
Case Number	18/00242/FUL (Formerly PP-05696484)
Application Type	Full Planning Application
Proposal	Demolition of existing buildings and erection of a mixed use development up to 15 storeys and including 284 dwellings (comprising of 133 2x bedroom apartments, 139 1x bedroom apartments and 12 studios) (Use Class C3) and commercial units (Use Class A1, A2, A3, A4, or B1) with associated works, parking and landscaping
Location	Land Bounded By Upper Allen Street, Daisy Walk, Netherthorpe Road And Well Meadow Drive Sheffield S3 7GW
Date Received	17/01/2018
Team	City Centre and East
Applicant/Agent	Zerum Consult Ltd
Recommendation	Grant Conditionally Subject to Legal Agreement

Time limit for Commencement of Development

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

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

Approved/Refused Plan(s)

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

Site Location Plan 1090-01-000 P11
Site Plan Existing 1090-01-001 P11
Site Levels Existing 1090-01-002 P11
Demolition Plan 1090-01-003 P11
Site Plan Proposed 1090-01-101 P12
Block Plan - Level LG 1090-02-0LG P12
Block Plan - Level UG 1090-02-0UG P12
Block Plan - Level 01 1090-02-001 P12
Block Plan - Level 02 1090-02-002 P12

Block Plan - Level 03 1090-02-003 P12
 Block Plan - Level 04 090-02-004 P12
 Block Plan - Level 05 1090-02-005 P12
 Block Plan - Level 06 1090-02-006 P12
 Block Plan - Level 07 1090-02-007 P12
 Block Plan - Level 08 1090-02-008 P12
 Block Plan - Level 09 1090-02-009 P12
 Block Plan - Level 10 1090-02-010 P12
 Block Plan - Level 11 1090-02-011 P12
 Block Plan - Level 12 1090-02-012 P12
 Block Plan - Level 13 1090-02-013 P12
 Block Plan - Level 14 1090-02-014 P12
 Block Plan - Level 15 - Roof Plan 1090-02-015 P12
 Typical Apartment Plans - 1 Bed and Studio Apts 11090-03-001 P11
 Typical Apartment Plans - 1 and 2 Bed Apts 1090-03-002 P11
 Proposed Section AA 1090-04-001 P11
 Proposed Section BB 1090-04-002 P11
 Proposed Section CC 1090-04-003 P11
 Proposed Section DD 1090-04-004 P11
 Indicative Site Section EE 1090-04-101 P11
 Proposed Block Elevation AA 1090-05-001 P11
 Proposed Block Elevation BB 1090-05-002 P11
 Proposed Block Elevation CC 1090-05-003 P11
 Proposed Block Elevation DD 1090-05-004 P11
 Proposed Block Elevation EE 1090-05-005 P11
 Proposed Block Elevation FF 1090-05-006 P11
 Proposed Block Elevation GG 1090-05-007 P11
 Proposed Block Elevation HH 1090-05-008 P11
 Proposed Landscape Plan 1090-90-001 P12
 Level LG Site Information 1090-91-0LG P11
 Level UG Site Information 1090-91-0UG P12
 Waste Management Strategy Level LG 1090-92-0LG P11
 Waste Management Strategy Level UG 1090-92-0UG P12

Reason: In order to define the permission.

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

3. The works of demolition hereby authorised shall not be carried out before a contract for the carrying out of the works of redevelopment of the site has been made, evidence that such a contract has been made has been submitted to and approved by the Local Planning Authority and planning permission has been granted for the redevelopment for which the contract provides.

Reason: To ensure that premature demolition does not take place a significant before the development work is proposed, which would be detrimental to the character and setting of the retained heritage assets.

4. No works of demolition, 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 all such 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, and light nuisance. The CEMP shall include strategies to mitigate any residual effects from noise and vibration that cannot be managed to comply with acceptable levels at source. The CEMP shall also include details relating to the permitted working hours on site, and include a fugitive dust management plan.

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

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

5. No works of demolition, construction, nor other enabling, engineering or preparatory works associated with this permission, shall take place until a Highway Management Plan (HMP) has been submitted to and approved by the Local Planning Authority.

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

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

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

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

6. Notwithstanding the details submitted, no development, including any demolition and groundworks, shall take place until the applicant, or their agent or successor in title, has submitted a Written Scheme of Investigation (WSI) that sets out a strategy for archaeological investigation and this has been approved in writing by the Local Planning Authority. The WSI shall include:

- The programme and method of site investigation and recording.
- The requirement to seek preservation in situ of identified features of importance.
- The programme for post-investigation assessment.
- The provision to be made for analysis and reporting.
- The provision to be made for publication and dissemination of the results.
- The provision to be made for deposition of the archive created.
- Nomination of a competent person/persons or organisation to undertake the works.
- The timetable for completion of all site investigation and post-investigation works.

Thereafter the development shall only take place in accordance with the approved WSI and the development shall not be brought into use until the Local Planning Authority have confirmed in writing that the requirements of the WSI have been fulfilled or alternative timescales agreed.

Reason: To ensure that any archaeological remains present, whether buried or part of a standing building, are investigated and a proper understanding of their nature, date, extent and significance gained, before those remains are damaged or destroyed and that knowledge gained is then disseminated.

7. No development (including any demolition works) shall occur until all of the buildings identified for demolition on the approved plans have been satisfactorily recorded to Historic Building Recording Level 2 (in accordance with Historic England Guidance 2016 - Understanding Historic Buildings - A Guide to Good Recording Practice). The completed recording shall be submitted to and approved by the Local Planning Authority prior to any development works (including any demolition works) to the subject buildings commencing.

Reason: In order to ensure that historic features and characteristics of the application site are appropriately recorded prior to demolition.

8. No development (including any demolition works) shall occur until either one of the following documents has been submitted to and approved by the Local Planning Authority:

a) A licence issued by Natural England pursuant to Regulation 53 of the Conservation of Habitats and Species Regulations 2017 authorising the specified activity/development to go ahead;

or

b) A written statement from the relevant licensing body stating that it does not consider that the specific activity/development will require a licence.

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

Reason: In the interests of the ecological amenity of the site and to ensure that bats are not harmed as a result of the proposed development (including demolition).

9. All intrusive investigations recommended in the approved Capita Geo-environmental Desk Study ref. BD00484-P1DS-RL Issue 1 (20th Sept 2016) shall be carried out and be the subject of a Phase II Intrusive Site Investigation Report which shall have been submitted to and approved by the Local Planning Authority prior to construction works commencing. The Report shall be prepared in accordance with Contaminated Land Report CLR11 (Environment Agency 2004).

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

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

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

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

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

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

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

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

13. Notwithstanding the details submitted with the application, final large scale details, including materials and finishes, at a minimum of scale 1:20 of the items listed below shall be approved in writing by the Local Planning Authority before that part of the development commences:
- Window reveals
 - Parapet details
 - Entrance details
 - Balcony details
 - Coloured infill panels
 - Top floor balustrade details (including colour finish, which should match the RAL colour used for rest of the metalwork in the development);
 - Brickwork set back panel details to development's Well Meadow Drive frontage;
 - Ground Floor details of the tower element

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

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

14. The proposed green/brown roof (vegetated roof system) shall be provided on the roof(s) in accordance with locations shown on the approved plans. Details of the specification and maintenance regime shall be submitted to and approved in writing by the Local Planning Authority prior to foundation works commencing on site. The green/brown roof(s) shall be provided prior to the use of the building commencing. The plants shall be maintained for a period of 5 years from the date of implementation and any failures within that period shall be replaced.

Reason: In the interests of biodiversity.

15. Prior to installation, final details of the design and layout of the public realm and hard and soft landscape space on Well Meadow Street, Brownell Street and Daisy Walk shall have been submitted to and approved by the Local Planning Authority. These details shall include:
1. The proposed materials, including samples when requested;
 2. The proposed planting scheme;
 3. The design of any proposed steps and ramps - including design of tactile paving, treads, gradients and handrails;
 4. The design of any new walls and boundary treatments;
 5. The design of any proposed furniture (e.g. planters, seats etc.); and
 6. The design of the roof terraces.

Thereafter, the public realm works shall be carried out in accordance with the approved details before occupation.

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

16. The soft landscaped areas shall be managed and maintained for a period of 5 years from the date of implementation and any plant failures within that period shall be replaced in accordance with the approved details.

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

17. Before any construction work is commenced, or within an alternative timeframe to be agreed 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 by the Local Planning Authority. This shall include final details of the final proposed finished slab and floor levels. That part of the development 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. (Reference should also be made to the Code of Practice BS8300).

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

18. Before any construction work is commenced, or an alternative timeframe to be agreed by the Local Planning Authority, full details of proposals for the inclusion of public art within the development shall have been submitted to and approved by the Local Planning Authority. Such details shall then be implemented prior to the occupation of the development or an alternative timeframe to be first 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.

19. No construction work shall commence until the improvements (which expression shall include traffic control, pedestrian and cycle safety measures) to the highways listed below have either;

1. been carried out; or
2. details have been submitted to and approved in writing by the Local Planning Authority of arrangements which have been entered into which will secure that such improvement works will be carried out before the building is/are brought into use.

Highway Improvements:

1. All the footways adjacent to the site shall be reconstructed to Sheffield City Councils Urban Design Compendium specifications or suitable alternative to be agreed in writing with the Local Planning Authority.

