
Case Number	18/02170/FUL (Formerly PP-07006780)
Application Type	Full Planning Application
Proposal	Demolition of existing buildings, including retention of facade on Bailey Lane, and erection of multi-storey mixed use development incorporating flexible commercial uses at ground floor level (use classes A1, A2, A3, A4 and D1), student accommodation comprising of 73 studio apartments and 88 cluster apartments (providing 618 bedspaces) and private residential accommodation comprising of 39 x 1 bedroom apartments and 32 x 2 bedroom apartments, with associated facilities and landscaping.
Location	I Grunweg Ltd Silversteel House 29-49 Rockingham Street Sheffield S1 4EA
Date Received	05/06/2018
Team	City Centre and East
Applicant/Agent	DLP Planning Ltd
Recommendation	Grant Conditionally

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 drawings listed in the Drawing Issue Sheets 1 & 2 - Grunwergs 2, Rockingham St, Sheffield (Job No: 17/02) prepared by Kelsey Design Associates and received on 22/8/2018.

Reason: In order to define the permission.

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

3. 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 postinvestigation 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.

4. Any intrusive investigation recommended in the Phase I Preliminary Risk Assessment Report shall be carried out and be the subject of a Phase II Intrusive Site Investigation Report which shall have been submitted to and approved in writing by the Local Planning Authority prior to the development being commenced. The Report shall be prepared in accordance with Contaminated Land Report CLR 11 (Environment Agency 2004).

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

5. Any remediation works recommended in the Phase II Intrusive Site Investigation Report shall be the subject of a Remediation Strategy Report which shall have been submitted to and approved in writing by the Local Planning Authority prior to the development being commenced. 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.

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

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

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

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

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

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

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

9. No development shall commence until details of the site accommodation including an area for delivery/service vehicles to load and unload, for the parking of associated site vehicles and for the storage of materials, has been submitted to and approved in writing by the Local Planning Authority. Thereafter, such areas shall be provided to the satisfaction of the Local Planning Authority and retained for the period of construction or until written consent for the removal of the site compound is obtained from the Local Planning Authority.

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

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

- i. been carried out; or

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

Highway Improvements:

Footways adjacent to the frontage of the site along Rockingham Street, Bailey Lane and Boden Lane shall be reconstructed to comply with the Sheffield Urban Design Compendium or as directed by the Local Planning Authority.

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

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

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

12. No development shall commence until a report has been submitted to and approved in writing by the Local Planning Authority identifying how a minimum of 10% of the predicted energy needs of the completed development will be

obtained from decentralised and renewable or low carbon energy. Any agreed renewable or low carbon energy equipment, connection to decentralised or low carbon energy sources shall have been installed before any part of the development is occupied and a post-installation report shall have been submitted to and approved in writing by the Local Planning Authority to demonstrate that the agreed measures have been installed. Thereafter the agreed equipment, connection or measures shall be retained in use and maintained for the lifetime of the development.

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

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

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

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

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

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

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

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

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

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

17. Large scale details, including materials and finishes, at a minimum of 1:20 of the items listed below shall be approved in writing by the Local Planning Authority before that part of the development commences:

Windows and window reveals
Doors and door surrounds
Eaves and parapets
External wall construction
Brickwork detailing
Rainwater goods

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

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

18. A comprehensive and detailed hard and soft landscape scheme for the site shall be submitted to and approved in writing by the Local Planning Authority before the development is commenced, or within an alternative timeframe to be agreed in writing by the Local Planning Authority.

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

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

a) Be based on the findings of an approved noise survey of the application site, including an approved method statement for the noise survey.

b) Be capable of achieving the following noise levels:

Bedrooms: LAeq (8 hour) - 30dB (2300 to 0700 hours);

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

Other Habitable Rooms: LAeq (16 hour) - 40dB (0700 to 2300 hours);

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

c) Where the above noise criteria cannot be achieved with windows partially open, include a 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.

20. 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.

