

For and on behalf of
The University of Sheffield

**SUPPORTING JUSTIFICATION STATEMENT IN RESPECT OF PRIOR NOTIFICATION OF
DEVELOPMENT FOR:**

THE ADVANCED MANUFACTURING RESEARCH CENTRE (NORTH WEST)

**The Lancashire Advanced Engineering and Manufacturing Enterprise Zone (Samlesbury
Local Development Order No. 2 (2014) (LDO)**

**Prepared by
DLP Planning Ltd
Sheffield**

November 2019

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12.0 Condition 13: Appropriate landscaping measures to avoid or mitigate detrimental visual impacts on Samlesbury Hall shall be submitted by the developer to the Local Planning Authority for approval prior to the commencement of development of Phase 2 of the Master Plan. The Local Planning Authority shall respond within 28 days of receiving the details and if no response is received from the Local Planning Authority within this 28 day period then the landscaping measures shall be deemed to be approved. The approved landscaping measures shall be implemented by the developer in advance of the commencement of development of Phase 2. 24

1.0 Introduction

- 1.1 This Justification Statement has been prepared by DLP Planning Ltd on behalf of The University of Sheffield in support of the Prior Notification of Development submission related to Plot 7 of the Lancashire Advanced Engineering and Manufacturing Enterprise Zone, Salmesbury Site. The proposed development is for the Advanced Manufacturing Research Centre (AMRC) North West (NW).
- 1.2 As per the Prior Notification of Development (PND) process, this application is made to both Ribbles Valley Borough Council and South Ribbles Borough Council. It follows pre-application discussions with both Local Planning Authorities as well as Lancashire County Council. This report is intended to address the requirements of Section 3 of the PND forms providing a justification for the development and an explanatory of the conditions it satisfies as well as the objective of the Salmesbury Masterplan and Local Development Order (LDO).

2.0 Conditions 1 – 3.

2.1 The proposal complies with Condition 1 of the LDO. The development of the proposed AMRC NW building within the B1(b) use class for research and development, and more specifically for the purposes of advanced engineering and manufacturing, should be supported. Copies of the following plans and information are provided alongside this justification statement as information for the Local Planning Authorities:

- 832-CPA-ZZ-00-DR-A-2100;
- 832-CPA-ZZ-01-DR-A-2101;
- 832-CPA-ZZ-02-DR-A-2102;
- 832-CPA-ZZ-03-DR-A-2103;
- 832-CPA-ZZ-ZZ-DR-A-0110;
- 832-CPA-ZZ-ZZ-DR-A-0111
- 832-CPA-ZZ-ZZ-DR-A-2200;
- 832-CPA-ZZ-ZZ-DR-A-2205;
- 832-CPA-ZZ-ZZ-RP-A-0060 Design Principles Document;
- RF19-678-WP-05-S2-PL01 Stage 3 Landscape Report; and
- RFM-XX-00-DR-L-0001-S2-PL02 Landscape General Arrangement.

3.0 Condition 4: Development shall take place in accordance with the principles set out in the Masterplan

- 3.1 The proposal is in accordance with the principles set out in the Masterplan adopted in January 2014 (updated April 2015); and the Design Principles Framework adopted in 2015.
- 3.2 In accordance with the Local Development Order itself, the development of the proposed AMRC NW building within the B1(b) use class for research and development, and more specifically for the purposes of advanced engineering and manufacturing, should be supported.
- 3.3 The Lancashire Advanced Engineering and Manufacturing Enterprise Zone Masterplan for the Salmesbury Site sets out the framework and principles for land use, ecology, site zoning, phasing and infrastructure. It also reviews access and movement requirements and sets principles and proposals for addressing these requirements in a sustainable way.
- 3.4 The AMRC NW will support the key principles of the Masterplan in respect of investing in high technology, advanced manufacturing. This will involve the creation of jobs and training opportunities which can significantly contribute to the goals of a sustainable economic approach for the site and deliver on the vision of Salmesbury Enterprise Zone.
- 3.5 The University of Sheffield has a great deal of experience in attracting high value end users by meeting the facility and service needs of those operators within a high quality, well designed development. The experience in developing the Advanced Manufacturing and Research Campus (AMRC) at the former Sheffield Airport site is demonstrative of this success, as is the involvement of Boeing, McLaren and other high-end value users in the wider Advanced Manufacturing Park (AMP) in that area of Sheffield and Rotherham.
- 3.6 The proposed AMRC NW can contribute to the principles of the Enterprise Zone (EZ) as per:
- The principle of the development is established by the LDO;
 - The site falls outside of the wider retained Green Belt but can meet the requirements of an integrated landscaping treatment which has been drawn through the detailed design proposals;
 - There are significant economic benefits including:

- A direct contribution to the local economy in terms of Gross Value Added (GVA).
- Creation of 70 full time equivalent jobs (including machinists, processing and inspection personnel) with up to 200 visitors and staff on site at the time of exhibitions.
- The economic benefits of securing investment along with creating highly skilled jobs seeks to support the objectives of the Masterplan and the EZ, which is supported by Lancashire County Council;
- Continue to strengthen connections with The University of Sheffield and other Higher Education and Research Institutes in the area to broaden the delivery of investment in the EZ which could include ties with the Royce Institute and University of Manchester etc, to further connect the network of translational research and advanced manufacturing associated with Catapult;
- Providing a co-location with the BAE Systems, whilst increasing scope for development in the EZ with other advanced manufacturing industry leaders such as Boeing and McLaren, is important. Further, this can serve to deliver a critical mass of engineering, sciences and advanced manufacturing to a specific area. Given the objectives of the LDO and AMRC these aspirations entirely align.

3.7 Bringing forward development on the site will continue the growth of the EZ and act as a catalyst for the delivery of further developments on the EZ site, which has been a well-established process at the Sheffield AMRC. This is set out in more detail under the following explanations of The University of Sheffield delivering advanced manufacturing and research development.

Design

3.8 The evolution of the design proposals has sought to take advantage of the prominence of the plot in respect of its position adjacent to the southern entrance to the Enterprise Zone, and views along Preston New Road. The building is intended to be a signpost to the innovative development that is taking place on this part of the Enterprise Zone and provide good links through

- 3.9 The importance of providing a healthy working environment which can encourage integrated working and foster the importance of translational research has been a long-standing objective of The University of Sheffield's investment in advanced manufacturing and research.
- 3.10 The design of the proposed building encourages integration and interest in advanced manufacturing and research with clear views from reception of the working space. This of course needs to be balanced with the appropriate functional requirements of the building in terms of temperature control for the operation of equipment and research machinery, but it has proven a successful principle at the AMRC and AMP developments in which The University of Sheffield has been involved.
- 3.11 By offering this sort of collaboration between the academic and commercial sectors there is a significant enhancement in relationships between both existing activities and communities.
- 3.12 Please also refer to the accompanying Design Principles Document 832-CPA-ZZ-ZZ-RP-A-0060.

The University of Sheffield in the North West

- 3.13 The AMRC NW is currently operating out of the University of Central Lancashire central Preston campus. The premises at Heatley House, Bowran Street, house 32 engineering, research and support staff, delivering applied manufacturing research and SME assists. Current research areas include Battery pack assembly, additive manufacturing, machining, automation and digital manufacturing.
- 3.14 The mission of AMRC NW is to place Lancashire amongst the most innovative regions in the UK, with applied research facilities comparable with the best in the world, ensuring Lancashire is an attractive destination for inward investment and the creation of new businesses, in addition to providing world-class support for existing manufacturers.

The University of Sheffield and Catapult

- 3.15 The AMRC is a partner in the High Value Manufacturing Catapult, backed by the Technology Strategy Board. This enables the AMRC to tap into a national network of manufacturing research excellence; if a particular technology falls outside the area of expertise, Catapult partners can provide the support needed. There are over 70 member companies which pay an annual fee to access the existing resources and expertise allowing them to help determine

research programmes. Boeing is the founding partner and continues to play a key role in the University AMRC and its development.

