

Case Number	21/02802/FUL (Formerly PP-09939010)
Application Type	Full Planning Application
Proposal	Erection of three 4-7 storey buildings for educational use, formation of University Green and associated works
Location	Site Of Former Sheffield Science Park 60 Howard Street Sheffield S1 2LX
Date Received	18/06/2021
Team	City Centre and East
Applicant/Agent	Urbana Town Planning
Recommendation	Grant Conditionally

## Time limit for Commencement of Development

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

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

## Approved/Refused Plan(s)

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

Location Plan - 03720179-BDP-CY-XX-DR-A-010001 P01 - published 18.06.21

Proposed Bay Study Block A - 03720179-BDP-36-XX-DR-A-010041 P01 - published 18.06.21

Site Plan Level 01 - 03720179-BDP-CY-01-DR-A-010013 P01 - published 18.06.21

Site Plan Level 02 - 03720179-BDP-CY-02-DR-A-010014 P01 - published 18.06.21

Site Plan Level 03 - 03720179-BDP-CY-03-DR-A-010015 P01 - published 18.06.21

Site Plan Level 04 - 03720179-BDP-CY-04-DR-A-010016 P01 - published 18.06.21

Site Plan Level 05 - BDP-CY-05-DR-A-010017 P01 - published 18.06.21

Site Plan Level 06 - 03720179-BDP-CY-06-DR-A-010018 P01 - published 18.06.21

Site Plan Level 07 - 03720179-BDP-CY-07-DR-A-010019 P01 - published 18.06.21

Site Plan Level LG - 03720179-BDP-CY-LG-DR-A-010011 P01 - published 18.06.21

Site Plan Roof Level - 03720179-BDP-CY-RF-DR-A-010020 P01 - published 18.06.21

Site Plan Level UG - 03720179-BDP-CY-UG-DR-A-010012 P01 - published 18.06.21  
Wider Context Elevation 01 - 03720179-BDP-CY-XX-DR-A-010004 P01 - published 18.06.21  
Wider Context Elevation 02 - 03720179-BDP-CY-XX-DR-A-010005 P01 - published 18.06.21  
Proposed Elevation Charles Street - 03720179-BDP-CY-XX-DR-A-010021 P01 - published 18.06.21  
Proposed Elevation Arundel Street - 03720179-BDP-CY-XX-DR-A-010022 P01 - published 18.06.21  
Proposed Elevation Howard Street - 03720179-BDP-CY-XX-DR-A-010023 P01 - published 18.06.21  
Proposed Elevation Paternoster Row - 03720179-BDP-CY-XX-DR-A-010024 P01 - published 18.06.21  
Proposed Elevation University Green North - 03720179-BDP-CY-XX-DR-A-010025 P01 - published 18.06.21  
Proposed Elevation University Green South - 03720179-BDP-CY-XX-DR-A-010026 P01 - published 18.06.21  
Proposed Elevation - Service Lane West - 03720179-BDP-CY-XX-DR-A-010027 P01 - published 18.06.21  
Proposed Elevation Service Lane East - 03720179-BDP-CY-XX-DR-A-010028 P01 - published 18.06.21  
Section A-A - 03720179-BDP-CY-XX-DR-A-010031 P01 - published 18.06.21  
Section B-B - 03720179-BDP-CY-XX-DR-A-010032 P01 - published 18.06.21  
Section C-C - 03720179-BDP-CY-XX-DR-A-010033 P01 - published 18.06.21  
Section D-D - 03720179-BDP-CY-XX-DR-A-010034 P01 - published 18.06.21  
Section E-E - 03720179-BDP-CY-XX-DR-A-010035 P01 - published 18.06.21  
Section F-F - 03720179-BDP-CY-XX-DR-A-010036 P01 - published 18.06.21  
New Civic Gateway - 03720179-BDP-CY-XX-VS-A-010050 - published 18.06.21  
Shop Fronts - 03720179-BDP-CY-XX-VS-A-010051 - published 18.06.21  
University Green - 03720179-BDP-CY-XX-VS-A-010052 - published 18.06.21  
Arundel Street Junction - 03720179-BDP-CY-XX-VS-A-010053 - published 18.06.21  
Bay Study Block BC - 04020180-BDP-37-XX-DR-A-010042 P01 - published 18.06.21  
Bay Study Block D - 08720181-BDP-38-XX-DR-A-010043 P01 - published 18.06.21

Reason: In order to define the permission.

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

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

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

4. Prior to the commencement of development, a dilapidation survey of the highways adjoining the site shall be jointly undertaken with the Council and the results of which agreed in writing with the Local Planning Authority. Any remedial works will have been completed to the satisfaction of the Local Planning Authority prior to full occupation of the development.

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

5. 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.

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

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

7. 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.

8. Notwithstanding the submitted details, no development shall commence until a servicing management plan for the development (avoiding the use of Howard Street) has been submitted to and approved in writing by the Local Planning Authority. The aforementioned approved plan shall thereafter be implemented/operated.

Reason: In the interests of highway safety and the amenities of the locality. It is essential that this condition is complied with prior to commencement to ensure that the servicing is properly designed into the scheme.

9. 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 the interests of the amenities of the locality and occupiers of adjoining property.

10. Prior to the commencement of development, the palette of materials, construction details, drainage details and illumination details of pedestrian, cycle and vehicle routes within the development site shall have been submitted to and approved in writing by the Local Planning Authority, along with details of the management and maintenance regime. The pedestrian, cycle and vehicle routes shall have been provided in accordance with these approved details prior to the blocks becoming occupied.

Reason: In the interests of the safety of users of the development and the amenity of the locality.

11. 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 current Land Contamination Risk Management guidance (LCRM; Environment Agency 2020) and Sheffield City Council's supporting guidance issued in relation 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.

12. 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 within 6 months of any above ground works commencing, 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.

13. No development shall commence until full details of measures to protect the existing trees on Howard Street 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, 2012 (or its replacement) and the protected areas shall not be disturbed, compacted or used for any type of storage or fire, nor shall the retained trees, shrubs or hedge be damaged in any way. The Local Planning Authority shall be notified in writing when the protection measures are in place and the protection shall not be removed until the completion of the development.

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

14. 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.

15. No development shall commence until details of measures to facilitate the provision of gigabit-capable full fibre broadband within the development, including a timescale for implementation, have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details/timetable thereafter.

Reason: To ensure that all new Major developments provide connectivity to the fastest technically available Broadband network in line with Paragraph 112 of the National Planning Policy Framework.

16. Prior to the construction of any phase of the development commencing, a detailed Inclusive Employment and Development Plan for that phase, designed to maximise opportunities for employment and training from the construction phase of the development, shall have been developed collaboratively with Talent Sheffield and submitted to and approved in writing by the Local Planning Authority.

The Plan shall include a detailed Implementation Schedule, with provision to review and report back on progress achieved, via Talent Sheffield, to the Local Planning Authority. Thereafter the Plan shall be implemented in accordance with the approved details.

Reason: In the interests of maximising the economic and social benefits for Sheffield from the construction of the development.

