
Case Number	21/01998/REM (Formerly PP-09539955)
Application Type	Approval of Reserved Matters
Proposal	Reserved matters application proposing details for the access, appearance, scale, layout, landscaping and access for an office building (Use Class B1a) with ground floor retail units (Use Classes A1-A4)(Application to approve access, appearance, landscaping, layout and scale as reserved under planning permission no. 16/02518/OUT)
Location	Land At Corporation Street, Spring Street, Water Street, Plum Street And Love Street S3 8NS
Date Received	29/04/2021
Team	City Centre and East
Applicant/Agent	Asteer Planning
Recommendation	Grant Conditionally

Time Limit for Commencement of Development

Approved/Refused Plan(s)

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

Proposed General Arrangement Plan - Ground Floor - 05877_B1_02_2200 K
Proposed General Arrangement Plan - Levels 1-6 - 05877_B1_02_2201 K
Proposed General Arrangement Plan - Level 7 - 05877_B1_02_2207 K
Proposed General Arrangement Plan - Level 8 - 05877_B1_02_2208 K
Proposed General Arrangement Plan - Level 9 - 05877_B1_02_2209 K
Landscape General Arrangement - 1936.3-PLA-XX-XX-DR-L-0001 P07
Temporary Landscape General Arrangement - 1936.3-PLA-XX-XX-DR-L-0003 P05
Red Line Boundary - 1963.3-PLA-XX-XX-DR-L-0005 P04
Landscape GA Arrangement - Mark Up - 1963.3-PLA-XX-XX-DR-L-0012 P07
Hardworks General Arrangement - 1936.3-PLA-XX-XX-DR-L-1000 P02
Softworks General Arrangement - 1936.3-PLA-XX-XX-DR-L-2000 P02
Levels and Drainage Strategy - 1936.3-PLA-XX-XX-DR-L-3000 P04

Street Furniture - 1936.3-PLA-XX-XX-DR-L-4000 P03
Lighting Strategy - 1936.3-PLA-XX-XX-DR-L-4001 P02
Ecological Enhancements - 1936.3-PLA-XX-XX-DR-L-4002 P02
Proposed Masterplan 05061_MP_00_2200-B
Proposed Elevations North and South - 05877_B1_04_2200-D
Proposed Elevations East and West - 05877_B1_04_2201-D
Proposed Sections AA and BB - 05877_B1_05_2201-D
Ground Entrance North Façade Study - 05877_B1_10_2201-C
Typical Bay North Façade Study - 05877_B1_10_2202-C
Ground Level South Façade Study - 05877_B1_10_2203-B
Terrace Level South Façade Study - 05877_B1_10_2204-B
Existing Topographical Plan - 05877_MP_00_0002-B
Proposed Site Demolition Plan - 05877_MP_00_1200-B
Existing Site Location Plan - 05877_MP_00_0001-C

Reason: In order to define the permission.

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

2. 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.

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

3. Notwithstanding the submitted plans a comprehensive and detailed hard and soft landscaping scheme for the site which includes plant species, specific hard surfacing materials and details of street furniture and bins and the proposed mitigation measures to the area identified in the wind assessment as being within in the S15 category to the north east corner of the building shall be submitted to and approved in writing by the Local Planning Authority before the hard and soft landscaping works are implemented.

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

4. 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

5. Details of all proposed external materials and finishes, including sizes, fixing and 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.

6. Prior to the development being brought into use, full details of any proposed external lighting associated with the buildings and public realm hereby approved shall have been submitted to and approved by the Local Planning Authority. Thereafter, the works shall be carried out in accordance with the approved details.

Reason: In order to ensure an appropriate quality of development

7. No above ground works shall commence until the highway improvements (which expression shall include traffic control, pedestrian, and cycle safety measures) listed below have either:
 - i. been carried out; or
 - ii. details have been submitted to and approved in writing by the Local Planning Authority of arrangements which have been entered into which will secure that such improvement works will be carried out before the buildings are brought into use.

Highways Improvements:

- i. A scheme for the provision of appropriate cycling infrastructure around and into the site that will connect to Local Authority pedestrian and cycle infrastructure in the vicinity of the development and ensure the continued safe and free movement of pedestrians and cyclists.
- ii. The highway layout in the vicinity of Spring Street/ Love Street that will ensure access to all premises is maintained and that adequate turning provision within the highway is provided.
- iii. All materials in the highway to be to Sheffield City Council specifications.