21. 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) Drawings showing the location of the fume extraction equipment, terminating and including a low resistance cowl.
- b) Acoustic emissions data.
- c) Details of any filters or other odour abatement equipment.
- d) Details of the system's required cleaning and maintenance schedule.
- e) Details of a scheme of works to prevent the transmission of structure borne noise or vibration to other sensitive portions of the building.

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

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

22. 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.

23. The development shall not be used unless all redundant accesses have been permanently stopped up and reinstated to kerb and footway, and any associated changes to adjacent waiting restrictions that are considered necessary by the Local Highway Authority including any Traffic Regulation Orders are implemented. The means of vehicular access shall be restricted solely to those access points indicated in the approved plans.

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

24. The development shall not be used unless the cycle parking accommodation for 254 cycles as shown on the approved plans has been provided in accordance with those plans and, thereafter, such cycle parking accommodation shall be retained.

Reason: In the interests of delivering sustainable forms of transport.

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

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

26. 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 purpose intended.

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

27. Before the development is occupied, the mitigation measures recommended in the Daytime Building Inspection, Site Walkover and Dusk Emergence Survey (May 2018) shall be implemented in accordance with details to be submitted to and approved by the local planning authority.

Reason: In the interests of biodiversity.

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

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

Other Compliance Conditions

29. Notwithstanding the detail shown on the approved drawing, the sales area within the approved flexible use commercial unit shall not exceed 280 sq metres where a Class A1 use is implemented.

Reason: In order to protect the vitality and viability of the city centre, in accordance with the National Planning Policy Framework (NPPF).

30. The commercial units (Classes A1, A2, A3, A4 and D1) shall only be used between 0800 hours and 2300 hours Monday to Saturday and between 0900 hours and 2200 hours on Sundays and Public Holidays.

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

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

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

32. The development shall be implemented in accordance with the submitted Transport Statement (2331-01-TS01b: Axis, May 2018).

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

33. No doors shall, when open, project over the adjoining footway.

Reason: In the interests of pedestrian safety.

Attention is Drawn to the Following Directives:

1. It is noted that your planning application involves the construction or alteration of an access crossing to a highway maintained at public expense.

This planning permission DOES NOT automatically permit the layout or construction of the access crossing in question, this being a matter which is covered by Section 184 of the Highways Act 1980. You should apply for permission, quoting your planning permission reference number, by contacting:

Ms D Jones
Highways Development Management
Highways Maintenance Division
Howden House, 1 Union Street
Sheffield
S1 2SH

Tel: (0114) 273 6136
Email: dawn.jones@sheffield.gov.uk

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

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

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

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

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

The notice should be sent to:-

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

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

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

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

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

Telephone: 0114 273 6677

Email: highways@sheffield.gov.uk

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

5. Dependent upon the nature of the highway works being undertaken, you may be required to pay a commuted sum to cover the future maintenance of new and/or improved highway infrastructure.

The applicant is advised to liaise with Highways Maintenance Division early on to determine the approximate cost. In the first instance contact should be made with the S278 Officer:

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

Tel: (0114) 273 6349

Email: james.burdett@sheffield.gov.uk

6. The construction of the development may lead to the temporary loss of on-street parking bays. In such circumstances you may be required to fund the installation of replacement parking bays including any associated Traffic Regulation Order, to offset the temporary loss of parking in the vicinity of the development.
7. Where highway schemes require developers to dedicate land within their control for adoption as public highway an agreement under Section 38 of the Highways Act 1980 is normally required.

To ensure that the road and/or footpaths on this development are constructed in accordance with the approved plans and specifications, the work will be inspected by representatives of the City Council. An inspection fee will be payable on commencement of the works. The fee is based on the rates used by the City Council, under the Advance Payments Code of the Highways Act 1980.