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

17. Prior to that part of the development commencing, details shall be submitted to and approved in writing by the Local Planning Authority showing corduroy paving and handrails to all steps. Thereafter the development shall be implemented in accordance with the approved details.

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

18. No building or other obstruction including landscape features shall be located over or within 3.5 (three point five) metres either side of the centre-lines of the

375 mm diameter public combined sewers, and within 4 (four) metres either side of the centre-line of the public 450 mm diameter public combined sewer i.e. protected strip widths of 7 (seven) and 8 (eight) metres respectively, that crosses the site. If the required stand-off distances are to be achieved via diversion or closure of the sewers, the developer shall submit evidence to the Local Planning Authority that the diversion or closure has been agreed with the relevant statutory undertaker and that prior to construction in the affected area, the approved works have been undertaken.

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

19. 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.

20. 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 current Land Contamination Risk Management guidance (LCRM; Environment Agency 2020) and Sheffield City Council's supporting guidance issued in relation 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.

21. Prior to the installation of any commercial kitchen fume extraction system full details, including a scheme of works to protect the occupiers of adjacent dwellings from odour and noise, shall first have been submitted to and approved in writing by the Local Planning Authority. These details shall include:

- a) Drawings showing the location of the external flue ducting and termination, which should include a low resistance cowl.
- b) Acoustic emissions data for the system.
- c) Details of any filters or other odour abatement equipment.
- d) Details of the system's required cleaning and maintenance schedule.
- e) (Optional: Details of a scheme of works to prevent the transmission of structure borne noise or vibration to other sensitive portions of the building).

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

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

22. Prior to use of the development hereby permitted commencing, a Delivery

Management Plan (DMP) shall be submitted for written approval by the Local Planning Authority. The DMP shall include permitted timings for deliveries and associated activities, and set out procedures and controls designed to minimise local amenity impacts from delivery noise, as far as reasonably practicable. All commercial deliveries then shall be carried out in accordance with the noise mitigation procedures and controls, as set out in the approved DMP.

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

23. Notwithstanding the submitted details, no doors or windows shall when being opened extend out into the public highway or into well populated outside areas within the development site.

Reason: In the interests of pedestrian and cycle safety.

24. Prior to the development being occupied, details shall have been submitted to and approved in writing by the Local Planning Authority of measures that will make motorists aware on the one-way operation of the internal circulation. Thereafter the measures shall be implemented prior to the development being brought into use and thereafter maintained.

Reason: In the interests of avoiding vehicular conflicts.

25. Upon occupation of the development, the approved Travel Plan (Report Reference: 03720179-ARU-XX-XX-RP-C-990002) shall be implemented and thereafter adhered to.

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

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

Reason: In the interests of delivering sustainable forms of transport it is essential for these works to have been carried out before the use commences.

27. The development shall not be used unless all redundant accesses have been permanently stopped up and reinstated to kerb and footway, including any associated changes to waiting restrictions that are considered necessary by the Local Highway Authority, possibly requiring a Traffic Regulation Order needing to be made. 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.

28. 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.

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

- Fencing to cycle store
- Cycle shelters
- Shop Fronts
- Cladding Fixing
- Details of enclosure to service yard
- Details of measures to facilitate the level difference between the Service area to Block D and the Green Space/route through the centre of the site

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

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

30. 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.

31. Before the use hereby permitted commences, the applicant shall submit for written approval by the Local Planning Authority a report giving details of the impact of light from the development on adjacent dwellings. 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'. The development shall be carried out and thereafter retained in accordance with the approved details. [The guidance notes are available for free download from the 'resources' pages of the ILE website.]

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

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

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

33. The proposed green/biodiverse roof (vegetated roof surface) shall be installed on the roof(s) in the locations shown on the approved plans. Details of the specification and maintenance regime shall be submitted to and approved in writing by the Local Planning Authority prior to foundation works commencing on site. The green/biodiverse roof(s) shall be installed prior to the use of the building commencing and thereafter retained. 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.

34. The approved landscape works shall be implemented prior to the development



being brought into use or within an alternative timescale to be first approved 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.

35. Prior to the development being brought into use, a signed statement or declaration prepared by a suitably competent person confirming that the site is, or has been made, safe and stable for the approved development shall be submitted to and approved in writing by the Local Planning Authority for approval in writing. This document shall confirm the completion of any remedial works and/or mitigation necessary to address the risks posed by past coal mining activity. The remedial / mitigation works shall be carried out in accordance with authoritative UK guidance.

Reason: To ensure remedial works/mitigation in relation to the coal mining legacy are completed

36. The development hereby approved shall achieve a level of broad sustainability in excess of that which is normally achieved by a building targeting a BREEAM 'Very Good' rating. Prior to above ground works commencing a detailed sustainability tracker demonstrating the sustainability attributes of the development and how these compare to BREEAM will be submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall be constructed in accordance with the approved measures.

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

### **Other Compliance Conditions**

37. The site shall be developed with separate systems of drainage for foul and surface water on and off site. The separate systems should extend to the points of discharge to be agreed.

Reason: In the interest of satisfactory and sustainable drainage

38. The development shall be carried out in strict accordance with the details indicated within the submitted report, "Drainage Strategy 05020221-ARU-XX-XX-RP-D-940001, dated 03/06/2021", unless otherwise agreed in writing with the Local Planning Authority.

Reason: In the interest of satisfactory and sustainable drainage

39. No externally mounted and/ or fixed plant or equipment for heating, cooling or ventilation purposes, nor grilles, ducts, vents for similar internal equipment, shall be fitted to the building(s) 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. All plant shall be specified in accordance with 'external noise emission limits' recommendations of the approved Environmental Noise Assessment report (ref: 03720179-BDP-CY-XXRP-YA-014001, dated: 06/2021, prepared by: BDP Acoustics).

adjoining property.

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. 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.

3. 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](mailto: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.

4. 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)

5. 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

6. In considering and devising a suitable Delivery Management Plan, useful reference may be made to the Department for Transport 2014 guidance document "Quiet Deliveries Good Practice Guidance - Key Principles and Processes for Freight Operators". Appendix A of the document provides general guidance, along with key points for delivery point controls, and driver controls.
7. 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).