- 3.16 The University of Sheffield has forged ahead as a catalyst for the future growth and success of manufacturing as its pioneering Catapult centres (Figure 1) prove critical to the future of UK productivity. The AMRC with Boeing and Nuclear Advanced Manufacturing Research Centre (NAMRC) have helped to stimulate growth in the manufacturing sector by accelerating new research concepts into a commercial reality.
- 3.17 The Catapult enables innovation to cut across sectors by bringing together businesses from diverse industries whilst also providing access to a pool of world-class expertise, equipment and processes that is invested and is supported by UK government. It bridges the gap between early innovation, for which the UK has traditionally been strong, and industrial-scale manufacturing, where real wealth is created. The most advanced of the Catapult centres across the UK focus on High-Value Manufacturing (Figure 1), and the University of Sheffield is home to two of the seven centres.
- 3.18 This approach has been ground-breaking for High Value Manufacturing Catapult, as The University of Sheffield has enabled the UK to address vital market needs in key areas; thus, making the country more competitive on a global stage. An impact of developing manufacturing techniques to make more effective components which can have efficiency and economic benefits, which clearly have commercial application across the global industry



Figure 1. Location of Catapult Centres

The University of Sheffield Advanced Manufacturing Research.

- 3.19 The University is a world leader in translational research. The AMRC is the middle ground from early experimental and blue-sky ideas undertaken by universities to full production readiness applied by business. It provides an environment for taking ideas towards a practical reality. As a process, the AMRC identifies, researches and resolves advanced manufacturing problems. It is dedicated to working with manufacturing businesses, from global aerospace giants to local small and medium enterprises, and can work on a one-off projects or long-term collaboration.
- 3.20 Typically, advance manufacturing delivers a minimum tenfold improvement to manufacturing development; in many instances improvements are much greater. This provides manufacturers who work with the University's AMRC with significant competitive advantages. It is this advantage that attracts partners to invest in the AMRC and co-locate with AMRC.
- 3.21 The advanced manufacturing advantage of working with the University is well recognised. Boeing Aerospace named the University of Sheffield as its number one supply chain partner in 2010, which has resulted in further investment.
- 3.22 In October 2018, Boeing opened the Sheffield Production Facility, the first such site in Europe. The £40million, 6,200m² facility was co-located to link with the AMRC and AMP to benefit from the world-class machining and materials research campus.

History of the Advanced Manufacturing Park (AMP)

- 3.23 The AMP is a 100-acre site located in the Waverley area of Rotherham. The AMP was a joint venture between public and private organisations, including landowners Harworth Estates, their aim is to create a centre for engineering, innovation, research and manufacturing excellence.
- 3.24 Development at the AMP commenced in 2004 with the University developing its first building, the AMRC1 Machining Centre, and it now comprises over 40 companies, employing a workforce of 700 and includes occupiers such as Rolls Royce and Boeing.
- 3.25 The AMRC1 Machining Centre was the catalyst for the growth of the AMP. With research centres at its core, it was a radical concept, given the lack of confidence in UK manufacturing at the time. It is a concept that has paid dividends in terms of inward investment, with start-up companies and the ability of the region to project itself as a place to do business. It was

not always the case, however, that the AMP would be a balanced development between the size of the research base and the number of wealth creating manufacturing companies. Now regarded as one of the UK's prime locations for the manufacturing sector and bolstered by the presence of a large Rolls-Royce factory (with further planned) this will attract supply chain companies. Further, the time is right; if the current momentum is to be maintained to see how the AMP's phenomenal success can be built on and replicated.

3.26 The University now occupies circa 30,000m² of accommodation at the AMP. The estate along with the 1mw wind turbine is valued at circa £110m. The University employs over 370 people on the site and trains over 300 engineering apprentices at its Apprentice Training Centre. This facility is unique within the Higher Education Sector and provides the most progressive opportunity within the UK for widening participation to young people across higher education.

3.27 Land availability for advanced manufacturing companies has already become a limiting factor on the AMP. A number of key considerations point clearly to EZ's and AMRC as the location for future development.

- AMP is effectively full, with the exception of infill capacity. The University is planning two expansion schemes including doubling the size of the Apprentice Training Centre.
- The AMRC has been master planned. This is an essential step to ensure that the world leading engineering scientists can easily and regularly meet. All world class research facilities require spaces which actively encourage Professors and Principle Investigators to meet and regularly engage to ensure research is shared, promoted, enhanced and developed. Designs which encourage interactions are essential to knowledge-based organisations.
- The areas adjacent to the M1 motorway in both Sheffield and Rotherham have delivered on regeneration and significant GVA uplift to the city region. The business model is already proven with the development of the Rolls Royce Blade Casting Centre at AMP. Rolls Royce have already bought additional land acres at AMP which will be developed for the manufacture of components for the nuclear power industry.

3.28 In order to deliver on the continuing opportunities, the expansion to create The University of Sheffield Advanced Manufacturing Research Campus (AMRC) can facilitate the growth

essential to accommodate longer-term objectives.

Advanced Manufacturing Research Campus (AMRC)

3.29 A substantial element of the AMRC in Sheffield is in fact within the Green Belt. Evidence of *very special circumstances* had to be demonstrated to enable outline planning permission to be granted (under application reference 15/01262/OUT – a copy of which is at Appendix 1). Mitigation measures to off-set ecological impacts and future landscape management plans on a site wide and plot by plot basis were required as part of the approval and each subsequent reserved matters application. The University is therefore well versed in taking an integrated approach to green infrastructure including the relationship with the Green Belt, landscaping and ecology and ecological management needs.

3.30 The very special circumstance approach that was adopted in securing the AMRC outline planning permission for the Masterplan was based on the following key items:

- The area was broadly identified for release from the Green Belt in the Adopted Core Strategy; describing the Green Belt boundary around the former Airport site as untenable and it constitutes previously developed land:
- Early engagement in pre-application discussions with the Local Planning Authority secured early support for the proposals:
- The site was considered against the functions of land included within the Green Belt as set out in the National Planning Policy Framework, and was considered to perform poorly against the objectives for land included within Green Belt:
- The significant economic benefits of the development generally included:
 - A direct contribution to the local economy in terms of Gross Value Added (GVA).
 - Creation of 1,684 direct full-time equivalent jobs on site in high skilled roles when fully operational.
- The economic benefits of securing investment, creating highly skilled jobs, training support for apprentices and generally support the economic objective of creating the Advanced Manufacturing Innovation District (AMID) between Sheffield and

Rotherham.

- Continue to strengthen connections with the University of Sheffield in translational research and advanced manufacturing associated with the campus.
- The importance of co-location with the leading international companies including Boeing, Rolls Royce, McLaren and AMP facilities in respect of engineering, sciences and advanced manufacturing focussed in one area.

3.31 The outline planning permission approved up to 66,983sqm of B1(b) and B1(c) advanced manufacturing and research floorspace; up to 37,551sqm of C2 residential training centre and conferencing floorspace; and up to 450m² D2 outdoor and indoor recreation; totalling 104,984m². 1,664 jobs were predicted across the entirety of the floorspace created at approximately 1 job per 63m².

3.32 To date development on the site has included:

- Factory 2050 (occupied) 6,730m² 75 staff
- Press Facility (occupied) 881m² 0 staff
- Integrated Civil and Infrastructure Research Centre (ICAIR) (occupied) 1,232m² 40 staff
- Royce Translational Centre (RTC) (occupied) 1,106m² 10 staff
- Laboratory for Validation and Verification (LVV) (occupied) 916m² 7 staff
- Boeing: Sheffield (occupied) 6,200m² 90 staff
- Translational Energy and Research Centre (TERC) (planning permission granted) 1,842m² 65 staff

3.33 Over the occupied and approved developments, the estimated job creation is 287 jobs over 18,907m². This equates to 1 job per 65m² and demonstrates an employment density which closely relates to that estimated at the outset.

