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Case Number	19/00451/FUL (Formerly PP-07601617)
Application Type	Full Planning Application
Proposal	Demolition of residential building and erection of seven-storey student accommodation building (Use Class Sui Generis) comprising 77no units with ancillary parking and rooftop landscaping
Location	16 Hodgson Street Sheffield S3 7WQ
Date Received	06/02/2019
Team	City Centre and East
Applicant/Agent	Yeme Architects
Recommendation	Grant Conditional Subject to Legal Agreement

### **Time limit for Commencement of Development**

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

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

### **Approved/Refused Plan(s)**

2. The development must be carried out in complete accordance with the following approved documents:
  - 500951 - PL-05F - Proposed First Floor Plan
  - 500951 - PL-04F - Proposed Ground Floor Plan
  - 500951 - PL-02H - Roof Plan
  - 500951 - PL-10F - Proposed Sixth Floor Plan
  - 500951 - PL-08F - Proposed Fourth Floor Plan
  - 500951 - PL-09F - Proposed Fifth Floor Plan
  - 500951 - PL-12D - Proposed General Section
  - 500951 - PL-13B - Typical Disabled Room excluding the internal layout of the room
  - 500951 - PL-01E - Location Plan
  - 500951 - PL-03A - Existing Demolition Plan
  - 500951 - PL-06F - Proposed Second Floor Plan
  - 500951 - PL-07F - Proposed Third Floor Plan
  - 500951 - PL-11H - Proposed ElevationsGreen Roof specification as set out in the Drainage report  
Reason: In order to define the permission.

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

3. Development shall not commence until a Construction Environmental Management Plan (CEMP) has been submitted to and approved by the local planning authority. The CEMP shall assist in ensuring that all site activities are planned and managed so as to prevent nuisance and minimise disamenity at nearby sensitive uses, and will document controls and procedures designed to ensure compliance with relevant best practice and guidance in relation to noise, vibration, dust, air quality and pollution control measures

Reason: In order to minimise the amenity impact of construction activities on residential neighbours and local amenity.

4. Intrusive investigations as recommended in the approved Phase I Desk Study & Site Walkover report; Sub Surface NE Ltd ref. NE3770; Nov 2018 shall be carried out and be the subject of a Phase II Intrusive Site Investigation Report which shall have been submitted to and approved in writing by the Local Planning Authority prior to construction works commencing. The Report shall be prepared in accordance with Contaminated Land Report CLR11 (Environment Agency 2004).

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

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

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

6. 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.

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

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

8. 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 a greenfield rate of 3.5l/sec 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 building shall not be occupied unless the approved details have been implemented.

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.

9. 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.

10. The development shall not be begun until improvements to surfacing of the footpaths to Hodgson Street and Milton Lane along the frontages of the development site in accordance with the palette of materials in the Urban Design Compendium have either

- a) Been carried out or
- b) Arrangements have been entering into to ensure the improvements are carried out before the development is brought into use.

Reason: In the interests of improving the pedestrian facilities and visual amenity to facilitate the introduction of the residential use into a commercial area and in accordance with the Urban Design Compendium

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

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

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

12. Prior to the improvement works indicated in condition 10 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 improving the pedestrian facilities and visual amenity to facilitate the introduction of the residential use into a commercial area and in accordance with the Urban Design Compendium

13. Prior to the disabled rooms being fitted out revised details of the internal layout shall be submitted to and approved by the local planning authority thereafter the approved details shall be implemented before the building is used.

Reason: In the interests of ensuring the design is easy for disabled students to use in the interests of encouraging inclusive access.

14. 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.

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

Brickwork detailing  
Balustrades

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

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

16. 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 in writing by the Local Planning Authority before any masonry works commence and shall be retained for verification purposes until the completion of such works.

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

17. 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 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.

18. Notwithstanding the details shown on the approved plans a revised parking and cycle storage arrangements shall be submitted to and approved by the Local Planning Authority before the construction of the ground floor commences and thereafter the approved details shall be implemented before the building is used.

Reason: In the interests of the efficient operation of the car park and encouraging inclusive access to the site.

19. The building 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 it is essential for these works to have been carried out before the use commences.

20. 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 it is essential for this scheme to be in place before the use commences.