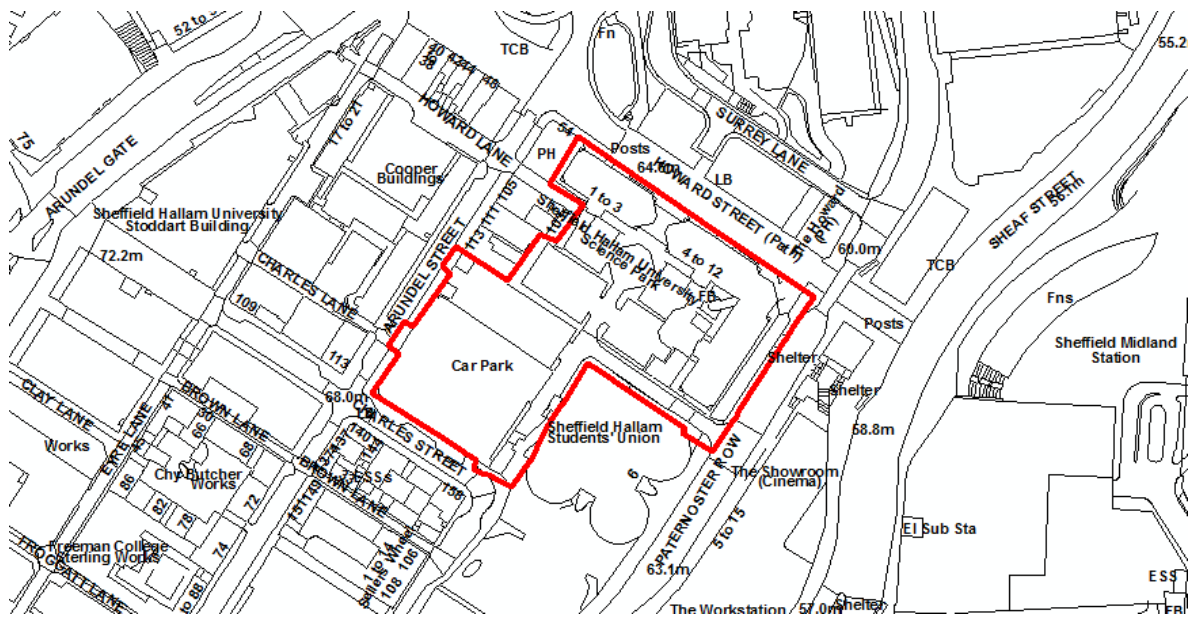
8. The applicant should install any external lighting to the site to meet the guidance provided by the Institution of Lighting Professionals in their document GN01: 2011 "Guidance Notes for the Reduction of Obtrusive Light". This is to prevent lighting causing disamenity to neighbours. The Guidance Notes are available for free download from the 'resource' pages of the Institute of Lighting Professionals'

website.

9. The applicant is advised that 'Talent Sheffield' is a Sheffield City Council initiative delivered through the Invest Sheffield and Opportunity Sheffield teams, to ensure that investors and developers in the City receive the support required to meet the commitments in the Inclusive Employment and Development Plan and deliver the maximum possible benefits to Sheffield people and its communities.
10. The developer's attention is drawn to Sections 7 and 8 of the Chronically Sick and Disabled Persons Act 1970, as amended, and to Design Note 18 "Access for Disabled people to Educational Buildings" published in 1984 on behalf of the Secretary of State, or any prescribed document replacing that note. Section 8 sets requirements for access to and facilities at offices and other premises. Section 7 requires a notice or sign to be displayed, indicating that provision is made for the disabled.

If you require any further information please contact Brian Messider or Simon Ovendon on Sheffield 2734197.

# Site Location



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## LOCATION AND PROPOSAL

The application relates to land formerly occupied by Sheffield Hallam Science Park and characterised by a number of buildings dating from the 1980s/1990s and surface car parking. The Science Park forms part of the University's City Campus and is located in a prominent City Centre location which has a high pedestrian footfall.

Howard Street forms the north-east boundary of the site, it is part of the City's Gold Route and forms the key pedestrian link between the railway station and the City Centre. The wide pedestrianised street is flanked by high quality hard and soft landscaping, large scale University buildings and some finer grain historic buildings including the Howard Public House which is grade II listed.

Paternoster Row is located to the south-east of the site and has a diverse range of buildings varying in age and style from the attractive 1930s Showroom cinema building to the modern metal 'Hubs' building.

Charles Street forms the boundary to the south-west and Arundel Street to the north-west. These streets have a denser urban grain and a number of historic character buildings and listed buildings.

The site slopes downwards from Arundel Street to Paternoster Row with a level difference of approximately 8 metres taken along the Howard Street frontage. The site is less steep from east to west with a level difference of approximately 2 metres between Charles Street and Howard Street.

The site and surrounding area, predominantly to the east and south-east fall within the Cultural Industries Quarter Conservation Area. This area developed as a key industrial area famous for its cutlery and steel production. It is characterised by a grid pattern street layout, courtyard areas flanked by mixed small scale industrial and residential developments, back edge of pavement development generally 3-4 storeys in scale and a dense, tight grain of development. The area has seen a number of new developments over recent years.

Planning permission was granted through application 20/00654/FUL for the demolition of the Science Park Buildings. This demolition has now taken place and the site is cleared.

Planning permission is sought for three new buildings, split into blocks A, B/C and D and accommodating higher education facilities with associated infrastructure, open space, public realm and ancillary supporting mixed use space.

The University's vision statement is to be "the world's leading applied University, achieving outstanding outcomes for our students and our city, and showing the world what a University genuinely focused on transforming lives can achieve".

In order to achieve the vision, the University requires a world leading estate which includes having the right buildings of the right quality in the right places to best serve students, staff and other customers. The current application represents Phase One of the University's Campus Plan.

## RELEVANT PLANNING HISTORY

20/00654/FUL - Demolition of Science Park buildings and associated surface car park – Granted Conditionally

20/03482/FUL - Application under Sec 73 to vary condition 7 – Granted Conditionally

21/02467/FUL - Application to remove reference to trees T35 & T36 (Application under Section 73 to vary condition 7 (Tree Protection) imposed by planning permission 20/03482/FUL - Application under Sec 73 to vary condition 7 (Tree Protection) imposed by 20/00654/FUL to allow the removal of trees to facilitate demolition works) – Granted Conditionally

## PRE APPLICATION DISCUSSIONS AND COMMUNITY ENGAGEMENT

Paragraphs 39 to 41 of the NPPF encourage pre-application engagement and identify that this has significant potential to improve the efficiency and effectiveness of the planning system for all parties. Community engagement is also encouraged.

Paragraph 132 further highlights that ‘Applicants should work closely with those affected by the proposals to evolve designs that take account of the views of the community. Applications that can demonstrate early, proactive and effective engagement with the community should be looked on more favourably than those that cannot.’

There have been extensive pre-application discussions in relation to this application. Such discussions were ongoing between June 2020 and July 2021 and resulted in several modifications to the proposals.

The applicant has carried out community engagement on the proposals prior to submitting this application. This took place from May 2021 and comprised a virtual platform which was advertised by social media and Sheffield Hallam’s website. The page received 1507 views and 1242 actual users. 29 responses were received.

These responses are detailed in the Planning Statement and include a mixture of support and objections to the scheme. Whilst this process is welcome, it does not appear that any changes have been made in response to the representations received. The applicant has instead responded to concerns and objections in writing in the Planning Statement.

## SUMMARY OF REPRESENTATIONS

### HISTORIC ENGLAND

The site is located in the Cultural Industries Quarter Conservation Area associated with the manufacture of steel, cutlery and tools. The area is laid out to a grid iron system of streets adopted from earlier Georgian town planning. Principal Streets include Howard Street and Arundel Street, and ancillary service lanes run perpendicular. The conservation area has a rich and diverse built heritage comprising an array of different plot sizes, building forms and rooflines.

The application site has been cleared but 105 and 113 Arundel Street are surviving exemplars of small scale industrial complexes. Of particular importance is the distinction between the formal classical principal facades and utilitarian back of house form of the workshops.