Links with other Institutions

- 3.34 Operating with its Hub at The University of Manchester, the Henry Royce Institute is a partnership of nine leading institutions; the University of Cambridge, Oxford, Imperial College London, University of Liverpool, University of Leeds, The University of Sheffield, the National Nuclear Laboratory, and UKAEA.
- 3.35 The Royce coordinates over 900 academics and over £300 million of facilities, providing a joined-up framework that can deliver beyond the current capabilities of individual partners or research teams. Three key objectives of the Institute are to;
- Support and grow world-recognised excellence in UK materials research;
 - Accelerate commercial exploitation of materials research; and
 - Deliver significant economic and societal impact for the UK
- 3.36 In terms of future objectives of the Royce Institute, a new manufacturing research hub will help revolutionise the industry and reduce the environmental impact of steel production which is currently responsible for 9% of global CO₂ emissions from fossil fuel.
- 3.37 The opportunities for development within the EZ in respect of the shared objectives of the AMRC and Institute are clear in respect of delivering on the opportunities of advanced manufacturing research, which can also promote high skills and training; thus allowing industrialists to work alongside academics to produce the expertise of the future.

4.0 Condition 5: Prior to the commencement of works that part of the site subject to works shall be assessed for contamination and managed appropriately in accordance with Environment Agency, DEFRA and local authority guidelines on contaminated land management. This will include identifying, investigating and mitigating contamination.

- 4.1 In 2018 a Phase 1 Geotechnical and Geo-environmental Assessment was undertaken by Cundalls of the area covered by the proposal. This was followed by a Phase 2 Ground Investigation by Atkins in 2019. The ground investigation work included boreholes, trial pits, soil and groundwater sample collection and ground gas and groundwater monitoring.
- 4.2 The investigations found no major contamination issues. An area of made ground is being removed as part of the plot earthworks for the site approved by PND "*Creation of access road from main EZ spine road (Sir Frederick Page Way) to open up a development plot at the South East end of the Enterprise Zone. Earthworks to prepare plot for development.*"

5.0 Condition 6: A scheme for the disposal of foul and surface waters for each stage of the proposed development shall be submitted by the developer to the Local Planning Authority for approval.

- 5.1 The Advanced Manufacturing Research Centre (AMRC) is the fourth building to be developed on the Samlesbury Enterprise Zone (EZ) and will be located on Plot 7. The proposals accord and integrate with the overall drainage strategy for the site agreed by the Lead Local Flood Authority.
- 5.2 A site wide drainage strategy was agreed in 2015 and has been implemented in relation to the development delivered to date. The strategy for the drainage of this plot forms part of, and sits within, this overall agreed strategy.
- 5.3 There are no public sewers to discharge either the surface or foul water into. Therefore, Huntley Brook will be used for both surface water discharge and treated foul water discharge.
- 5.4 The surface water flow rate from the AMRC will be restricted to greenfield runoff rates. The separate gravity surface water drainage will collect flows from the boundary of the AMRC. It will flow northwards parallel with the proposed access road until it discharges into the existing attenuation pond which is located on Huntley Brook and forms part of the existing EZ drainage strategy.
- 5.5 The foul water flows from AMRC will be collected in a separate gravity foul water drainage system at the boundary of the AMRC. It will flow northwards parallel with the proposed access road until it discharges into a foul treatment tank. The treatment tank will carry out primary and secondary treatment on the foul flows. The treated flows will then be discharged into a reed bed which will provide tertiary treatment. After passing through the reed bed the flows will be discharged into the existing attenuation pond. Together the reed bed and treatment plant form a foul water treatment system.
- 5.6 The foul flow from the AMRC is less than 5.0m³ per day meaning an Environment Agency (EA) Standard Discharge Permit will not be required. Instead the EA General Binding Rules will need to be met. However, to ensure a high-quality discharge into Huntley Brook, the foul treatment system will still be designed to meet the EA Standard Discharge Permit requirements regardless. The accompanying 1023121-RPT-002-Rev B AMRC Drainage Report outlines these requirements in addition to further conditions from Building Control

which the treatment system will need to meet.

5.7 The foul treatment system will require a management and maintenance system in place which will need to include detailed record keeping. Provided the maintenance is carried out as detailed then the quality of the treated water discharged into Huntley Brook will be within the criteria specified by the EA.

5.8 Additional information is provided in the following information:

- 1012080-RPT-002 -SW Drainage Strategy;
- 1023121-RPT-002-Rev B AMRC Drainage;
- Completed site drainage-Layout1; and
- SEZ-CDL-XX-00-DR-M-9002.final.

- 6.0 Condition 7: Access arrangements for the proposed development under the LDO shall be submitted by the developer to the Local Planning Authority for approval (in consultation with the Local Highway Authority) and the development shall proceed in accordance with the approved details.**
- 6.1 The proposed access to the plot will come off the access road detailed and approved in PND: *"Creation of access road from main EZ spine road (Sir Frederick Page Way) to open up a development plot at the South East end of the Enterprise Zone. Earthworks to prepare plot for development."*
- 6.2 Drawing 832-CPA-ZZ-ZZ-DR-A-0111 shows the proposed access arrangements to the plot.
- 6.3 The main spine road has been constructed by Lancashire County Council as part of the overall access and highways arrangements for the EZ site. This is served by two new junctions constructed by Lancashire County Council, one off the A59 to the north and the other off the A677, Preston New Road, to the south. This highway configuration and overall access strategy is in line with the Transport Assessment for the site and has been agreed with the Local Highway Authority. Please also refer to the accompanying Design Principles Document 832-CPA-ZZ-ZZ-RP-A-0060. INTRODUCTION – DLP Chapter Headings 0.1

7.0 Condition 8: The new access from A677 shall be developed when the trigger in the Masterplan is reached.

7.1 The new access from the A677, Preston New Road, is already in place, rendering this condition no longer relevant.

8.0 Condition 9: All highway works on and off site shall be implemented pursuant to appropriate agreements entered into under the Highways Act 1980 and in accordance with details and any mitigation measures submitted to and approved by the local planning authority in consultation with the highway authority

- 8.1 On and off-site highway works relevant to this development have been undertaken by Lancashire County Council in accordance with the Transport Assessment for the site and subject to Planning Permission, PND approvals and Highways Authority approvals as appropriate.
- 8.2 The proposed access to the plot will come off the access road detailed and approved in PND:
"Creation of access road from main EZ spine road (Sir Frederick Page Way) to open up a development plot at the South East end of the Enterprise Zone. Earthworks to prepare plot for development."

- 9.0 Condition 10: Construction vehicles associated with development will be managed. Management provisions will include endeavouring not to enter or leave the site during peaks of the local network or peaks of the existing BAE Systems site. Construction vehicles must not wait on the local highway prior to accessing the site**
- 9.1 Routes to the site will be managed and construction traffic will be restricted to the use of the A59 and the A677 to the site. Specific reference will be made to the prohibition of Branch Road, Mellor Brook as a route to site.

- 10.0 Condition 11: Measures to avoid, to mitigate or to compensate for any likely ecological impacts shall be submitted by the developer to the Local Planning Authority for approval. The Local Planning Authority shall respond within 28 days of receiving the details and if no response is received from the Local Planning Authority within this 28-day period then the assessment shall be deemed to be approved. The development shall be carried out in accordance with the approved details**
- 10.1 The Ecological Statement for the Samlesbury Enterprise Zone Site addresses Condition 11. A copy has been submitted together with the approved updated insert relating to the offsite bird mitigation site. The proposal accords with the provisions of the Statement.
- 10.2 Land at Warton Mires Lancaster has now been acquired and is being managed by RSPB to provide high quality replacement ground nesting bird habitat.
- 10.3 As per the Statement a Bat Mitigation Management Plan for the site has been drawn up and is being implemented in a phased manner. Phases 1-3b have now been completed providing 1,890 native trees, wildflower planting and bat foraging glades

- 11.0 Condition 12: Any required programme of archaeological works will be carried out in accordance with a written scheme of investigation and shall be submitted by the developer to the Local Planning Authority for approval. The Local Planning Authority shall respond within 28 days of receiving the written scheme of investigation and if no response is received from the Local Planning Authority within this 28-day period then the assessment shall be deemed to be approved. The development shall be carried out in accordance with the approved details.**
- 11.1 Archaeological sites in the vicinity of the proposed development have been subject to assessment and recording in line with the recommendations of Lancashire County Council Archaeological Service.

