered to be appropriate to the site and context. The development is considered to be sufficient distance from the properties on Greasbro Road to ensure that they will not suffer from unacceptable overbearing, over-dominance or overshadowing impacts. It is also considered that the proposal will not have an adverse impact upon the amenities of neighbouring properties - both residential and commercial - in terms of noise and vibration subject to the imposition of a series of conditions to secure appropriate mitigation

measures.

Phase Two

The access arrangements for Phase Two, as the only matter for which approval is sought, are considered to be acceptable.

RECOMMENDATION

The proposal is on balance considered to be acceptable and accords with the policies within the adopted local plan (UDP and Core Strategy) and with the principles outlined in the National Planning Policy Framework.

Highways England have issued a formal recommendation that consent should not be granted until agreement is reached between them, the City Council and the applicant on a number of highway mitigation measures. These measures are detailed in this report and officers are confident that Highways England will lift their holding direction shortly.

It is therefore recommended that planning permission is granted subject to the following matters:

- The conditions listed on the agenda;
- The applicant entering into a legal agreement to secure the listed Heads of Terms;
- The removal of the Highways England Holding Direction.

Members are also recommended to grant delegated powers to the Head of Planning/Chief Planning Officer to agree further conditions/heads of terms; amend conditions; and deal with any other minor non-material amendments arising from the proposals provided they do not result in significant planning impacts.

HEADS OF TERMS

- A contribution of £10,000 towards monitoring the MOVA controls at Junction 34 of the M1 Motorway
- A contribution of £25,000 towards the upgrading of the signalised Shepcote Lane / Europa Link junction

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