Welcome the sensitive redevelopment of this key gateway. From the information provided Historic England are of the view that the current proposals could broadly offer an appropriate approach to the long-term sustainability of this important part of Sheffield’s industrial heritage.

However, there are concerns the current application misses key opportunities to deliver a locally distinctive development of sufficient richness. A more responsive approach could be created by taking account of the following points:

## Site Layout

Supportive of underlying principles to increase permeability and improve connectivity by restoring the historic grain of the grid iron street pattern.

However, the layout overgeneralises the regular appearance of the street pattern as a series of large rectilinear blocks separated by the principal historic routes. It does not adequately address the intricate hierarchical arrangement of streets, infill plots and secondary lanes. The secondary routes of Howard Lane and Arundel Lane are truncated, downgraded, re-aligned and partially removed.

This approach makes the grid iron pattern less legible and erodes the character of the conservation area. It would also harm the special interest of the grade II listed 105 and 113 Arundel Street through loss of context.

## Architectural Treatment

There is an over-reliance on the horizontal division of new building, the rhythm, fenestration and materials result in an overly cohesive aesthetic which mutes the rich variation of the historic environment.

Without the richness of the architectural vibrancy and diversity visible in the historic buildings, the new development fails to nestle as successfully within the urban grain as it could.

The current approach to the new buildings would result in the loss of the sensitive industrial-cum-domestic character of the conservation area, which is fundamental to its identity and its special interest. The introduction of a bolder scheme which takes account of the human scale of development and the architectural variety of the historic buildings is required.

## Green Space

Encourage the applicant to consider how the urban greenspace could be made sustainable in accordance with the NPPF.

## Bin and Cycle Stores

Location of bin and bike stores next to listed buildings or along lanes does not create a positive dialogue between the historic and modern patterns of movement through the site. Strongly urge the applicant to reconsider these elements and develop a sustainable scheme for bin and cycle stores.

Historic England consider that the development fails to meet the requirements of paragraphs 189, 199, 200 and 202 of the NPPF. Although the harm arising is less than substantial as per the tests laid out in Section 16 of the NPPF.

## CONSERVATION ADVISORY GROUP

The Conservation Advisory Group have commented on the scheme and make the following points:

- The scale of the proposal exceeds the Urban Design Compendium's guideline maximum of 3 – 5 storeys
- The development is out of scale with adjoining listed buildings, notably 113 Arundel Street



- Stepping up of heights down Howard Street nullifies the effect of the City's dramatic topography
- The tallest building which is meant as a focal point for visitors arriving from the station is architecturally bland and unexciting

## OTHER REPRESENTATIONS

Seven letters of representation have been received although six are from 113 Arundel Street, the main points raised are detailed below:

- The proposals are not consistent with the local buildings in terms of scale or size
- Double height floors with large areas of glazing are not found elsewhere in the proximity of the site
- The scale of the proposals dwarfs their human occupants, many will not want to work or study in such an environment
- Development does not reflect the character of the conservation area
- Development is next to a listed building and will dominate the setting, there are no buildings of this scale adjacent to the site
- No.113 Arundel Street will be dwarfed by the proposal, request to see the impact on light and view from the windows on No.113. Occupants should not have to accept significantly reduced light to windows
- The buildings should be re-sited or lowered in order to reduce the impact to light
- Sunlight studies suggest an impact on the Cooper Buildings and will create overshadowing for much of the year
- 113 Arundel Street has 7 large work rooms of which 5 have windows that will be directly impacted by the overshadowing from the proposed new buildings.
- The buildings will require extensive servicing, these should not disrupt existing occupiers and should not be permitted on Arundel Street
- The plans indicate a cycle hub being built up to or in close proximity to the rear wall of 113 Arundel Street, this would prevent inspection and maintenance of the exterior wall and windows. Request a gap of 2 metres is kept between the development and the perimeter wall
- Plans indicate two disabled parking bays next to No.113 Arundel Street. This has never been a thoroughfare and increased use of this route could lead to damage to the walls of the adjacent listed building and services which run along this wall. Large vehicles using this route could cause disruption and vibration to the listed buildings. Request service and delivery vehicles are barred from this route
- Vehicles should not be permitted within 1 metre of the wall of 113 Arundel Street
- The plans indicate a tree growing close to 113 Arundel Street, this will lead to potential damage to the property and impact adversely on insurance. Request no trees are placed within 10 metres of the property

## PLANNING ASSESSMENT

### Policy Context

The National Planning Policy Framework (NPPF/Framework) sets out the Government's planning priorities for England and describes how these are expected to be applied. The key principle of the Framework is the pursuit of sustainable development, which involves seeking positive improvements to the quality of the built, natural and historic environment, as well as in people's quality of life. The following assessment will have due regard to these overarching principles.

Paragraph 12 of the NPPF makes it clear that a presumption in favour of sustainable development does not change the status of the development plan as the starting point for decision making. Paragraph 12 continues that where a planning application conflicts with an up-to-date development plan permission should not usually be granted.

Sheffield's development plan comprises the Unitary Development Plan (1998) and the Core Strategy (2009).

Paragraph 219 of the NPPF states that policies should not be considered as out-of-date simply because they were adopted or made prior to the publication of the Framework. Due weight should be given to them, according to their degree of consistency with the Framework. Therefore the closer a policy in the development plan is to the policies in the Framework, the greater the weight that may be given.

The assessment of this development proposal needs to be considered in light of Paragraph 11 of the NPPF, which states that for the purposes of decision making, where there are no relevant development plan policies, or where the policies which are most important for determining the application are out of date, planning permission should be granted unless:

- The application of policies in the Framework that protect areas or assets of particular importance provides a clear reason for refusing the proposed development.
- Any adverse impacts of granting planning permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework when taken as a whole.

The local policies will be assessed against the national policies in the report below to consider their level of compliance and hence how much weight they carry.

#### Principle of Development

The site is located within a Business Area as designated in the adopted Sheffield Unitary Development Plan. Unitary Development Plan Policy IB7 defines business as the preferred use, whilst educational uses as proposed in this application are defined as acceptable. The Science Park site is identified in Policy IB8 as a site where only the preferred use (i.e. business in this case) will be permitted.

However, the policy approach set out in the UDP has been modified and updated by the Core Strategy. Policy CS4 identifies the priority office areas in the City Centre, where office use should be focused, this policy does not specifically identify the area where the application site is situated. Core Strategy Policy CS17(c) sets out the vision for the Cultural and Industries Quarter as 'an area with a wide mix of uses and established as the main location for the city's creative and digital industries, as one of the key growth clusters for the economy of the City Region'.

Core Strategy Policy CS20 'Universities' states that 'Provision will be made for the two Universities to consolidate and expand their teaching and research operations within and adjacent to their existing campus areas'. This policy reflects the crucial role that Universities play in the economic, cultural and social life of the City and wider region.

The application for educational uses will largely continue the most recent uses on the site. Although contrary to the UDP policies that require an office use, this requirement has been superseded by the Core Strategy. Overall it is concluded that the proposal is broadly in line with the local plan.