Reason: To ensure an appropriate quality of footway to cope with the additional pedestrian traffic generated by the development.

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

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

21. The residential units shall not be occupied until details of a scheme have been submitted to and approved by the Local Planning Authority to ensure that future occupiers of the residential units will not be eligible for resident parking permits within the Traffic Management Scheme (existing or proposed) in the vicinity of the site. The future occupation of the residential units shall then occur in accordance with the approved details.

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

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

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

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

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

23. Before any construction work is commenced, or an alternative timeframe to be agreed, final details of the proposed bin storage facilities and the waste management strategy shall have been submitted to and approved by the Local Planning Authority. The development shall not be used unless such bin storage has been provided in accordance with the approved details and,

thereafter, such facilities shall be retained and managed in accordance with the approved strategy.

Reason: To ensure that general waste and recycling facilities are provided and managed in an acceptable manner, in the interests of highway safety and amenity.

24. Before any construction work is commenced, full and final details of the proposed building levels (including floor levels and site sections) shall have been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved details.

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

25. Before any construction work is commenced, full details of the following biodiversity enhancements shall have been submitted to and approved by the Local Planning Authority:

- Bird Boxes - a range of boxes shall be provided across the development to provide nesting provision for a range of garden / urban bird species.

- Bat Boxes - roosting provision through bat boxes / tubes incorporated into the building design, as recommended in the submitted Bat Method Statement.

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

Reason: In the interests of the ecological amenity of the site and in order to ensure that biodiversity enhancements are secured as part of this development.

26. Prior to the development commencing a detailed Employment and Training Strategy, designed to maximise local opportunities for employment from the construction phase of development, shall have been submitted to and approved by the Local Planning Authority.

The Strategy shall include a detailed implementation plan, with arrangements to review and report back on progress achieved to the Local Planning Authority. Thereafter the Strategy shall be implemented in accordance with the approved details.

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

27. Unless shown not to be feasible and viable, before any construction work is commenced a report shall be submitted to and approved 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 by the Local Planning Authority to demonstrate that the agreed measures have been installed/incorporated prior to occupation. Thereafter the agreed equipment, connection or measures shall be retained in use and maintained for the lifetime of the development.

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

28. 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 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.

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

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

30. The residential accommodation hereby permitted shall not be occupied unless a scheme of sound insulation works has been installed and thereafter retained. Such scheme of works shall:
- a) Be based on the findings of WYG Noise Assessment ref. A099582 Issue 6 (15th Jan 2018).
 - b) Be capable of achieving the following noise levels:
Bedrooms: LAeq (8 hour) - 30dB (2300 to 0700 hours);

Living Rooms & Bedrooms: LAeq (16 hour) - 35dB (0700 to 2300 hours);
Bedrooms: LAFmax - 45dB (2300 to 0700 hours).

c) Include a system of alternative acoustically treated ventilation to all habitable rooms.

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

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

31. Before the use of any commercial unit(s) hereby permitted commences, a scheme of sound attenuation works shall have been installed and thereafter retained. Such a scheme of works shall:

a) Be based on the findings of WYG Noise Assessment ref. A099582 Issue 6 (15th Jan 2018).

b) Be capable of restricting noise breakout from the commercial use(s) to the street to levels not exceeding the prevailing ambient noise level when measured:

(i) as a 15 minute LAeq, and;

(ii) at any one third octave band centre frequency as a 15 minute LZeq.

c) Be capable of restricting noise breakout from the commercial use(s) to all adjoining residential accommodation to levels complying with the following:

(i) Bedrooms: Noise Rating Curve NR25 (2300 to 0700 hours);

(ii) Living Rooms & Bedrooms: Noise Rating Curve NR30 (0700 to 2300 hours);

(iii) Bedrooms: LAFmax 45dB (2300 to 0700 hours).

Before such scheme of works is installed full details thereof shall first have been submitted to and approved in writing by the Local Planning Authority. [Noise Rating Curves should be measured as an LZeq at octave band centre frequencies 31.5 Hz to 8 kHz.]

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

32. Before the use of the development is commenced, Validation Testing of the sound attenuation works shall have been carried out and the results submitted to and approved by the Local Planning Authority. Such Validation Testing shall:

a) Be carried out in accordance with an approved method statement.

b) Demonstrate that the specified noise levels have been achieved. In the event that the specified noise levels have not been achieved then, notwithstanding the sound attenuation works thus far approved, a further

scheme of sound attenuation works capable of achieving the specified noise levels and recommended by an acoustic consultant shall be submitted to and approved by the Local Planning Authority before the use of the development is commenced. Such further scheme of works shall be installed as approved in writing by the Local Planning Authority before the use is commenced and shall thereafter be retained.

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

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

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

34. Prior to the installation of any commercial kitchen fume extraction system full details, including a scheme of works to protect the occupiers of adjacent dwellings from odour and noise, shall first have been submitted to and approved in writing by the Local Planning Authority. These details shall include:
- a) Plans showing the location of the all external ducting and the extraction point, including a low resistance cowl.
 - b) Acoustic emissions data.
 - c) Details of any filters or other odour abatement equipment.
 - d) Details of the systems required cleaning and maintenance schedule.
 - e) Details of a scheme of works to prevent the transmission of structure borne noise or vibration to other sensitive portions of the building).

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

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

Other Compliance Conditions

35. The commercial unit hereby approved is authorised to be used for the following Use Classes - as set out in the Town and Country Planning Use Classes Order 1987 (as amended) - and no other use is permitted without the prior consent of the Local Planning Authority:

Use Class A1;
Use Class A2;
Use Class A3;
Use Class A4; and
Use Class B1

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

36. The commercial unit shall be used only between 0700 to 2300 Mondays to Saturdays and between the hours of 0900 to 2300 on Sundays and Public Holidays.

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

37. The glazed facades of the commercial unit hereby approved shall not be obscured by vinyl displays or be obscured by the future occupiers' internal arrangements or shop fitting layout.

Reason: In the interests of the visual amenity in order to protect the open character of the commercial unit.

38. The building shall not be used unless the car parking accommodation as shown on the approved plans has been provided in accordance with those plans and thereafter such car parking accommodation shall be retained for the sole use of occupiers of the development and shall not be let or sold to third parties.

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

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

Reason: In the interest of satisfactory and sustainable drainage.

40. The total discharge rate of surface water draining from the site shall not exceed 39.5 litres per second.

Reason: In the interest of satisfactory and sustainable drainage.

41. Any felling / clearance of trees, shrubs or scrub shall be carried out outside the bird breeding season (1st March - 31st August). If clearance works are to be carried out within this period, the site (including trees and cracks / crevices in derelict walls) should be checked by a suitably qualified ecologist no more than 48 hours prior to the proposed works commencing.

Reason: In the ecological amenity of the site and to avoid conflict with active bird nests.

42. Commercial deliveries to and collections from the building shall be carried out only between the hours of 0700 to 2300 on Mondays to Saturdays and between the hours of 0900 to 2300 on Sundays and Public Holidays.

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

43. Movement, sorting or removal of waste materials, recyclables or their containers in the open air shall be carried on only between the hours of 0700 to 2300 Mondays to Saturdays and between the hours of 0900 to 2300 on Sundays and Public Holidays.

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

Attention is Drawn to the Following Directives:

1. You are advised that this development is liable for the Community Infrastructure Levy (CIL) charge. A liability notice will be sent to you shortly informing you of the CIL charge payable and the next steps in the process, or a draft Liability Notice will be sent if the liable parties have not been assumed using Form 1: Assumption of Liability.
2. With regard to Condition 4, the applicant is advised that any suitable CEMP should consider the following issues, as a minimum;
 - Standard working hours (0730 to 1800 Mon-Fri; 0800 to 1300 Saturdays; No working Sundays or Public Holidays).
 - Communications and liaison with sensitive neighbours.
 - Communications with Sheffield City Council Environmental Protection Service/Local Planning Authority regarding non-standard working hours, when essential.
 - Assessment of potentially noisy activities/phases of demolition and construction - this may include reference to existing prevailing ambient environmental noise data.
 - Adoption of low vibration piling methods, where practicable.
 - Consideration of noise (including vibration) control strategies.
 - Dust management plan, including a monitoring and response procedure.
 - Delegation of responsibilities for environmental monitoring and control procedures.
 - Controlling noise from welfare facilities and associated generators - adoption of mains power as soon as practicable; considerate siting of cabins.
 - Nuisance from security lighting
 - Specific consideration of noise impacts from mobile plant, on-site and visiting vehicles - this should include;
 - (i) Use of broadband/ white noise reversing warning when audible systems are required.
 - (ii) Suitable location and management of off-site vehicle and mobile plant compounds - so as to minimise disruption from vehicle movements; and
 - (iii) Management plan for deliveries - discouraging early arrivals; engine idling; noisy materials handling.

3. With regard to Condition 6, the applicant is advised that the submitted WSI has not been approved as part of this application. Whilst the assessment of the below-ground potential for this site seems reasonable, it is understood that the archaeological consultant (ArcHeritage) has monitored the ground investigation works in 2017 but the WSI has not been updated to consider this.
4. With regard to Conditions 39 and 40, the applicant is advised that the Flood Risk Assessment & Drainage Strategy (prepared by Capita - Report dated October 2017) is acceptable to Yorkshire Water. In summary, the report states that foul water will discharge to public combined sewer and with regard to surface water, sub-soil conditions do not support the use of soakaways and the site is remote from watercourse. Surface water will discharge to public sewer via storage with variable restricted discharges of 22 litres/second, 14 litres/second and 3.5 litres/second.