12.0 Condition 13: Appropriate landscaping measures to avoid or mitigate detrimental visual impacts on Samlesbury Hall shall be submitted by the developer to the Local Planning Authority for approval prior to the commencement of development of Phase 2 of the Master Plan. The Local Planning Authority shall respond within 28 days of receiving the details and if no response is received from the Local Planning Authority within this 28-day period then the landscaping measures shall be deemed to be approved. The approved landscaping measures shall be implemented by the developer in advance of the commencement of development of Phase 2.

- 12.1 Landscaping and ecological measures have been implemented in the vicinity of Samlesbury Hall to avoid and mitigate any detrimental visual impacts.
- 12.2 In 2018, landscaped mounding was developed adjacent to the southern boundary of the Enterprise Zone with Samlesbury Hall. In the Spring of 2019, tree planting was undertaken on the southern and western boundaries of the EZ with Samlesbury Hall and along the eastern boundary of the site. This comprises 1890 native trees and wildflower planting. This planting was undertaken to provide bat mitigation in accordance with Condition 11 (Ecology) of the LDO. In addition to providing ecological mitigation, part of the planting also serves to screen Samlesbury Hall from development on the EZ.

APPENDIX 1

Regeneration & Development Services

Director: David Caulfield MRTPI
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Officer: Adam Chapman
Ref: 15/01262/OUT (Formerly PP-03786246)

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25 January 2016

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TOWN AND COUNTRY PLANNING ACT 1990 PLANNING PERMISSION

- Proposal:** Development of Advanced Manufacturing and Research Centre Campus (AMRC2) including demolition of hangars. Development to include up to 66,983sqm of B1(b) and B1(c) Advance manufacturing and research floorspace, up to 37,551sqm of C2 residential training centre and conferencing floorspace, D2 outdoor and indoor recreation (up to 450sqm of floor space) (Amended Description),
- Location:** Land Between Europa Link And Europa Court, Europa Link, Sheffield, S9 1XE,
- Applicant:** Mr Chris Garlick (The University Of Sheffield)

Planning permission is hereby **GRANTED** for the above-mentioned development in accordance with the application deposited with the Council on 13 April 2015 together with the relevant plans, including any amendments now agreed, subject to the following condition(s), in each case followed by the relevant reason:-

Time limit for Commencement of Development

1. Details of the layout, scale, appearance, access and landscaping (hereinafter called the "reserved matters") of any phase of the development shall be submitted to and approved in writing by the Local Planning Authority before any development begins on such phase and the development of that phase shall be carried out as approved.

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

Large print versions of this letter are available by telephoning (0114) 273 4791

2. The application for approval in respect of any matter reserved by this permission must be made not later than the expiration of 7 years from the date of this decision.

Reason: In order to comply with the requirements of the Town and Country Planning Act and provide an extended period to implement this permission given its scale and complexity.

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

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

Approved Plan(s)

4. The development must be carried out in complete accordance with the following approved documents:-
 - (a) Parameter Plan woodland, footpath and access assessment dwg: ref: 01616 rev P9
 - (b) Location Plan ref: 001100 rev P1

Reason: In order to define the permission.

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

5. Prior to the commencement of development details regarding the phasing of the development shall be submitted to and approved in writing by the Local Planning Authority and such details shall include how the location and use(s) of the buildings in respect of which (i) approval already exists; (ii) construction has already begun or has been completed; and (iii) approval is being sought are in conformity with the Parameters Plan, and the broad design principles contained in the Design and Access Statement or as subsequently amended. The submitted details shall include the following:
 - (a) Details of the development plots, phase boundaries and quantum's (or part thereof) for which buildings have yet to come forward for approval of Reserved Matters.
 - (b) Phasing plan detailing how that phase of the development will relate to and interact with previous and future phases of development. It will also provide illustrative details of future phases and wherever relevant show how the development will interface with adjoining land uses.
 - (c) Any temporary access, surfacing, boundary treatment, landscaping measures, external lighting, drainage or car parking arrangements pending final provision.

Once approved the development of each phase shall be carried out in full accordance with such approved details or any subsequent amendments so approved.

Reason: In order to ensure that if the development proceeds in phases that each phase relates to previous and future phases and the framework established by the Parameters Plans, in the interest of securing a properly co-ordinated development.

6. The development shall not be begun until the improvements (which expression shall include traffic control, pedestrian and cycle safety measures) to the highways listed below have either;

a)been carried out; or

b)details have been submitted to and approved 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 first phase of development is brought into use or an alternative time scale to be agreed in writing with the Local Planning Authority:

Highway Improvements:

1.Europa Link / Site access (as shown in principle on 60281210-P-TA-008 / 60281210-P-TA-011 and 60281210-P-TA-012)

2.A630 Sheffield Parkway / Europa Link (as shown in principle on 60281210-P-TA-009)

3.Europa Link (as shown in principle on 60281210-P-TA-010)

4.A630 Off slip (as shown in principle on 60281210-P-TA-009)

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 to ensure that adequate provision is for pedestrians, cyclists and for access to public transport.

7. 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.

8. Before the development is commenced full details of the provision of and improvements to the public rights of way shown on drawing number SBP-BBA-00-XX-DR-A-01616 rev 09 shall have been submitted to and approved in writing by the Local Planning Authority. Such details shall include a programme of implementation for the approved details. The public rights of way improvements shall thereafter be carried out in accordance with the approved details and programme of implementation and shall thereafter be retained.

Reason: In the interest of highway and pedestrian safety and securing improvements to access to the site.

9. No development shall commence until full details of measures to protect the existing trees, shrubs, hedges (including those adjacent to the site boundary) to be retained, have been submitted to and approved in writing by the Local Planning Authority and the approved measures have thereafter been implemented.

These measures shall include a construction methodology statement and plan showing accurate root protection areas and the location and details of protective fencing and signs. Protection of trees shall be in accordance with BS 5837, 2005 (or its replacement) and the protected areas shall not be disturbed, compacted or used for any type of storage or fire, nor shall the retained trees, shrubs or hedge be damaged in any way. The Local Planning Authority shall be notified in writing when the protection measures are in place and the protection shall not be removed until the completion of the development.

Reason: In the interests of protecting the identified trees on site. It is essential that this condition is complied with before any other works on site commence given that damage to trees/shrubs and hedges is irreversible.

10. Prior to the commencement of the development, or within an alternative timeframe to be agreed in writing with the Local Planning Authority, a minimum 15 metre wide landscape buffer to the adjoining ancient woodlands along the southern and northern site boundaries as shown on parameter plan drawing reference: 01616 rev 09 shall have been provided and thereafter retained. The detailed landscaping of these buffers including planting specifications and ecology and habitat enhancements shall have been submitted to an approved in writing before the development is commenced or within an alternative timeframe to be agreed in writing by the Local Planning Authority and thereafter be implemented as approved.

No development shall at any time encroach into the landscape buffers and any future reserved matters applications which have a boundary with the landscape buffers must detail the location of the 15 metre buffer on the layout plans submitted with the applications.

Reason: In order to mitigate the impacts of the development on adjoining areas of ancient woodland in accordance with Natural England advice on the protection of veteran trees and ancient woodland.

11. No development shall commence until a Landscape and Ecological Management Plan, in accordance with the mitigation and residual impacts measures detailed in the Ecology and Biodiversity Assessment chapter of the Environmental Statement has been submitted to and approved in writing by the Local Planning Authority. The management plan shall include;

- 1, Areas of retained landscaping.

- 2, Planting zones, specifying the location, number and type of species to be planted, including details of different habitat areas (including wetland, grassland, tree, hedge, and scrub planting).

