

Agenda Item 7a

Case Number	24/02255/FUL (Formerly PP-12451408)
Application Type	Full Planning Application
Proposal	Erection of a five-storey building to form a teaching laboratories building, provision of a 'pocket park', site clearance and enabling works, public realm, landscaping, access, servicing, parking arrangements and associated works
Location	Land adjacent to Hounsfield Road, Leavygreave Road and Upper Hanover Street Sheffield S3 7RF
Date Received	31/07/2024
Team	City Centre and Major Projects
Applicant/Agent	Montagu Evans
Recommendation	Grant Conditionally subject to Legal Agreement

Time limit for Commencement of Development

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

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

Approved/Refused Plan(s)

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

UOSCTL-12BVN-AR-DR-TP-X0-000004 P02 - Proposed Site Plan
UOSCTL-12B-ZZ-TP-B0-000102 P03 - Proposed Plan Level B
UOSCTL-12BVN-AR-DR-TP-C0-000103 P02 - Proposed Plan Level C
UOSCTL-12BVN-AR-DR-TP-D0-000104 P02 - Proposed Plan Level D
UOSCTL-12B-ZZ-TP-E0-000105 P03 - Proposed Plan Level E
UOSCTL-12BVN-AR-DR-TP-F0-000106 P02 - Proposed Plan Level F
UOSCTL-12BVN-AR-DR-TP-G0-000107 P02 - Proposed Plan Level G
UOSCTL-12B-ZZ-TP-XX-000410 P01 - East Elevation Proposed Materiality
UOSCTL-12B-ZZ-TP-XX-000411 P01 - North & West Elevations Proposed

Materiality

UOSCTL-12B-ZZ-TP-XX-000412 P01 - South West - West - North West

Elevations Proposed Materiality

UOSCTL-12B-ZZ-TP-XX-000413 P01 - South West and South East Elevations

Proposed Materiality

UOSCTL-12BVN-AR-DR-TP-XX-000300 P02 - Proposed Short Section

UOSCTL-12BVN-AR-DR-TP-XX-000301 P02 - Proposed Long Section

UOSCTL-12BVN-AR-DR-TP-XX-000400 P02 - Proposed Elevation - East

UOSCTL-12BVN-AR-DR-TP-XX-000401 P02 - Proposed Elevation - North

UOSCTL-12BVN-AR-DR-TP-XX-000402 P02 - Proposed Elevation -

North-West

UOSCTL-12BVN-AR-DR-TP-XX-000404 P02 - Proposed Elevation -

South-West

UOSCTL-12BVN-AR-DR-TP-XX-000700 P02 - Angled Façade Details

Reason: In order to define the permission.

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

3. No development shall commence until a Construction Environmental Management Plan (CEMP), has been submitted to and approved by the Local Planning Authority. The CEMP shall set out construction site management measures intended to minimise environmental impacts on all relevant human and environmental receptors as well as any traffic impacts on surrounding roads. Thereafter the approved CEMP shall be implemented in full throughout the construction phase.

Reason: A pre-commencement condition is required in order to minimise the impact of the construction phase of development upon the local community, neighbouring occupiers and relevant ecological receptors in accordance with the National Planning Policy Framework.

4. 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 lifetime 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.

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

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

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

6. No development shall commence until the actual or potential land contamination and ground gas contamination at the site have been investigated and a Phase 1 Preliminary Risk Assessment Report submitted to and approved by the Local Planning Authority. The Report shall be prepared in accordance with current Land Contamination Risk Management guidance (LCRM; Environment Agency 2020).

Reason: To ensure that any land contamination issues are dealt with appropriately it is essential that this condition is complied with before the development commences.

7. Any intrusive investigations recommended in the approved Phase I Preliminary Risk Assessment Report shall be carried out and be the subject of a Phase II Intrusive Site Investigation Report which shall have been submitted to and approved in writing by the Local Planning Authority prior to construction works commencing. The Report shall be prepared in accordance with current Land Contamination Risk Management guidance (LCRM; Environment Agency 2020).

Reason: To ensure that any land contamination issues are dealt with appropriately it is essential that this condition is complied with before the development commences.

8. No development, including any demolition and groundworks, shall take place until the applicant, or their agent or successor in title, has submitted a Written

Scheme of Investigation (W.S. I.) that sets out a strategy for archaeological investigation and this has been approved in writing by the Local Planning Authority. The W.S.I. shall include:

- The programme and method of site investigation and recording.
- The requirement to seek preservation in situ of identified features of importance.
- The programme for post-investigation assessment.
- The provision to be made for analysis and reporting.
- The provision to be made for publication and dissemination of the results.
- The provision to be made for deposition of the archive created.
- Nomination of a competent person/persons or organisation to undertake the works.
- The timetable for completion of all site investigation and post-investigation works.

Thereafter the development shall only take place in accordance with the approved W.S.I. and the development shall not be brought into use until the Local Planning Authority has confirmed in writing that the requirements of the W.S.I. have been fulfilled or alternative timescales agreed.

Reason: To ensure that the archaeological potential of the site is properly evaluated and any underground archaeology appropriately recorded and archived where appropriate.

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

9. No trees within the site area south of Leavygreave Road shall be removed or damaged until details of a let contract for the construction of the development hereby approved have been submitted to and approved by the Local Planning Authority.

Reason: To ensure that the existing London Plane Trees on the site, which contribute positively to the character of Upper Hannover Street, are not removed until there is certainty that the development, and associated environmental enhancements, will go ahead.

10. No development shall commence within the area of land to the north of Leavygreave Road until full details of measures to protect the existing trees to be retained within the new park to be developed within this area of land, have been submitted to and approved in writing by the Local Planning Authority and the approved measures have thereafter been implemented. These measures shall include a construction methodology statement and plan showing accurate root protection areas and the location and details of protective fencing and signs. Protection of trees shall be in accordance with BS 5837, 2005 (or its replacement) and the protected areas shall not be disturbed, compacted or used for any type of storage or fire, nor shall the retained trees,

shrubs or hedge be damaged in any way. The Local Planning Authority shall be notified in writing when the protection measures are in place and the protection shall not be removed until the completion of the development.

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

11. Any remediation works recommended in the approved Phase II Intrusive Site Investigation Report shall be the subject of a Remediation Strategy Report which shall have been submitted to and approved in writing by the Local Planning Authority prior to construction works commencing. The Report shall be prepared in accordance with current Land Contamination Risk Management guidance (LCRM; Environment Agency 2020) and Sheffield City Councils supporting guidance issued in relation to validation of capping measures and validation of gas protection measures.

Reason: To ensure that any land contamination issues are dealt with appropriately.

12. 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: To ensure that any land contamination issues are dealt with appropriately.

13. Upon completion of any measures identified in the approved Remediation Strategy or any approved revised Remediation Strategy a Validation Report shall be submitted to the Local Planning Authority. The development shall not be brought into use until the Validation Report has been approved in writing by the Local Planning Authority. The Validation Report shall be prepared in accordance with current Land Contamination Risk Management guidance (LCRM; Environment Agency 2020) and Sheffield City Councils supporting guidance issued in relation to validation of capping measures and validation of gas protection measures.

Reason: To ensure that any land contamination issues are dealt with appropriately.

14. No above ground works shall commence until, full details of all proposed external materials and finishes, including samples, have been submitted to and approved by the Local Planning Authority. Thereafter, the development

shall be carried out in accordance with the approved details.

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

15. A sample panel designed to demonstrate the suitability of the selected materials of the proposed development and how those materials will be combined/ joined in a refined manner, shall be erected on or near to the site. No above ground construction works shall commence on the education building hereby approved until the Local Planning Authority have confirmed in writing that they are satisfied with the sample panel, and the approved panel shall thereafter be retained for verification purposes until the completion of such works.

Reason: Quality of finish and application of materials as well as careful selection of materials is particularly important for the success of this building and the process of construction and reviewing a good sample panel should allow design and refinement issues to be teased out before the façades are constructed.

16. No above ground works shall commence until, large scale details, including materials and finishes, at a minimum scale of 1 to 20, of the items listed below, have been submitted to and approved by the Local Planning Authority:

- i) Angled Façade
- ii) Overhanging South-Eastern Corner of Building
- iii) Main Entrance
- iv) Plant Screen

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

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

17. No above ground works shall commence until a scheme for the provision of a green/ living wall in the locations identified on drawings ref. UOSCTL-12B-ZZ-TP-XX-000410 P01, UOSCTL-12B-ZZ-TP-XX-000411 P01, UOSCTL-12B-ZZ-TP-XX-000412 P01, and UOSCTL-12B-ZZ-TP-XX-000413 P01 has been submitted to and approved by the Local Planning Authority. The scheme shall set out details of the green/ living wall system, how it will be attached to the building, the irrigation system, planting specifications and specifications for the cultivation and establishment of the perennial border. The scheme shall also include a maintenance regime.

Thereafter the development shall be carried out in accordance with the approved details. All areas of green/ living wall included within the approved scheme shall be completed in full prior to the education building hereby approved being brought into use. The green/ living wall shall be maintained for a period of not less than 5 years from the date of implementation and any failures within that period shall be replaced.

Reason: To provide some replacement greening effect on Upper Hannover Street in partial compensation for the loss of the London Plane Trees and in the general interests of promoting a green environment and environmental enhanced building practices.

18. No above ground works shall commence until, full details of proposals for the inclusion of public art within the development shall have been submitted to and approved 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.

19. No above ground works shall commence until, details have been submitted to and approved by the Local Planning Authority of arrangements which have been entered into which will secure the reconstruction of the footways adjoining the site (as illustrated indicatively on drawing ref. UOSCTL-ARUP-LA-DR-GA-XX-000001 P3) before the development is brought into use. The detailed materials specification shall have first been approved in writing by the Local Planning Authority.