Reason: To enable the above-mentioned highways to accommodate the increase in traffic, which, in the opinion of the Local Planning Authority, will be generated by the development, and in the interests of protecting the free and safe flow of traffic on the public highway.

8. 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.

9. The building shall not be used unless that part of the road providing access thereto has been provided in accordance with the approved plans.

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

10. The dedicated parking spaces for disabled persons as shown on the approved plans shall be provided in accordance with those plans before the first occupation of the development. Such car parking shall only be used by holders of a 'Blue Badge' parking permit (or any subsequent scheme which supersedes this) and thereafter such car parking accommodation shall be retained for the sole use of such persons and shall not be sold off or let to persons who are not entitled to a 'Blue Badge'.

Reason: In the interests of inclusivity

11. The following Road Safety Audits must be carried out in accordance with and within the timescales of the Sheffield Road Safety Audit Standard 2018 and national guidance. The Local Planning Authority reserves the right to require the SCC Road Safety Coordinator to be part of the audit team: -

i. The applicant shall submit a stage 2 RSA, on completion of detailed design and before the tender documents have been submitted.

ii. The applicant shall submit a stage 3 RSA on completion of construction of the relevant section of highway or access to the highway.

iii. The applicant shall submit a stage 4 RSA post opening collision monitoring for the 12 months after opening of the highway scheme.

All audits shall be completed by appropriately qualified road safety audit engineers who shall be independent of the scheme design/process.

All issues raised by the Road Safety Audits shall be addressed by the applicant and works completed at the earliest opportunity and no later than 3 months from the date of the RSA.

Reason: In the interests of highways safety

12. No externally mounted plant or equipment for heating, cooling or ventilation purposes, nor grilles, ducts, vents for similar internal equipment, shall be fitted to the building unless full details thereof, including acoustic emissions data, have first been submitted to and approved in writing by the Local Planning Authority. Once installed such plant or equipment shall not be altered. Plant noise emission levels should not exceed the LA90 background noise level at the nearest noise sensitive receptor during the periods of operation.

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

13. 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.

Other Compliance Conditions

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. As the proposed development will involve the closing/diversion of a public highway(s) you are advised to contact the Highway Records team as soon as possible with a view to the necessary authority being obtained for the closure/diversion of the highway(s) under Section 247 of the Town and Country Planning Act 1990. This process can take several months to complete.

Principal Engineer, Highway Records
Highways Maintenance Division
Howden House, 1 Union Street
Sheffield
S1 2SH

Tel: (0114) 273 6301 or 273 6125
Email: highwayrecords@sheffield.gov.uk

3. Where highway schemes require developers to dedicate land within their control for adoption as public highway an agreement under Section 38 of the Highways Act 1980 is normally required.

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

If you require any further information please contact:

Mr S Turner
Highway Adoptions

Highways Maintenance Division
Howden House, 1 Union Street
Sheffield
S1 2SH

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

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

The notice should be sent to:-

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

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

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

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

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

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

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

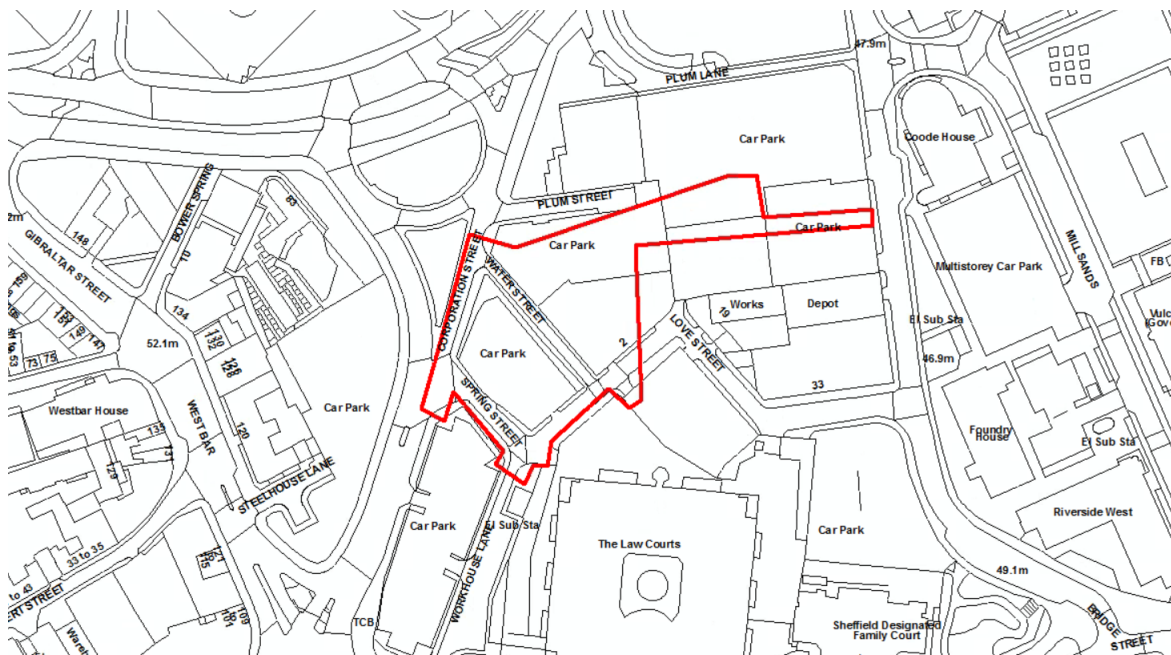
6. By law, this development requires the allocation of official, registered address(es) by the Council's Street Naming and Numbering Officer. Please refer to the Street Naming and Numbering Guidelines on the Council website here:

<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

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.

Site Location



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LOCATION AND PROPOSAL

This application forms part of the West Bar Square redevelopment for which Outline planning permission was granted through application 16/02518/OUT. The approved outline application was the culmination of a significant amount of work from first concept in 2002; including a development brief in 2004; outline planning approval in 2007 (the developer then went into administration); and the signing of a development agreement in 2015 with Urbo who submitted the Outline application in 2016 and this application.

The outline application approved the demolition of existing buildings and erection of buildings to form a mixed use development comprising offices, residential, retail and leisure uses, public realm and parking on a triangular 3.04 hectare site bounded by West Bar, Corporation Street, Bridge Street and the Inner Relief Road.

The Outline consent approved the principal access into the site with all other matters, namely access (except for principal access), scale, layout, appearance and landscaping reserved for future approval. As part of the approval, parameter plans were granted which set the location of the public square, maximum building heights and zones where particular uses were permitted. Conditions also control the amount of each use permitted in the overall scheme.

Owing to the scale of the site the development will be phased. The first phase will cover approximately half the site and comprise two office blocks, two apartment

blocks, a multi-storey car park and the public realm including West Bar Square and Soho Yard. Separate reserved matters applications will be submitted for each part of the development.

This application seeks reserved matters approval for an office building (Use Class B1a) with ground floor commercial units (Use Classes A1 – A4). The office is referred to in the outline application as Office 4A but is hereafter referred to as No.1 West Bar Square, this will be the name of the building when occupied. A pre-let agreement for the building has been secured with Sheffield City Council.

The application site is located within the west portion of the Outline approval red line boundary area. Corporation Street runs to the west of the site in a north south direction whilst Spring Street is located to the south of the site and the brick boundary walls of the Law Courts is to the east. The site formerly accommodated industrial buildings and surface parking but demolition works are currently ongoing to clear the site.

RELEVANT PLANNING HISTORY

21/01999/REM - Erection of mixed-use development comprising 2no. buildings up to 19 storeys with apartments at upper levels (Use Class C3) and ground floor retail units (Use Classes A1-A4) (Application to approve access, appearance, landscaping, layout and scale as reserved under planning permission no. 16/02518/OUT) – Pending Consideration

20/02999/NMA - Application to allow minor amendment to condition 58 to 'No more than 700 car parking spaces, inclusive of existing temporary car parking and any new car parking provision, shall be provided within the site before parts a, c, d, e, f and g of Part 1 of Condition 20 are completed to the satisfaction of the Local Planning Authority' (amendment to planning approval 16/02518/OUT) – Granted

16/02518/OUT - Demolition of existing buildings and erection of buildings to form a mixed use development (maximum floor space of up to 140,000 sq metres) comprising office (Class B1), residential (Class C3), hotel (Class C1) and retail and leisure (Classes A1, A2, A3, A4, A5, D1 and D2) uses, provision of public realm space and car parking accommodation (Outline application - all matters reserved except for the principal means of access to the site from the junction of Bridge Street/Corporations Street) – Granted Conditionally