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

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

22. Prior to construction above ground level commencing details of a public art scheme shall be submitted to and approved by the local planning authority. Thereafter the approved details shall be implemented before the building is brought into use.

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

23. 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 future occupiers of the development

24. Before the use of the development is commenced, Validation Testing of the sound insulation and/or 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 insulation and/or attenuation works thus far approved, a further scheme of 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 the interests of the amenities of occupiers of the development

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

Reason: In the interests of the visual amenities of the locality it is essential for these works to have been carried out before the use commences.

26. 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.

### **Other Compliance Conditions**

27. A minimum of two disabled rooms shall be full fitted out for disabled use in accordance with the approved plans prior to the building being used and thereafter retained.

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

28. Surface water and foul drainage shall drain to separate systems.

Reason: To ensure satisfactory drainage arrangements.

29. Notwithstanding the details shown on the approved plans the first opening leaf of the double doors shall be widened to enable a wheelchair to pass through and the lobby to the gym shall be increased in size to enable wheelchair users to move clear of one door before using the next one.

Reason: In the interests of the allowing easy access through the building for disabled people.

30. 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.

31. The car park shall not be used unless 2.0 metres x 2.0 metres vehicle/pedestrian intervisibility splays have been provided on both sides of the means of access such that there is no obstruction to visibility greater than 600 mm above the level of the adjacent footway and such splays shall thereafter be retained.

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

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

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

Attention is Drawn to the Following Directives:



1. The Local Planning Authority has dealt with the planning application in a positive and proactive manner and sought solutions to problems where necessary in accordance with the requirements of the National Planning Policy Framework.
2. Plant and equipment shall be designed to ensure that the total LA<sub>r</sub> plant noise rating level (i.e. total plant noise LA<sub>eq</sub> plus any character correction for tonality, impulsive noise, etc.) does not exceed the LA<sub>90</sub> background sound level at any time when measured at positions on the site boundary adjacent to any noise sensitive use.
3. The required CEMP should cover all phases of demolition, site clearance, groundworks and above ground level construction. The content of the CEMP should include, as a minimum;
  - Reference to permitted standard hours of working;
  - 0730 to 1800 Monday to Friday
  - 0800 to 1300 Saturday
  - No working on Sundays or Public Holidays
  - Prior consultation procedure (EPS & LPA) for extraordinary working hours arrangements.
  - A communications strategy for principal sensitive parties close to the site.
  - Management and control proposals, including delegation of responsibilities for monitoring and response to issues identified/notified, for;
  - Noise - including welfare provisions and associated generators, in addition to construction/demolition activities.
  - Vibration.
  - Dust - including wheel-washing/highway sweeping; details of water supply arrangements.
  - A consideration of site-suitable piling techniques in terms of off-site impacts, where appropriate.
  - A noise impact assessment - this should identify principal phases of the site preparation and construction works, and propose suitable mitigation measures in relation to noisy processes and/or equipment.
  - Details of site access & egress for construction traffic and deliveries.
  - A consideration of potential lighting impacts for any overnight security lighting.

Further advice in relation to CEMP requirements can be obtained from SCC Environmental Protection Service; Commercial Team, Fifth Floor (North), Howden House, 1 Union Street, Sheffield, S1 2SH: Tel. (0114) 2734651, or by email at [eps.commercial@sheffield.gov.uk](mailto:eps.commercial@sheffield.gov.uk).

4. 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.
5. 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.

6. 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

7. 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.

8. 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 on the Council website here:

<https://www.sheffield.gov.uk/content/sheffield/home/roads-pavements/address-management.html>

The guidance document on the website includes details of how to apply, and what information we require. For further help and advice please ring 0114 2736127 or email [snn@sheffield.gov.uk](mailto: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.