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

20. The new educational building hereby approved shall not be brought into use unless and until 8 (eight) new street trees have been planted in the locations identified on drawing ref. [drawing to be provided following feasibility work] (or any alternative locations which have been approved in writing by the Local Planning Authority) in accordance with planting specifications which shall have first been submitted to and approved by the Local Planning Authority.

Reason: To partially compensate for the harm which will be caused by the loss of the London Plane Trees on the site.

21. The new educational building hereby approved shall not be brought into use unless and until 46 (forty-six) new trees have been planted in the locations identified on drawings 4 and 5 in the Appendix of the submitted Biodiversity Net Gain Report ref. CTL Building BNG Rev 2 | 26th June 2024 (or any alternative locations which have been approved in writing by the Local Planning Authority) in accordance with planting specifications which shall have first been submitted to and approved by the Local Planning Authority.

Reason: To provide for biodiversity enhancement associated with the project and compensate for the tree loss.

22. The new educational building hereby approved shall not be brought into use unless and until a new park has been completed on the area of land north of Leavygreave Road substantially in accordance with the layout and landscaping details illustrated on drawing ref. 24049-CO-XX-XX-DR-A-20001 P03 but subject to prior approval of full details of levels, hard and soft

landscaping, materials, surfacing, lighting, CCTV and planting specifications, which shall have first been submitted to and approved by the Local Planning Authority.

Reason: To ensure the proposed park area is delivered in a manner which secures the maximum public benefit in the interests of design quality and placemaking.

23. The new educational building hereby approved shall not be brought into use unless and until a new sheltered cycle storage facility has been completed on the area of land north of Leavygreave Road substantially in accordance with the layout shown on drawing ref. 24049-CO-XX-XX-DR-A-20001 P03 but subject to prior approval of full details of the design of the shelter, provision for a biodiverse roof, adequate CCTV and lighting coverage, and the type of stand (which shall be M Stands unless otherwise approved), which shall have first been submitted to and approved by the Local Planning Authority. The approved cycle facilities shall thereafter be retained and maintained for the lifetime of the development.

Reason: To ensure that a good quality cycle parking facility is delivered in the park area.

24. The new educational building hereby approved shall not be brought into use unless and until a new sheltered and secure long stay cycle facility has been completed either in the location clouded red on drawing ref. UOSCTL-12B-ZZ-TP-B0-000102 P03 or an alternative approved location, in accordance with full design details which shall have first been submitted to and approved by the Local Planning Authority. The approved cycle facilities shall thereafter be retained and maintained for the lifetime of the development.

Reason: To ensure a limited amount of long stay sheltered and secure door to door cycle provision is included within the development.

25. The new educational building hereby approved shall not be brought into use unless and until new planters have been provided on the corner of Hounsfield Road and Upper Hannover Street (as illustrated indicatively on drawing ref. UOSCTL-ARUP-LA-DR-GA-XX-000001 P3), in accordance with full design details and planting specifications which shall have first been submitted to and approved by the Local Planning Authority. The approved planters shall thereafter be retained and maintained for the lifetime of the development and any plants which fail within the first 5 years after planting shall be replaced.

Reason: To provide some replacement greening effect on Upper Hannover Street in partial compensation for the loss of the London Plane Trees, to improve the quality of this prominent corner and to ensure that inappropriate planters are not used which could be subject to abuse and vandalism.

26. The new educational building hereby approved shall not be brought into use unless and until all redundant accesses have been permanently stopped up and reinstated to kerb and footway, and any associated changes to adjacent

waiting restrictions that are considered necessary by the Local Highway Authority including any Traffic Regulation Orders are implemented. The means of vehicular access shall be restricted solely to those access points indicated in the approved plans.

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

27. The new educational building hereby approved shall not be brought into use unless and until full details of all external signage proposed to be installed on the building or within the curtilage of the site have been submitted to and approved by the Local Planning Authority. The approved signage shall be provided in accordance with the approved details.

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

28. The new educational building hereby approved shall not be brought into use unless and until full details of real time information displays of passenger travel information of forthcoming bus and tram departures in the relevant parts of the development (e.g. reception areas) have been submitted to and approved by the Local Planning Authority. The details shall provide for the installation of web-enabled screens linked to a Personalised Passenger Information Display (P-PID).

Thereafter the approved real time information displays shall be fully installed and commissioned before the new educational building hereby approved is brought into use. The approved real time information displays shall thereafter be retained and maintained for the lifetime of the development.

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

29. The new educational building hereby approved shall not be brought into use unless and until the highway improvement works listed below have either been carried out or details have been submitted to and approved by the Local Planning Authority of arrangements which have been entered into which will secure that such improvement works will be carried out before the development is brought into first use or occupation. Highway Improvements:

i) Widening of the Upper Hanover Street Footway (as illustrated indicatively on drawing ref. UOSCTL-ARUP-LA-DR-GA-XX-000001 P3).

ii) Removal of existing street clutter from the corner of Upper Hanover Street and Hounsfield Road (as illustrated indicatively on drawing ref. UOSCTL-ARUP-LA-DR-GA-XX-000001 P3).

iii) Re-surfacing and re-kerbing works to Hounsfield Road, Leavygreave Road and Upper Hanover Street (as illustrated indicatively on drawing ref. UOSCTL-ARUP-LA-DR-GA-XX-000001 P3).

iv) Construction of vehicular accesses to the service yard.

v) Review/promotion of any consequent adjustments to existing Traffic Regulation Orders (waiting/loading restrictions) that are required as a consequence of the development and the provision of road markings and traffic signs in the event of the Order being made.

- vi) Accommodation works to Statutory Undertakers equipment and general street furniture (including to drainage, street lighting, traffic signs and road markings) deemed necessary because of the development.
- vii) Works to relocate bus stop 20376 to a new location east of Glossop Road/Durham Road junction, provide a shelter and powered real time information display to the relocated bus stop and remove and make good the street to redundant bus stop 27549 and 20376 (old location) - to the specification set out in Table 1 of the South Yorkshire Mayoral Combined Authority consultation response dated 16/09/2024.

Reason: To enhance the footway around the site, ensure adequate access arrangements and provide for enhanced bus facilities in the interests of facilitating modal change and sustainable transportation.

- 30. 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 by the Local Planning Authority.

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

- 31. Prior to any part of the development being brought into use, evidence that all the measures included within the approved Sustainable Travel Statement, ref. UOSCTL-ARP-TR-RP-TP-X-X-0003, Issue P01 17 July 2024, have been implemented or are committed, shall have been submitted to and approved by the Local Planning Authority. The provisions of the approved Sustainable Travel Statement shall thereafter be implemented in full for not less than 5 years from the date of first use or occupation.

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

- 32. The new educational building hereby approved shall not be brought into use unless and until a verification report confirming that the sustainability performance targets set out in the Planning Energy Statement, Ref. UOSCTL-ARUP-NE-RP-65-XX-650004 P03, 08 July 2024 S04 have been achieved, and that the building equipment, features and measures required to achieve those targets have been completed/ installed, has been submitted to and approved by the Local Planning Authority. Thereafter the approved equipment, measures and features shall be retained in use and maintained for the lifetime of the development.

Reason: In order to promote sustainable development.

- 33. The development hereby approved shall be constructed to achieve a minimum rating of BREEAM 'very good' and before the development is brought into use the relevant certification, demonstrating that a minimum of BREEAM 'very good' has been achieved, shall be submitted to and approved in writing by the Local Planning Authority.

Reason: In order to promote sustainable development.

34. The new educational building hereby approved shall not be brought into use unless and until details of any and all external lighting to be installed as part of the development and the impact of light from the development on adjacent sensitive receptors have been submitted to and approved by the Local Planning Authority. The submitted details shall demonstrate that the lighting scheme is designed in accordance with The Institution of Lighting Professionals document GN01: 2020 'Guidance Notes for the Reduction of Obtrusive Light'. The development shall be carried out and thereafter retained in accordance with the approved details.

Reason: To avoid light pollution and in the interests of amenity.

35. The new educational building hereby approved shall not be brought into use unless and until full details of the refuse and recycling storage facilities to be provided to serve the development have been submitted to and approved by the Local Planning Authority. The details shall include a method statement indicating how the facilities will be managed. Prior to the development being brought into use the approved facilities shall have been implemented in conjunction with the approved method statement and shall thereafter be retained and maintained for the lifetime of the development.

Reason: In order to ensure that proper provision for refuse is made and to encourage the maximum use of recycling in the interests of protecting the environment.

36. The new educational building hereby approved shall not be brought into use unless and until a full hard and soft landscaping scheme detailing all external hard and soft landscaping works to be undertaken within the area south of Leavygreave Road has been submitted to and approved by the Local Planning Authority. The approved hard and soft landscaping works shall be completed before the education building hereby approved being brought into use. The soft landscaped areas shall be managed and maintained for a period of 5 years from the date of implementation and any plant failures within that period shall be replaced in accordance with the approved details.

Reason: In the interests of the visual amenities of the locality, the amenities of residents of the development and achieving biodiversity net gain.

37. The new educational building hereby approved shall not be brought into use unless and until a minimum of 4 habitat boxes, comprising a suitable combination of bird and bat boxes (to be agreed with the Council's Ecologist), have been installed within the building façade, or otherwise mounted on or attached to the building, in accordance with details, which shall have first been submitted to and approved by the Local Planning Authority. Thereafter the approved habitat boxes shall be maintained and repaired or replaced if they become damaged.

Reason: To ensure that the new education building is not sterile for wildlife

and to provide habitats for nature as part of new buildings.