The NPPF states at paragraph 83 that 'Planning policies and decisions should recognise and address the specific locational requirements of different sectors. This includes making provision for clusters or networks of knowledge and data-driven, creative or high technology industries'

The site forms part of Hallam University's City Campus, the cluster of University buildings in this location consolidates the University's functions and is in line with paragraph 83 of the NPPF. The further development of University accommodation will strengthen the economic, cultural and social functions and contribute towards sustainable development, the key thread running through the NPPF.

In summary it is considered that the proposed development complies with relevant land use policies.

## Design

UDP Policy BE5 'Building Design and Siting' and Core Strategy Policy CS74 'Design Principles' set out the design principles for new developments. Policy BE5 requires development to incorporate good design, the use of high quality materials and encourages original architecture. New buildings should complement the scale, form and architectural style of surrounding buildings and the design should take account of the natural and built features of the site.

Core Strategy Policy CS74 states that high quality development will be expected which respects, takes advantage of and enhances the distinctive features of the city, its districts and neighbourhoods. It also states that development should contribute to place making and contribute to a healthy, safe and sustainable environment which promotes the city's transformation and helps to transform the character of physical environments that have become run down and are lacking in distinctiveness.

Development should also enable all people to gain access safely and conveniently, providing, in particular for the needs of families, children, disabled and elderly people and should contribute towards creating attractive, sustainable and successful neighbourhoods.

Paragraph 126 of the NPPF states 'The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development'. Paragraph 130 then goes on to set out a series of requirements including that development should add to the quality of the area; have good architecture, layout and landscaping; be sympathetic to local character and history; establish a strong sense of place and create welcoming and distinctive environments

The key principles contained within the local design policies relate to providing developments that are high quality, well designed, distinctive and sympathetic to local character. These principles align closely with national policies and can be afforded significant weight.

The application proposes three blocks. These are located around the perimeter of the site, fronting onto surrounding highways and forming a public green space known as 'University Green' and pedestrian route through the centre of the site linking Howard Street to Arundel Street.

Block A is located at the junction of Charles Street and Arundel Street with the main entrance off Arundel Street. The building is sited at the back edge of the footways on Arundel Street and Charles Street, reflecting the historic built form and character of the area. The building is 4 storeys high fronting onto Arundel Street and the corner of Charles Street and rises to 7 storeys to the University Green.

The lower height is placed at the front of the site to be sensitive to the more historic part of the Conservation Area and adjacent listed building at 113 Arundel Street.

Nevertheless, the scale of the building is still greater than immediately adjacent developments which comprise two and three storey buildings with pitched roofs to the opposite side of Arundel Street at Church House and the Cooper Buildings and three storey listed buildings at 113 Arundel Street. The approximate one-storey increase in height adjacent to these buildings is not considered to be excessive and is reflective of the existing variation in height in the street scene, which steps up and down. The scale of Block A adjacent to Arundel Street will not create an overly prominent or obtrusive development and is commensurate with other modern developments on Arundel Street.

The architectural treatment of Block A seeks to respond to a contextual analysis of the immediate locality. The building will be constructed predominantly from red brick to reflect the materials palette found on Arundel Street, with some concrete and black metal used to add visual interest. The block has a strong vertical emphasis and has been designed with a simple brick grid structure with brick piers extending down to ground the building. Active ground floors are expressed at the corners of the building on Charles Street through increased transparency and double height glazing.

The increased height is set well back from Arundel Street and is not directly adjacent to the listed buildings. The height is located in a less sensitive part of the Conservation Area, immediately adjacent to the modern Hubs building.

Block B/C fronts Howard Street and the new public landscaped area and backs onto buildings on Arundel Street. The building varies in height between 6 and 3 storeys, in three simple masses that step down from the University Green towards the Globe public house. The lowest scale is found adjacent to the Globe public house and is sensitive to the lower scale of development found along Arundel Street.

The block reflects the built form of the area through back of pavement development and stepped heights along Howard Street to reflect the topography. The greater scale is found adjacent to the University Green where the increased height reflects the changing character of the Conservation Area at this point.

Active frontages in a double height glazed ground/first floor are provided along Howard Street and the University Green and will help to enliven these streets.

Block B/C has been designed with the same grid expression as Block A but the infill of the grid is treated differently to offer variety and visual interest across the development as a whole. The building will be constructed from brick in a light brown colour, it features a well-defined ground floor, characterised by pre-cast concrete columns which form a colonnade to the University Green. Large vertical glazing slots with deep reveals span the upper floors and use opaque glass spandrel panels for the transitions between floors.

The massing along Howard Street is sensitive to the Conservation Area, creating a moderate step between existing development at the Globe and the new development, which then steps up to reflect the sloping topography of Howard Street.

Block B/C backs on to listed buildings fronting Howard Street, the scale of the new building is greater than the scale of the listed buildings. However, the rear elevation of block B/C is set back 30 metres from Arundel Street in an attempt to minimise the impact on the listed buildings.

The siting of Block B/C results in the termination of Howard Lane at this point. The presence of lanes creating a grid pattern in the conservation area is one of its characteristic features. However, it is noted that Howard Street was not a through route into the application site when it was previously in use as the Science Park but stopped adjacent to the rear of 105 Arundel Street. The historical position of the Lane

has been marked through a step change in the height of the building and the introduction of vertical glazing to the stairwell to create a break in the elevation.

Block D is located at the junction of Paternoster Row and Howard Street, this is a key gateway between the railway station and the City Centre. The building has been designed to reflect this gateway location and seeks to create a key building which will act as an anchor and gateway. Block D is 8 storeys high at the corner of Howard Street and Paternoster Row and steps down to 6 storeys along Paternoster Row. Owing to the gateway location it is considered that this scale is appropriate, however it is greater than adjacent developments. The building is within the Peripheral character area where increased scale is considered acceptable in the context of the more modern buildings in this area. The tallest part of the building is opposite The Howard public house, sited on the opposite side of Howard Street and grade II listed. Together these two buildings form the gateway to Howard Street, the key route from the station into the city. Whilst there is clearly a disparity in scale, it is considered that the juxtaposition of historic and modern development at this gateway will create a diverse character and add visual interest.

The building incorporates a double height recessed entrance to signify the civic entrance on approach from the railway station. Active ground floors are incorporated along both Paternoster Row and Howard Street and expressed within a double height precast concrete plinth. The elevations feature a simple grid repeating pattern with simple metal and glazed infills. White/cream brick work is proposed, this will provide a contrast between the more traditional brick tones in the area and help to create a landmark building.

When taken as a whole, the blocks will appear as a cohesive development, with sufficient differentiation between blocks to help create visual interest on this prominent site. The siting of all blocks helps to enclose the University Green, creating back edge of pavement development which is typical of the area. Similarly, the siting of all blocks in relation to existing highways, namely Paternoster Row, Howard Street and Arundel Street, reflect the back edge of pavement character of the area and will introduce active frontages which will add to the vitality and vibrancy of the area.

## Heritage

Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 says that Local Planning Authorities shall have special regard to the desirability of preserving listed buildings or their setting or any features of special architectural or historic interest which they possess.

Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that special attention shall be paid to the desirability of preserving or enhancing the character or appearance of conservation areas. The local and national planning policies referred to below reflect these statutory duties.