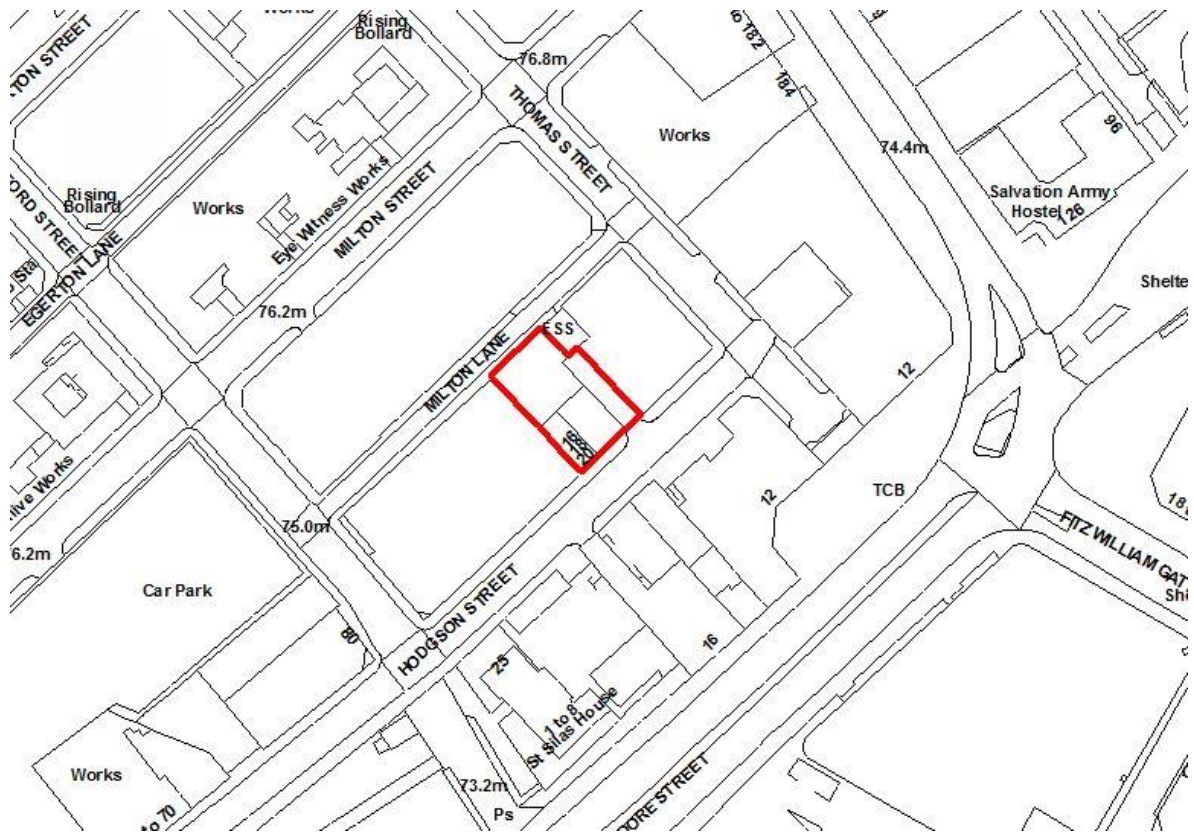
9. You are required, as part of this development, to carry out works within the public highway. You must not start any of this work until you have received formal permission under the Highways Act 1980 in the form of an S278 Agreement. Highway Authority and Inspection fees will be payable and a Bond 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](mailto:james.burdett@sheffield.gov.uk)

# Site Location



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## LOCATION AND PROPOSAL

The application site is located in the Devonshire Quarter of the City in a former industrial/commercial area where these uses are being replaced by residential uses. To the west the site adjoins The Printworks which is a recently constructed commercial/residential scheme of 6/7 storeys. To the east and north the site it adjoins vacant land where a residential scheme stalled during the 2007 recession. On the south side of Hodgson Street there are 2/3 storey buildings dating from the 50/60s occupied by commercial uses such as architects and print suppliers. To the east at the corner of Moore Street and Fitzwilliam Street the former Stokes Tiles site is under construction as a multi-storey student/co-living scheme.

The application site is occupied by a 2/3 storey former commercial building with a flat roof faced in brick and render which addresses Hodgson Street. To the rear there is a single storey metal clad workshop building, none of the buildings are considered to be of significant architectural merit.

The application is seeking to redevelop the site except for a substation on the Milton Lane frontage which will be incorporated in to the ground floor of the new scheme. The site is to be developed as student accommodation with the pedestrian entrance, study hub and games room on the ground floor of the Hodgson Street frontage and car parking for 7 vehicles, bike store and bin store in the rear half of the ground floor. The 6 floors above contain student rooms which have self-contained facilities and also a shared kitchen and living room on each floor. The first floor contains 2 duplex units with separate bedrooms and a small gym. Six of the bedrooms have been designed to be capable of being made DDA compliant.