38. The new educational building hereby approved shall not be brought into use unless and until, validation testing to confirm all plant meets relevant plant noise criteria, and that any associated sound insulation and/or attenuation works provide sufficient attenuation, has been carried out and the results of such testing have been submitted to and approved by the Local Planning Authority. Such Validation Testing shall:

a) Be carried out in accordance with an approved method statement, and with reference to the methods and plant noise criteria set out in the LPA-approved Noise Impact Assessment, Arup ref: AAVT-R001, Issue P02; 03/07/2024.

b) Demonstrate that the specified noise levels have been achieved. In the event that the specified noise levels have not been achieved then, notwithstanding the sound insulation and/or attenuation works thus far approved, a further scheme of works capable of achieving the specified noise levels and recommended by an acoustic consultant shall be submitted to and approved by the Local Planning Authority before the use of the development is commenced. Such further scheme of works shall be installed as approved in writing by the Local Planning Authority before the use is commenced and shall thereafter be retained.

Reason: To ensure that plant meets the relevant noise criteria in the interest of protecting nearby occupants from noise disturbance.

Other Compliance Conditions

39. 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. The cumulative noise from plant and equipment associated with the refurbishment shall be designed such that the total plant noise rating level, LAr,Tr (i.e. total plant noise LAeq, Tr plus any character correction for tonality, impulsive noise etc.) does not exceed the LA90,T background sound level at any time when measured at positions on the site boundary adjacent to any noise sensitive use. Once installed such plant or equipment shall not be altered.

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

40. Notwithstanding the plant screen details shown on other drawings listed under condition 2 the height of the plant screen shall be no more than 2.3 metres on the front facade, as shown on drawings ref. UOSCTL-12B-ZZ-TP-XX-000410 P01, UOSCTL-12B-ZZ-TP-XX-000411 P01, UOSCTL-12B-ZZ-TP-XX-000412 P01, and UOSCTL-12B-ZZ-TP-XX-000413 P01.

Reason: For the purposes of clarity and to ensure that the plant screen is not over dominant.

Attention is Drawn to the Following Directives:

1. Based on the information available this permission is considered to be one which will require the approval of a biodiversity gain plan before development is begun because none of the statutory exemptions or transitional arrangements are considered to apply.
2. 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.
3. Applicants seeking to discharge planning conditions relating to the investigation, assessment and remediation/mitigation of potential or confirmed land contamination, including soils contamination and/or ground gases, should refer to the following resources:
Land Contamination Risk Management (LCRM; EA 2020) published at: <https://www.gov.uk/government/publications/land-contamination-riskmanagement-lcrm>; Sheffield City Councils, Environmental Protection Service; Supporting Guidance issued for persons dealing with land affected by contamination, published at: <https://www.sheffield.gov.uk/pollution-nuisance/contaminated-land>.
4. The required CEMP should cover all phases of site clearance, groundworks and above ground level construction. In addition to ecological matters, 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.

5. The applicant is advised that measures to facilitate the provision of gigabit capable full fibre broadband should be considered as part of implementing this development and for more details please contact hello@superfastsouthyorkshire.co.uk and/or refer to the Informative Note on <https://www.sheffield.gov.uk/content/dam/sheffield/docs/documents-not-in-site-structure/provision-of-gigabit-capable-full-fibre-broadband-for-dwellings-anddevelopments.pdf>.
6. You are required as part of this development, to carry out works within the public highway: as part of the requirements of the New Roads and Street Works Act 1991 (Section 54), 3rd edition of the Code of Practice 2007, you must give at least three months written notice to the Council, informing us of the date and extent of works you propose to undertake. The notice should be sent to:-

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.

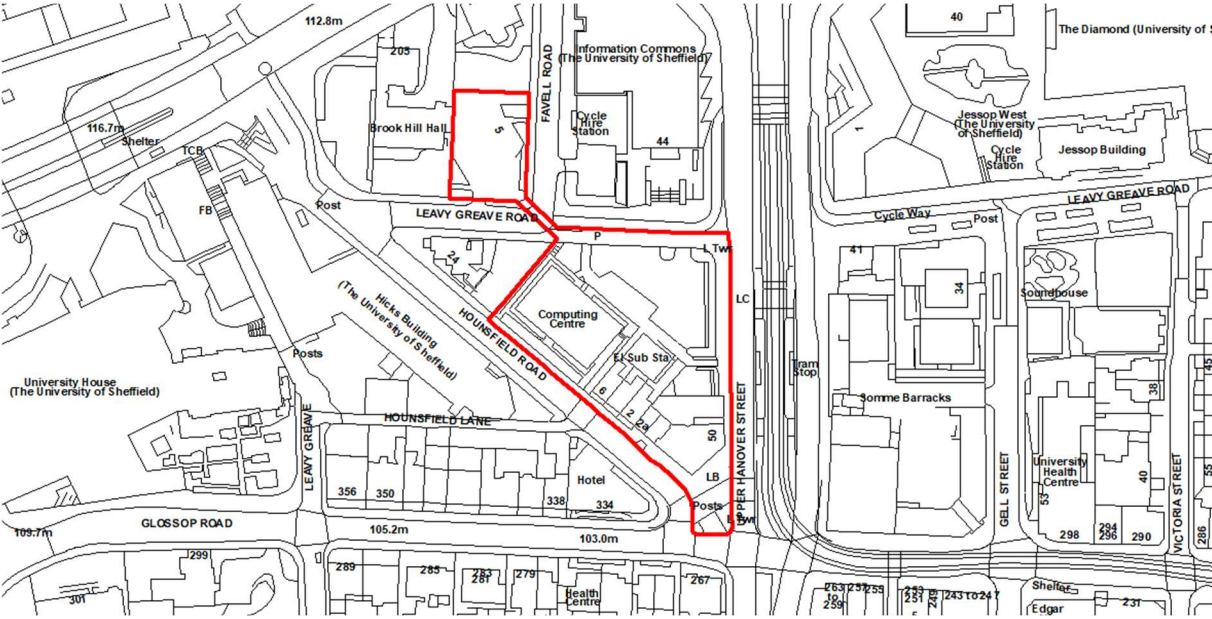
7. As the proposed development will involve the stopping up of a highway you are advised to contact the Highway Records team as soon as possible with a view to the necessary authority being obtained for the closure of the route. This process can take several months to complete.

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

8. 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.

Site Location



© Crown copyright and database rights 2016 Ordnance Survey 10018816

LOCATION AND PROPOSAL

The proposal site is approximately 0.5 hectares in area and includes a larger plot of land generally triangular in shape to the south of Leavygreave Road [LGR] (the southern land parcel) and a smaller plot of land rectangular in shape to the north of LGR (the northern land parcel). The northern land parcel is a cleared site, which was previously home to 5 Favell Road (approved for demolition under 22/01674/DPN), which includes several retained trees around the site boundary (6 Ash, 2 Cypress, a Sycamore, and an Oak). The southern plot comprises a complex set of buildings and spaces (with a 6m change in levels across the site), including:

- a surface car park (C. 30 spaces),
- the bunker like UoS Corporate Information and Computing Services (CICS) building,
- a small brick building housing a back-up generator for the CICS,
- a terrace of 3 red brick 2-storey former dwellinghouses fronting onto Hounsfild Road [HR] and a buff brick 2-storey flat roof structure formerly occupied by a Sainsbury's Local (2, 2A, 4, and 6 Hounsfild Road and 50 Upper Hanover Street, approved for demolition under 23/02998/DPN),
- a cobbled pathway cutting through the site and providing a secondary pedestrian route between Upper Hanover Street [UHS] and LGR,
- a row of 8 mature London Plane Trees with understorey hedges and bushes arrayed along the UHS and LGR frontages of the site (all assessed as being in good condition and providing good amenity and having a remaining lifespan of more than 40 years in the submitted tree report).

The immediate setting of the site is dominated by the wide and heavily engineered UHS which accommodates 4 carriageway lanes serving as Sheffield's inner ring road and a tram line together with pedestrian infrastructure. Existing University of Sheffield buildings dominate the wider setting of the site including the 9-storey Hicks Building (with 5-storey extension wing), the 6-storey Information Commons Building, the 5-storey Jessop West building and the 20 storey Arts Tower (which is Grade II* listed and the tallest University building in the country).

Historically the sites were occupied by ornamental gardens and later Victorian housing; however, this has been mainly cleared, with no designated heritage assets on the site. The site is, however, within the setting of a number of Heritage Assets including the GII* listed Arts Tower (which can currently be viewed through the site across the car park area), the Hanover Conservation Area (on the opposite side of Hounsfild Road), the rows of 3 storey houses (brick with stone dressings) on Glossop Road (GII) and the Somme Barracks (GII).

The proposed development scheme is essentially to clear existing buildings and construct a large new university building primarily designed to provide combined laboratory space to serve all science disciplines as well as medical teaching space. The building will provide 7,862 sqm of floorspace (Gross Internal Area) over 5 floors and will accommodate:

- Two x 300-person laboratories;
- A 'fume cupboard' laboratory;

- An anatomy laboratory;
- A 'tissue culture' laboratory;
- Teaching spaces;
- Study spaces;
- Reception;
- External loading dock; and
- Plant (the majority of which will be located on the roof top level).

The building is contemporary in form and materiality seeking to stand apart from, rather than blend in with, the surrounding built environment, i.e. a statement building. This is a similar approach to that taken by the UoS on other developments within the locality, leading to the current eclectic mix of built forms.

The building would possess a substantially glazed and angled front (UHS) façade draped with a geometric pattern of anodised aluminium in a bronze colour tone with both solid and mesh elements (with the solid elements generally angled upwards and the mesh elements angled downwards). The top of the front façade would end with a 2.3m high plant screen angled back and also clad in anodised aluminium mesh.