- 3, Short, medium and long term aims and objectives, Management responsibilities and maintenance schedules for all distinct areas.
- 4, Details of off-site ecology/biodiversity and habitat enhancements including interpretation boards in the adjoining woodlands.
- 5, Provision of bird and bat boxes on and off site.
- 6, Method statement for site clearance to mitigate the impacts on hibernating reptiles.
- 7, A programme for the implementation of the measures identified in the management plan.

The Landscape and Ecological Management Plan and measures contained within it shall thereafter be implemented as approved and retained.

The management plan shall be reviewed and updated in consultation with the Local Planning Authority as reserved matters approvals are granted.

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

12. Prior to the commencement of development details shall be submitted to an approved in writing by the Local Planning Authority of the measures to enhance the retained southern airport drainage ditch as shown on the approved parameter plan (dwg ref: 01616 rev 09) and pond No: 1 as identified in the Environmental Statement: to include the following:-

- 1, Landscaping and ecology/biodiversity and habitat enhancements.
- 2, Any re-profiling of the ditch embankments and pond.
- 3, Existing and proposed levels (including cross and long sections) of the ditch.
- 4, How the ditch improvements will interact/tie in with the Sustainable drainage scheme and landscaping scheme installed (permitted under planning ref: 11/00610/OUT) on the adjoining Sheffield Business Park phase II.
5. Timing of the implementation.

The drainage ditch and pond enhancements shall be carried out in accordance with the approved details prior to the occupation of any building and shall thereafter be retained.

Reason: In order to secure that satisfactory drainage methods are in place and to secure biodiversity and ecology enhancements.

13. No development shall commence until a feasibility study to understand the impact of the development on the sewerage system has been submitted to an approved in writing by the Local Planning Authority. Thereafter the development shall be carried out in accordance with the findings and recommendations of the feasibility study.

Reason: To ensure that the development can be properly drained.

14. Prior to the commencement of development full details of the surface water attenuation pond to include:-

- a) Its size.
- b) capacity.
- c) depth.
- d) landscaping.
- e) Cross sections drawings (including bank profiles) and
- f) timing of its implementation.

shall have been submitted to and approved in writing by the Local Planning Authority. Thereafter the surface water attenuation pond shall be provided in accordance with the approved details.

Reason: In order to ensure satisfactory drainage arrangements are in place and to secure Sustainable Urban Drainage systems are provided in accordance with the NPPF and Policy CS67 of the Core Strategy.

15. In respect of each part of the development the subject of a separate reserved matters approval, that part of the development approved shall not commence until Condition Numbers 16 and 17 (set out below) have been complied with for that part of the development.

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

16. 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.

17. 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 and the site is safe for the development to proceed, it is essential that this condition is complied with before the development is commenced.

18. In respect of each part of the development the subject of a separate reserved matters approval, that part of the development shall not commence until a report has been submitted to and approved in writing by the Local Planning Authority detailing further intrusive site investigation works that explore the ground conditions in respect of the coal mining legacy, including and assessment of shallow coal workings and any highwall areas of the site and details of any 'no-build' zones required associated with the highwall. In the event that the said

report identifies the need for remedial/mitigation works relating to the report's findings the development shall be carried out in accordance with the required remedial mitigation works.

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

19. No development shall commence until the Local Planning Authority has approved a Construction Environmental Management Plan (CEMP). The approved CEMP (as may be amended) shall be observed and complied with during the carrying out of the development.

Reason: In the interests of the amenities of the locality occupiers of adjoining property and to mitigate the effects of the construction phases of the development.

20. In respect of each part of the development the subject of a separate reserved matters approval, no development shall commence of that phase until details are submitted for written approval by the Local Planning Authority specifying measures to monitor and control the emission of dust and PM10 (particulate matter) from demolition, track out, earthworks and construction during each phases of the scheme. The approved dust mitigation strategy (as may be amended by agreement with the Local Planning Authority) shall be prepared in accordance with and include measures identified in the Institute of Air Quality Management (IAQM) document 'Guidance on the Assessment of Dust for Demolition and Construction' (February 2014), and/ or adopt the London Councils' Best Practice Guidance, November 2006, "The Control of Dust and Emissions from Construction and Demolition". All works shall thereafter be carried out in accordance with the approved details.

Reason: In the interests of the amenities of the locality and occupiers of adjoining property and to mitigate the effects of dust during the construction phase of the scheme.

21. Before the commencement of any development permitted by any reserved matter, the applicant shall submit a lighting scheme for that phase of the development, giving details of the lighting scheme (building and free standing) and the impact of light from the development. The report shall demonstrate that the lighting scheme is designed in accordance with The Institution of Lighting Professionals document GN01: 2011 'Guidance Notes for the Reduction of Obtrusive Light' with specific reference to minimising light spillage from the site and mitigating the effects on adjoining woodlands and habitat from obtrusive light and light spillage from the site. No lighting shall be installed other than in strict accordance with the approved lighting scheme and the approved lighting scheme shall thereafter be retained.

Reason: In the interests of the amenities of the locality occupiers of adjoining property and to minimise the impacts on adjoining woodland.

22. As part of any reserved matters application details of existing and proposed site and building plot levels and the relationship with adjacent land and buildings (including cross and long site sections) shall be submitted to an approved in

writing by the Local Planning Authority. Thereafter the development shall be carried out in accordance with the approved levels.

Reason: In the interest of an appropriate form of development.

23. As part of any reserved matters application seeking permission for access a detailed highway layout plan/plans for that specific phase shall have been submitted to and approved in writing by the Local Planning Authority before any part of that phase is commenced. The drawings shall give details of:-

1. Any new areas of public highway to be created including long and cross sections.
2. Vehicle servicing proposals and provision of public transport access and bus stops (with real time information).
3. Construction access points.
4. Details of how legibility and permeability (to include pedestrian and vehicle access) will be achieved with Sheffield Business Park Phase 2 (permitted under planning ref: 11/00610/OUT) and the existing Sheffield Business Park.

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

Reason: In order to ensure that adequate access and egress arrangements are provided in the interests of traffic and pedestrian safety and to ensure wider access to adjoining sites.

24. In respect of each part of the development the subject of a reserved matters application. Prior to any works commencing on that part of the development approved, a scheme shall be submitted to and approved in writing by the Local Planning Authority specifying:-

- (A) The sustainable drainage (Suds) measures to be incorporated into the surface water drainage system, to include design of the system and the measures incorporated to provide ecology and biodiversity enhancements.
- (B) How the Suds system will interact/function with future phases/reserved matters applications.
- (C) Details of the implementation, adoption, maintenance and management of the sustainable drainage system.

The system shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include a timetable for its implementation and a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the effective operation of the sustainable drainage system throughout its lifetime.

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.

25. Applications for approval of the reserved matters shall comply with the development objectives and general parameters of scale, appearance and landscaping set out in the Design & Access Statement (reference SBP-BBA-AO-XX-RP-A-09001_P5).

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

26. Prior to the commencement of development on any part of plot 11 (as identified in the Design & Access Statement) an ecological assessment shall be carried out to assess the impact of any tall building on the adjoining ancient woodland. A landscape buffer zone of appropriate size, as agreed in writing by the Local Planning Authority taking into account the findings of the assessment, shall be provided before development on that plot commences. Such buffer zone shall be retained at the appropriate size for the lifetime of the development.

Reason: In order to protect the long term health of the ancient woodland.

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

27. Each reserved matters application shall be accompanied by full details of suitable and sufficient cycle and motorcycle parking accommodation in accordance with the Council's cycle parking guidelines (bicycle parking information sheet 4 and providing for motorcycles information sheet 5) to include provision of shower / changing / drying and storage facilities to be provided within that phase/building and the development shall not be used unless such cycle and motorcycle parking accommodation has been provided in accordance with the approved plans and thereafter such cycle and motorcycle parking accommodation shall be retained for the sole use of the occupiers of the development hereby approved.

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

28. The maximum number of car parking spaces to be provided within the application site in respect of the development hereby permitted shall not exceed 1,505 spaces inclusive of disabled parking, low emission priority parking spaces, and parking spaces associated with electrical car charging points.

Reason: To ensure that parking provision and the traffic generation and highway impact is limited to that assessed as part of the transport assessment.