If you require any further information please contact:

Mr S Turner
Highway Adoptions
Highways Maintenance Division
Howden House, 1 Union Street
Sheffield
S1 2SH

Tel: (0114) 273 4383
Email: stephen.turner@sheffield.gov.uk

8. 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.
9. 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.
10. 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:

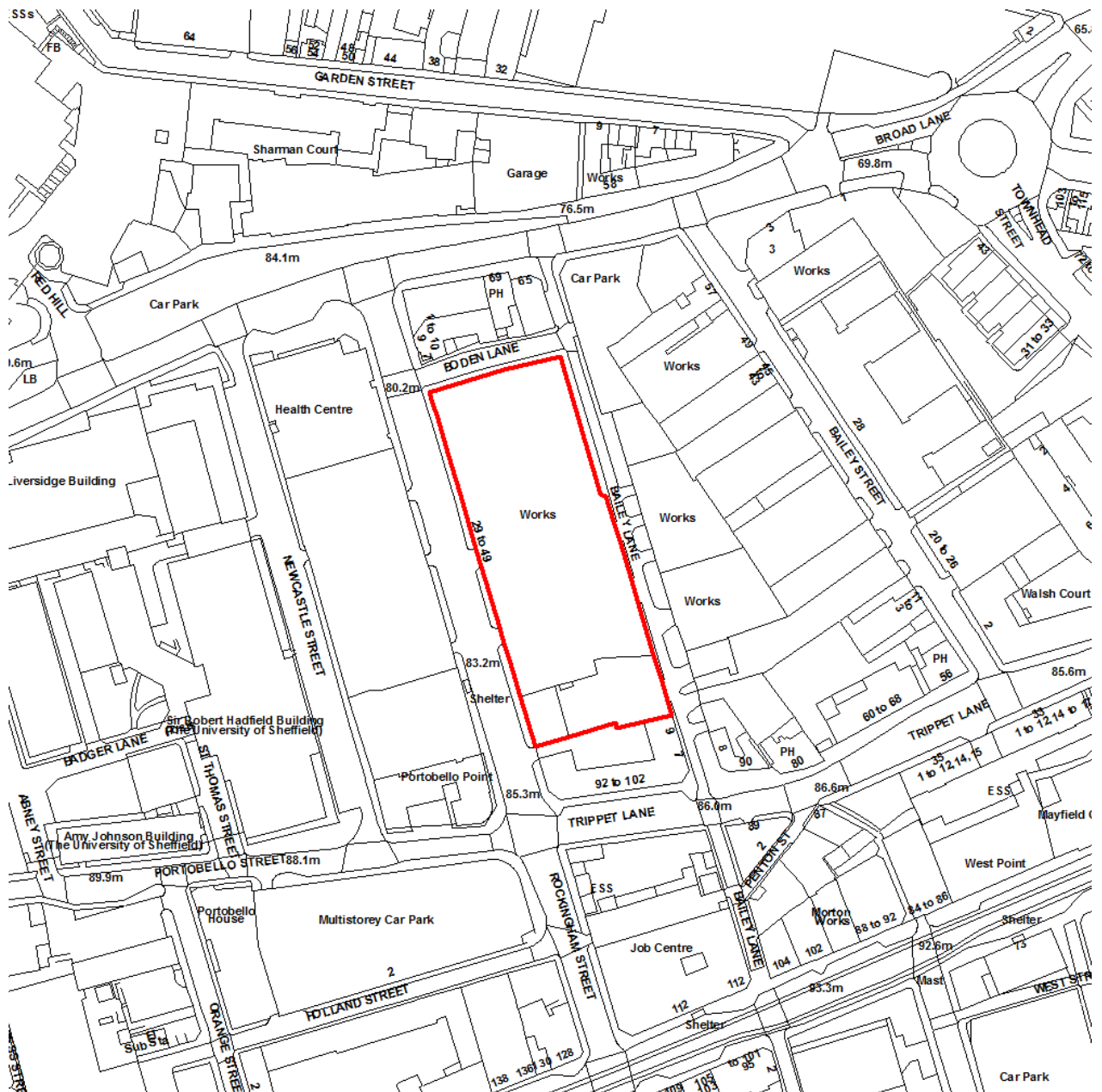
<http://www.sheffield.gov.uk/home/roads-pavements/Address-management>

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.
11. 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.