The angled façade would return partially up the side elevations on LGR and HR. After which the façade would become flat, with the building having a distinct 'back'. The 'back' of the building would read as having a solid plinth at ground floor level (elements of which would be treated with a green wall) with the storeys above this draped in an anodised aluminium mesh shroud (cut with a geometric pattern and also coloured bronze). The roof parapet of the 'back of the building' would be angled to provide some variation in the eaves height and consequent visual interest.

The building footprint would occupy the majority of the southern land parcel, but with also some extension of the UHS footway to the front provided for and a small service yard (including waste storage compound and loading dock) provided to the rear. This service yard would be accessed off HR. The main pedestrian access would be off LGR (near to its junction with UHS) but with 4 emergency exits also provided to all elevations other than UHS. The current cut through footpath would be closed.

The building would stand approximately 26 metres tall, as measured from the street level on UHS taking account of rooftop plant (about the height of a standard 6 storey building). The ground floor (GF) would be split into 2 levels to take account of the slope of the site, with the floorplate towards the Glossop Road end approximately 2 metres lower than the floorplate towards the LGR end.

Previous iterations of the development design, discussed at the pre-application stage, proposed a significantly lower finished floor level to the GF - such that in places people passing by on the street would be looking down into the ground floor laboratory. However, the applicant later discounted this approach due to construction feasibility issues associated with a relatively high water table under the site and the consequent amount of concrete which would need to be poured to prevent the building gradually being pushed out of the ground by the force of water pressure. This would have been a preferred solution in terms of the design objective of 'providing a window into science' but the applicant's reasoning for pursuing a largely above ground building are understood.

The building features a roof terrace garden at the 3rd floor level on the corner of HR/ UHS. As well as seating, the roof terrace would feature shrub and ornamental planting in planters within the centre of the space and habitat boxes mounted within the building façade. A green wall is proposed on the solid plinth to the front elevation and parts of the side elevations (which varies in height from C. 1.2m to C. 2.6m). The green wall would be protected by a shrub/ perennial border at street level and would comprise a modular wall hung system with built in irrigation (no planting or maintenance specification has been submitted at this stage).

Additional external landscaping elements include re-paving the footways along the site frontage along UHS, HR and LGR. The existing (Gold Route) sandstone pavements to LGR would be re-laid. New sandstone flags would be laid at the building's main entrance to match. Secondary palette concrete pavements would be laid to UHS (replacing the current mix of stone setts and tarmac), with also a strip of cobbles recovered from the cobbled path through the site which would be removed as part of the development relayed to provide a cobbled strip abutting the building. The small open space at the corner of UHS and HR would also be paved in secondary palette concrete pavements and HR would be surfaced in asphalt (following a short section of concrete pavements returning up HR after the corner).

It is understood that the applicant is separately proposing a Traffic Regulation Order (TRO) to limit traffic and parking on HR and LGR and improve the road layout for cyclists. This would include the marking out of accessible only spaces on LGR. However, this is not considered to be necessary to make the development acceptable and can consequently be progressed separately with no certainty over the outcome of the separate TRO proposal.

Soft landscaping would comprise ornamental shrub and perennial borders abutting parts of the building (adjacent to sections of green wall). A small area of species rich meadow and a tree would be provided in the current location of a memorial garden adjacent to the central computing services building. Two separate planter assemblages are proposed to be provided on the area of open space at the corner of UHS and HR, comprising a series of smaller planters arranged together into larger units. These planters would be planted with shrubs and perennial planting.

A tree pit containing a tree would have been the preferred approach to landscaping on this corner (due to a street tree's greater greening impact and the other associated benefits of street trees). But the applicant argues this would not be feasible. This is due to the need to be able to move the planters in the event of the need for maintenance of underground utilities (such as the water main running under this area of land). The applicant has evidenced this point through the provision of a utilities plan and this has also been confirmed by Yorkshire Water.

The northern land parcel is proposed to be landscaped to form a new 'pocket park', including hard and soft landscaping, pathways and a cycle store. Initially the scope of this park was to be limited to the former 5 Favell Road (5FR) site. However once it was pointed out that this area of land would abut the existing 66 Leavygreave Road (66LGR) pocket park and the approved new Brook Hill Hall (BHH) pocket park and offered the opportunity to consolidate these spaces the applicant amended the

proposal to deliver a much larger integrated new area of parkland and associated cycle store covering all 3 sites.

The red line for the planning permission for the demolition of BHH includes the 5FR site and reserves full landscaping details for the park. Therefore the upper part of the park can be delivered under the BHH consent and the lower part can be delivered under this current application.

Layout and sectional drawings have been provided for the proposed overall parkland area. There is a drop in levels from the 66LGR and BHH sites and this has led to a design approach which is quite compartmentalised with retaining structures, ramps, slopes and planting beds delineating a series of smaller open spaces. However, the applicant has explained that this fits their design objective of providing calm and sheltered spaces for student and staff (and other members of the public) to take time out from a busy day and reflect or relax.

Provision is made for the retention of some (but not all) of the existing trees on the northern land parcel and significant areas of new shrub and tree planting are proposed within the various pockets of greenery within the space (subject to approval of detailed planting specifications). Substantial amounts of seating are shown, mainly integrated into hard landscaping features but also with an embankment design for seating during fine weather. Ramps provide level access between the various site levels. The cycle store would be situated adjacent to Favell Road (thereby benefitting from good natural surveillance and addressing concerns about the original design where the cycle parking was to be tucked away at the back of the park) and feature 30 cycle stands beneath a shelter.

RELEVANT PLANNING HISTORY

Planning History - Former Cannon Brewery			
Reference No	Description	Status	Decision Date
06/02032/FUL	Erection of single-storey building to store emergency generator	Approved	14/08/2006
21/02699/DPN	Demolition of a studio building (66LGR)	Approved	08/07/2021
22/01674/DPN	Demolition of detached building (5FR)	Approved	22/06/2022
23/02998/DPN	Demolition of vacant buildings (buildings on current proposal site)	Approved	13/10/2023
23/03645/FUL	Demolition of modular extension and structures, erection of substation building, installation of retaining wall, landscaping, access and associated works	Approved	11/01/2024
24/02547/FUL	Demolition of existing Brook Hill Hall and associated link block, alterations and repairs to 205 Brook Hill to reinstate bay window to south elevation, redevelopment of site for use as a pocket park including alterations and amendments to boundary walls and erection of a memorial arch	Approved	21/10/2024

SUMMARY OF REPRESENTATIONS

The application has been publicised in line with statutory requirements and the Council's publicity policy. In response 14 representations have been received.

In summary the main issues raised in these objections are:

- Object to the removal of the mature good quality London Plane Trees on the site.
- The Arboricultural Impact Assessment identifies the trees in question as Category B trees - of good quality, with retention desirable.
- The trees are important because:
 - The trees add great value not only in terms of biodiversity but also regarding the character and attractiveness of an area of Sheffield that does not host many street trees.
 - They contribute significantly to the streetscene on UHS and specifically in the area adjacent to the University tram stop. They provide welcome softening of the already heavily developed area. Their loss would herald a starker streetscene, one that cannot be mitigated on anything approaching a like for like basis by largely off-site 'replacement' planting.
 - Cities must not only implement green infrastructure developments as a response to climate change/chaos, they must retain existing good quality green infrastructure.
 - The Plaza and trees match the area directly across, creating a welcoming gateway to the City.
 - The trees contribute to factors such as shade provision on a recognised and promoted pedestrian gold-route.
 - Trees are noted for trapping particulates.
- The notion that the urbanised setting impoverishes these particular trees and diminishes their quality needs to be challenged.
- Extensive studies have been done regarding the ecosystem services that mature urban trees provide to the city and all its residents, and the loss of 9 trees will heavily impact the area. Even their relocation would have consequences, given the sudden loss of shade, habitat, etc., however that is a more welcomed outcome than them being felled.
- No real consideration has been given to the retention of these trees, there being a stronger interest in professing the virtue of mainly off-site replacements.
- There should always be a presumption towards retention of mature trees.
- There is no reasonable proposition for tree replacement in the immediate locality which would compensate for the wide-ranging environmental services that the London Plane Trees offer.
- Planting of saplings cannot substitute for the many attributes afforded by these trees.
- The building design is poor.
- The building is extremely large, overbearing and exceptionally ugly.
- The proposed building design will add to the hard landscape in this locality -

the plans require some additional elements of softening, including through the retention of trees on the site.

- The proposed new build is ugly, brutal, overbearing, too big and too close to the road. It does not fit in with the surrounding area.
- The proposed building design, whilst pitched as iconic, seems more likely to contribute to a sense of an architectural 'hodgepodge' in this area.
- The proposed building is too big for the space and will require huge resources to build.
- There are far too many over sized, unattractive mismatched buildings in our City. It's sad to see yet more are to be foisted upon us at the expense of lovelier things.
- The sustainability goals of this application are unlikely to be met due to an underestimation of the embodied carbon of the proposed concrete structure.
- Adverse impact from the construction project on traffic in an already heavily used section of the ring road.
- Noise and pollution will be increased in the area, generated both by the construction process itself and traffic queues resulting from the site.
- The development will have a negative impact on air quality.
- The development will have a negative impact on public mental health - green spaces have a positive impact on mental health. Filling up an open space with a building of this design will create an intimidating, claustrophobic environment. Aesthetics are a mental health issue - the proposed design is not conducive to creating a positive environment.
- Concerns that this project will become a long-term building site and will incur many delays, and possibly be abandoned.
- The university has a large, vacant building (Husbands building) on Durham Road, about two minutes' walk from the proposed development. It appears to have been out of use for several years and could be brought back to life, making it a more sustainable option instead of constructing a whole new building with its corresponding carbon footprint - not to mention it wouldn't require chopping down any trees.
- There is a huge area of cleared land at the bottom of Netherthorpe Road, close to the University campus, which looks a more suitable location.
- The University already has laboratory teaching spaces that could be upgraded.
- There has been inadequate consultation with University staff and students.