29. Details of the proportion of the maximum car parking provision identified in condition 28 to be provided as part of each development plot/phase or reserved matter application shall be submitted to and approved in writing by the Local Planning Authority prior to any part of that phase/development plot being brought into use or occupied and the parking provision shall thereafter be implemented as approved and retained as such for the lifetime of the development.

Reason: In the interest of the satisfactory distribution of car parking.

30. Prior to any part of the development being brought into use and occupied a detailed car parking management strategy for the control, management, and enforcement of on-site parking including the exclusion of parking on development plots and on new sections of access and distributor road, shall have been submitted to and approved in writing by the Local Planning Authority. Thereafter the car parking associated with the development shall be managed in full accordance with this approved strategy.

Reason: In the interest of satisfactory management of car parking and to avoid the spilling out of parking on to non-designated parking areas.

31. Each reserved matters application shall include proposals to provide real time bus information. Prior to the occupation of the relevant building/phase the proposals shall have been first approved by the Local Planning Authority, thereafter the approved details shall be implemented before the relevant building or buildings are brought into use.

Reason: To ensure that sufficient measures are in place to encourage access to the site by means other than the private car, to ensure that the traffic generation is limited to that assessed as part of the transport assessment and to ensure the proposal is consistent with the NPPF.

32. As part of each reserved matters application seeking approval for access arrangements a detailed dilapidation survey of all the highways abutting the reserved matters application site, including any structural surveys deemed necessary, shall be submitted to and approved by the Local Planning Authority. Any deterioration in the condition of the highway attributable to the construction works shall be rectified in accordance with a scheme of work to be agreed with the Local Planning Authority.

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

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

The Travel Plan(s) shall include:-

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

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

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

34. Each relevant reserved matters application shall be accompanied by a report which shall be submitted to and approved by the Local Planning Authority, setting out the measures to incorporate rainwater harvesting in the design. Thereafter the relevant phase of the development shall be implemented in accordance with the approved details.

Reason: In order to secure a sustainable development in accordance with The NPPF and Core Strategy Policy CS67.

35. Each reserved matters application for landscaping that includes areas of public realm shall be accompanied by proposals for the long term management and maintenance of these spaces which shall be submitted to and approved by the Local Planning Authority before any development of the phase commences. Thereafter the approved details shall be implemented.

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

36. Unless it can be shown not to be feasible and viable all buildings the subject of a reserved matters application shall incorporate green/brown roofs. Prior to each phase of the development commencing details of the design and location of green/brown roofs forming part of that phase shall be submitted to and approved by the Local Planning Authority. The proposed brown/green roof(s) (vegetated roof system) shall cover a minimum area of 80% of the roof and shall be provided prior to the use of the building commencing. Full details of the brown/green roof construction and specification, together with a maintenance schedule, shall be submitted to and approved in writing by the Local Planning Authority prior to foundation works commencing on site. Detailed specifications of the brown roof shall be approved by the local planning authority and unless alternative specification is approved the green roof shall include a substrate based growing medium of 80mm minimum depth and incorporating 15 - 25% compost or other organic material and the vegetation type shall be herbaceous plants. The plant sward shall be maintained for a period of 5 years from the date of implementation and any failures within that period shall be replaced.

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

37. No piped discharge of surface water from the application site shall take place until works to provide a satisfactory outfall for surface water have been completed in accordance with details to be submitted to and approved by the Local Planning Authority before development commences.

Reason: To ensure that the site is properly drained and surface water is not discharged to the foul sewerage system which will prevent overloading.

38. As part of the first reserved matters application or within an alternative timescale to be agreed in writing with the Local Planning Authority a public art strategy which sets out the process and programme for providing public art within the scheme as a whole shall be submitted to and approved by the Local Planning Authority. Thereafter public art shall be provided in accordance with the approved strategy.

Reason: In order to ensure that the development creates a unique sense of place which adds to the character of the development.

39. Surface water draining from areas of hardstanding shall be passed through an oil interceptor or series of oil interceptors, prior to being discharged into any watercourse, soakaway or surface water sewer. The interceptor(s) shall be designed and constructed to have a capacity compatible with the area being drained, shall be installed prior to the occupation of the development and shall thereafter be retained and maintained throughout the lifetime of the development. Clean roof water shall not pass through the interceptor(s). Vehicle washdowns and detergents shall not be passed through the interceptor.

Reason: To reduce the risk of pollution to the water environment.

40. The total Surface Water flow rate from the site shall be limited to 137 litres per second and the flow rate for each part/phase of the site subject to a reserved matters application shall be proportioned according to the proportion of the total site area occupied by each reserved matters application. Before the use of the relevant building permitted by a reserved matters application is occupied, a validation test to demonstrate that the necessary equipment has been installed and that the above total site flow rate been achieved shall have been carried out and the results submitted to and approved in writing by the Local Planning Authority.

Reason: In order to prevent increased surface water run-off worsening flooding and ensure compliance with the overall surface water drainage strategy.

41. Unless it can be shown not to be feasible and viable each relevant reserved matters application shall be accompanied by a report which shall be submitted to and approved by the Local Planning Authority identifying the strategy for achieving a minimum of 10% of the energy needs of the overall development by using any combination of decentralised and renewable, or low carbon energy sources and the contribution to this target made by that phase. The percentage of energy that needs to be met for each phase of development from decentralised and renewable or low carbon energy sources shall be determined at the time each reserved matters application is made, taking into account local and national policy guidance and the practicality and feasibility of utilising the decentralised and renewable, or low carbon energy sources that might be available.

Any agreed decentralised and renewable or low carbon energy sources, connection to decentralised or low carbon energy sources or additional energy efficiency measures shall have been installed before any part of the relevant phase 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 approved measures or alternative measures that achieve the agreed percentage of renewable energy shall be retained for the lifetime of the development.

This condition shall not preclude an agreement being reached with the Council for a contribution towards an off-site carbon reduction scheme if it is demonstrated that it is not feasible to generate renewable or low carbon energy on site.

Reason: In order to ensure that new development makes energy savings in the interests of mitigating the effects of climate change, in accordance with the NPPF and the Sheffield Development Framework Core Strategy Policy CS65.

42. All buildings shall be designed to achieve a BREEAM very good rating and before each building 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 order to ensure that new development makes energy savings in the interests of mitigating the effects of climate change, in accordance with the NPPF and the Sheffield Development Framework Core Strategy Policy CS65.

43. A sustainability report shall be submitted to the Local Planning Authority for approval with each reserved matters application which reviews the standards set out in conditions numbers 41 and 42 and considers whether the sustainability measures should be enhanced in the light of relevant local, national policy and guidance at the time. The report shall include details of how the above mentioned standards are to be achieved and of any additional sustainability enhancements as agreed. The approved details shall be implemented before the relevant buildings are occupied.

Reason: In order to ensure that new development makes energy savings in the interests of mitigating the effects of climate change, in accordance with the NPPF and the Sheffield Development Framework Core Strategy Policy CS63, 64 and 65.

44. Prior to occupation of any phase of the development or building a scheme shall be submitted to and approved by the Local Planning Authority with each reserved matters application for the following:-

1. provision of electric cars for use within the site and for journeys between University sites.
2. provision of electric charging points (with fast charging facility) including locations and number of charging points.
3. parking permit scheme based on vehicle emissions and car sharing.
4. priority parking for low emission vehicles.
5. low emission travel incentives for employees.

The low emission car parking and electric vehicle charging shall be managed in accordance with the strategy set out in chapter 6 of the Environmental Statement.

The details shall thereafter be implemented as approved.

Reason: In order to mitigate the impact the proposal will have on air quality.

45. All University controlled delivery and service vehicles serving the site during its operational phases shall achieve Euro 6/IV standard or shall be fitted with an exhaust after treatment technology such as a continuously regenerating trap and or Selective Catalytic Reduction catalyst. Site construction vehicles shall also achieve Euro 6/IV standard where possible, where these are not available, or cannot be obtained the next best performing vehicle Euro .5/V or Euro.4/IV shall be used.