Unitary Development Plan Policy BE16 “Development in Conservation Areas” requires development to preserve or enhance the character or appearance of a conservation area.

Policy BE19 “Development Affecting Listed Buildings” is relevant and states that proposals for internal alterations will be expected to preserve the character and appearance of the building, and where appropriate, to preserve or repair original details and features of interest.

Chapter 16 of the National Planning Policy Framework 2019 (NPPF) Conserving and Enhancing the Historic Environment states that heritage assets are an irreplaceable

resource which should be conserved in a manner appropriate to their significance (paragraph 189).

Paragraph 194 advises that, in determining applications, local planning authorities should require an applicant to describe the significance of an affected asset, including any contribution made by their setting, at a level proportionate to the assets' importance.

Paragraph 195 requires local planning authorities to identify and assess the significance of a heritage asset that may be affected by a proposal and to minimise the conflict between the conservation of the asset and impact of the proposals. Paragraph 197 requires local planning authorities to take account of the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation.

Paragraph 199 states that great weight should be given to the heritage asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance. Paragraph 200 states that any harm to the significance of a designated heritage asset needs clear and convincing justification. Paragraph 202 states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal.

It is considered that the principles of the local and national policies in relation to the conservation of heritage assets are closely aligned. However, the NPPF provides greater detail on how to assess and consider impact, including introducing the principles of 'substantial harm and less than substantial harm.

The site is located within the Cultural Industries Quarter Conservation Area and in close proximity to listed buildings on Arundel Street (113 and 105). A heritage statement has been submitted to evaluate the impact of the development on these heritage assets.

The Conservation Area Appraisal sets out the special interest that justifies the designation of the conservation area including:

- Surviving elements of the grid pattern and hierarchy of different street
- Six distinctive character areas
- Important metal trades history
- Examples of 'Little Mesters' mixed residential and small scale industrial workshop buildings arranged in courtyards
- 16 listed buildings
- Several unlisted significant buildings
- Surviving industrial chimneys add interest to rooflines
- 3-4 storey buildings with back of pavement boundaries
- Historic floors and distinctive redbrick
- Archaeology around the Porter Brook provides evidence of early water powered mills.

The Conservation Area Appraisal identifies 6 distinct character areas. Part of the site falls within the Arundel Street Character area and part within the Peripheral Area.

The Arundel Street area is characterised by a grid pattern of streets and lanes, Arundel Street is the primary routes with interspersing lanes including Howard Lane, Charles Street and Brown Lane forming secondary narrower routes which provide permeability. This area is further characterised by enclosure created by back of pavement built form and a rich texture of plot sizes, building block and rooflines. Pitched slate roofs are typical of early development in the area, flat roofs are typical of later development. The

Conservation Area Appraisal sets out guidelines for development stating that new infill development should respect the existing building line and height and massing of existing development, it should incorporate high quality design and materials.

Within the Peripheral character area the historical layout has been eroded by historic events and site clearances.

The new development and associated loss of the Science Park Buildings and surface car parks presents an opportunity for a development to better reflect the urban grain and layout of the conservation area. The layout of the blocks as proposed reinforces the grid layout of the streets notably Charles Street and Howard Street. Historic England have noted that the development does not reinforce the secondary lanes, including Howard Lane and Arundel Lane. Reference to Howard Lane is included in the above design section, the development does terminate this lane, but has been designed to reflect the historic siting of this route through stepping of the building and increased glazing. It is also noted that the Science Park Buildings and surface car park formerly on the site did not delineate this lane, however Planning Officers agree that a clear physical separation would have been more effective at marking this route. With regard to Arundel Lane, the proposal will provide a clear pedestrian route along this former lane and although it will be predominantly used for pedestrians the siting and scale provides clear reference to this historic route.

The scale of development in the Arundel Street character area is between 3 and 4 storeys. The Peripheral Area character has been altered by post war development, modern buildings of increased scale are present, such as the hubs buildings.

The proposed development introduces a greater scale of development in the Conservation Area, however the design seeks to minimise this next to the most sensitive assets, such as the Arundel Street Area and listed buildings. The design of the scheme has been carefully considered to ensure that the massing and articulation of the buildings is sensitive to heritage assets. Nevertheless, it is noted that in particular with regard to 105-113 Arundel Street the scale and massing of the buildings plus the design which partially obscures the rear elevation from view will lead to some harm to the character of these heritage assets.

Furthermore, the scale of the development is significantly greater than the Howard Public House, although the physical separation of these buildings by Howard Street reduces the harm.

Historic England also make reference to the architectural treatment leading to an overly cohesive scheme which does not reflect the richness or variety of the conservation area. Whilst there is some uniformity between the three blocks, they have each been designed to have an individual character and use different materials. The appearance of the buildings is more uniform than elsewhere in the conservation area, but this reflects the civic gateway nature of the site and the accommodation requirements of the University.

Overall it is considered that the development will lead to some harm to the character of the conservation area and listed buildings on Arundel Street as a result of its scale, layout and detailing. The level of harm caused to a heritage asset is a judgment for the decision-maker, having regard to the circumstances of the case and the policy in the NPPF. In this instance and in the context of the above assessment it is considered that this harm is less than substantial.

Paragraph 202 of the NPPF requires that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal.

On balance, it is considered that the wider public benefits of redeveloping an underused site and allowing growth and expansion of Hallam University and the economic impacts that this brings to the city outweigh the less than substantial harm to the Conservation Area identified. As such the scheme is considered to comply with paragraphs 194 to 202 of the NPPF.

### Amenity

Policy CF8 of the UDP 'Conditions on Development in Institution Areas' states that new development will be permitted provided it (b) 'does not cause residents or visitors in any hotel, hostel, residential institution or housing to suffer from unacceptable living conditions, including air pollution, noise, other nuisance or risk to health or safety'.

Paragraph 130(f) of the NPPF states the development should 'create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience'.

The principle aim of CF8 (b) is to ensure that existing and future users have a good standard of amenity. This aim is robustly reflected in paragraph 130 of the NPPF and as such it is considered that significant weight can be attached to the local policies.

### Sunlight/daylight

A sunpath study has been submitted with the application. The study demonstrates the impact on sunlight during March, June and September. These show that there will be loss of sunlight to properties opposite the site at Church House and the Cooper Building and to the rear of 113-155 Arundel Street particularly in early morning and at midday, with the shadow passing by mid-afternoon. Although a daylight survey has not been submitted, the scale and proximity of the building is such that it is inevitable that there will be some loss of daylight to the afore mentioned buildings.

Church House, the Cooper Buildings and 113-105 Arundel Street are all in commercial use. In line with BRE guidance such uses are defined as less sensitive than residential uses and therefore the weight that can be offered to protecting daylight/sunlight is limited.

The nearest residential properties at Butcher Works and the University Halls of Residence off Arundel Street are set a sufficient distance away to ensure daylight/sunlight levels are not impacted.

Given that the last use of the site adjacent to these properties was a surface level car park, it is inevitable that any development will lead to some loss of daylight and sunlight, and that increased overshadowing will occur. However, it is highlighted that the main impact is to non residential properties and when balancing against the positive effects of regenerating the site, the proposal is considered to be acceptable in this regard.