In addition, representations have been received from the Sheffield Street Tree Partnership (SSTP) and Sheffield Tree Action Group (STAG). Both of these representations object to the proposal on the grounds of tree loss and note the importance of the London Plane Trees on the southern land parcel in terms of townscape, shading, air quality and biodiversity. STAG and SSTP set out their position that the development should be redesigned to allow the trees to be retained. Notwithstanding this position both groups raise concerns that the proposed compensatory planting is inadequate in terms of the suitability of the replacement planting proposals (in relation to both planting specifications and locations) and the lack of direct compensation for the loss of street trees on UHS. SSTP set out a series of detailed comments on specific replacement planting locations and suggest that these locations are not well considered.

As it stands at the time of writing this Committee Report the applicant is liaising with the SSTP and has submitted further street tree compensation proposals. This essentially involves a commitment to plant 8 replacement street trees on streets surrounding the proposal site. A long list of 22 potential new street tree sites has been drawn up including locations on Upper Hannover Street, the University Square roundabout, Bolsover Street, Wilkinson Street, Glossop Road, Portobello Street, Favell Road, and Hounsfield Road. Feasibility work has been commissioned in early January to narrow these sites down to 8 preferred location plus a reserve list. The Committee will be updated on this feasibility work in the Supplementary Information Report. The applicant has also undertaken to review the campus tree planting proposals in light of the SSTP comments and the Committee will also be updated on this point.

It should also be noted that a representation has been received from the South Yorkshire Mayoral Combined Authority (SYMCA). SYMCA requested funding to improve the University Tram Stop and reconfigure (combine) and improve two existing bus stops on Durham Road and Glossop Road in order to ensure that high quality public transport connections are available to the occupants of the development, as well as the provision of real time public transport information within the building foyer.

It should also be noted that the applicant also undertook their own pre-application consultation (as recommended by planning guidance) which is documented in a submitted Statement of Community Involvement. The events held were:

- A 'drop in' event that took place on Tuesday 16 May 2023 for University of Sheffield staff and students only. The event was hosted between the hours of 11.00AM and 3.00PM in the foyer of the Students' Union.
- A further drop in event took place on 4 July 2023 and was open for all members of the public, as well as staff and students who missed the first event, Sheffield City Council Ward Councillors and other relevant stakeholders. The event took place between 3.00PM and 7.00PM and was hosted in the foyer of the ICOSS building.

In addition a website was set up providing details of the project and 9,157 letters were sent out to surrounding residents and businesses advising of the project, how to view details and how to comment, as well as emails to staff and students, Ward Members and the relevant Member of Parliament. The University also met with STAG on 30 May 2023, 28 June 2023 and on 30 November 2023.

Both positive and negative feedback was received, with the applicant claiming that the balance of opinion was on the positive side. Comments received related to matters such as the building's design, the facilities provided, parking loss, and the loss of the trees on the site. Further information on these comments and how the applicant has sought to address them is available within the Statement of Community Involvement.

PLANNING ASSESSMENT

Decision Making Context

Section 38(6) of the Planning and Compulsory Purchase Act 2004 and section 70(2) of the Town and Country Planning Act 1990 require that planning applications are determined in accordance with the development plan unless material considerations indicate otherwise. The Council's development plan comprises the Core Strategy which was adopted in 2009 and the saved policies of the Unitary Development Plan (UDP) which was adopted in 1998.

These plans are now relatively old and were adopted well before the current version of the National Planning Policy Framework (NPPF). However, the NPPF confirms that existing policies should not be considered out-of-date simply because they were adopted or made prior to the publication of the NPPF. Due weight should be given to them, according to their degree of consistency with this Framework (the closer the policies in the plan to the policies in the NPPF, the greater the weight that may be given).

The Council has drafted a new replacement Local Plan (entitled 'The Sheffield Plan') which sets out planning policies and land use allocations to shape development within Sheffield for a plan period running to 2039. Having progressed through an Issues and Options stage in 2020 a full draft plan is now being examined by the Secretary of State, having previously been subject to public consultation in January and February 2023.

The prior consultation led to the preparation of a schedule of suggested amendments to the Plan. The draft plan, together with the schedule of recommended amendments was endorsed by a full Council meeting on 06 September 2023.

The plan is currently under examination, with the first and second stage of hearings having been completed. However, in the main, limited weight can currently be attached to the proposals and policies set out within the draft Sheffield Plan (as amended) prior to the examination being completed and it being found to be sound through examination in public.

The NPPF, first published in 2012 and last revised in December 2024, is a material consideration in all planning decisions. In all cases the assessment of a development proposal needs to be considered in light of paragraph 11 of the NPPF, which provides that when making decisions, a presumption in favour of sustainable development should be applied, and that where there are no relevant development plan policies, or where the policies which are most important for determining the application are out of date (e.g. because they are inconsistent with the NPPF), this means that planning permission should be granted unless:

- the application of NPPF policies that protect areas or assets of particular importance (for example SSSIs, Green Belt, certain heritage assets and areas at risk of flooding) provides a strong reason for refusing the development proposed; or
- any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination.

This is referred to as the “tilted balance”.

Principle of Development

Under the Unitary Development Plan (UDP) a small portion of the site is within a Mixed Use Area (south-eastern corner of southern land parcel), with the remainder of the site within the defined Institution Area: Education. This appears to reflect the fact that the south-east corner of the southern land parcel was previously in business use. Under UDP Policy CF7 education uses and other community facilities and institutions are preferred uses within Institution Areas: Education.

Within mixed use areas a variety of land uses will be preserved and created and a mixture of developments will be encouraged by not allowing any single land use to dominate. Policy MU11 confirms that this means that developments should preserve or create variety in the character of the neighbourhood and not result in any one use dominating and leading to the loss of the Area's character. Subject to this, Policy MU6 confirms that community facilities and institutions are acceptable within the Hannover Mixed Use Area.

Under the draft Sheffield Plan the whole site is proposed to be included within an amended ‘University/ College Zone’. Draft policy EC8 confirms that ‘Learning and non-residential institutions for the provision of education (Class F1a) and ‘Research and development of products or processes (Class E(g)(ii))’ are the preferred uses within such zones.

The proposal is for both an educational institution building, primarily designed for the teaching of science and medicine, and a pocket park, designed to improve the public realm within the University Campus. As such both elements of the proposal will contribute to the overall functioning of the University Campus and are consistent with the land use principles set out within both the saved policies of the adopted Unitary Development Plan and the draft replacement policies of the Sheffield Plan. The proposal is therefore clearly acceptable in principle.

Campus Masterplan 2014

The University of Sheffield's Campus Masterplan 2014 describes a series of interventions designed to modernise and improve the connectivity and attractiveness of the university campus. The Masterplan is a University document and does not form a material planning consideration, however it provides a useful overview for the development of the area, covering a period until 2025. The masterplan confirms that it is landscape led:

‘The Masterplan is underpinned by a landscape led approach which seeks to create a legible and coherent public realm – a seamless thread of streets, squares gardens and spaces – that will help to link together the east and west campus, and reveal the physical, cultural and lifestyle aspects of the University and to redefine the University experience for students, staff and visitors.’

The masterplan proposes a 'Gold Route' through the university campus running between Sheaf Square and Weston Park via LGR punctuated by public spaces to rest and recreate. The masterplan identifies a deficiency in current open space provision within the vicinity of the proposal site and therefore proposed a 'New Public Open Space in Hounsfield Quarter' to address this in addition to potentially developing a significant number of new University buildings in this quarter.

The masterplan sets out a series of projects intended to deliver the masterplan including the delivery of 'University Square, Hounsfield' (Project 18). The location proposed for this University Square includes the northern land parcel and also the former sites of BHH and 5FR.

The overall masterplan for the Hounsfield Quarter is essentially to provide a high quality new public open space at the heart of the quarter connected to the Gold Route by pedestrianised street environments and framed by existing Information Commons and additional proposed new University buildings of varying scales flanking the new square.

The masterplan also includes development options for the 'Hounsfield Site' as a whole which include new University buildings on both the southern land parcel of the proposal site (also encompassing the Central Computing Services building and Westbourne Villa) and also the current sites of the University Arms, 205 Brook Hill and the surface car park to the west of Brook Hill Hall. Three potential alternative development options for these sites are offered all of which propose a new University building on the southern land parcel but include different options for the scale and extent of University buildings surrounding the proposed University Square (one of which proposes a tall building on the current site of the University Arms).

The current application would deliver on the ambition for a new University building on the southern land parcel - albeit reduced in scope in that it no longer replaces the Central Computing Services Building. None of the other buildings shown surrounding University Square have yet been delivered. However both 5 Favell Road and 66 LGR have been demolished and Brook Hill Hall is also now approved for demolition, effectively clearing the space required for the delivery of the University Square proposed in the masterplan (with a meanwhile a pocket park already having been provided on the former site of 66LGR). The Brook Hill Hall consent is subject to a condition requiring the cleared land to be replaced with a new park area (all details to be approved) informed by an updated masterplan for the area.

The current proposals have a degree of inconsistency with the Masterplan in that, although the application does propose a new education institution building on part of the southern land parcel, it does not propose comprehensive redevelopment of this land parcel (with the Central Computing Services Building and Westbourne Villa remaining outside of the site).