Similarly, Yorkshire Water has no objection in principle to:

- i) The proposed building stand-off from public sewer centre-line;
 - ii) The proposed separate systems of drainage on site with combined off-site;
 - iii) The proposed amount of domestic foul water to be discharged to the public combined water sewer;
 - iv) The proposed amount of curtilage surface water arising from block Ai to be discharged to the public combined sewer (at a restricted rate of 14 (fourteen) litres/second);
 - v) The proposed amount of curtilage surface water arising from block Aii to be discharged to the public combined sewer (at a restricted rate of 3.5 (three point five) litres/second);
 - vi) The proposed amount of curtilage surface water arising from block B to be discharged to the public combined sewer (at a restricted rate of 22 (twenty-two) litres/second);
 - vii) The proposed points of discharge of foul and surface water to the respective public sewers submitted on drawings 91-0UG and 91-0LG both (revision P03) dated 07/12/2017 prepared by Modern City Architecture & Urbanism. Provided the development is constructed in full accordance with these drawing, Yorkshire Water does not require any further consultation on this application.
5. The applicant is advised that the site drainage details submitted have not been approved for the purposes of adoption or diversion. If the developer wishes to have the sewers included in a sewer adoption/diversion agreement with Yorkshire Water (under Sections 104 and 185 of the Water Industry Act 1991), they should contact our Developer Services Team (Tel 0345 120 84 82, email: technical.sewerage@yorkshirewater.co.uk) at the earliest opportunity. Sewers intended for adoption and diversion should be designed and constructed in accordance with the WRc publication 'Sewers for Adoption - a design and construction guide for developers' 6th Edition, as supplemented by Yorkshire Water's requirements.

6. The applicant is advised that on the Statutory Sewer Map, there is a 300 mm diameter public combined sewer recorded to cross the site. It is essential that the presence of this infrastructure is taken into account in the design of the scheme. However, it would appear that the pipe is unlikely to be affected by building-over proposals.
7. The applicant is advised that noise and vibration from demolition and construction sites can be controlled by Sheffield City Council under Section 60 of the Control of Pollution Act 1974. As a general rule, where residential occupiers are likely to be affected, it is expected that noisy works of demolition and construction will be carried out during normal working hours, i.e. 0730 to 1800 hours Monday to Friday, and 0800 to 1300 hours on Saturdays with no working on Sundays or Public Holidays. Further advice, including a copy of the Council's Code of Practice for Minimising Nuisance from Construction and Demolition Sites is available from Environmental Protection Service, 5th Floor (North), Howden House, 1 Union Street, Sheffield, S1 2SH: Tel. (0114) 2734651, or by email at epsadmin@sheffield.gov.uk.
8. The applicant is advised that there is known Yorkshire Electric apparatus in close proximity of the application site - on all of the adjacent streets and Brownell Street. Great care is therefore needed and all cables and overhead lines must be assumed to be live. Should any alteration / diversion of this apparatus be necessary, budget costs can be provided by writing to Network Connections, Northumbria Works, Mill Street East, Dwesbury, WE12 9AH (0113 2415336)
9. Green / brown roof specifications must include drainage layers, growing medium type and depths (minimum 75mm, but depends on system and type employed) and plant schedules. It should be designed to retain at least 60% of the annual rainfall. A minimum of 2 maintenance visits per year will be required to remove unwanted species (as is the case with normal roofs). Assistance in green roof specification can be gained from the Sheffield Green Roof Forum - contact Officers in Environmental Planning in the first instance: 2734198 / 2734196. Alternatively visit www.livingroofs.org or see the Local Planning Authorities Green Roof Planning Guidance on the Council web site.
10. The applicant should install any external lighting to the site to meet the guidance provided by the Institution of Lighting Professionals in their document GN01: 2011 "Guidance Notes for the Reduction of Obtrusive Light". This is to prevent lighting causing disamenity to neighbours. The Guidance Notes are available for free download from the 'resource' pages of the Institute of Lighting Professionals' website.
11. The applicant is advised that hedgehog is an increasingly rare and declining species. Any piles of stored materials or debris should be checked for hedgehog prior to removal from site. Deep excavations should be covered over at night to prevent animals falling in, or a length of scaffold board or similar should be left to allow escape.

12. With regard to the proposed materials, the applicant is advised that the Local Planning Authority expects to see the main red brick material (that is proposed to be used in this development), used across the development and does not encourage a change to a darker multi brick material along Brownell Street, as alluded to in the submitted Design and Access Statement.
13. With regard to the proposed soft landscape design, the applicant is advised to consider the recommendations made within the ecology report.
14. The proposed development is located near to the track and overhead line of the South Yorkshire Supertram. The developer is advised that there needs to be close liaison with South Yorkshire Supertram Limited at Nunnery Depot, Woodbourn Road, Sheffield, S9 3LS, (Telephone Sheffield (0114) 2759888). All works carried out on site and within the vicinity of the site need to be in accordance with the "Supertram Code of Practice for Working On or Near the Tramway". This Code of Practice is available both upon request from Supertram, or online at: <http://www.supertram.com/workingonsystem.html>.
15. By law, this development requires the allocation of official, registered address(es) by the Council's Street Naming and Numbering Officer. Please refer to the Street Naming and Numbering Guidelines and application forms on the Council website here:

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

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

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

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

The notice should be sent to:-

Highway Co-Ordination
Sheffield City Council
Town Hall
Sheffield
S1 2HH

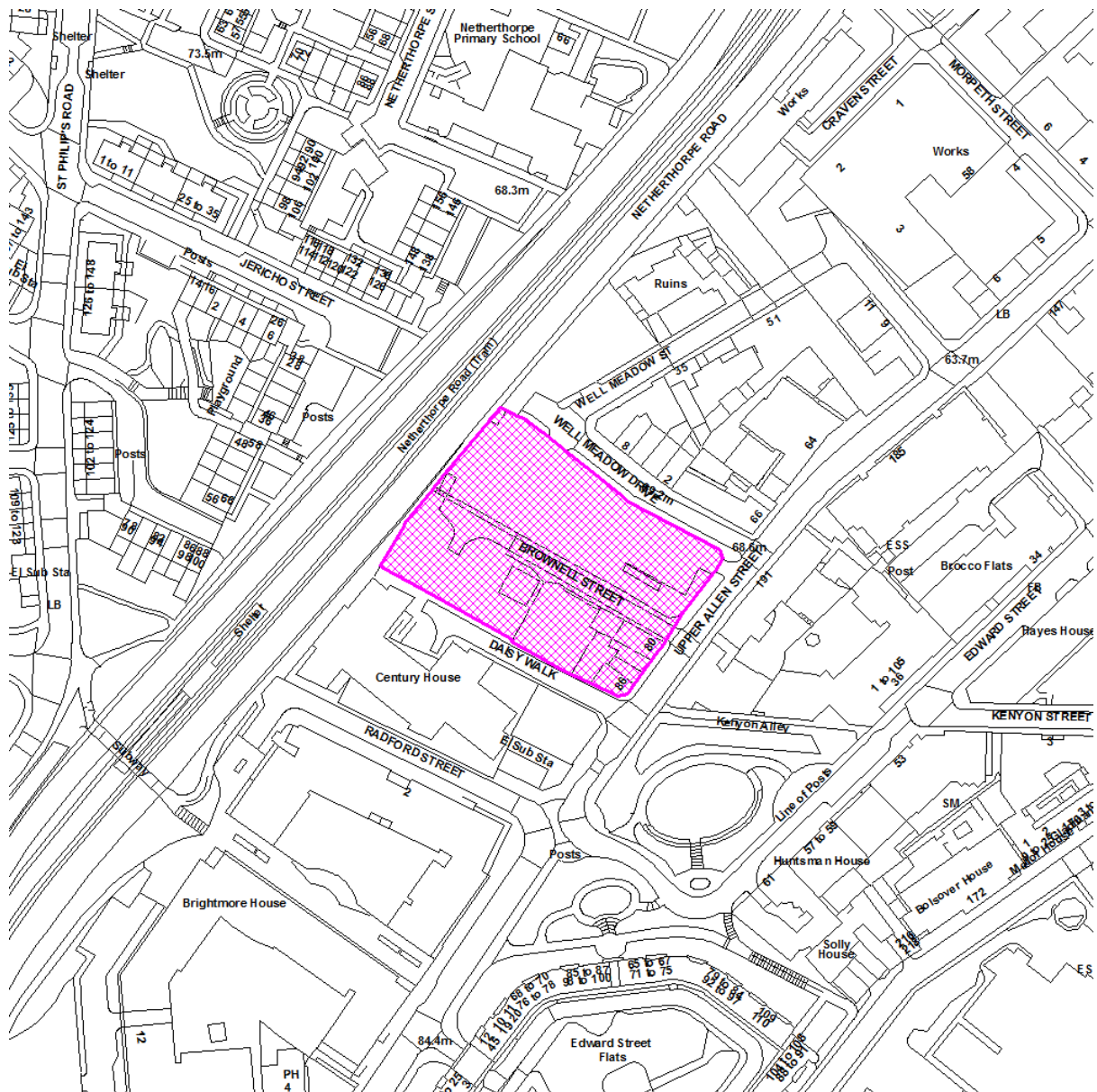
Telephone: 0114 273 6677
Email: highways@sheffield.gov.uk

Please note failure to give the appropriate notice may lead to a fixed penalty notice being issued and any works on the highway being suspended.