### Noise

Paragraph 185(a) of the NPPF requires the mitigation and reduction to a minimum of potential adverse impacts resulting from noise from new development and to avoid noise giving rise to significant adverse impacts on health and the quality of life.

The nature of the use is appropriate for the type of area in which it is located and will not give rise to unacceptable levels of noise which could be harmful to surrounding uses. It is however considered necessary to attach a number of conditions to ensure that plant



and equipment and activities associated with the use do not result in unacceptable noise levels. Such conditions relate to plant and equipment, amplified music and delivery and servicing hours.

In summary it is considered that the development will not give rise to unacceptable noise disturbance in the local area and will provide future users with a suitable internal noise environment. The development is therefore in accordance with paragraph 185(a) of the NPPF.

## Contamination

Paragraph 183 of the NPPF requires that planning decisions take account of ground conditions and any risks arising from land instability or contamination

A phase I and II Geo-environmental assessment report have been submitted in support of the application. The reports suggest outline remedial measures in the form of clean capping to soft landscaped areas and the installation of gas protection measures.

Appropriate conditions will be attached to ensure that the site is remediated so that it is safe for its end users. It is concluded that subject to conditions, the development does not raise any concerns with respect to contamination.

## Nature Conservation, Ecology and Trees

Policy GE15 'Trees and Woodland' requires developers to retain mature trees, copses and hedgerows, wherever possible and to replace any trees which are lost.

Paragraph 174 of the NPPF states that development should minimise impacts on and provide net gains for biodiversity. The local policy requirements to protect and enhance the nature environment strongly reflects the relevant policy in the National Framework.

The development includes a high quality pedestrianised area along the east west axis, linking Howard Street with Charles Street, described as the Campus Spine.

This route will be safe, accessible and well lit, providing access through the development and providing a link between University buildings. Block A fronts onto this spine which will be predominantly hard surfaced but will include some tree planting and planted areas to the front of the Hubs building.

A new landscaped area is also provided along part of this route and includes new hard landscape treatment, sensory planting, street furniture, open lawns, terraced planting and tree planting to create a new useable, high quality public space alongside the new blocks. Blocks B/C and D front the new green space and the design allows for uses to spill out from these blocks.

Detailed plans have been submitted illustrating the hard and soft landscape scheme. Landscape colleagues have advised that they have some concerns over the types of paving shown and that planting could be more diverse. Further detail will be reserved by condition to ensure that these elements are satisfactorily addressed.

The landscape plans illustrate that 30 no trees will be planted. This is very welcome and will help to off-set the loss of trees on Arundel Street which occurred as part of the site clearance works (applications 20/03482/FUL and 21/02467/FUL relate).

In addition to the University Green area, the buildings also incorporate roof terraces, green roofs, green yards and green walls. All these elements are welcome from a visual aspect and will also help to improve the biodiversity of this City Centre site.

It is concluded that the development will significantly improve the landscape and biodiversity of the site through the creation of improved pedestrian routes, a green public space and a mixture of strategies to green the roofs and buildings. The scheme complies with relevant policies in this regard.

## Access

Policy BE7 'Design of buildings used by the Public' sets out that in all buildings which are to be used by the public, provision will be expected to allow people with disabilities safe access to the buildings.

All public thresholds are fully accessible from the surrounding streetscape. Level access will also be provided through the pedestrianised route and greenspace.

Planning Officers requested some amendments to improve accessibility, including tactile paving and alterations to bollards but the applicant does not consider these to be necessary. Whilst the alterations would have improved the situation the lack of amendments is not of significant concern.

## Sustainability

A key objective of local and national policy is the pursuit of sustainable development. The NPPF details three overarching principles of sustainable development; an economic objective; a social objective and an environmental objective.

The proposal involved the redevelopment of an underutilised brownfield site which has positive implications for the social and economic sustainability of the area. Jobs will be created in the construction phase and in the maintenance and management of the building. The development will enable the Hallam University to grow and achieve their vision of being 'the world's leading applied University'.

Such investment and growth is welcome and has positive implications for the economic, social and cultural growth of the City.

The site is sustainably located within Hallam's City Campus and within walking distance of regular users which includes students and University Staff. The site is also located in close proximity to a range of excellent public transport links, amenities and services.

Policy CS63 of the Core Strategy 'Responses to Climate Change' gives priority to developments that are well served by sustainable forms of transport, that increase energy efficiency, reduce energy consumption and carbon emissions and that generate renewable energy.

Core Strategy Policy CS64 'Climate Change, Resources and Sustainable Design of Development' expects all new buildings to be energy efficient and to use resources sustainably. All new major developments are expected to achieve a minimum BREEAM (BRE Environmental Assessment Rating) of 'very good' as a minimum.

Core Strategy Policy CS65 'Renewable Energy and Carbon Reduction', relates to renewable energy and carbon reduction and requires that all significant developments should provide a minimum of 10% of their predicted energy needs from decentralised and renewable or low carbon energy.

A Sustainability Statement has been submitted in support of the application. The building is intended to be zero carbon ready and will achieve an energy rating of A.

The submitted information details that a bespoke sustainability tracker has been developed for Blocks A – D to incorporate the wider sustainability aspirations of the scheme. The tracker is an alternative to BREEAM and is intended to yield improved

sustainability outcomes as it allows consideration of a wider range of measures.

Whilst this may be acceptable in principle, the details submitted to date do not clearly set out how the tracker compares with BREEAM. Information would need to be submitted based upon the BREEAM assessment and how the proposal compares to the criteria in BREEAM.

It is proposed to use passive design measures to reduce the energy requirement of the building including measures such as achieving high standards of air tightness, fabric first approach to materials and high performance triple glazing. The development will also use air source heat pumps and photovoltaic panels to provide low/zero carbon energy.

It is concluded the sustainability aspirations for the building are high but that at present it is not clear how the proposed measures compare to BREEAM. It is considered necessary to attach conditions to the approval in this regard requiring further information and consideration of these matters.

### Flood Risk and Drainage

Paragraph 159 of the NPPF states that 'inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk. Where development is necessary in such areas, the development should be made safe for its lifetime without increasing flood risk elsewhere'.

The site is located in Flood Zone 1 on the Environment Agency's Flood Map and is therefore not considered to be at risk of flooding.

Core Strategy Policy CS67 'Flood Risk Management' seeks to ensure that all developments significantly limit surface water run-off and utilise sustainable drainage systems where feasible and practicable.

The NPPF details at paragraph 169 that major development should incorporate sustainable drainage systems unless there is clear evidence that this would be inappropriate. Policy CS67 and paragraph 169 of the NPPF are considered to closely align and therefore significant weight can be attached to the local policy in this instance.

The site is unsuitable for infiltration as the site consists of made ground and backfilled cellars from former buildings, underlain by coal measures. There are no waterbodies or surface water sewers within the vicinity of the site and so it is proposed that the site continues to discharge into the Yorkshire Water combined sewers that currently serve the site. The surface water discharge rate from the site will be reduced by 30%. Blue roofs and below ground site attenuation will be used to store water before releasing to the sewer at an agreed rate.