Following amendments during the course of this application the proposed park in the northern parcel of land has been combined with the adjacent land parcels (66LGR and BHH sites) to provide a consolidated area of parkland close to the scale proposed in the masterplan. Subject to design refinement of the park proposals, in terms of layout, levels, materiality, hard and soft landscaping and planting

specifications, it is considered that the proposals are now broadly aligned to the 2014 Campus Masterplan vision for the Hounsfield Quarter.

Design

UDP Policy CF8(d) requires that developments in Institution Areas are well designed and of a scale and nature appropriate to the site. Policy BE5 confirms that good design and the use of good quality materials will be expected in all new buildings, that new buildings should complement the scale, form and architectural style of surrounding buildings, that in new developments comprising more than one building there should be a comprehensive and co-ordinated approach to the overall design, that in all new developments, design should be on a human scale wherever possible, and, particularly in large-scale developments, the materials should be varied and the overall mass of buildings broken down, that designs should take full advantage of the site's natural and built features and that the design, orientation and layout of developments should encourage the conservation of energy and other natural resources.

Core Strategy Policy CS74 confirms that high-quality development will be expected, which would respect, take advantage of and enhance the distinctive features of the city, its districts and neighbourhoods, including the topography, landforms, river corridors, Green Network, important habitats, waterways, woodlands, other natural features and open spaces, views and vistas to landmarks and skylines and contribute to place-making, be of a high quality, that contributes to a healthy, safe and sustainable environment, that promotes the city's transformation and that contribute towards creating attractive, sustainable and successful neighbourhoods.

It is considered that significant weight can still be attached to policies CF8, BE5 and CS74, as they are in general conformity with the NPPF which confirms that the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve and that development that is not well designed should be refused.

The design of the proposed development is not contextually relevant or place based. Instead the design comes from an architectural concept for a statement University building, with the form and materiality of the building being alien to the locality. The design approach is explained in the Design and Access Statement as follows:

The CTL site is located at the prominent southern 'gateway' to the campus and it merits a landmark world class building that will respond to the local context, complement the adjacent university buildings and enhance the wider campus and city.

We believe the external appearance should excite and attract, it should have a narrative that responds to and is inspired by the functions it accommodates, whilst also being functional and flexible to accommodate internal change.

Our preliminary narrative is inspired by the concept of 'Interconnecting The Strands of Science' (Understanding – Generating - Reflecting - Participating) and that the building is 'A shop window to the teaching of science'.

At competition stage, a preliminary facade was designed with the idea of 'Interconnecting the strands of science' being its main driver.

The proposed facade has been designed to respond to its surroundings and become a part of the city and the university. It should sit alongside and 'relate positively and amicably' to its surroundings.

Following extensive research and design team workshops, the proposed materiality for the main solid parts of the facade is anodised aluminium panels. Among its many properties, the iridescence of anodised aluminium changes as light and shadows fluctuate throughout the day, a quality that can also be observed on The Diamond.

The colour variation gives the building a lot of depth and helps highlight the landmark 'strand' design. The proposed tones have also been selected for their warmth and suitability to their surroundings.

The development design can be considered to be in some friction with Policies BE5 and CS74, in that the proposed new University building, being greater in massing than nearby historic Sheffield buildings in the Hanover Conservation Area and being alien in form and materiality, will not take advantage of and enhance the distinctive feature of the adjacent Conservation Area and will not complement the scale, form and architectural style of surrounding buildings. However, it is noted and acknowledged that the proposal site is also on the edge of a University Campus area where an eclectic mix of institutional buildings with different architectural styles, forms and materials have been developed over the past decades.

This has led to a general lack of coherence in the urban fabric, with the experience of the area being characterised by the appreciation of the different architectural style of each individual building rather than the appreciation of a coherent townscape. The thread that binds this area together is the pedestrianised Gold Route which provides a high quality pedestrian and cycle spine through the campus.

The proposed development design has been evolved over an extensive pre-application process, including reference of the scheme to the Design Review Panel. This has resulted in various changes including refinement of the angled façade design and treatment of the 'back' of the building, provision of a green wall and change in the colour tone proposed for the anodised aluminium cladding (now proposed as a darker bronze tone). During the course of the application further changes have been negotiated including reduction in the height of plant screen on the front façade and the improvements to the park proposals described above.

It is considered that the resultant finalised development design is on balance acceptable in design terms. It is accepted that, in order to deliver the additional science and medicine teaching space set out by the University in their development brief, it would not be feasible to design a significantly smaller building and therefore that the development must necessarily be imposing to some degree unless the scope of the project is significantly reduced.

The new building will undoubtedly possess an architectural style and massing/ form which will contrast with, rather than sympathise with, the adjacent the traditional Georgian and Victorian townhouses and Villas on Glossop Road. However, the precedent for the set piece architecture approach to development within the Hounsfield Quarter is considered to already have been set by the Information Commons and the design quality of the scheme is, on balance, accepted to justify the lack of contextual relevancy or sympathy with positive built forms in the development's setting.

This conclusion has been reached having regard to the architectural rationale for the development, the softening which will be achieved at street level from the provision of the green wall, the eclectic mix of existing University buildings in the locality and also the high levels of sustainability targeted by the applicant (see Sustainability section). In addition, the negotiated selection of a bronze tone for the anodised aluminium (with the original proposal being a much lighter tone) will allow the building to sympathise with the red brick of the traditional buildings to the south in terms of colour scale at least.

In terms of the overall effect of the development on the quality of the local Townscape, negative aspects include the removal of the remnant Victorian terrace on HR, removal of cobbled footpath link running through the site and loss of the London Plane Trees presenting onto LGR and blocking an existing view of the Arts Tower. However positive aspects will include the replacement of a series of buildings in a generally relatively poor condition (including the low quality flat roofed building on the corner of LGR/ HR) with a modern architecturally designed building, provision of a green wall on UHS, delivery of a new consolidated park area serving the central University Campus and delivery of replacement street tree and other planting both in the locality and wider campus. In townscape terms the impact of the development is considered to be overall moderately beneficial.

Nonetheless a range of planning conditions covering materiality and detailed design of various elements of the building are considered to be necessary in order to ensure the necessary level of design refinement to deliver the design ambition.

In terms of landscape design, the proposals for the repaving of surrounding streets in appropriate materials guided by the Urban Design Guide palette and widening the UHS footway are welcomed. Full details will be required of the planters to the corner of HR/ UHS to ensure these are a positive rather than negative feature in the street given that they would be an unusual moveable modular unit type. Full details will also be required of the proposed borders, green wall and planting. The design of the park is covered in the proceeding section, details of which would also need to be secured.

In terms of secure by design matters both the Police Architectural Liaison Officer and Counter Terrorism Unit have commented on the application, followed up with a meeting to discuss matters further. Essentially there are no significant security concerns in relation to the overall layout or design of the development subject to adequate access control, CCTV and lighting provision.

Subject to securing the additional details referenced above, it is considered that the overall development design is of an acceptable standard, notwithstanding the

identified conflict with policies BE5 and CS74

Heritage and Archaeology

Policy BE22 of the UDP says that sites of archaeological interest will be preserved, protected and enhanced. Development will not normally be allowed which would damage or destroy significant archaeological sites and their settings. Where disturbance of an archaeological site is unavoidable, the development will be permitted only if (a) an adequate archaeological record of the site is made; and (b) where the site is found to be significant, the remains are preserved in their original position.

Chapter 16 of the NPPF (Conserving and enhancing the historic environment) sets out the Government's policies relating to the historic environment. It states that heritage assets 'are an irreplaceable resource, and should be conserved in a manner appropriate to their significance.' It goes on to say that, 'when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation', that 'any harm to, or loss of, the significance of a heritage asset ... should require clear and convincing justification'.

Paragraph 214 confirms that 'where a proposed development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or a specific set of criteria apply. Paragraph 215 confirms 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 including, where appropriate, securing its optimum viable use.'

Paragraph 216 advises that 'the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.'

In respect of archaeology in particular paragraph 207 advises that, 'where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation.'

The site does not contain any designated heritage assets but is adjacent to the Hannover Conservation Area and is in close proximity to numerous listed buildings, including the 338-356 (even) and 267-289 (odd) Glossop Road (all Grade II). The Grade II* listed Arts Tower is also visible from the site.

The terrace of red brick Victorian former housing on the Hounsfield Road frontage of the site can also be considered to be undesignated heritage assets. However, consent has already been granted for their demolition through demolition prior

approval application ref. 24/02547/FUL and therefore the acceptability of the demolition of these buildings is effectively a moot point.

In terms of the impact of the development on the setting of adjacent heritage assets (Listed Buildings and Hannover Conservation Area) it is acknowledged that there will be an impact. The proposed new university building will feature in many significant views of the listed buildings on Glossop Road and down Upper Hanover Street into the Conservation Area. The development will also obscure some of the viewpoints for the Arts Tower which are currently available from UHS. The large scale and contemporary architectural style and materiality of the development means that it will not be a sympathetic and concordant addition to those views and, to that extent, will harm the setting of those heritage assets.

However, this impact has been reduced, to some degree, by the selection of a bronze colour tone for the building's cladding which should have some level of harmony with the brick of the adjacent listed buildings. The lost views of the Arts Tower essentially could not be retained unless any reasonable vertical scale of development was precluded on the site and only a small number of viewpoints would be affected. It must also be borne in mind that the proposal site is within a city centre environment which is dynamic by its nature and not a Conservation Area. Overall, it is considered that the proposed development will harm the significance of the listed buildings identified above and Hannover Conservation Area but that this harm will be less than substantial.

In terms of archaeology, the submitted Desk Based report advises that the site lay outside the historic core of Sheffield and is shown as allotment gardens on the 1850s first edition OS map, prior to urban expansion later in the 19th century - the terraced housing that was sited here was cleared in the 20th century. The course of an east-west oriented Roman road is projected as running close to the site but, as yet, little archaeological evidence has been found to confirm the route. There appears to have been little development following the 20th century clearance of much of the site, with cleared areas used for car parking - lack of modern disturbance increases the chance that earlier buried evidence could survive here.