07/03813/OUT - Mixed use redevelopment for Class B1 (Business). Class A1 (Shops), Class A2 (Financial and Professional), Class A3 (Restaurants and Cafes), (A4 (Drinking Establishments) , Class A5 (Hot Food Takeaways), Class C3 (Dwellinghouses), Student Housing, and Class C1 (Hotels), and associated roof plant, car parking accommodation and access – Granted Conditionally subject to Unilateral Agreement

SUMMARY OF REPRESENTATIONS

Six letters of representation have been received, the points raised are detailed below:

- Residents of nearby residential development at Coode House object on the grounds of the right to light.
- Object to the construction of a tall building in front of, or blocking the natural light from Coode House
- Coode House currently benefits from lots of natural light, privacy and fresh air, the proposed development would be harmful to these
- Will result in the loss of view
- In particular Office 03 (not the subject of this application) would tower over neighbouring residential properties, resulting in a loss of light and privacy and impacting on the quality of living. As a minimum Office 03 should be moved back from Bridge Street, but ideally this plot should be open landscaped space
- Buildings will cause additional pollution and disruption during construction and from traffic when complete
- Many residents are currently working from home, noise and dust during construction will have a negative impact
- Request that planning conditions are put in place to try and minimise the impact and disruption from demolition and construction.
- Concerns about road safety
- The layout and density of the development is hugely different to the current site. This development of several tightly spaced tall buildings will materially and significantly change the layout and density of the West Bar area.
- Note that the development will bring benefits to the area
- Notification on planning application was sent late, after demolition has started. The demolition results in noise and dust all day from 8am. Residents should not have been notified of works after they had started.
- Loss of value

PLANNING ASSESSMENT

Policy Context

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 principle of the development has been established through the Outline planning approval. It is not considered necessary to repeat this assessment here.

However, in summary the redevelopment of the West Bar Site for a mixed use development comprising high quality office space, residential accommodation, a hotel, multistorey car park and a range of A and D use classes is consistent with the aspirations of the West Bar Interim Planning Guidance, the Core Strategy and the NPPF.

The main issues for consideration as part of this application are those matters reserved from the outline approval including:

- Access and highways matters;
- Layout, appearance and scale; and
- Landscaping of the site

Consideration will also be given to other relevant issues. All matters will be assessed in relation to relevant national and local policies.

Office and Retail Use

Condition 52 places a limit of 2,500 square metres on the amount of retail (A1) floor space.

Condition 56 of the outline approval sets limits on the amount of floor space for different uses across the whole development site, as below:

The total combined gross floor space of the development shall not at any time exceed 140,000m² in accordance with the following minimum and maximum gross floor spaces:

(a) Office (use Class B1a): a minimum of 51% of the total combined development floor space up to a maximum floor space of 85,000m².

(b) Residential (use class C3) up to a maximum floor space of 50,000m² or 525 units whichever is the greater.

(c) Retail, leisure and community (use class A1, A2, A3, A4, A5, D1 and D2) a

- combined a maximum floorspace of up to 5,000 m² subject to the restrictions on retail (use class A1) use as identified in condition 52
- (d) Hotel (use class C1) up to 500 bedspaces or a maximum floorspace of 20,000m² whichever is the greater.
 - (e) Car parking (sui generis) up to 700 car parking spaces not exceeding 25,000m²

Condition 2 of the outline application approved a number of parameter plans which the development must be in accordance with. Of relevance to this are drawings which set out where B1 and A1/A2/A3/A4/A5 uses are permitted. The uses proposed through this reserved matters application are consistent with the land use parameter plans.

The application proposes 8,906 square metres of office floor space, with 245 square metres of associated reception space and 413 square metres of retail floorspace. This is the first reserved matters application for offices and retail and clearly falls within the parameters set within conditions 52 and 56.

Design (Reserved Matters: Appearance, Layout and Scale)

Policy

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 highlights the importance of good design as a key aspect of sustainable development and creating better places to live and work. 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 the NPPF and as such it is

considered that they can be afforded significant weight.

Relevant Conditions

Condition 50 of the outline approval requires that the reserved matters applications shall be in substantial accordance with the Design Principles set out the West Bar Square Design and Access Statement dated May 2016.

Condition 2 sets out approved drawings, one of these relates to maximum heights and indicates a maximum height of 94.30m AOD (including plant), whilst another sets out the position of the Public Square within the centre of the site.