12. You are advised that this development is liable for the Community Infrastructure Levy (CIL) charge. A liability notice will be sent to you shortly informing you of the CIL charge payable and the next steps in the process, or a draft Liability Notice will be sent if the liable parties have not been assumed using Form 1: Assumption of Liability.

Site Location



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LOCATION AND PROPOSAL

The application site comprises of a large rectangular plot bound by Rockingham Street to the west, Bailey Lane to the east and Boden Lane to the north. To the south the site is separated from Trippet Lane by a development of 2 to 3 storey town houses with a courtyard to the rear, in use as student accommodation.

A 7 to 9 storey development of student accommodation, with ground floor commercial uses, is currently being constructed on the site to the west of

Rockingham Street. The block to the north, between Boden Lane and Broad Lane, is occupied by a 3 storey residential building accommodating the Sheffield Window Centre at ground floor level, Fagan's public house and a 1 and 2 storey windscreen repair workshop. The industrial buildings on the eastern side of Bailey Lane are occupied by Flame Hardeners Ltd, a company specialising in the heat treatment of metals using flame hardening and induction hardening techniques.

The site, which rises from north to south and lies within a Fringe Industry and Business Area and the St George's Quarter as defined in the Unitary Development Plan (UDP) and Core Strategy respectively, is currently occupied by a series of 1 and 2 storey buildings occupied by Grunweg Ltd, suppliers of houseware and catering products.

The existing buildings, used for a combination of warehousing, distribution and office space, are mainly modern and all are clad in red brick. The warehouse element occupies the majority of the Rockingham Street frontage while the offices are accessed from Bailey Lane where there is an older element of the complex dating from the late 19th Century which features a decorative statue of Stanch the Dog over the entranceway.

Planning permission is sought, as amended, for the demolition of the existing buildings, including the retention of the historic facade on Bailey Lane, and the erection of a multi-storey mixed use development incorporating flexible commercial uses at ground floor level (use classes A1, A2, A3, A4 and D1), student accommodation comprising of 73 studio apartments and 88 cluster apartments (providing 618 bedspaces) and private residential accommodation comprising of 39 x 1 bedroom apartments and 32 x 2 bedroom apartments, with associated facilities and landscaping.

RELEVANT PLANNING HISTORY

The application site has been occupied by Grunweg Ltd for many years and there has been no development activity on site since the 1990s.

The applicant for the current application received planning permission for a large mixed use development on the opposite side of Rockingham Street in late 2016 (see below). This scheme is nearing completion.

16/03503/FUL	Planning permission was granted for the erection of a mixed use development of student accommodation, comprising 69 studio apartments, 17 one bedroom apartments and 85 cluster flats providing a total of 543 bedspaces, and 2 commercial units (Use Class A1 (with no more than 250sqm retail floorspace per unit), A2, A3, A4, A5, B1 & D1) and associated works in November 2016.
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SUMMARY OF REPRESENTATIONS

The application was advertised by press notice, site notice and by neighbour notification letters.

Two representations were received.

The first, from Flame Hardeners, raised concerns about noise (specifically the noise of their operations and the potential impact on future occupants of the proposed development) and maintaining vehicular access to their site. They also pointed out that they have a liquid oxygen storage facility, an acetylene storage facility (36 cylinders) and a water evaporative cooling tower in close proximity to the site.

The second representation, from the landlords of Fagan's public house, stated that they have no objections but requested that the development be properly sound proofed and that access to the rear of their property be maintained for deliveries and as a fire escape route.

PLANNING ASSESSMENT

Land Use

The site lies in a Fringe Industry and Business Area as defined in the UDP. Policy IB6 of the UDP (Development in Fringe Industry and Business Areas) relates to development in such areas and advises that business (B1), general industry (B2) and warehouse uses (B8) are the preferred uses of land but that housing is also considered to be acceptable in principle.