The proposal is for a substantial building that would impact on any surviving archaeological evidence. As such, the South Yorkshire Archaeology Service (SYAS) have advised that although they do not object to the application on archaeological grounds, they recommend that consideration is given to the investigation of areas of the site where survival can be expected. If archaeological survival is identified, then an appropriate scheme of investigation and recording will be needed.

Initially, trial trenching will be required to test areas of potential survival, with allowance for any follow-on recording found to be necessary. Trial trenching needs to be programmed so that results can be considered and any further work found to be necessary can be agreed and then undertaken before any construction works start. Subject to conditions securing the above it is considered that the archaeological potential of the site can be adequately addressed.

Overall it is concluded that the development will result in less than substantial harm to nearby designated heritage assets (Conservation Area and Listed Buildings).

Although there will be total loss of the undesignated heritage assets within the site itself (remnant Victorian terraced housing and potential archaeological remains) these buildings are of debatable quality (comprising the remnant of a lost terrace which has already been heavily altered) and the loss of these buildings has already been accepted through a separate consent. Furthermore, the impact on archaeology can be mitigated through a condition requiring investigation and recording and there is no reason to suspect that particularly significant archaeology remains beneath the site.

The benefits of the development in delivering a new high quality and sustainable University building within an area designated for such uses, are considered to be substantial and to counterbalance the less than substantial heritage harm that would result from the development. Subject to the imposition of planning conditions reserving approval of a WSI, it is therefore considered that the heritage impacts of the development are acceptable in relation to both relevant local plan policies and the provision of Chapter 16 of the NPPF.

Ecology and Biodiversity

UDP Policy GE11 'Nature Conservation and Development' states that the natural environment should be protected and enhanced and that the design, siting and landscaping of development needs to respect and promote nature conservation and include measures to reduce any potentially harmful effects of development on natural features of value. Core Strategy Policy CS74 (Design Principles) identifies that high-quality development will be expected, which respects, take advantage of and enhances the distinctive features of the city, its districts and neighbourhoods, including important habitats.

UDP Policy GE15 (Trees and Woodland) states that trees and woodland will be encouraged and protected by (amongst other matters) requiring developers to retain mature trees, copses and hedgerows, wherever possible, and replace trees which are lost and not permitting development which would damage existing mature and ancient woodlands.

GE11, GE15 and CS74 align with the NPPF and can be given substantial weight. NPPF paragraph 187 parts a) and d) identify that planning decisions should contribute to and enhance the natural and local environment, minimise impacts on and provide net gains in biodiversity. Furthermore, paragraph 193 a) identifies that if significant harm resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused. Part d) of paragraph 193 goes on to state that opportunities to incorporate biodiversity improvements in and around developments should be encouraged, especially where this can secure measurable net gains for biodiversity.

NPPF paragraph 136 confirms that trees make an important contribution to the character and quality of urban environments and can also help mitigate and adapt to climate change. Planning policies and decisions should ensure that new streets are tree-lined, that opportunities are taken to incorporate trees elsewhere in developments (such as parks and community orchards), that appropriate measures

are in place to secure the long-term maintenance of newly-planted trees, and that existing trees are retained wherever possible. Applicants and local planning authorities should work with highways officers and tree officers to ensure that the right trees are planted in the right places, and solutions are found that are compatible with highways standards and the needs of different users.

In addition the application is subject to the new requirement under the Environment Act 2021 to achieve a 10% Biodiversity Net Gain (BNG). This essentially means that the planning permission will be subject to a statutory condition (not listed on the Decision Notice) which requires the submission and approval of a 'Biodiversity Gain Plan' which demonstrates a 10% BNG prior to commencement of the development.

There are 3 ways a developer can achieve 10% BNG: (1) They can create biodiversity on-site (within the red line boundary of a development site). (2) If developers cannot achieve all of their BNG on-site, they can deliver through a mixture of on-site and registered off-site ecological enhancements. Developers can either make off-site biodiversity gains on their own land outside the development site or buy off-site biodiversity units on the market. (3) If developers cannot achieve on-site or off-site BNG, they must buy statutory biodiversity credits from the government. This should be a last resort. The government will use the revenue to invest in habitat creation in England.

In terms of tree loss, the proposal would result in the loss of several trees which are significant in terms of their group value/ positive environmental contribution and this has been one of the main causes of objection. In particular the loss of the 8 mature and good condition London Plane Trees on Upper Hannover Street will be harmful. These trees, albeit currently located on University land on the car park verge, have a clear street tree function on Upper Hannover Street, enhancing the character and environmental quality of the street. The trees provide a beneficial green break in what is an otherwise relatively hostile pedestrian environment – being dominated by highly trafficked carriageways with relatively narrow footways and no verge buffering. Other benefits of the trees are providing shade/ shelter and potentially some level of air quality benefit – although this is difficult to quantify.

The applicant is clear that it would not be possible for them to fit the scale of building on the site required to meet their internal floorspace requirement whilst retaining the trees. This point is accepted, considering the likely relatively extensive root protection area which would be required to be kept free of development to enable the retention of the trees. Therefore, the applicant has sought to mitigate/ compensate the harm associated with the loss of the London Plane Trees to the greatest extent possible.

The mitigation initially proposed took various forms and included:

- Provision of a green wall and shrub border on the front façade and parts of the side facades of the building;
- Provision of planters containing shrubs on the corner of HR/ UHS;
- Planting of 46 trees both in the northern land parcel (within the proposed park) and on the wider University campus.

The applicant was, however, advised that this mitigation did not sufficiently

compensate for the harm caused by the loss of the London Plane Trees in terms of the street tree function they provided on Upper Hannover Street, as per the comments of STAG/ SSTP. In response the applicant confirmed their rationale for not including any compensatory planting on the site frontage, which essentially relates to underground utility constraints, but agreed to look at potential additional compensatory street tree planting in suitable locations within the relevant street environment. This led to a revised proposal including the delivery of 8 new street trees in compensation for the London Plane Trees which will be lost due to the development.

A long list of 22 potential new street tree sites has been drawn up following liaison with SCC Highways/ Amey including locations on Upper Hannover Street, the University Square roundabout, Bolsover Street, Wilkinson Street, Glossop Road, Portobello Street, Favell Road, and Hounsfield Road. Feasibility work has been commissioned in early January to narrow these sites down to 8 preferred location and a reserve list. The Committee will be updated on this feasibility work in the Supplementary Information.

Subject to suitable locations being confirmed for the 8 replacement street trees and a negatively framed (pre-occupancy) planning condition being imposed requiring the applicant to deliver the street trees (which will necessitate the applicant paying Amey to cover the relevant cost for constructing the tree pits, carrying out the planting and maintaining the trees), in addition to another negatively framed condition securing the 46 trees proposed to be planted on University land within the wider campus, it is considered that the proposal adequately mitigates for the tree loss which will be consequent from the development.

In terms of the comments of the SSTP in relation to the suitability of individual proposed campus planting locations, the applicant has undertaken to review their campus planting proposals in light of these comments and confirm feasibility/ suitability (substituting more appropriate locations where required). Unfortunately this work had not been completed at the time of writing the Committee Report; however the Committee will be updated on this matter as part of the Supplementary Information. The relevant proposed planning condition has been worded with some flexibility with this in mind.

Although the loss of the London Plane Trees will no doubt be harmful to the green quality of the local environment in the overall balance it can be seen that the development will also significantly add to the green quality of the local environment including through the proposed relatively heavily planted new parkland, the wider campus planting, the green wall/ planters on UHS and the new street trees which are now proposed. On balance therefore the proposed tree loss is considered to be acceptable in the context of the policy framework set out at the start of this chapter (which promotes but does not in all circumstances require full tree retention on development sites) subject to securing the mitigation referenced above.

In terms of other ecology related matters, both potential impact on protected species and the ability of the development to meet the, now statutory, requirement to achieve a 10% Biodiversity Net Gain must be considered. The applicant has submitted a Preliminary Ecological Appraisal (PEA) in support of the application, which is

considered to be a robust assessment and which confirms that the site is generally unremarkable ecologically, with the most significant asset considered to be the London Plane Trees. The trees at Favell Road are mainly proposed to be retained.

No notable habitats or species are found on-site or potentially impacted off-site by the development. Assessment has been carried out for bats, within the buildings to be demolished and which have been determined to offer 'low' potential for roosting bats. Subsequent emergence survey found no current evidence of roosting bats and a low level of activity of a common species around the site and general area. No further ecology surveys are currently required.

In terms of additional ecological enhancement/ mitigation, the applicant was asked to explore any opportunities to incorporate contemporary biodiversity enhancement features within the proposed new University building (particularly as a low level of bat activity has been observed locally), to avoid a potentially sterile building with zero value to wildlife. In response the applicant has provided a document which illustrates how bird and bat boxes could be integrated into the building façade and has confirmed they would be agreeable to a planning condition imposing a requirement to deliver such features.

The project is subject to statutory BNG requirements therefore 10% will need to be delivered, with a 'gain plan' a condition of development and any compensatory habitat creation subject to 30 year management and monitoring. BNG calculations indicate an on-site net loss of -0.16 units (-7.95%), therefore an off-set is proposed indicating 0.45 units delivered off-site, resulting in 14.11% net gain. This is proposed to be achieved through tree planting at various sites within the wider University Campus as well as within the new park.