The Hodgson Street elevation has been designed with a double height glazed ground floor with rectangular openings above and an upper floor set back 1.5m. The Milton Lane elevation has been designed with a projecting glazed stair tower with brick faced facades either side. The ground floor will contain a roller shutter door entrance to the car park. The first floor will incorporate some bedrooms with canted windows to address privacy issues. The facing materials are red brickwork and dark grey metal cladding. Several units have small terraces at first and second floor level adjoining Milton Lane and a green roof is provided at second floor level on part of the development adjoining Milton Lane.

## RELEVANT PLANNING HISTORY

06/02862/FUL – permission was granted for a 6 storey building including 39 residential units and B1 offices

## SUMMARY OF REPRESENTATIONS

None received

## PLANNING ASSESSMENT

Policy

The site is within a Fringe Industry and Business Area in the Unitary Development Plan where B1/2/8 uses are preferred. However, B2 and B8 uses are no longer appropriate as a result of the Core Strategy policy CS6f that discourages manufacturing uses within this part of the City Centre and CS17f, that now promotes a wide mix of uses within the area, but specifically city living, niche shops, restaurants and bars, and a variety of business uses. These Core Strategy policies were reflected in the draft City Policies and Sites document to designate a Central Housing Area in this location where a range of uses would be acceptable. Although the City Policy and Sites document has very limited weight it shows the direction of policy travel. Given this it is considered that a residential led development is acceptable and fits in with the changing character of this area.

Core Strategy Policy CS41 is concerned with creating mixed communities. Part C is concerned with providing a mix of units on larger schemes defined as more than 60 units. Although this scheme has 77 bedrooms they are designed in a cluster layout which means it could be argued that the number of units is much less, in addition providing different types of student units on this site would not achieve would not improve the mix as they would still be occupied by students. Therefore although the scheme may be technically contrary to this part of the policy it is considered that it should be given limited weight.

Part C seeks to provide new purpose built student accommodation in the City Centre and therefore this proposal is consistent with his part of the policy.

Part D of the policy seeks to limit new purpose built student accommodation where the community is already imbalanced by a concentration of shared housing which is defined as where 20% of the residences within 200m of the site are shared housing. In this instance the proportion of shared accommodation within 200m of the site including extant permissions is currently 28.7%. As there are only 6 cluster units the percentage would not change following the development. Therefore the proposal will not comply with this part of the policy. Given that the proposal will not worsen the balance of shared accommodation and the scheme is likely to reduce pressure on family accommodation in the residential areas around the City Centre the conflict with this policy is not considered to be sufficient justification for resisting the application.

### Scale, Massing, Design

The design and access statement shows 3D views of the massing of the building in its context. This shows that 6 storeys will match the height of the adjoining Printworks and the un-setback Hodgson Street façade of the scheme previously permitted on the site to the east. The upper setback floor will however be one level higher than the adjacent Printworks and one level lower than the permitted scheme (now expired) on the site to the east. Given this it is considered the development will set comfortably within its context and not be too overbearing on the relatively narrow Hodgson Street. Floors 3 to 7 are set back some 8/10m from the Milton Lane frontage with only floors 1 and 2 built up to the back edge of footpath. Milton Lane is a very narrow street approximately 6m wide. The adjoining Printworks

development is the equivalent of 2 storeys high along most of the Milton Lane frontage with additional floors set back so the proposed development will be in keeping with this and ensure that new development does not appear too overbearing on this narrow lane. It is therefore concluded that the overall scale of the development is acceptable.

The massing of the development has been broken down by treating the Hodgson Street elevation as 3 elements comprising of the double height glazed ground floor, the middle consisting of main rectangular grid and the upper set back floor. The massing of the rear elevation is broken down by setting back the upper floors and the projecting stair tower element which is treated in a contrasting material.

The double height glazed frontage to Hodgson Street will creating an active and welcoming frontage at the lower levels and matches similar treatment on the Printworks. The generous grid pattern of window openings will help to create interesting and pleasing elevations. The ground floor frontage to Milton Lane is inevitably less appealing as a consequence of the car parking and substation uses. The upper floors are will however compensate for this with the more welcoming and varied façade treatment.