Reason: In order to minimise the impacts the proposal will have on air quality.

46. Each reserved matters application shall be accompanied by a comprehensive and detailed hard and soft landscape scheme which shall provide details of the species, number and location of new/replacement trees, hedges, shrubs and planting to be provided as compensation for those removed in accordance with Condition 9.

Thereafter the landscape scheme shall be implemented in accordance with the approved details prior to the occupation of the building.

Reason: in the interest of the visual amenities of the locality.

47. Upon completion of any measures identified in the approved Remediation Strategy or any approved revised Remediation Strategy a Validation Report for each phase / plot shall be submitted to the Local Planning Authority. The development or any part thereof shall not be brought in to use until the Validation Report for that phase / plot 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 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.

48. Each part of the site the subject of a reserved matters application shall be accompanied by proposals for a suitable means of boundary treatment, which shall be submitted to and approved in writing by the Local Planning Authority before the development is occupied, or an alternative timeframe to be agreed in writing by the Local Planning Authority. Each phase of the development shall not be used unless such means of site boundary treatment has been provided in accordance with the approved details and thereafter such means of site enclosure shall be retained.

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

49. Prior to the indoor and outdoor recreation space (use class D2) being brought into use, a Community Use Scheme shall be submitted to and approved in writing

by the Local Planning Authority. The agreement shall apply to all sporting facilities on-site including playing pitches, multi-use games area (MUGA), changing facilities and on-site parking and shall include details of pricing policy, hours of use, access by non-staff users/non-members, management responsibilities and include a mechanism for review. The approved Scheme shall be implemented upon commencement of the use of these elements of the development.

Reason: To secure well managed safe community access to the sports facility, to ensure sufficient benefit to the development of sport.

50. Prior to the formation of the approved site access from Europa Link the detailed construction of the access to include implications for existing national grid infrastructure shall be submitted to an approved in writing by the Local Planning Authority. Thereafter the development shall be carried out in accordance with the approved details.

Reason: In order to protect national grid infrastructure.

Other compliance Conditions

51. This permission only allows for the following uses and maximum floor spaces set out below:-

(a)Advanced Manufacturing within use Class B1 (b and c); Up to a maximum floor space of 66,983 m².

(b)Residential training and conferencing facilities within use class C2; Up to a maximum floor space of 37,551 m².

(c)Uses within Class D2 (including sports pitches and indoor recreation facilities); Up to a maximum floor space of 450 m².

(e)Car Parking.

Subject to total floor space not exceeding a total maximum of 104,984 m².

Reason: In order to define the permission.

52. In respect of reserved matters applications to be submitted the building ridge heights and individual building elements shall be within the minimum and maximum height limits set out in the paragraph 4.8 and figure 58 of the Bond Bryan Design and Access Statement received on the 20th August 2105 (reference:SBP-BBA-AO-XX-RP-A-09001_P5).

Reason: In order to ensure an acceptable scale of development.

53. The residential training centre and conferencing facility (use class C2) shall at all times remain ancillary to the advanced manufacturing and research space (use class B1 b and c) hereby permitted.

Reason: This facility is only justified as it is an integral part of the operation of the advanced manufacturing park.

54. The development shall be provided in a campus form on a single site with buildings arranged around a central landscaped space as identified in the design principles section 04 of the Bond Bryan design and access statement.

Reason: In order to ensure that in accordance with the case put forward as part of the application the design of the scheme is delivered as a of the need for an advanced manufacturing campus.

55. No building or other obstruction shall be located over or within the specified 3 and 4 metres distances either side of the sewers which cross the site.

Reason: In order to allow sufficient access for maintenance and repair work at all times.

56. All downpipes carrying rain water from areas of roof shall be sealed at ground-level prior to the occupation of the development. The sealed construction shall thereafter be retained throughout the lifetime of the development.

Reason: To prevent the contamination of clean surface water run-off.

57. 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.

58. All permitted B1 (b and C) advanced manufacturing processes associated with the development shall be carried out within the buildings which are the subject of a reserved matters application as approved by the Local Planning Authority. No industrial processes/advanced manufacturing shall be carried out in the open air.

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

59. Noise from plant and equipment shall not exceed 5dBA (LA90) below background noise levels (LA90) when measured at the site boundary.

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

60. At all times that construction works are being carried out equipment shall be provided to the satisfaction of the Local Planning Authority 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.

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.

Please Note: There may not be conditions under each heading.

Date of Decision

25 January 2016

Signed

Maria Duffy

Interim Head of Planning

Attention is drawn to the following directive(s):

1. Where conditions require details to be submitted, an Application for Approval of Details Reserved by Condition is required (unless the condition gives the option of implementing the details already submitted). The Local Planning Authority is expected to determine these applications within 8 weeks of being validated, so it is essential to include all the information required. Apply online at www.planningportal.gov.uk. There are fees, which are also set by the Government.
2. 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.
3. As the proposed development will involve the closing/diversion of a footpath(s) you are advised to contact the City Solicitor and Head of Administration, Town Hall, Sheffield, S1 2HH, as soon as possible with a view to the necessary authority being obtained for the closure/diversion of the footpath(s) under Section 257 of the Town and country Planning Act 1990.
4. 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 A Turner on Sheffield (0114) 2734383.
5. 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 a signed consent under the Highways Act 1980. An administration/inspection fee will be payable and a Bond required as part of the consent.

You should apply for a consent to:-

Highways Adoption Group
Development Services
Sheffield City Council
Howden House, 1 Union Street
Sheffield
S1 2SH

For the attention of Mr S Turner
Tel: (0114) 27 34383

6. 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:-

Sheffield City Council
2-10 Carbrook Hall Road
Sheffield
S9 2DB

For the attention of Mr P Vickers

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.

7. Yorkshire Water

EXISTING INFRASTRUCTURE - On the Statutory Sewer Map, there is are several 100mm and 150mm diameter public foul rising mains recorded to cross the site at both the north and the south. There is also a 300mm public foul water sewer crossing the site at the north. The presence of the pipes may affect the layout of the site and as such may be a material consideration in the determination of the application.

A developer may, where it is reasonable to do so, require a sewerage undertaker to alter or remove a pipe where it is necessary to enable that person to carry out a proposed improvement of land. This provision is contained in section 185 of the Water Industry Act 1991 that also requires the developer to pay the full cost of carrying out the necessary works.

Owing to the repeal of section 18 of the Building Act 1984, in this instance, Yorkshire Water feels that an appropriate planning condition is necessary to adequately protect the pipes from being built over or near to. It is perceived that this will also be in the interests of future occupiers who may otherwise be dissatisfied. In this instance, a stand-off distance of 3 (three) metres is required at each side of the rising mains centre-line and a stand-off distance of 4 (four) metres is required at each side of the 300mm public foul sewer crossing the site.

FOUL WATER - The public sewer network does not have adequate capacity available to accommodate the anticipated foul water discharge from this proposal directly adjacent to the site. Owing to the significant development proposed for the area in general, the public sewer network does not have adequate capacity available to accommodate the anticipated foul water discharge from this proposal site. Regrettably there is no easy solution to providing the additional capacity required, the works are expected to be costly and require major investment. A Feasibility Study will be required in order to ascertain available capacity and points of discharge from the site.

Any foul water from kitchens and/or food preparation areas of any restaurants and/or canteens etc. must pass through a fat and grease trap of adequate design before any discharge to the public sewer network.

The development of the site should take place with separate systems for foul and surface water drainage.

SURFACE WATER - The Flood Risk Assessment and Drainage Strategy (prepared by The University of Sheffield (Report ref: 75538-FRA-SB dated 11/03/2015)) confirm; a watercourse exists near to the site - connection is subject to Environment Agency / Local Land Drainage Authority. Surface water will be managed on site and eventually outfall to the River Rother.

The public sewer network is for domestic sewage purposes. Land and highway drainage have no right of connection to the public sewer network.