Where the notice is required as part of S278 or S38 works, the notice will be submitted by Highways Development Management.

17. 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.
18. The applicant should be aware that a legal agreement has been completed in respect of this proposal.

Site Location



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LOCATION AND PROPOSAL

The application site comprises of land that is bounded by Well Meadow Drive (north), Upper Allen Street (east), Daisy Walk (south) and Netherthorpe Road (west). The site has a prominent position immediately adjacent to the Ring Road (Netherthorpe Road), which is the main gateway into the city from the north carrying vehicle, pedestrian and Supertram traffic. It currently comprises of a largely vacant plot of cleared land as well as a cluster of existing buildings on Upper Allen Street between Daisy Walk and Brownell Street. The oldest of these buildings dates back to the early 19th Century and they are currently used as the commercial / office premises of Pennine Industries.

The site measures 0.48 hectares and roughly comprises of a rectangular parcel of land that extends from Upper Allen Street to Netherthorpe Road with Brownell Street running down the middle. Given the topography of the area, the application site falls steeply in a south-west to north-east direction but is generally flat across each length.

The application site is situated in the St. Vincent's Quarter and part of the site (covering the standing buildings) is within the Well Meadow Conservation Area. Historically an industrial part of the city, this Quarter is now experiencing change with a large amount of new residential development over recent years with a strong emphasis on private rented and student apartments. These buildings vary in typology, age, height and scale. There are buildings situated on the opposite side of Well Meadow Street, Upper Allen Street and Daisy Walk which all have apartments (including student development) with habitable room windows overlooking the application site.

In terms of other land uses, Edward Street Park is situated to the immediate south-east of the application site at the end of Upper Allen Street, which is an open space area created by the Council to enhance the area's outdoor amenity provision. Some industrial uses remain in the vicinity of the site but these are situated further down Upper Allen Street to the north-east.

This application seeks planning permission to demolish the existing buildings and comprehensively redevelop the site into a residential development of 284 apartments for the private rented sector ('PRS'). The proposal includes 12 x studio units, 139 x 1 bedroom units and 133 x 2 bedroom units in two individual blocks either side of Brownell Street and ranging between 6 and 15 storeys high. The accommodation is proposed to be supplemented by a small commercial unit (160 square metres), resident facilities, 45 car parking spaces, and landscape works.

The proposal is described by the supporting documents as being the final phase of the applicant's "masterplan" and completes the residential block developments that have evolved to the immediate south of the site facing on to Netherthorpe Road, which have been delivered by them.

RELEVANT PLANNING HISTORY

A large proportion of the application site (excluding the standing buildings now proposed to be demolished) was previously included within an outline planning

proposal (ref. 10/00194/OUT) for the “Westgate development” that included land between Radford Street and Well Meadow Drive. This application was granted permission in 2010 and consisted of a phased redevelopment of the site to create a large mixed use scheme comprising student accommodation (Sui Generis), residential accommodation (Use Class C3) and business use (Use Class B1). Associated works include the provision of pedestrian and vehicular access, basement parking and public realm areas. The matters of scale, appearance and landscaping were reserved.

Additionally, an application to demolish buildings in connection with phased redevelopment of the site in order to build the large mixed use scheme was granted permission in April 2010 (ref. 10/00202/CAC).

The outline planning permission was not implemented and so an application to extend the time limit for its implementation was granted planning permission in October 2015 (ref. 15/02008/OUTR).

Finally, it is confirmed that a proposal to develop a parcel of land in the southern part the “Westgate development” site (between Radford Street and Daisy Walk) was granted full planning permission in June 2015 (Ref. 15/00650/FUL). The development, which has since been built and occupied, comprised of the demolition of existing buildings and erection of student living accommodation comprising 192 units (305 bed spaces) in blocks ranging between 5 & 8 storeys with ancillary facilities, landscaping, access and other associated works.

SUMMARY OF REPRESENTATIONS

The application has been advertised by site notice, neighbour notification and press advert.

One objection has been received from a local resident stating:

- The building will be too high and block massive amounts of sunlight in the area, which has already been affected by building along Well Meadow Drive.
- The development will affect the already large issue of parking in the area.
- The shops won't be able to handle the influx of a further 300+ people especially due to the other building work in the area.
- The building will also affect the ambience of the listed building of Joel's Courtyard and ruin the feeling of the area.
- The building work will also disrupt the lives of everyone living here.

SUMMARY OF CONSULTATIONS

Following consultation, the following responses have been received:

Historic England

Historic England does not object to the proposed development but has offered concern on heritage grounds.

In summary, Historic England considers the scale and massing of the proposed development to be a departure from the historic character of the area and recognises that it is an increase on the scale of the previously consented outline scheme. It is acknowledged that the applicants have worked to mitigate this through the use of quality materials, articulation of the mass and consideration of the elevational treatments. However, it is considered that the cumulative impact of the loss of the Pennine Instruments buildings and the scale of the proposed buildings would cause some harm to the character and appearance of the conservation area.

Therefore, it is advised that if the authority is satisfied that the impact has been mitigated to the fullest possible extent and is clearly justified. The harm should be weighed against the public benefits of the proposals, in order for the application to meet the requirements of the National Planning Policy Framework (NPPF).

These issues are addressed in the main body of the report.

Conservation Advisory Group (CAG)

The Group considered the application proposals at their meeting on 20th February 2018 and in summary:

- Considered the proposal to be overdevelopment of the site.
- Considered that the proposal would not preserve or enhance the conservation area and would do significant harm to it.
- Considered that the height of the development would impact on the adjacent listed buildings which formed an important part of the City's history.
- Observed that the highest part of the development was on the conservation - area side of the site, which was unacceptable.
- Recommended that the City Council ensure that a full archaeological investigation of the site is carried out.

These issues are addressed in the main body of the report.

PLANNING ASSESSMENT

1. Principle of Development

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

Locally, the relevant policy documents are the adopted Unitary Development Plan (UDP, 1998) and the Sheffield Local Plan (SDF) Core Strategy document (2008).

The Core Strategy is the most up-to-date and provides the overall spatial strategy for the SDF over the period 2009 to 2026.

Proposed Housing Use

The application site is designated within a General Industry Area (without special industries) in the adopted UDP. Policy IB5 (Development in General Industry Areas) relates to development in such areas and states that the 'preferred' uses are General Industry (B2) and Warehousing (B8). Housing (C3) is listed as being 'unacceptable' because of the conflicts that can occur between industrial and residential uses, and the concern that the introduction of housing could prejudice existing and future industrial development. Therefore, this proposal to introduce housing into the area is a Departure from the provision of the UDP.

In practice, UDP Policy IB5 is no longer appropriate following a step change in land use vision for the St. Vincent's Quarter. Core Strategy Policy CS 6 (Manufacturing and the City Centre – Transition Areas) provides a more up-to-date policy position and, in contrast to IB5, identifies parts of the St. Vincent's Quarter as one where manufacturing in the City Centre should not be encouraged to expand but instead should relocate to aid regeneration. This is reinforced by Policy CS 17 (City Centre Quarters) (part h), which promotes a mix of businesses, residential and educational uses in the St. Vincent's Quarter and encourages greater links to the University of Sheffield and the legal and professional quarter. It puts less emphasis on industrial uses but does encourage sensitive attention to existing manufacturing companies in the area, expecting the impact of new development on them to be considered as part of the assessment of an application.

Therefore, it is considered that the proposed development is acceptable in principle at this location and it is consistent with the future policy vision for the site. The surrounding area is dominated by residential / student accommodation and this development will create more that is focussed on the 'Private Residential' market. The only remaining manufacturing company in close proximity of the site – Pennine Instruments – exists on the application site and, as advocated by Policy CS 6, it will be re-located to new premises in the Don Valley as part of this redevelopment.

Proposed Commercial Use

The proposed commercial space (160.2m²) will be situated at the base of the proposed 15 storey building and will create an active ground floor frontage on Upper Allen Street. The proposals indicate that the use of the space is currently flexible with the following uses proposed: Class A1 Retail; Class A2 Professional Service, Class A3 Food and Drink, Class A4 Drinking Establishment; and Class B1 Offices.

There is no objection to the commercial element of the proposal. All main town centre uses (as defined in Annex 2 of the NPPF), except A1 retail, are acceptable in principle anywhere in the city centre without needing to pass a sequential test. With regard to A1 retail use, given the small size of the space it is considered that it will not have an adverse impact on the vitality and viability of the City Centre or the Uppertorpe Local Centre. This unit is intended to principally serve new residents in

the proposal and so it has a location specific justification. Therefore, it is considered that the proposal passes the sequential test.

St. Vincent's Action Plan (SVAP)

The City Council has produced the St Vincent's Action Plan (SVAP), which was approved by Cabinet in December 2004, with the purpose of identifying a concise route for regeneration of the area. As a result of its adoption the SVAP now takes precedent over the UDP in respect of defining acceptable land uses in the action plan area.