Scale, siting and appearance

The applicant has engaged in extensive pre-application discussions with the Council, during which a number of design changes have been made. The scheme presented as part of this application is consistent with the pre-application discussions.

The Design Principles set out in the Design and Access Statement referenced in condition 50 of the outline approval set out 5 key character areas for the site. This application falls within the West Bar Square Character Area for which the following key design principles were set out:

- Distances between buildings should reinforce the hierarchy of pedestrian routes
- Active frontages must address the square
- Key gateways should provide appropriate wayfinding and create distinctive routes through the development
- The heart of the development is the new city square, the scale of which should be big enough to accommodate public events, but small enough to be at a human scale
- Routes to the public square should include SuDs, public art, wayfinding/signage, opportunities for informal gathering, high quality materials and tree planting.

The building also fronts Corporation Street and the edge of the site falls within the Corporation Street Character Area. The key design principles of which are:

- Amenity pavilions to activate key gateways at the entrance to West bar Square
- No.1 West Bar Square to address the corner of Corporation Street and West Bar and to act as a gateway
- Buildings to display back edge of pavement layout to reinforce the enclosure to Corporation Street
- Active frontages to address primary routes through to West Bar Square
- A taxi drop off may be incorporated close to the main pedestrian access to the square

- A primary entrance space and gateway into the site with wide areas of planting and semi mature trees
- Softworks to wrap up Corporation Street to the entrance of West bar Square
- Planting zone to include SuDs and opportunities along the route between West Bar and Kelham Island to stop and rest.

The building is located at the west of the site, adjacent to Corporation Street, it occupies a prominent location that will form the gateway to West Bar Square. The proposal is for an eight storey building with a height of 86.450 AOD. The Outline application considered that a height of up to 94.300 AOD was an appropriate scale for this key edge of city centre site, the proposal sits comfortably within the scale parameters.

The building has been designed so that it addresses Corporation Street and the east west pedestrian route through the site, providing access to the public square. Active frontages are provided on the north and west elevations fronting Corporation Street and the pedestrian route through the site, ensuring activity and surveillance to these routes.

The siting of the building and the curved form from Corporation Street will help lead pedestrians through to the public square and will allow views into the heart of the development. The applicant has submitted a series of views showing the building in the context of the wider redevelopment site. This illustrates that the curved design will clearly act as legible entrance to the site and will be visible from various key view points around the local area.

The siting is consistent with the parameter plan for the layout of the public square and will help to create suitable enclosure to this part of the development.

The outline masterplan illustrated that the application building would be physically linked to office 4B to the east, creating a large floorplate. The design has since evolved, following discussions with the future occupiers and taking into account their requirements. The office buildings to the south of the public square have now been split into three separate blocks. The design is still in line with the parameter plans and will allow increased permeability and connectivity through the site.

The proposal has a unique curved form which will ensure it stands out as a distinctive gateway building. The building has a sleek contemporary appearance, characterised by full height glazing with horizontal metal panels between floors to the north and west elevations. The glazing is in a regular pattern, it has a vertical emphasis and produces a sleek modern appearance. The east and south elevations have a more solid appearance, through the inclusion of silver metal cladding panels.

The building is well grounded with an increased height ground floor inset behind a colonnade, creating a distinctive element. The top of the building is similarly well emphasised by an inset top floor encompassing plant and a roof terrace.

The design of the building is based upon the Architect's vision for the whole site, whereby the buildings closer to the south are designed to reflect the contemporary commercial style of the City Centre, whilst those towards the north will reflect the industrial heritage of the Kelham Island area. No. 1 West Bar is towards the south of the site and so in line with the vision for the redevelopment being of a contemporary, modern, polished appearance.

In light of the above, it is considered that the proposal is for a well-designed, high quality building that is suitable for this gateway location. The development is in line with the approved parameter plans and the design principles set out in the original design and access statement.

Heritage Implications

The site is not located in a Conservation Area and does not contain any listed buildings or scheduled Ancient Monuments. A listed building (the Emergency Services Museum) is located to the south-west of the site on the opposite side of West Bar roundabout. Owing to the separation distance it is considered that the proposal will not have an impact on this building. The site of the office building will also have no impact on the Kelham Island Conservation area.

Highways and access (reserved matter access)

Policy IB9 (f) expects development to be adequately served by transport facilities, provide safe access to the highway network and appropriate off street parking.

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

- Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location
- Safe and suitable access to the site can be achieved for all users; and
- 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.