Water Supply

EXISTING INFRASTRUCTURE - Company records indicate there is a 3" private water main crosses through the red line site boundary. The private water main will need to be abandoned or diverted to accommodate the above proposal. The developer should investigate on on-site. For further information and advice, the Distribution Asset Manager should be contacted at the following address: Customer Services & Networks (Water Network Assets - South & East), Blackburn Meadows Sewage Treatment Works, Hawarth House 1st Floor, Alsing Rd Off Meadowhall Rd, Sheffield S9 1HF.

A water supply can be provided under the terms of the Water Industry Act, 1991.

8. Environment Agency (EA)

For further information and advice about pollution prevention please refer to the Environment Agency's website to access Pollution Prevention Guidance Notes <http://www.environment-agency.gov.uk/business/topics/pollution/39083.aspx> and advice on how to get your site design right http://www.environmentagency.gov.uk/static/documents/Business/pp_pays_booklet_e_1212832.pdf

You may also wish to contact our National Customer Contact Centre on tel. 08708 506 506 for site-specific advice on pollution prevention.

Groundwater and Land Contamination

The EA recommend that developers should:-

1) Follow the risk management framework provided in CLR11, Model Procedures for the Management of Land Contamination, when dealing with land affected by contamination.

2) Refer to the Environment Agency Guiding Principles for Land Contamination for the type of information that we require in order to assess risks to controlled waters from the site. The Local Authority can advise on risk to other receptors, such as human health.

3) Refer to our guiding principles on groundwater protection are set out in our document GP3 - Groundwater Protection Policy and Practice, which is intended to be used by anyone interested in groundwater and particularly those proposing an activity which may impact groundwater. GP3 is available on our website at: <https://www.gov.uk/government/publications/groundwater-protection-principles-andpractice-gp3>.

9. Aviation

D-Given that this development will impact upon operations at the adjacent aviation facility, the applicants' attention is drawn to the requirements of previous legal agreements and subsequent deeds of variation relating to the development of hangar facilities at the airport. Such agreements tied to planning permission references 02/00265/FUL and 03/01674/FUL, dated 25 October 2002 and 16 December 2003 respectively, require the removal of the hangars (currently located within the green belt) when they are no longer required in connection with the airport or aviation uses, within 12 months of the aviation use ceasing to be operational, or in the event of the runway being reduced in length or otherwise altered such that it is no longer capable of being used by fixed wing aircraft.

10. 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 SCC Environmental Protection Service, 2-10 Carbrook Hall Road, Sheffield, S9 2DB: Tel. (0114) 2734651, or by email at epsadmin@sheffield.gov.uk.
11. National grid shall be notified of any demolition within 150 metres of national grid infrastructure at plantprotection@nationalgrid.com.
12. The applicant should be aware that a legal agreement has been completed in respect of this proposal.

NOTES

The term 'true conditions precedent' is used to mean a condition that expressly requires that development shall not commence until the condition has been complied with, and is central to the consent. Development commencing without complying with these conditions would be unlawful.

Appeals to the Secretary of State

If you are aggrieved by the decision of your Local Planning Authority to refuse permission for the proposed development or to grant it subject to conditions, then you can appeal to the Secretary of State for the Environment under Section 78 of the Town and Country Planning Act, 1990.

Enforcement - If this is a decision on a planning application relating to the same or substantially the same land and development as is already the subject of an enforcement notice. If you want to appeal against your Local Planning Authority's decision on our application, then you must do so within 28 days of the date of this notice.

If an enforcement notice is served relating to the same or substantially the same land and development as in your application and if you want to appeal against your Local Planning Authority's decision on your application, then you must do so within: 28 days of the date of service of the enforcement notice, or within 6 months (12 weeks in the case of a householder appeal) of the date of this notice, whichever period expires earlier.

Householder - If this is a decision to refuse planning permission for a householder application, if you want to appeal against your local planning authority's decision then you must do so within 12 weeks of the date of this notice.

Minor Commercial - If this is a decision to refuse planning permission for a minor commercial application, if you want to appeal against your local planning authority's decision then you must do so within 12 weeks of the date of this notice.

All Other Applications - If you want to appeal against your local planning authority's decision then you must do so within 6 months of the date of this notice.

Appeals must be made using a form which you can get from the Secretary of State, at Temple Quay House, 2 The Square, Temple Quay, Bristol, BS1 6PN, Tel: : 0303 444 5000 or online at www.planningportal.gov.uk/pes. The Inspectorate will publish details of your appeal on the internet (on the Appeals area of the Planning Portal). If you supply personal information belonging to a third party please ensure you have their permission to do so. More detailed information about data protection and privacy matters is available on the Planning Portal. Planning Appeals Guidance is also available from the Council's website www.sheffield.gov.uk/planning-and-city-development/applications/planning-appeals.html

The Secretary of State can allow a longer period for giving notice of an appeal, but will not normally be prepared to use this power unless there are special circumstances which excuse the delay in giving notice of appeal.

The Secretary of State need not consider an appeal if it seems to the Secretary of State that the Local Planning Authority could not have granted planning permission for the proposed development or could not have granted it without the conditions it imposed,

having regard to the statutory requirements, to the provisions of the development order and to any directions given under the order.

In practice, the Secretary of State does not refuse to consider appeal solely because the Local Planning Authority based its decision on a direction given by the Secretary of State.

Purchase Notices

If either the Local Planning Authority or the Secretary of State refuses permission to develop land or grants it subject to conditions, the owner may claim that he can neither put the land to a reasonably beneficial use in its existing state nor render the land capable of a reasonably beneficial use by the carrying out of any development which has been or would be permitted.

In these circumstances, the owner may serve a purchase notice on the Council. This notice will require the Council to purchase the owner's interest in the land in accordance with the provisions of Chapter 1 of Part VI of the Town and Country Planning Act 1990.

Notes Regarding Access for Fire Service

Notwithstanding this planning permission, attention is drawn to Section 55 of the South Yorkshire act 1980 which requires that any application made under the Building Regulations shall be rejected unless, after consultation with the Fire Authority, they are satisfied that the plans show:-

- (a) that there will be adequate means of access for the fire brigade to the building or, as the case may be, to the building as extended; and
- (b) that the building or, as the case may be, the extension of the building will not render inadequate existing means of access for the fire brigade to a neighbouring building.

Any queries in this respect should be directed to:-

South Yorkshire Fire and Rescue, 197 Eyre Street, Sheffield, S1 3FG. Telephone: 0114 2727202

Demolition

Section 80 (2) of the Building Act 1984 requires that any person carrying out demolition work shall notify the local authority of their intention to do so. This applies if any building or structure is to be demolished in part or whole. (There are some exceptions to this including an internal part of an occupied building, a building with a cubic content of not more than 1750 cubic feet or where a greenhouse, conservatory, shed or pre-fabricated garage forms part of a larger building). Where demolition is proposed in City Centre and /or sensitive areas close to busy pedestrian routes, particular attention is drawn to the need to consult with Environmental Protection Services to agree suitable noise (including appropriate working hours) and dust suppression measures.

Form Dem 1 (Notice of Intention to Demolish) is available from Building Standards, 2-10 Carbrook Hall Road, Sheffield, S9 2DB. Tel (0114) 273 4170 email buildingcontrol@sheffield.gov.uk

Environmental Protection Services can be contacted at DEL, 2-10 Carbrook Hall Road, Sheffield, S9 2DB. Tel (0114) 2734651

BEDFORD / SDD / SPRU

4 Abbey Court, Fraser Road
Priory Business Park, Bedford. MK44 3WH
bedford@dlpconsultants.co.uk
01234 832 740

BRISTOL / SDD / SPRU

Broad Quay House (6th Floor)
Prince Street, Bristol. BS1 4DJ
bristol@dlpconsultants.co.uk
01179 058 850

EAST MIDLANDS

1 East Circus Street, Nottingham
NG1 5AF
nottingham@dlpconsultants.co.uk
01158 966 622

LEEDS

Princes Exchange
Princes Square, Leeds. LS1 4HY
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LONDON

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SHEFFIELD / SDD / SPRU

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01788 562 233