Policy IB9 (Conditions on Development in Industry and Business Areas) expects the preferred uses of land to remain dominant. However, general industry and warehouse uses are no longer preferred in this location, the UDP having been superseded by the more up to date Core Strategy. Policy CS17 (g) of the Core Strategy (City Centre Quarters) now promotes a mix of uses in the area; specifically supporting a mix of uses with an academic focus for the neighbouring University of Sheffield, as well as complimentary retail and business uses.

While the proposed development does not specifically help to deliver this policy aim, a small amount of employment uses are proposed and the student accommodation is well located to access the University. Moreover, the existing warehouse use is no longer considered to be appropriate (it is understood that the occupants are relocating to another site in the city).

The revised National Planning Policy Framework (NPPF) expects local planning authorities to apply a sequential test to main town centre uses not in an existing centre, stating that 'main town centre uses should be located in town centres, then in edge of centre locations; and only if suitable sites are not available... should out of centre sites be considered.'

The application site lies less than 70 metres north of the Central Shopping Area (CSA), with no retail units between, and there are no vacant units on nearby West Street which lies within the CSA. Furthermore, the proposed A1 unit will be small in scale (shown as circa 90sq.m on the submitted plans though could be subject to change) and is likely to serve the requirements of existing and proposed local residents – a role that vacant units in the CSA would not fulfil. It is

therefore considered unlikely that a small A1 unit in this location would have an adverse effect on the vitality and viability of the city centre, and as such is acceptable in principle. However, a condition is proposed limiting the sales area within the approved flexible use commercial to no more than 280 square metres where a Class A1 use is implemented.

Core Strategy policy CS41 (a) (Creating Mixed Communities) aims to promote the creation of mixed communities by providing for a broad range of smaller households in the City Centre. Part (b) encourages the provision of new, purpose built student accommodation as part of a mix of housing development, with a mix of tenures and sizes of unit on larger sites, while part (d) seeks to limit purpose built student housing and Houses in Multiple Occupation (HMOs) to 20% within 200 metres of an application site, where communities are already imbalanced by a concentration of such uses.

In this instance, no more than half of the proposed homes would consist of a single house type and so the development is considered to comply with part (a) of policy CS41. Moreover, the scheme provides a mix of both private housing and purpose built student accommodation and therefore satisfies the aims of part (c).

The current concentration of shared accommodation within 200 metres of the application site is 17.7%. If the application is approved, the concentration of shared housing would increase to 19.0%, which remains within the 20% threshold. The proposals are therefore currently compliant with part (d) of policy CS41.

Design and Conservation

The NPPF states that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities (paragraph 124).

Policy BE5 of the UDP (Building Design and Siting) advises that good design and the use of good quality materials will be expected in all new developments while policy CS74 of the Core Strategy (Design Principles) advises that high-quality development is expected which would respect, take advantage of and enhance the distinctive features of the city, its districts and neighbourhoods.

The south eastern corner of the application site is bound by the City Centre Conservation Area. Policy BE16 (Development in Conservation Areas) advises that development in conservation areas should preserve or enhance the character or appearance of the area, and that the same principle applies when considering proposals which would affect the setting of a conservation area or significant views into, or out of, the area.

Like the neighbouring development to the west, the application site is considerable in size and, throughout the application process, there has been a great deal of work involved in addressing the massing and breaking down the proposed blocks into a series of distinct elements in an attempt to form contextually responsive streetscapes.

The proposals, as amended, comprise of a perimeter development, built up to the back edges of Rockingham Street, Boden Lane and Bailey Lane, with a 17 storey tower as a centrepiece which forms two distinct internal courtyards – a larger courtyard serving the proposed student accommodation and smaller one intended for the private residential accommodation. The forecourt to the tower creates a break within the Rockingham Street frontage which provides access into the courtyards and through to Bailey Lane. The position of the forecourt mirrors the position of the pedestrian link which is provided through the site on the opposite side of Rockingham Street. Active uses are provided along Rockingham Street in order to provide some animation to the street.