Condition 21 states:

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 most up to date cycle parking guidelines. The details shall include the

shower/changing/drying and storage facilities to be provided within that phase/building. The development shall not be used unless such cycle and motorcycle parking and facilities have been provided in accordance with the approved plans and thereafter retained.

The principal means of access into the site from Bridge Street was approved through the outline application. Trip generation and traffic modelling was undertaken as part of the Outline approval, these assessments are still relevant. The application site is in a highly accessible location close to a wide range of services, employment and education and within close proximity to a range of public transport. The redline boundary for the application incorporates access to the building via Spring Street but also extends to include the public square and a route through to Bridge Street, ensuring access is available from both the east and west of the site.

Several roads will need to be stopped as part of the application including Water Street and Love Street, the principle of this was established through the outline application.

Vehicular access to No.1 West Bar Square will be via the existing Spring Street junction, alterations will be made to slightly increase the width of the road and reduce the width of the access with Corporation Street. Access to the Courts building will be maintained and a drop off and turning area provided for taxis and private vehicles and an additional layby for vehicles to pick up passengers. A service layby will also be provided from Spring Street, for use by service vehicles including refuse collection.

The local area is currently the subject of plans as part of the Transforming Cities Fund, Connecting Sheffield: City Centre project. This proposes improvements to cycle routes in the area. The plans illustrate a segregated cycle way to the east of Corporation Street but this stops short of the junction with Spring Street. It has been suggested that the retained Spring Street access will prevent the future option to extend the segregated cycle way along Corporation Street. This is noted but the access is existing and provides access to the rear of the Courts which needs to be retained.

Pedestrian access will be available via a number of access points with the main routes being via Corporation Street and Bridge Street.

The scheme includes cycle parking both internally within the ground floor of the building and externally in an enclosed cycle store to the east of the building. In total 90 spaces will be provided in these secure spaces plus an additional 12 short stay Sheffield stands to the front of the building. The plans indicate that showers will be provided in the building. The cycle storage and facilities proposed are welcome and will act to encourage users of the building to use this mode of travel.

No parking is proposed as part of this application; however 450 parking spaces will be provided in a multi-story car park which will be the subject to a separate REM

application to be submitted shortly. In addition to general parking, this will also provide disabled parking and motorcycle parking. The Transport Statement indicates that the Multi Storey Car Park will be completed at the same time as completion of No.1 West Bar.

In light of the above it is considered that the scheme is acceptable in highway terms and complies with relevant national and local policies.

Access

Policy BE5 'Building Design and Siting' of the UDP requires that designs should meet the needs of users, particularly people with disabilities.

The NPPF, in paragraphs 92, 93 and 127, encourages a high standard of design and inclusivity for all members of communities using a development

The building and public realm have been inclusively designed to enable access for all. A number of amendments have been made during the course of the application to improve the accessibility of the proposal and in particular the public realm.

Concerns have been during the course of the application about the potential conflict between pedestrians and cyclists who will access the cycle store area via either the main entrance or to the east of the building. The option of using Spring Street and an entrance to the rear has been considered but is not appropriate owing to the conflict between cyclists and service vehicles. Signs will be used to advise cyclists to dismount in the public realm. Further the design of the public realm is such that cyclists speeds will be reduced.

Overall it is considered that the scheme complies with the requirements of local and national policy in this regard.

Landscaping

UDP Policy BE6 expects good quality landscape design in all new developments. This requirement is reflected in paragraph 130 (b) of the NPPF which states developments should be 'visually attractive as a result of good architecture, layout and appropriate and effective landscaping'. These policies align strongly and therefore significant weight can be attached to Policy BE6.

The proposed development will border the public square, the red line boundary includes the public square and access through to Bridge Street. Full details of the landscaping around the No.1 West Bar Square building have been submitted, these will be provided as part of the development of the site. Details of the landscape scheme for the public square have also been provided, along with a temporary scheme to be delivered as part of No.1 West Bar Square. This is very simple and consists primarily of a lawned area with wildflower area and a tarmac path linking through to Bridge Street. The applicant has confirmed that the permanent works to West Bar Square are anticipated to be undertaken on development of plot 4b. Under

the terms of the agreement plot 4b can't be commenced until the earliest of 1WBS being 50% let or 2 years from Practical Completion of No.1 West Bar Square. It also has to be commenced within 4 years of Practical Completion of 1WBS otherwise compensation has to be paid to the Council. Although the timescales are indicative, they are acceptable.