The predominant materials are brickwork and dark grey metal cladding. Provided the selected brick and cladding are of high quality and deep window reveals are provided to create modelling the scheme will make a strong positive contribution to the character of the area. Conditions are proposed to cover these details.

The applicant has proposed a graphic art work across the first floor windows facing Hodgson Street. This is considered to be acceptable in principle and a condition controls the approval of the detailed design and installation.

The applicants have indicated that the proposals aim to adhere to the concepts of the Police secured by design scheme. They have stated that entrances will be secured and the scheme has been designed to provide natural surveillance and minimise recessed spaces.

#### Amenity

All the proposed bedrooms are located at first floor level and above and therefore are not directly adjoining the back edge of footpath at pedestrian level. They all have a satisfactory outlook either towards Hodgson Street or Milton Lane. They have been designed with some cooking facilities and on suite facilities within the room and there is a shared kitchen and living room on each floor. There is also communal leisure and workspace on the ground floor and a small gym on the first floor.

Milton lane is a narrow street approximately 6m wide and there is a vacant development site opposite. Most of the bedrooms are set back from his frontage however the first floor bedrooms will be located at the edge of the site. To minimise future direct overlooking these bedrooms have been designed with canted windows.

Overall it is concluded that the scheme has been designed to provide satisfactory amenity for future occupiers of the development.

### Noise

The applicant has submitted an old noise survey for the Printworks site which also included the application site and was carried out in 2006. This puts forward glazing specifications and suggests that an acoustically treated alternative method of ventilation should be provided as an alternative to opening windows.

Environmental Protection Service (EPS) colleagues are not happy to approve the report given its age and reference to old standards. However they are happy that noise issues can be addressed with appropriate conditions and noise will not be a barrier to development in this location. The conditions recommended include sound insulation to be installed to achieve specified internal noise levels and validation of the sound attenuation works before the units are occupied to ensure the internal noise levels can be met. With these safeguards in place the amenities of future occupiers will be protected.

### Access

The site is in a highly accessible and close to shops and services and there is no requirement for off street parking in a sustainable location such as this. A condition is proposed to upgrade the footpaths adjoining the site to the standards set out in the urban design compendium and to reinstate redundant crossings. Cycle parking is proposed within the building at the ratio of approximately one space per 4 residents which is considered to be satisfactory.

The entrances to the building are to be level but as this is a new building this is a requirement of the building regulations in any case. Six disabled rooms are proposed which is approximately 8% of the total. Slight amendments are needed to the internal layout of the rooms to make them easy to use by disabled people and this is controlled by condition. A condition is proposed requiring 2 to be fitted out on occupation the rest can be adapted if demand arises. A disabled parking space is provided in the basement which is approximately 14% of the total provision. The above provision is considered to be acceptable and as designed the development will facilitate inclusive access.

### Sustainability

The application site is sustainably located given its proximity to bus services, shops and services in the Moor area. It is midway located between the two universities and therefore will be able to serve both.

The applicant has carried out a BREEAM pre-assessment which considers options and comes up with a target score of 59.34%. If delivered this would achieve the core strategy target of BREEAM Very Good as set out in policy CS64. A condition is proposed to secure compliance.

To achieve policy CS 65 the applicant will be proposing a fabric first approach in combination with renewable and low carbon energy systems. The supporting



submission considers various renewable options but does not reach a conclusion on any of them. A condition is proposed requiring 10% of the predicted energy needs to be met from low carbon or renewable energy sources.

The climate change and Design Supplementary Planning Guidance seeks to encourage the provision of green roofs. A small area of green roof on the lower roof facing Milton Lane is proposed and this will welcome. Conditions are proposed controlling its detailed design to ensure a successful green roof is provided.

#### Community Infrastructure Levy (CIL)

The application site lies within the City Centre West Community Infrastructure Levy (CIL) area where the CIL charge is £30 per m<sup>2</sup>.

#### Affordable Housing

Core Strategy policy CS 40 says that in all parts of the city, developers of all new housing developments will be required to contribute towards the provision of affordable housing where this is practicable and financially viable.