On Rockingham Street, a wide road which rises from Broad Lane to the north, towards West Street to the south, the development rises from 8 to 10 storeys, to reflect the rising topography. This is consistent with the scale of the development to the west and provides an appropriate scale of enclosure to the street given the generous width of the highway.

On Bailey Lane, which lies on the periphery of the City Centre Conservation Area, the scale of development is necessarily reduced to between 4 and 7 storeys, with the smaller scale development located at the southern end of the street closest to the heritage asset. Whilst this works against the topography, it does reflect the taller scale of buildings on Broad Lane to the north and the greater intimacy of buildings in the conservation area to the south. The Bailey Lane frontage also retains the elevation of the existing nineteenth century building, including the statue of Stanch the Dog, a well-known local landmark.

The site's long elevations to Rockingham Street and Bailey Lane have been broken down into a series of vertical facades, with Rockingham Street dominated by red, brown and grey brick tones and elements of silver grey and copper coloured aluminium cladding to provide some relief. Slightly greater variety is proposed along Bailey Lane, with the introduction of black and light grey brickwork and a pop of colour in the form of glazed brickwork panels.

Additional detailing and modelling to all facades is achieved through a range of devices including projecting and recessed brickwork panels, varied window reveal depths and feature panels in a variety of finishes and sizes.

Whilst the proposals will form a coherent whole which responds positively to the local topography, it is considered that the design approach incorporates sufficient variety in order to successfully break down the development into a series of smaller, distinct elements to form interesting and contextually responsive streetscapes which will enhance the character and appearance of the street scene and the setting of the nearby conservation area.

Residential Amenity

Policy IB9 of the UDP (Conditions on Development in Industry and Business Areas) states that new development and changes of use will be permitted provided that they do not cause residents to suffer from unacceptable living conditions.

The central courtyard measures approximately 16 metres in width. This level of separation falls short of the standard 21 metre privacy distance but in urban settings such as this, where denser, back edge of footway development is the norm and residents do not expect the same levels of privacy, it is considered to be acceptable.

The submitted noise report indicates that the dominant noise source in the vicinity of the application site is traffic on Broad Lane. Noise could also be heard emanating from the Oxygen and Water tanks within the site of Flame Hardeners Limited on the eastern side of Bailey Lane. It is understood that the Oxygen and Water tanks operate between 0600 hours and 1600 hours (and the noise assessment assumed that they do not operate between 2300 hours and 0600 hours).

The noise from both these sources is such that the recommended internal noise limits for the residential properties cannot be achieved utilising an open window ventilation strategy. However, the report concludes that an acceptable living environment can be provided for future residents subject to the provision of acoustic double glazing and acoustically treated ventilation.

Transport and Highways

The existing industrial unit has a car park for up to 28 vehicles and the potential to generate over 100 vehicular movements a day. There is no car parking within the proposed development, other than three accessible off-street parking spaces, and so the development will remain car free. The applicant will be required by condition to ensure that future occupiers are aware that they will not be eligible for resident parking permits within the designated Permit Parking Zone. However, as on street parking adjacent the site is controlled by parking restrictions and pay and display parking spaces, it is very unlikely that any demand for parking space by residents will be displaced onto the local highway network.

Like the existing building, the proposed development will continue to be serviced from on-street, though the site's service requirements are likely to reduce. Student accommodation sites traditionally experience peaks in demand for car travel at the start and end of the academic year and in order to deal with this demand, the applicant proposes to make temporary on-site parking available within the tower forecourt – which would be managed and supervised by the site operator. Students would be offered the opportunity to book 20 minute slots to unload/load before moving the car to a nearby car park. This arrangement would allow up to 18 students to move in or out every hour and the process would take 3 to 4 days to complete. Given the short timescales involved, this is considered to be acceptable and as there will be limited or no increased trip generation resulting from this development, it will have no adverse effect on the highway.

No alterations are proposed to the layout of the adjoining highway, however the resurfacing of all adjoining footways is reserved by condition.