A number of amendments have been made to the landscape scheme during the course of the application in order to address comments relating to paving, planting and street furniture. However, there are still a number of issues which need further consideration and so a landscape condition will be attached to the approval.

The scale of the West Bar Square is consistent with the approved parameter plans and will fulfil the design intent of a space large enough for public gatherings but also at a human scale. This will be the focal point of the scheme and includes a mixture of hard and soft landscaping. The plans indicate tree and shrub planting on the main pedestrian routes around the building.

West Bar has undergone extensive improvements to the public realm as part of the grey to green project. The landscape scheme indicates that the Sustainable urban Drainage System will be extended along Corporation Street. Final details of the SuDs design are controlled by condition 14 of the outline approval.

The proposed public art strategy presented to date is welcome. Details include that the artwork should capture the history of Sheffield, should be well integrated, should enhance the user experience, highlight gateways and include feature lighting. Details will be finalised through discharge of the relevant outline consent condition.

The public realm has been designed to be inclusive. The applicant has committed to a number of amendments during the course of the application to improve the accessibility, these will be included in the detailed landscape scheme which will be secured by condition.

Security

South Yorkshire Police and Counter Terrorism Policing have provided comments on the scheme in relation to safety and security.

Paragraph 97 of the NPPF states that Planning policies and decisions should promote public safety and take into account wider security and defence requirements by: a) anticipating and addressing possible malicious threats and natural hazards, especially in locations where large numbers of people are expected to congregate....appropriate and proportionate steps that can be taken to reduce vulnerability, increase resilience and ensure public safety and security.

Consultee comments have been passed onto the applicant so that they are fully aware of the key matters. In their response to consultation document the applicant responds to the comments made and detail the proposed security measures.

These include a secure line to be provided to the entrance to the site in order to protect against hostile vehicles. The measures proposed include raised edge to planting, tree planting, sunken planting and bollards or lighting columns to form a secure line. Limited car movement through the site, controlled by bollards; doors designed to resist attacks; installation of Access Control Systems to allow access to authorised site users only; installation of video surveillance; installation of Intruder Detector Systems and alarms; creation of Security Management Plan and Emergency Management Plans.

Amenity

Policy IB9 (b) of the Unitary Development Plan states that development should not cause residents or visitors in any hotel, hostel, residential institution or housing to suffer from unacceptable living conditions.

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 aims of IB9 (b) and H5 are to ensure that existing and future users have a good standard of amenity. This aim is robustly reflected in paragraph 127 of the NPPF and as such it is considered that significant weight can be attached to the local policies.

The nearest sensitive users are residential developments, located at Mayfield Court approximately 60 metres to the west, Coode House approximately 100 metres to the east and in Kelham Island (nearest properties under construction on Cotton Mill Row) approximately 100 metres to the north of the site

The separation distances are sufficient to ensure that the development does not result in unacceptable overbearing, overshadowing or overlooking to these dwellings.

A reserved matters application is also under consideration for residential dwellings to the north of the West Bar site. The relationship between No.1 West Bar Square and the residential dwellings is acceptable, there will be intervening buildings between the two developments, the relationships between these buildings will be assessed as part of the consideration of the relevant applications.

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.

Noise was assessed at the outline stage and a number of conditions attached to the approval to ensure that the development would create a suitable noise environment and not result in unacceptable noise or disturbance during construction or when in use.

The current application is for an office use with commercial uses at ground floor, owing to the relationship between the office and commercial uses it is considered necessary to add several additional conditions in relation to noise to ensure the commercial uses do not have a harmful impact on the noise environment of the offices and surrounding local environment.

Contaminated land

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

Contamination was assessed at the outline stage and relevant conditions applied to the approval. It is not necessary to carry out an additional assessment.

Wind Impacts

It is commonly acknowledged that tall buildings can have an adverse impact on the local wind microclimate, resulting in a detrimental effect on pedestrian comfort levels and in the most severe cases, in wind safety issues.

An updated wind assessment has been submitted in support of the application. This uses the Lawson Comfort Criteria to analyse pedestrian comfort. The information demonstrates that following the full development of the site the wind comfort levels will be suitable for the intended purposes, including in the public square, at building entrances and on terraces.