Two new Housing Opportunity Areas are identified within the St. Vincent's Quarter and the majority of the application site is included within one of these areas. The exception is Block A which is set within an Existing Housing Area.

The SVAP identifies Housing, including student accommodation, and Business (Use Class B1) as acceptable uses in these areas.

Overall, it is concluded that there is sufficient national and local policy (including emerging policy) and guidance to support the principle of the proposed land uses at this site.

2. Density

Core Strategy Policy CS 26 (Efficient Use of Housing Land and Accessibility) requires appropriate housing densities to ensure the efficient use of land. The recommended density for City Centre sites is at least 70 dwellings per hectare in the city centre. The proposed density of this development is 592 per hectare, which complies with Policy CS 26.

3. Unit Mix

Core Strategy Policy CS41 (Creating Mixed Communities) part (a) aims to promote the creation of mixed communities by providing a broad range of smaller households in the City Centre. To help achieve this it is recommended that no more than half of the new homes in larger developments consist of a single house type. The application proposes 284 units of residential accommodation across Blocks A and B, including 12 x studios (4%), 139 x 1 bedroom apartment (43%) and 133 x 2 bedroom apartments (47%), which is compliant with part (a). Furthermore, within these house types there will be 14 different sizes of unit available.

The house type mix is welcomed and will assist the provision of residential variety in the scheme as well as the St. Vincent's Quarter and City Centre. The proposal complies with Policy CS41.

4. Heritage Matters

The updated NPPF (July 2018) acknowledges that heritage assets are wide-ranging and irreplaceable resources that should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations (para. 184). It expects applicants to consider

the impact of their proposal on an asset's significance and provide a level of detail proportionate to the assets' importance and not more than is sufficient to understand the potential impact of the proposal on their significance.

When considering the impact of a proposed development on its significance, great weight should be given the asset's conservation (para. 193) and any harm to, or loss of, this significance should require clear and convincing justification (para. 194).

Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use (para.196).

Impact on Archaeology

At the local level, UDP Policy BE22 relates to 'Archaeological Sites and Monuments' and states that sites of archaeological interest will be preserved, protected and enhanced. Where disturbance is unavoidable, the development will be permitted only if (a) an adequate archaeological record of the site is made; and (b) where the site is found to be significant, the remains are preserved in their original position.

An archaeological desk-based assessment has been prepared, which indicates that there is the potential for surviving archaeological remains that are associated with 18th to 19th century back-to-back and terraced housing, shops, workshops and a chapel within the proposed development area. The redevelopment of the site in the mid-20th century is likely to have truncated archaeological remains across a substantial portion of the site, and the archaeological potential within these areas is considered to be low to moderate. The potential within relatively undisturbed areas is considered to be moderate to high. Therefore, it concludes that the remains would be worthy of preservation by record, but are unlikely to be of sufficient importance to warrant preservation in situ.

The South Yorkshire Archaeology Service (SYAS) confirms that the assessments submitted are reasonable in relation to the below-ground potential for the site. It is advised that the document will need to be updated with additional information given that SYAS is aware the consultants monitored ground investigation works at the site in April 2017 but this is not referred to in the documents. It is confirmed, however, that the necessary updating of the assessments and the further archaeology works required can be addressed by condition to ensure compliance with NPPF guidance and Policy BE22.

Demolition of Existing Buildings

All existing buildings within the curtilage of the application site boundary will be demolished as part of this proposal. The buildings are not listed but they do survive from the early 19th century and are situated within the Well Meadow Conservation Area boundary. They comprise a former public house and three former shops, which are now combined into a single works / office building. The submission documents indicate that some external historic elements survive, though the extent of preservation of internal historic features is currently unknown.

As these buildings date to the earliest phase of the development in this part of Sheffield and because they include a former pub – a type of building that is always considered as having potential archaeological significance – it has recommended by SYAS that they should be appraised and recorded (both internally and externally). Given that these buildings are not listed, and their retention has not been insisted upon in conservation terms, it is not considered reasonable to delay the determination of this application for such recording. Therefore, and instead, it is been agreed with the applicant's heritage consultants that the necessary recording can be post-decision / pre-demolition. In accordance with Historic England guidance, Historic Building Recording Level 2 specification has been agreed, which typically consists of a written, drawn and photographic record.

The proposed demolition will facilitate the comprehensive redevelopment of the wider site, which is for the most part derelict and provides no activity to the street, no amenity or conservation value, and no public benefits. It is considered that the replacement development, with high quality buildings and modern design will help to re-establish built-form on the land and create new active frontages and facilities on adjacent streets. These will be of overall benefit to the St. Vincent's Quarter (including the Well Meadow Conservation Area) – providing private rented housing, enhancing its appearance, and improving the mix of living opportunities.

Subject to conditions, including to protect the environment during the actual works, it is concluded that the proposed demolition is acceptable.

Impact on Heritage Assets

As well as the guidance in the NPPF, UDP Policies BE15 (Areas and Buildings of Special Architectural or Historic Interest), BE16 (Development in Conservation Areas), and BE17 (Design and Materials in Areas of Special Architectural or Historic Interest) all recognise that buildings and areas of special historic interest are an important part of Sheffield's heritage and, as such, should be preserved and enhanced. Development that would harm the character or appearance of listed buildings and conservation areas will not be permitted.

The comments made by Historic England are noted and your Officers agree that the combined height and massing of the development will be a departure from the historic character of the area. It is also acknowledged this proposal includes new features – especially the 15 storey tower element – that represent an increase on the scale of the previously consented scheme at this site. Therefore it cannot be denied that the proposed height and mass will cause some harm to the setting of the conservation area, albeit not substantial enough to harm its overall significance. It is acknowledged that the area has changed markedly since the conservation area appraisal was undertaken. New large scale development has occurred to the South and West, and the application site is a vacant parcel of land that detracts from the character and appearance of the area. The redevelopment of this site will have positive benefits by introducing a contemporary development that will re-vitalise a large space in the area's urban grain. It will provide much needed private housing and, although large, the architecture of this scheme is regarded to be of the highest quality, including excellent design, detailing and material palette (see below).

Therefore, balancing all of the above, your Officers are satisfied that the scale and mass required to make this scheme viable, is justified and it is concluded that any harm to the significance of the conservation area is outweighed by the benefits of bringing this prominent site back into use.

Finally, it is not considered that the development will cause harm to the setting of the nearby listed metal trade buildings including Joel's Yard (grade II* listed) and 54 Well Meadow Street (grade II listed). Positively, in the vicinity of these buildings, the proposal will reintroduce development to terminate the view along Well Meadow Street and Well Meadow Drive.

Therefore, the development is concluded to be compliant with the guidance contained in the NPPF as well as the relevant UDP policies listed.

5. Design Proposals

UDP Policies BE5 (Building Design and Siting) and IB9 (Conditions for Development in Industry and Business Areas) and Core Strategy Policy CS74 (Design Principles) all seek high quality design that aims to take advantage of and enhance the distinctive features of the city, its districts and neighbourhoods.

Core Strategy Policy CS75 (Improvements to Gateway Routes into and through the City) identifies that the Inner Ring Road is in need of (and offers the greatest potential for) improvement. Such improvements can be achieved through design and development.

Core Strategy Policy CS 76 (Tall Buildings in the City Centre) defines when tall buildings in the City Centre are acceptable. It is accepted that elegantly designed and appropriately sited tall buildings can create landmark structures in areas of strategic importance. Amongst others, tall towers are acceptable where they: help to define identified gateway sites; mark a principle activity node or a key route; and support the vision for City Centre quarters.

Layout

The development comprises of two buildings to be erected on the north-east and south-west halves of the site, and separated by a new shared street that will run from east to west between Upper Allen Street and Netherthorpe Road (no vehicle access). These new buildings have a back-edge-of-pavement position, which is a deliberate attempt to provide a strong enclosure to the streets and defined street edge. This reflects the general character of the area and is considered to be a positive response, which helps to reinforce the existing street pattern and repair the historic urban grain.

The layout of the buildings are considered to be successful and positively respond to the various features of the site, including its primary frontages of Hoyle Street and Upper Allen Street (including the Edward Street Park), secondary frontages, the various heritage assets within and surrounding it and the new shared street. Pedestrian permeability is proposed around the buildings and will be provided through the site via the new shared street, which is welcomed. The provision of commercial ground floor uses along Upper Allen Street is supported as it provides

the opportunity for greater activity in this location, vibrancy to the street, and supporting the wider establishment of activity focused around Edward Street Park. This unit will be expressed as double height to make it prominent in the views from the park and to create a good base for the proposed tower.

The provision of 31 car parking spaces undercroft in both blocks is considered to be a positive element of the layout; it achieves the back-edge-of-pavement design and places the car parking out of view.

It is concluded that the proposed layout is acceptable.

Scale and Massing

This prominent site offers several challenges, including the need to negotiate the topography of the land and the varied character of the context, especially the transition from the finer grain and scale of buildings (2 to 4 storeys) within the Well Meadow Conservation Area (at a lower level) to the much larger Century Square (8 storeys) and adjacent buildings which exist to the south (at a higher level). Additionally, the site also provides opportunities. It is a largely vacant parcel of land situated on the edge of the recently regenerated Edward Street Park. This position offers a unique opportunity for a specific response in terms a distinct bookend building on this corner junction, defining the southern edge of the park. The park is situated within the heart of St Vincent's neighbourhood, with a number of pedestrian routes running through it.