Yorkshire Water initially objected to the proposals as the drawings indicated the development would be built over public combined sewers. Following the submission of further information, it is now clear that these sewers will be diverted/abandoned and that relevant applications for this will be submitted to Yorkshire Water who have now removed their objection.

Suitable conditions will be attached to any approval to ensure that final surface water drainage details are agreed prior to the commencement of development.

### Highways

facilities and provide safe access to the highway network and appropriate off-street parking’.

Policy T8 ‘Pedestrian Routes’ seeks to improve the safety, convenience and attractiveness of footpaths and pedestrian routes. Whilst Policy T10 ‘Cycle Routes’ expects cycling facilities to be provided in new developments.

Paragraph 110 of the NPPF states that in assessing applications it should be ensured that:

- a) Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location
- b) Safe and suitable access to the site can be achieved for all users; and
- c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance; and
- d) any significant impacts from the development on the transport network (in terms of capacity and congestion) or on highway safety, can be cost effectively mitigated to an acceptable degree.

Paragraph 111 of the NPPF states that new development ‘should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe’.

Paragraph 112 goes on to state that priority should be first given to pedestrian and cycle movements and second to facilitating access to high quality public transport.

This application has been supported by a transport statement which confirms the development comprises three separate blocks with a combined floor space of 23,042. The site would be permeable for pedestrians and cyclists. Vehicular access into the site would be permitted to a limited number of disabled car parking spaces (6), and for servicing. Cycle parking would be situated towards the rear of block B/C, sheltered and secure, with a capacity for 96 bikes, and 7 larger spaces for tricycles and electric bikes. There would be 12 showers, 4 in each block.

Vehicular access would be controlled they enter the site at the junction of Charles Street with the Spine Road. Moveable and static bollards and an intercom system restrict vehicle movement. Such management will ensure the space is used predominantly by pedestrians and cyclists. A number of measures are set out to ensure that conflict between the limited number of vehicles and pedestrians is limited, including the road layout and surfacing materials and signs limiting vehicles to 5 mph.

As part of the Connecting Sheffield proposals to promote sustainable travel and ease congestion, new cycle routes will be developed across the city, including on Arundel Gate, which will provide good links to the development. There is currently good cycle stand provision on the streets surrounding the site at: Paternoster Row (Showroom) 4 stands; Brown Street (Workstation) 3 stands; Charles Street (Science Park) 3 stands; Howard Street (SHU) 48 stands; and, Charles Street (The Hubs) 8 stands.

The site is close to the bus and train station, in a highly sustainable location, with lots of local amenities within a 0.5 km walk distance.

When fully occupied, in theory the blocks would be able to accommodate a total population forecast of 3,581 pupils and staff. This represents the maximum number of people occupying the complex during peak periods. However, the average daily occupancy will be less than this, as not all events will occur simultaneously. A travel plan has been submitted in support of the application, which is based on a range of travel planning measures already being implemented at other SHU sites.

Some of the measures include: Promoting sustainable public transport options on the Visit Us website pages, which links to public transport and travel planning websites; Promoting Active Travel, including cycling and walking on the sustainable travel webpage; Providing cycle parking and shower facilities across all campuses; Offering staff discounts for public transport season tickets; Operating a staff cycle to work scheme, including saving 25 to 39% on the cost of bikes and accessories.

The development is located on the now demolished Science Park and two car parks. One car park had 98 spaces for SHU permit holders, the other 75 spaces for use by the public.

Highways Officers have confirmed that they are unconcerned at the loss of these two car parks, owing to the fact that there are currently approximately 9,000 off-street car parking spaces across the City Centre, 3,000 of which are in close proximity to the development site, comprising a mix of long and short-stay spaces, which are located at: NCP Sidney Street, 71 spaces; Matilda Street surface car park, 85 spaces; Q-Park Charles Street, 530 spaces; NCP Furnival Gate, 372 spaces; NCP Arundel Gate, 668 spaces; APCOA Eyre Street (Moor), 674 spaces; Q-Park Sheffield Train Station, 693 spaces. On-street Pay & Display is also available on Arundel Street, 46 spaces; Brown Street, 16 spaces; Charles Street, 4 spaces; Arundel Lane, 4 disabled spaces with no time restriction; and Paternoster Row, 4 disabled spaces with no time restriction. Across the various SHU campuses, there's a total of 316 car parking spaces. Spaces are allocated to staff in relation to essential car use (not just travelling to/from work), disability, and anti-social working hours when public transport is less available.

A study was undertaken of car park occupancy across the city pre-covid for the Heart of the City II project, which also factored in the new parking demand likely to be generated by the various Blocks that comprise Heart of the City II (with HSBC already taking up residence). The conclusion was that the degree of spare capacity was such that the proposal to construct a new multi-storey car park within the original Heart of the City I scheme could be removed from HoCII.

When considering the sustainable location of the development site, the effective travel plan operated by Sheffield Hallam University, and the fact that there is car parking availability within the city centre for those SHU staff/pupils who absolutely need it, highway officers do not foresee any access or parking issues materialising from the developing should planning permission be granted.

The information submitted in the design and access statement and transport statement indicate that the main servicing of the site will take place from Paternoster Row to a facilities management hub within Block D. Servicing to blocks A and B/C will then be via trolleys from this hub, reducing the need for vehicles and servicing within the University Green and Spine area. The submitted information also shows a servicing route from Charles Street along the spinal route and exiting on Arundel Street and it is not clear as to the extent of servicing via this route. A condition has been suggested to agree a servicing management plan, as part of this further detail about the secondary servicing route will be required.

The plans illustrate that emergency vehicles and infrequent maintenance vehicles will be routed along the University Green, crossing Howard Street to Surrey Street. It is imperative that the number of vehicles crossing Howard Street and using the University Green is kept to an absolute minimum give that these areas are/will be highly populated with pedestrians and cyclists. Further consideration of this will be given through details to be submitted as part of the servicing management plan condition.

to an adverse impact on the local highway network. The proposal offers improved pedestrian/cycle routes through the site. The proposal is considered acceptable from a highways perspective and complies with paragraphs 110, 111 and 112 of the framework.

#### Public Art

Policy BE12 encourages works of public art in places which can readily be seen by the public as an integral part of the development. The Design and Access Statement includes preliminary details of Public Art which are welcome, however the final details will be controlled by condition.

#### RESPONSE TO REPRESENTATIONS

The majority of points raised through representation have been addressed in the above report.

In relation to proximity of built development to the wall of neighbouring properties and potential maintenance issues this is a private legal matter.

The level of traffic passing next to the gable end of 113 Arundel Street will be low, structural and stability issues are not a material planning consideration.

The plans do not indicate trees in close proximity to 113 Arundel Street.

#### SUMMARY AND RECOMMENDATION

The proposed redevelopment of the site is acceptable from a land use perspective and will allow Hallam University to grow and develop.

The scheme is well designed and will create a civic gateway development which will enhance the main route from the railway station. The development will cause some harm to designated heritage assets, but this is less than substantial and when weighed against the public benefits of the scheme is considered to be acceptable.

The development is considered to be in compliance with local and national policies and is recommended for conditional approval.