Policy GAH1 of the CIL and Planning Obligations Supplementary Planning Guidance says that an affordable housing contribution will be required on new housing developments of 60 or more student bed spaces. Policy GAH2 says that within the City Centre West affordable housing market area the level of contribution is 10%.

The site lies within the City Centre West affordable housing area which affordable housing requirement is 10%. A viability statement has been submitted in support of the application. This concludes that the development would make a profit of just over 10% with the CIL contribution which is the minimum level of profit for viability (publish guidance suggests that 15%-20% is would be in line with industry expectations). With the full affordable housing contribution the residual profit would be 0%. The applicant's agent therefore concludes that the development can support no affordable housing contribution.

The applicant's assessment has been reviewed by the Council's independent assessor who initially concluded that the development could support a CIL contribution and also an affordable housing contribution of £199,000 which represents a 4% contribution against the policy target of 10%. The council's advisor took a different view on the weekly rental expectations and considered a lower percentage for professional fees was appropriate. The applicant's assessor has disputed these points arguing that the rental values are based on a comparable scheme, the Printworks site also on Hodgson Street. They consider that the Councils assessor has used values derived from information not in the public realm and schemes which are not comparable. They also argued that the professional fees are relative to the scale of the project which is a smaller scheme. They have stated that the profit level in the appraisal is just above 10% (12.5% in the Councils assessment) both of which are below guidance and the levels set in appeal situations of between 15% and 20%.

The Council's assessor agrees that the Printworks site does provide important evidence but that this seems to be out of kilter with the other evidence of rental values. However he has adjusted his assessment and given more weight to the evidence from the Printworks site. He stands by his views on the professional fees. As a result of discussions he has amended his conclusion and considers that the scheme can support a CIL contribution and a reduced commuted sum for affordable housing of £79,000.

Following extensive discussions the applicant has reluctantly agreed to pay the affordable housing contribution. He has however requested that the payment is phased to allow half 6 months after practical completion with the rest 12 months after practical completion in order to have received an income stream from lettings. For the adjoining Stokes Tiles development which was a much larger scheme a phased affordable housing contribution was agreed with a third of the sum to be paid on the commencement of development, a third after 12 months and a third after 24 months based on a 2 year construction programme. In this case it is recommended that half of the payment is made 6 months after commencement of development with the remaining half 18 months after commencement which would allow the scheme to be occupied before the final payment is due.

#### Drainage

The site lies in flood zone 1 and the drainage submission indicates the site is not suitable for infiltration or discharge of surface water to a watercourse. It indicates that surface water run-off can be reduced by the proposed green roof. The use of a green roof is positive however further details are required to demonstrate that all impermeable surfaces are directed to the green roof and how the water volume is controlled on the roof. An appropriate condition is proposed to secure the necessary details are submitted for approval.

#### Ground Conditions

A desk top report has been submitted which recommends an intrusive ground investigation to assess the ground conditions. This is supported by the Environmental Protection service and pre-commencement conditions are proposed to ensure the appropriate investigations and remediation is undertaken.

#### SUMMARY AND RECOMMENDATION

The proposed use is considered to be acceptable in land use policy terms. It is contrary to part D of policy CS41 which is seeking to create mixed communities as there is already an imbalance of shared housing within 200m of the site. However given that the proposal will not significantly worsen the imbalance, will help to reduce the pressure on family housing around the City Centre and the student accommodation is well located for both Universities it is considered that this is insufficient reason for opposing the application.

The scale of the development is in keeping with its context. The design and materials are satisfactory and the development will significantly improve the street scene and regenerate an underused site. The environment around the site is

suitable for residential accommodation and the design of the scheme will provide satisfactory amenity for future occupiers. The scheme is sustainably located with good access to public transport, shops, services and conditions are proposed which will ensure the building is sustainably designed.

The viability of the scheme has been reviewed and it is accepted that it is only viable with a reduced affordable housing contribution of £79,000. This meets the terms of the affordable housing policy as a contribution is only required where it is viable and feasible.

It is therefore recommended that planning consent is granted subject to the conditions listed on the agenda and subject to the applicant entering into a legal agreement to secure the following heads of terms.

#### HEADS OF TERMS

A contribution of £79,000 for the provision of off-site affordable housing to be made in the following instalments:

- i) £39,500 at 6 months from commencement of development
- ii) £39,500 at 18 months from commencement of development

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