In an attempt to address such a varied context, a site specific response has been required, which includes two blocks of buildings that vary in scale and mass to respond to the immediate surroundings but combine to create one development.

The buildings step appropriately with the topography down the hillside towards the Conservation Area and historic buildings that it contains.

Block A

This block includes the tallest buildings in the scheme which are 8, 9 and 15 storeys high. The 8 storey element is situated in the centre of the block and includes set backs on the top level to reduce the impact of the scale and mass at this point. The 9 and 15 storey parts bookend the Block A on the Netherthorpe Road and Upper Allen Street frontages, respectively.

The proposed 8 and 9 storey elements will not exceed the height of the adjacent Century Square development but they will be taller than Block B and the existing buildings beyond, which is considered to be acceptable because it is consistent with the transition of scale that is expected from development in this location. The scale and mass of the building will increase on the Netherthorpe Road frontage, in order to create a strong and eye-catching presence, which is acceptable and required due to the prominent road frontage position.

The 15 storey tower in Block A will be much higher than any other existing or proposed building in its immediate context, responding to the opportunity in terms of

the site's location in relation to the Edward Street Park and within the wider neighbourhood. It is considered that this part of the development creates a specific response, which given its distinct typology and type (i.e. a bookend tower), does not reflect the scale of surrounding buildings or the transition of scale that is achieved throughout the rest of the development and on adjacent sites.

However, although the building is much taller than any other in the immediate context, it is considered to be well defined in its form and proportions, breaking the overall scale down effectively, thus making the bookend tower legible locally and in the long views. It has a slender design with vertical emphasis, which is welcomed. The building will be set back from the Upper Allen Street elevation in order to create commercial spill out space to enhance its ground floor activity.

Block B

This block is positioned immediately adjacent to the Well Meadow Conservation Area. The building will be predominantly 6 storeys high but will increase to 7/8 storeys opposite the junction of Well Meadow Street / Drive in order to continue the theme of providing a strong building presence onto the Netherthorpe Road frontage as well as a visual stop to streetscene this junction point.

In order to respond to the smaller existing buildings opposite, Block B has been designed to use the topography of the land as well as include a series of step backs at the upper levels in order to taper its scale and dominance on its Upper Allen Street, Well Meadow Street and Brownell Street elevations. This has been demonstrated through the submission of cross-sections and is considered to successfully reduce the scale and mass of the built form.

Overall, the proposed scale and massing of Block B is considered to be acceptable and suitably respectful of the adjacent buildings on the opposite side of Well Meadow Street, which vary between 3 and 4 storeys high. The design techniques employed will achieve a tapering of scale and successful transition to the Conservation Area and its buildings.

Finally, members are advised that the scale of Block B closely reflects the scales agreed, and conditioned, as part of the previous outline planning permissions on this site.

Appearance

The buildings will have a contemporary appearance that is well-mannered in architectural terms, exhibiting good architecture with a design approach that reinforces the proposed scale. All are high quality in their appearance, including interesting and crisp elevations with flat roofs set behind parapets.

The urban blocks have well-defined ground and top floors elements as well as verticality to avoid long slab-like forms along their length. Furthermore, the elevations include a clear hierarchy of fenestration that achieve good solid to void ratios so as to reflect the vernacular proportions that exist within the area in some of the adjacent character buildings.

With regard to the very prominent tower element, its design is a particularly positive part of the scheme. It is suitably distinct from the other urban blocks with a legible and unique appearance that is a specific response to its location. In particular, its excellent design is achieved through a clear vertical transition from the lower urban blocks, well-defined elevations (top, mid-section and base), and an interesting grid-like fenestration arrangement and generous sizing, high quality detailing, and projecting / recessed balconies integrated within the facade.

The main building material in the development will be red multi brick. Within the internal faces of the building along Brownell Street there will be a stark contrasting use of a darker toned multi stock weathered brick. This is proposed to provide contrast to the red brick and create a more slender appearance in the external facades. On the tower building, its elevations will be further enhanced through the inclusion of glazed coloured brick panels. The window and external door frames will be light grey colour. All of these design features are supported, in principle, with approval of the final products to be dealt with by condition.

The success of the proposed architecture will be dependent upon the quality of the detailing. The development is committed to achieving high quality details, including deep window reveals, which is welcomed. These details are secured by condition in order to ensure the quality proposed is implemented.

Overall, for the reasons above, the proposals are considered to be acceptable from an urban design and architectural perspective and compliant with the relevant policies BE5, IB9, CS 74, 75 and 76.

6. Landscaping

UDP Policy BE6 (Landscape Design) expects good quality landscape design in all new developments and refurbishment schemes.

The landscaping proposals are limited because of the back edge of pavement arrangement of the buildings and the small amount of space that this leaves. The main landscaping elements are shrub planting, tree planting and various hard paving designs (including sandstone cobbles).

The tallest elements of Block A and Block B are both provided with a hard landscaped area at their base, which are intended to provide grounding / setting to the relevant block as well as public street scape activity next to the footpath. Furthermore, there is also proposed to be a roof garden at Level 07 on Block A for resident use.

Given the nature of the development, the proposals are considered to be acceptable for the urban and metal trade conservation area setting, compliant with Policy BE6.

7. Public Art

UDP Policy BE12 (Public Art) states that the provision of public art in places which can be readily seen by the public will be encouraged as an integral part of the design of major developments.

There is no Public Art proposal or strategy submitted as part of this application. However, it has been confirmed that the applicant is willing to accept a condition requiring the provision of Public Art. This commitment is welcomed and a condition is recommended to ensure that an appropriate project is successfully integrated into the completed scheme. It is expected that the final design be created through consultation with the Council's Public Art Officer in order to ensure full compliance with Policy BE12.

8. Sustainability

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

Core Strategy Policy CS 64 (Climate Change, Resources and Sustainable Design of Developments) has the overall aim of promoting sustainable design by reducing emissions and using resources sustainably.

The proposal will regenerate a brownfield site, which is largely vacant, and will be resilient to climate change as it lies within a low risk flood zone.

Techniques identified in the submission include construction of the development to a fabric first approach in order to deliver reductions in energy demand and carbon emissions. The buildings also have a flexible floor plan format, which will facilitate future expansion or conversion. Apartment layouts have been arranged to make the best use of natural light by placing principle rooms to the external envelope with bathrooms located internally. It has been confirmed that rainwater and greywater harvesting has been reviewed but discounted due to the lack of space available within the development to make this a viable option.

Green roofs are encouraged by Core Strategy Policy CS64, they can help to attenuate surface water run-off, help to reduce heating in urban areas and improve biodiversity. The submitted Drainage Strategy states that all roofs will have a brown roof (excluding where there are PV arrays) and that a green roof will be provided to the lower sections of Block B. The commitment to this provision is welcomed with the final details secured by condition.

Core Strategy Policy CS 65 (Renewable Energy and Carbon Reduction) seeks to improve and deliver renewable energy capacity in the city. To help achieve this, it is expected that this development provides a minimum of 10% of its predicted energy needs from decentralised and renewable or low carbon energy, unless it can be shown to not be feasible or viable.

The submitted Sustainability Statement confirms that Solar Photovoltaic (PV) and Combined Heat and Power (CHP) systems are the most suitable technologies that will be considered for inclusion on this development. Connection to the City Centre's District Heating System is also being considered. The PV system is identified on the submitted drawings on the tallest buildings in Block A and B. The CHP system is

most likely to be a central plant source that will serve the site and provide electric and heat output for the development.

Overall, the scheme is considered to represent sustainable development and meets the expectations of Policies CS 64 and 65, subject to conditions securing the final proposed details.

9. General Amenity

UDP Policy H15 (Design of New Housing Developments) expects the design of new housing developments to provide good quality living accommodation. This includes adequate private garden space or communal open space to ensure that basic standards of daylight, privacy, security and outlook are met.

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

Core Strategy Policy CS 17 (City Centre Quarters) defines the roles of the different 'quarters' and acknowledges that there are a number of manufacturing companies in the St. Vincent's Quarter that require sensitive attention.

Impact on Future Residents

Outlook

The proposed outlook is considered to be acceptable for a high density urban development. The development includes large clear openings to habitable rooms to ensure that the living environments of all residential and student units can be lit by natural daylight. The layout is such that each unit will have habitable rooms positioned on their external envelope with outlook outwards across adjacent streets or inwards across internal courtyard spaces.

Amenity Space

The external amenity provision is limited to a small number of ground floor private terraces and higher level balconies scattered across the development as well as a roof terrace above Block A. Whilst limited, it is considered that this type of provision is not unusual for an urban development such as this. Furthermore, it is noted that residents have access to Edward Street Park immediately to the South of the development as well as easy access to the City Centre and the social / leisure facilities it provides.

Noise Environment

A Noise Assessment has been submitted with the application. In summary, the survey results highlight that existing ambient noise levels around the site are dominated by road traffic noise from Netherthorpe Road, which is situated directly west of the site boundary and runs the length of the site perimeter. Other noise sources within the local area consisted of light road traffic noise along Upper Allen

Street, tram movements along Netherthorpe Road, pedestrian noise and on site construction activities. The impact of these noise sources are daytime and night-time noise levels that fall within Medium/High Noise Risk Category. Therefore, the noise survey recommends that good acoustic design is required from the development to mitigate the noise environment and includes a glazing / ventilation strategy highlighting the standard and enhanced glazing that will be required across the facades. It is also recommended that alternative ventilation should be provided for all sensitive spaces (living rooms and bedrooms).