Sustainability

Policy CS63 of the Core Strategy (Responses to Climate Change) gives priority to developments that are well served by sustainable forms of transport, that increase

energy efficiency, reduce energy consumption and carbon emissions, and that generate renewable energy.

Similarly policy CS64 (Climate Change, Resources and Sustainable Design of Developments) requires all new buildings and conversions of existing buildings to be energy efficient and to use resources sustainably, while policy CS65 (Renewable Energy and Carbon Reduction) seeks to secure the generation of energy from renewable sources, with 10% of predicted energy needs provided from decentralised and renewable or low carbon energy.

The proposed development is located adjacent to the Central Shopping Area and, therefore, a wide range of facilities and public transport options, including the Supertram on nearby West Street. Given its central location the site will remain car free, but the development incorporates a good sized cycle store (for 210 cycles) at ground floor level, accessed from the central courtyard, with an additional 44 external cycle stands within the courtyard.

The submitted Sustainability Statement describes the energy efficiency measures which will be incorporated into the development to reduce overall energy demand. These include high levels of insulation (beyond Building Regulation requirements), air tightness to reduce heat loss, large areas of glazing to maximise the amount of daylight within habitable rooms, efficient artificial lighting and energy saving controls for space conditioning.

The requirement for on-site generation will be addressed by installing a combined heat and power (CHP) system, which will re-use the heat generated by the production of energy for heating water within the student accommodation. It is anticipated that this will provide total CO₂ savings of 12%, exceeding the requirements of policy CS65. Further savings will be achieved by introducing a roof mounted array of photovoltaic panels.

Archaeology

The submitted Archaeological Desk Based Assessment has identified that the site has '*potential for the presence of below ground remains associated with the nineteenth century industrial development of Sheffield, including potential remains of furnaces*' – which would likely be associated with the former Bailey Lane Works, thought to have been established c.1820 by Carr & Co. This large steelworks covered part of the site, alongside other works, residential courts and commercial premises.

The Assessment also identifies that the surviving historic building on the site, which features the statue of Stanch the Dog, could include fabric from '*the former Old Black Boy Public House and buildings to its south which appear to have been re-modelled in the later nineteenth century to accommodate offices for the Bailey Lane (Carr & Riley) works*'.

The Assessment goes on to recommend further mitigation works, both to record below-ground archaeological evidence, likely to survive on the site, and to record the retained building, as mitigation for damage to be caused. The South Yorkshire

Archaeological Service agree with this recommendation and so a condition is proposed to secure further investigation and formal recording of below-ground archaeology ahead of any redevelopment works. detailed recording.

Ecology

The submitted Daytime Building Inspection, Site Walkover and Dusk Emergence Survey found little potential for roosting bats on site but, as the NPPF encourages net gains in biodiversity where possible (paragraph 109), bat boxes will be erected in accordance with the recommendations of the survey. It is anticipated that further gains will be sought by introducing additional planting within the landscaped courtyards.

Public Art

Policy BE12 encourages public art where it would be readily seen by the public and integral to the design of major developments. Initial discussions indicated that public art will be integrated into the building around the new public link through the site. Full details will be secured by condition.

Community Infrastructure Levy (CIL)

The site lies within an area of the city centre where CIL is charged at £50 per square metre.

Affordable Housing

The site lies within an area of the city centre with no affordable housing requirement.

SUMMARY AND RECOMMENDATION

The proposed development, which is considered to be acceptable in land use terms, provides an appropriate scale of enclosure to the eastern side of Rockingham Street and responds positively to the local topography. Moreover, it is considered to incorporate sufficient variety in order to successfully break down the development into a series of smaller, distinct elements which respond to local context and will not harm the setting of the nearby conservation area. The retention of the elevation of the nineteenth century building fronting Bailey Lane, which includes the well-known statue of Stanch the Dog, is a welcome detail.

It is considered that the proposed development complies with the provisions of the UDP, the Core Strategy and the NPPF and it is recommended that Members grant planning permission subject to the listed conditions.

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