An analysis of wind conditions with only No.1 West Bar Square constructed generally indicates slightly better wind conditions with the exception of a small area of distress to the north-east corner of the building. This area disappears when the site is fully developed. The report details that mitigation measures will be undertaken for this small area and details will be secured by condition.

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.

Condition 31 of the outline approval states:

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 condition numbers 17 and 30 and considers whether the sustainability measures

should be enhanced in the light of relevant local and 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.

Condition 17 requires the development to provide 10% of its energy requirements from a renewable or low carbon source whilst condition 30 requires the development to meet a minimum rating of BREEAM very good.

In economic terms, the development will re-use an underdeveloped brownfield site and will create job opportunities in the short term during construction and in the long term by creating employment floorspace. Paragraph 80 of the NPPF states that 'Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development'. The creation of high quality office space and commercial space as part of the wider redevelopment of the site will result in jobs, inward investment and increased spending.

The social benefits of the scheme include improving the offer of the City Centre and supporting the creation of the West Bar mixed use development, which will provide new commercial, leisure and employment uses alongside new housing.

In environmental terms the site is sustainably located and located in close proximity to a range of excellent public transport options. The proposal will enhance the built environment and includes a number of measures to reduce its impact on the environment as detailed below.

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.

Core Strategy Policy CS65, 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 with the application, this details that the building will achieve a BREEAM excellent rating and will provide at least 10% of its energy from renewable sources, at present this is described as being through solar photovoltaic panels.

In addition, the development will provide a number of sustainable features, including cycle parking, a green roof, low energy and smart lighting systems to reduce usage and SuDs.

Overall, the scheme is considered to represent sustainable development and meets the relevant policy and condition requirements.

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’.

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 165 of the NPPF are considered to closely align and therefore significant weight can be attached to the local policy in this instance.

These issues were fully assessed at outline stage and relevant conditions attached. A flood risk and drainage report has been submitted in support of this Reserved Matters application. This details that drainage will incorporate SuDs and underground attenuation. Permission will need to be sought under conditions 13 and 14 of the Outline application for approval of the final drainage details.

The site is located in flood zone 2, condition 15 and 41 set out the requirements in relation to flooding. The conditions require the development to be constructed in accordance with the flood risk assessment which set floors levels at 48.90 for this type of use. The development has a minimum threshold of 49.15m AOD. Further they require the overland flow of flood water between Corporation Street and Bridge Street to be maintained and directed away from building entrances. The information submitted with the application shows that the gradients of the public square will direct water away from the buildings and through the site in the direction of Bridge Street. The final details will however need to be formally discharged through a discharge of conditions application.

The information submitted in support of flooding and drainage is consistent with the outline approval and conditions and does not raise any additional issues. As with the original assessment these matters can be satisfactorily dealt with by condition.

Other Matters

Public Art, Archaeology, Ecology, Biodiversity and Air Quality were all considered as part of the outline approval and subject to conditions. No further assessment is required as part of this reserved matters application.

RESPONSE TO REPRESENTATIONS

It is highlighted that an Outline planning approval has already been granted on the site. This permits demolition of the buildings and so the ongoing demolition has already been approved, hence works commencing before neighbours were notified

of this reserved matters application. The Outline approval grants permission for the redevelopment of the site and sets a number of parameters in relation to height and use amongst other things.

This application seeks permission for No.1 West Bar Square only. Office 03 is mentioned in representations but will be subject to a separate planning application. Impacts in terms of overshadowing and privacy have been considered in the report.

Noise and dust impacts during construction are controlled by conditions 8 and 9 which require the submission of a Construction Environmental Management Plan and measures to control dust. These conditions have already been agreed for the demolition phase.

Impacts on Air Quality were considered at Outline stage.

Highways issues are considered in the report and were also considered at outline stage.

Loss of view and impact on prices are not material planning considerations.

SUMMARY AND CONCLUSION

The Reserved Matters application for an office building to the west part of the West Bar redevelopment site is broadly consistent with the detail submitted at outline stage, including the parameter plans and conditions.

The proposed development is well designed and will create a focal building which will act as a marker to the site and for access to the public square. The proposal will result in a high quality building of appropriate scale, with active ground floor uses and will assist in the ongoing regeneration of this important, currently underutilised site.

The development is acceptable in terms of the matters reserved by the outline approval, namely scale, siting, layout, landscaping and access and all other material considerations considered in the report. The scheme complies with the relevant local and national planning policies when considered as a whole and is recommended for approval subject to the listed conditions.