The Environmental Protection Service has assessed the Noise Survey and advises that it is suitable for approval and an acceptable basis for determining a scheme of sound insulation works to mitigate environmental noise sources in the locality. Conditions are therefore recommended to secure the scheme of sound insulation works based on the submitted report.

In addition, the EPS is mindful that there are some isolated residential properties in the commercial setting, and a large residential development at the former Princess works. Therefore, conditions have been recommended to control hours of work and dust emissions.

The area is increasingly characterised by residential development and the proposed buildings are now overlooked on either side by occupied residential uses in close proximity. The scale of the development proposed is such that a dedicated Construction Environmental Management Plan is required. Agreed by condition, it is expected that this considers a variety of demolition and construction phase impacts.

Subject to the above, it is concluded that the application is compliant with UDP Policies H15 and IB9 in terms of the proposed amenity environment for future residents.

Impact on Existing Residents

The proposal seeks to introduce new built form on a site that for the most part is vacant and historically contained low rise buildings. Therefore, it must be acknowledged that the proposed development will have an impact on the amenity of existing flats which overlook the site.

Outlook / Privacy

With regard to Block A, the minimum outlook distance between the new development and the residential units on Well Meadow Drive is approximately 9.9m and on Upper Allen Street is approximately 12.7m. There will be a reduction in privacy for the existing residents with windows facing the application site who currently enjoy no development or residential windows opposite. However, it is regarded that this outlook is currently quite poor comprising of a site hoarding with graffiti, overgrown vegetation, litter at ground floor level and a derelict site at the upper levels. The siting and height of Block B on Well Meadow Drive and Upper Allen Street is similar to the position of the buildings approved under the outline planning application in 2010 and renewed in 2015.

With regard to Block B, the outlook distance between the development and the residential units on Upper Allen Street (Impact) will be around 16.6m. Again, there will be a change in the existing situation because the buildings to be demolished are commercial based, have limited outlook across Upper Allen Street and are low level compared to the 15 storeys proposed.

The outlook distance between the Block B and the student accommodation in Century Square on Daisy Walk will be approximately 20m.

Overall, the proposed outlook / privacy relationship is considered to be acceptable for a dense City Centre living environment where back-edge-of-footpath development is required to retain historic / townscape character and habitable windows overlooking the streets are expected for activity / security reasons. The relationships proposed are not uncommon in the St. Vincent's Quarter or other City Centre locations where facing residential windows at close-proximity have been judged to be acceptable in amenity terms. For these reasons, and in light of the planning history at this site, it is considered that it would be unreasonable to require the development to be set back to improve outlook distances.

Finally, with regard to the impact on amenity identified, it is considered that residents could have reasonably anticipated redevelopment on the opposite side of the street at some point in the future given the city centre is an area under transition and it is felt that reduced privacy and loss of light is compensated for by the benefits of living in the City Centre with easy access to a wide range of facilities and services.

Therefore, it is concluded that the impact on the privacy of existing residents opposite the site is outweighed by the benefits of the proposal and not so harmful that permission should be refused on amenity grounds.

Daylighting and Sunlighting

A Daylight and Sunlight Assessment has been submitted to consider the impacts of the proposed development on the existing properties on Well Meadow Drive, Upper Allen Street, Jericho Street, Netherthorpe Street and St. Philips Road. The assessment – to BRE Guidelines – demonstrates that although the development will impact on some existing buildings, there will generally be high levels of compliance for an urban location and thus it concludes that the results are entirely acceptable. The greatest effect on sunlight and daylight will be on units in the Impact complex on the opposite side of Upper Allen Street (No.191). The assessment indicates that the proposed development will reduce the “Vertical Sky Component” (i.e. clear view of the sky) for 90% of windows assessed and a small number will have some daylight implications. The windows affected are identified as being at second floor level, which is understood to be student accommodation. These results are essentially because of the low height of 191 Upper Allen Street and the proposed 15 storey building opposite.

With regard to Well Meadow Street, it is confirmed that there will be some impact on the existing residential units. Technical analysis shows that although daylight to the units will be within acceptable levels, the proposal will impinge upon the daylight distribution targets of a number of the bedroom units in the properties. This is

essentially because the bedrooms are positioned at the lower level and the report concludes that this impact can be accepted because these types of rooms have a lesser requirement for a direct view of the sky.

The development will have no impact on the existing properties on the opposite side of the Ring Road carriageway – Jericho Street, Netherthorpe Street and St. Philips Road. On Well Meadow Drive, it is confirmed that there are no rooms facing in the 90 degrees due South and so, in line with guidance, have not been assessed. On 66 Upper Allen Street (Ashtons) and 77 Upper Allan Street, there will also be no significant issue. Indeed, the assessment actually indicates that the relevant windows in No. 66 Upper Allen Street will receive gains in daylight over the previous consented masterplan.

Overall, there is the potential that the loss of sunlight and daylight will impact negatively on the amenity of residents, for those people who consider an apartment in full sun to be more attractive than one in shade. The loss of sunlight and shading to the properties identified is a clear negative impact of the proposal.

However, the impact on sunlight and overshadowing is a consequence of high density city living, which is one of the city's key planning objectives and brings wider sustainability benefits. This includes re-developing vacant / underused brownfield land, regenerating City Centre Quarters and minimising the development of Greenfield sites. Whilst the impacts are acknowledged, it must be recognised that this is not a suburban location and that if the impact on sunlight/overshadowing were to be given too much weight in a City Centre location it would lead development on some streets being significantly lower on one side in order to avoid blocking sunlight to properties on the opposite side, which would significantly undermine objectives of ensuring that development responds to its context and potentially make the development of land unviable.

Therefore, it is concluded that the impact on the daylight and sunlight for existing residential windows identified is outweighed by the benefits of the proposal and not so harmful that permission should be refused on amenity grounds.

10. Highways

Section (f) of Policy IB(9) states that new development will be permitted provided it is adequately served by transport facilities, provides safe access to the highway network and appropriate off-street parking.

UDP Policy BE9 (Design for Vehicles) expects developments to provide a safe, efficient and environmentally acceptable site layout for all vehicles (including cycles) and pedestrians.

The NPPF seeks to focus development in sustainable locations and make the fullest possible use of public transport, walking and cycling. With this in mind, the site is considered to be in a highly sustainable location. The site is located within the city centre and is within walking or cycling distance of all of its Quarters – especially Kelham Island, Cathedral and Heart of the City – meaning that there are a wide range of local services and facilities close to the site, including the City's universities.

Highway Arrangement

The application demonstrates suitable turning facilities on Well Meadow Drive and Daisy Walk. It is also considered that undercroft car parking areas can be accessed safely given the low speeds that vehicles will be travelling and the location of the entrances away from the junctions.

On Brownell Street, the applicant has requested flexibility at this stage because they currently undecided as to whether they want this retained as adopted highway or whether they will be applying for it to be stopped up and made a private route. Such flexibility has necessitated the applicant to demonstrate how Brownell Street can be built to modern adoptable standards. The details submitted are acceptable from a highway point of view, in particular demonstrating that turning facilities for delivery vehicles, service vehicles, fire engines could be achieved between the buildings and their landscaping / car parking areas.

Overall, the proposed arrangement of the new buildings and new vehicle access points, including the movement of vehicles around the site, the design of the external spaces and the creation of new shared street, are all considered to be acceptable from a highway point of view. This conclusion is reached following extensive discussions with the applicant's development team over a number of months and on the basis that outstanding items identified on the plans can be addressed by relevant conditions.

Transport Environment

The site is extremely well located in terms of its proximity to public transport services, including bus and tram services. There are bus stops close to the site with the nearest approximately 5 minutes away on Broad Lane. The nearest tram stop is very close (Netherthorpe stop) which is positioned in the middle of the ring road. These nearby bus and tram services both serve a wide area of the city and include regular / high frequency services.

As it is expected that this development will increase demand for Supertram Services, a request has been made by South Yorkshire Passenger Transport (SYPT) that the developer provides a £50,000 financial contribution towards improvement of the infrastructure at the Netherthorpe Road Tramstop to ensure the facilities meet the demands of the anticipated patronage. It is confirmed that the applicant has agreed to this contribution and, therefore, it will be secured by a S106 legal agreement.

Secure cycle parking spaces are provided across the development and it is confirmed that the location and level of this provision (156) is adequate to serve each building use. The development and final design of these facilities will be secured by condition. With regard to on-street cycle parking provision, there is visitor / short stay cycle parking proposed on Brownell Street. An interim travel plan has been submitted which has the overarching objective aim of encouraging sustainable travel choices and minimising single occupancy car journeys by encouraging residents and employees at the development to travel in a sustainable manner with the site

benefiting from excellent accessibility from sustainable transport provision. This is secured by condition.

Finally, strategies in relation to servicing, waste management and emergency service provision are reserved by condition.

The Impact of Cars

The development includes 45 car parking spaces, across the uses, which will be provided in 31 undercroft parking spaces in Block A (10) and Block B (21) and 10 external spaces on Brownell Street. This is acceptable due to the central location of the site.

However, whilst car-free developments can be accepted and justified in the City Centre, there are known car parking pressures in the area resulting from increased new resident and commuter car parking, in part because there is not currently a Controlled Parking Zone (CPZ) in the St. Vincent's or Kelham Island Quarters. Therefore, it is considered that providing just the 45 car parking spaces proposed (15.8% of the overall 284 units proposed) will not fully address the potential impact that a development of this scale will have on the local highway. The Council's current policy seeks to restrict parking provision in the City Centre to encourage a modal shift away from private car use and thus prevent city centre traffic congestion. However, there is the potential that the non-provision of in curtilage parking can displace the demand for parking spaces onto the highway or to formal / informal car parks.

In order to achieve a reduction in private car trips, it is considered that parking controls on the highway in St. Vincent's are essential and a CPZ is proposed for the Quarter in the near future. This includes the areas around the application site and it is understood that it will be a scheme that is intended to restrict the use of the highway for parking by all.

It is confirmed that the applicant has agreed to pay a financial contribution of £31,352.76 towards the implementation of this scheme, which will be secured by a S106 legal agreement. The contribution is considered necessary to ensure that the development does not have an adverse impact on the local highway network. It is relevant to planning, essential for consent to be granted, and proportionate to the scale of the development, thus meeting the tests of Circular 05/05: Planning Obligations.

In light of the above your officer's concerns about the consequent displacement of parking demand onto the highway has been allayed. It is considered that such a scheme will reduce adverse impact of the development on the local highway by eliminating long stay resident car parking options, discouraging commuter car parking and, as a consequence, reducing the number of vehicle movements in the area.

For the reasons above, it is concluded that the proposed highway environment that will be generated by this development is acceptable and compliant with the relevant policies, as described.

11. Disabled Access

Mobility housing provision for residential development, such as proposed here, has been superseded by Technical Housing Standards (2015), which removes the requirement for mobility housing where there is no up to date policy in place, other than that which is required through the Building Regulations.

In terms disabled car parking facilities, there will be 3 accessible spaces provided in curtilage on Brownell Street and in the undercroft areas. This equates to 6.6 % of the overall car parking provision on site, which is acceptable.

Finally, all buildings and approaches will benefit from level access. It is expected that all building entrances (including door widths), crossings, ramps, steps, footways etc. be designed to current standards at the detailed design stage and so the submission of this information is reserved by condition.

It is concluded that the development will provide an inclusive environment for future users.

12. Ecology

UDP Policy GE11 (Nature Conservation and Development) expects the natural environment to be protected and enhanced. 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.

With regard to bats, the applicant's ecologists have demonstrated through their surveys and ongoing monitoring that they are present on site, albeit low numbers of common species (common pipistrelle). Therefore, a Natural England licence (Low Impact Class Licence) will be required for the development (including demolition) to proceed. The Council's Ecology Unit has confirmed that either evidence of this licence or a statement in writing from the relevant licensing body to the effect that it does not consider that the specific activity/development must be submitted (secured by condition) before any work commences.

With regard to birds, it is recommended that the small number of trees be removed outside of their breeding season (March 1st – August 31st) to avoid active bird nests. Furthermore, as some species nest in cracks and crevices in derelict walls, it is expected that these be checked for active nests prior to demolition works. In order to enhance biodiversity across the new development, a condition is proposed that will secure bat and bird boxes across development to provide nesting provision for a range of species. The applicant's ecology consultants have made recommendations on type and siting of bat boxes/tubes in their Bat Method Statement, which is provided as an appendix to the Ecological Appraisal.

Overall, it is concluded that the submitted Preliminary Ecological Appraisal provides a competent evaluation of the habitats and species found within this site, and makes sensible suggestions in line with current ecological best practice. It is concluded that the proposal will be in compliance with Policy GE11.

13. Flood Risk and Land Drainage

Core Strategy Policy CS 67 (Flood Risk Management) seeks to reduce the extent and impact of flooding and requires the use of Sustainable Drainage Systems or sustainable drainage techniques, where feasible and practicable. Policy CS 63 (Responses to Climate Change) also promotes the adoption of sustainable drainage systems (SuDS).

A Flood Risk Assessment & Drainage Strategy accompanies this application. With regard to flood risk, the application site is located within Flood Zone 1 meaning that it is in an area of low flood risk. Residential development in Flood Zone 1 is acceptable.

With regard to surface water drainage, the submitted 'Flood Risk Assessment & Drainage Strategy' describes that a variety of drainage techniques have been considered (in accordance with the hierarchy for the drainage of surface water) and discounted. It is confirmed that the site's sub-soil conditions do not support the use of SuDS techniques (e.g. soakaways) and that the site is remote from a watercourse. Therefore, it is proposed that surface water from the application site discharges to the public sewer (via storage) with variable restricted discharge rates. This means of drainage will enhance the site's current unrestricted drainage rates, thus not increasing the flood risk downstream and meeting the requirement for betterment to the existing sewerage network.

In light of the above, Yorkshire Water and the Lead Local Flood Authority have confirmed the proposed drainage strategy is acceptable and in compliance with the relevant policies listed.

14. Contaminated Land

An acceptable Phase I Desktop Study has been submitted with the application. It is recommended that further intrusive site investigation be undertaken to assess the potential risks from ground contamination. Therefore, conditions are recommended to deal with this issue.

15. Coal Mining

The Coal Authority's records indicate that the defined Development High Risk Area clips the eastern corner of the site. Despite the recommendations of the submitted Phase 1 Geo-Environmental Desk Study, the Coal Authority has confirmed that a Coal Mining Risk Assessment is not required in this instance and that there is no objection to the proposed development. A directive is recommended to remind the applicant of the coal mining legacy that has been identified in part of the application site.

16. Affordable Housing

Core Strategy Policy CS 40 (Affordable Housing) states that, in all parts of the city, new housing developments will be required to contribute towards the provision of affordable housing where practicable and financially viable.

The Affordable Housing Interim Planning Guidance (IPG) was updated in 2014 and it supports Policy CS40. IPG Guideline 2 identifies the site as being situated within the 'City Centre' Affordable Housing Market Area where no contribution is required.

17. Community Infrastructure Levy (CIL)

The development is CIL liable and the application site lies within CIL Charging Zone 4 where the expected charge for this development will be £50 per square metre.

RESPONSE TO REPRESENTATIONS

It is considered that the majority of planning issues in the objection representation and in the comments made by Historic England and CAG have been addressed in this report.

With regard to the impact on local shops, this is not a planning matter. It is expected that local shops adapt to deal with any potential demand for products as a result of new residents and construction workers. Many new developments include commercial space in their ground floor levels that could accommodate small shops to serve their local resident population. It is considered that the market and local consumer demands will dictate if these are opened as small shops.

With regard to disturbance, the demolition and construction process can have an impact on existing residents but this is not a reason to refuse a planning application. This is often a short term inconvenience and in order to reduce the impact during this period it is considered that the recommended to secure a CEMP will ensure that construction activity can be adequately controlled.

SUMMARY AND RECOMMENDATION

The redevelopment of the site is welcomed; creating a new use that will significantly enhance its appearance and prominence on a largely vacant parcel of land adjacent to a primary route leading into/out of the City Centre.

For the reasons set out in this report, it is concluded that the development is acceptable in planning and heritage terms. The proposal is compliant with current land use policies and it will provide 284 new 'PRS' dwelling units across a variety of unit types. The residential accommodation included within the scheme – including internal and external facilities – is considered to be acceptable and will provide adequate living conditions for future residents.

The development (including a 15 storey tower element) proposes a contemporary design that achieves the quality insisted upon by your officers throughout this application process. Amendments have occurred to address concerns and it is concluded that these have resulted in a development that comprises of acceptable scale, mass, layout, and design.

It is acknowledged that the development will cause some harm to the heritage significance of the Well Meadow Conservation Area as well as the amenity of some surrounding residential units but, on balance, your Officers are satisfied that the benefits of regenerating this prominent City Centre site, and the subsequent scale and mass required to make this scheme viable outweigh the harm to the significance of the conservation area and detrimental impact on the existing amenity environment.

In transport terms, the site has a sustainable location close to public transport services and within walking distance of a wide variety of local and central facilities. The provision of new car parking spaces and the commitment to provide a financial contribution towards the implementation of a CPZ traffic management scheme in St. Vincent's and improved infrastructure at the Netherthorpe Road Tram Stop are positive elements of the proposal. They ensure that the development has an acceptable impact on the local highway environment and will help to encourage the use of local public transport services.

The scheme complies with other policy requirements in relation to sustainability, flood risk and drainage, ecology, disabled access and environmental matters. Finally, the applicant has agreed to a condition to secure an employment and training strategy, thus ensuring that the development will support local employment initiatives.

In light of the above, it is concluded that the proposals are acceptable. Therefore, it is recommended that the Members of the Planning Committee grant the application, subject to the listed conditions and to the completion of a legal agreement to secure the following Heads of Terms

HEADS OF TERMS

- To pay a financial contribution of £31,352.76 to the Council towards the St. Vincent's Traffic Management Works.
- To pay a financial contribution of £50,000 to South Yorkshire Passenger Transport toward the improvement of service infrastructure at the Netherthorpe Road Tram Stop.

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