Currently the planting in the wider University campus would neither qualify as 'on-site' nor 'registered off site' BNG unless the relevant land is either brought within the planning application red line or formally registered as BNG sites. This issue has been raised with the applicant who has confirmed that they intend to address this by registering the various areas of land as BNG sites, which may be administratively challenging but is a matter for the applicant. The Council can have security that the 46 proposed new University campus trees will be delivered in any event (as they will be the subject of a planning condition) and the statutory BNG condition must also be met irrespective of the status of the proposed planting sites i.e. if the wider campus trees cannot contribute towards 10% BNG then those trees must be delivered irrespectively and alternative methods proposed to meet the BNG condition (such as buying BNG credits).

In addition to the statutory BNG condition, it is proposed to impose planning conditions reserving the approval of details of the proposed habitat boxes, green wall, soft landscaping and tree planting. A planning obligation is also proposed imposing a 30 year habitat management and maintenance requirement - as some of the habitats are off site a Planning Obligation is considered to be more suitable than a Planning Condition. Subject to these conditions/ obligations it is considered that the proposal is acceptable in terms of tree loss, ecology and biodiversity matters in accordance with paragraphs 136, 187 and 193 of the NPPF and local plan policies GE11, GE15 and CS74.

Traffic and Transportation

Core Strategy Policy CS51 sets out the Transport Priorities which are: (1) promoting choice by developing alternatives to the car; (2) maximising accessibility; (3) containing congestion levels; (4) improving air quality (5) improving road safety and (6) supporting economic objectives through demand management measures and sustainable travel initiatives. Policy CS53 is concerned with management of travel demand which will be managed to meet the different needs of particular areas. It says this will be done through (amongst other things) implementing Travel Plans for new developments to maximise the use of sustainable forms of travel and mitigate the negative impacts of transport, and the active promotion of more efficient and sustainable use of vehicles. In the City Centre maximum parking standards for all new developments are proposed to manage the provision of private parking spaces.

Many of the transport policies in the Unitary Development Plan have been superseded by the Core Strategy. However, policies T8 and T10 say that pedestrian and cycle routes will be improved. New development will be required to provide links with existing and proposed pedestrian and cycle routes. Cycle parking will also be expected in new developments. Policy T16 says that controls and parking and access roads will be used to regulate private traffic and reduce congestion where demand for trips by car exceeds the capacity of the Strategic Road network. Policy T21 says that provision will be made for car parking where it meets the operational needs for businesses or is essential for the viability of a new development, provided it complies with the car parking guidelines. It also says that parking will be regulated to prevent excessive peak hour congestion.

Policy T28 says that new development which will generate high levels of travel will be permitted only where it can be adequately served by existing infrastructure or improvements to infrastructure linked to the development. It says that development will be promoted where it is best served by public transport and where it is located to reduce the need to travel. Where transport improvements are required, they will normally be provided before any part of the development is occupied.

These development plan policies are generally consistent with the NPPF and therefore should be given significant weight, except policies T8 and T10 where the priorities identified are superseded by Core Strategy policies so they should be given moderate weight, and T21 where the NPPF focus shifts to more sustainable access and therefore this should be given some weight.

The proposed new University building could accommodate up to 1,106 students, but with the maximum expected occupancy being 800 students and 20 staff in the building at any one time. The proposal would displace the existing small (approximately 30 space) surface car park on the site and would not include any car parking provision within the scheme.

No cycle storage or changing/ showering facilities are proposed within the main building but 30 new sheltered cycle stands would be provided within the northern land parcel as part of the park. Service access would be off Hounsfild Road and the development would accommodate a small service yard, including refuse storage

provision, to the rear.

The applicant has provided a Transport Statement and Sustainable Travel Statement/ Travel Plan in support of the application. Essentially these documents justify the reduction in the overall availability of campus parking provision which would be consequent from the development in terms of the University's overall parking provision not being significantly impacted, the highly sustainable location of the site, adjacent to high frequency tram and bus stops and concentrations of student accommodation, and the surveyed preferred mode of travel for students being walking and cycling. This position is accepted, and it is not considered that the loss of 30 parking spaces in this location would be significantly harmful in planning terms given how accessible the site is by more sustainable forms of transport.

In terms of servicing arrangements these are considered to have been acceptably demonstrated and it is accepted that the increased service traffic associated with the development would not be significant in the context of the overall levels of traffic on local roads. In terms of pedestrian and accessible provision the proposal includes widening the footways on UHS which will improve the current pedestrian experience in terms of the footway width.

The development would remove the current short cut through footpath through the site; however this would only lead to only minor inconvenience to pedestrians/ decrease in permeability in the locality. Level access is provided to both the proposed new University building and the park area. It is regrettable that proposals are not included to complete the 'gold route' by pedestrianising the missing 75 metre long section of LGR west of the proposal site but this is not a policy requirement. Overall it is considered that the development will provide an improvement to existing pedestrian infrastructure and would be an accessible building.

In terms of cycle parking the failure of the development to provide for internalised cycle storage and associated showering and changing facilities is a negative aspect of the scheme. The full planning policy requirement for cycle parking would be significant, given the very considerable floorspace created by the development – the requirement would be 66 covered and secure cycle spaces and 158 visitor type spaces. However, the applicant points out that the site is a short walk (less than 4 minutes) from the recently developed Cycle Hub (168 cycle capacity within a secure building including showering, locker and changing facilities).

In addition, the applicant proposes to go some way towards meeting the requirement for cycle parking within the proposed new park – theoretical capacity of 60 cycles. The applicant has also proposed 6 additional visitor type cycle stands adjacent to the new University building and also redesigned the new visitor cycle facility parking facility with the park to improve natural surveillance/ useability. Full details of cycle parking will be secured through condition.

Given the proximity of the site to the new Cycle Hub (which can serve staff and students who wish to stay in the building for a longer period – subject to capacity) and the provision of new visitor cycle parking within the park area, it is not considered that the under provision of cycle parking is sufficient to warrant refusal of planning permission in this instance.

Nonetheless, this is subject to the 6 cycle spaces being proposed adjacent to the building being redesigned as covered and secured cycle spaces (such that they can provide a door to door cycle experience for staff based at the site - such as lab technicians) and the cycle parking within the proposed park being adequately lit, covered by CCTV and including the more accessible M-stands rather than Sheffield Stands. Both of these requirements are proposed to be covered by planning condition.

In terms of public transport connectivity matters the site is adjacent to high frequency tram and bus stops. The South Yorkshire Mayoral Combined Authority (SYMCA) has requested provision for the renewal of the shelter, seating and bins to the University Tram Stop at a cost of C. £75,000 (as the current tram stop type is now aging and discontinued and therefore not possible to maintain in the long term). In addition, SYMCA have requested the applicant provides for the consolidation of bus stops on Glossop Road/ Durham Road into a new bus stop outside the Students' Union building (at a cost of C. £23,000) together with re-paving works to make good the sites of the redundant bus stops.

The applicant confirmed that they were not willing to meet the full cost of these public transport infrastructure improvements, as they considered it to be disproportionate to the project, given that their intention is not to expand the University's staff or student cohort as a consequence of the development. Instead, they have expressed the intention of re-purposing redundant University buildings in different ways which would effectively mean that the University estate will not grow as a consequence of the development.

This argument is not accepted, as it cannot be guaranteed how the University will choose to utilise any existing redundant science and medicine teaching space following the construction of the proposed new facility and the hard fact is that the University estate will increase by 7,862 sqm GIA with no guarantee of any existing floorspace being lost. However, through negotiation, the applicant has agreed a compromise position with SYMCA whereby they commit to the provision of:

- Enhancement of bus stop 20376 (merging of stops 27549 & 20376) (estimated cost £23,000) - to be secured by condition/ Section 278 agreement.
- Pavement works to bus stops 20376(old), 27549(old), and 20376(new) (no current costing estimate - to be secured by condition/ Section 278 agreement.
- Personalised passenger travel information display (P-PID) to be provided within the development - to be secured by condition
- Contribution towards the improvement of the University Tram Stop of £15,000 or another agreed tram improvement project in the event that sufficient funds are not pooled - to be secured by planning obligation.

In the circumstances, and given the fact that the University Tram stop is not currently suffering from any obvious significant signs of disrepair, this compromise position is accepted.

In relation to Air Quality, given that the site will not be a significant generator of vehicular traffic, other than servicing vehicles, and will in fact result in a net reduction

in parking availability for the University campus, it is unlikely to exacerbate air quality problems in the City. However, the Council's Air Quality Officer has reviewed the simple air quality assessment included with the application and confirmed they are satisfied with the approach undertaken within the report. With regards to laboratory-based emissions, in accordance with the report there is insufficient data to determine impact, though best practice has been recommended for ventilation scheme design in order to protect health & environment. This matter is covered under separate environment regulations.

Subject to the recommended conditions covering the required footway improvements, construction site management, cycle parking, bus stop improvements and travel planning, together with a planning obligation requiring the £15,000 tram stop improvement contribution, it is considered that the proposed development is acceptable in relation to traffic and transportation matters, in accordance with Section 9 of the NPPF, Core Strategy Policies CS51 and CS53, and UDP policies T8, T10, T16 and T21.

Flood Risk and Drainage

Core Strategy policy CS63 says that action to adapt to expected climate change will include locating and designing development to eliminate unacceptable flood risk. CS67 says that the extent and impact of flooding will be reduced by (amongst other things) requiring that all developments significantly limit surface water run-off and requiring the use of Sustainable Drainage Systems or sustainable drainage techniques on all sites where feasible and practicable. Policies CS63 and CS67 are consistent with the NPPF and should be given significant weight.

In particular paragraph 182 of the NPPF requires that, applications which could affect drainage on or around the site should incorporate sustainable drainage systems to control flow rates and reduce volumes of runoff, and which are proportionate to the nature and scale of the proposal.

The proposal site is within Flood Zone 1 and therefore suitable for the proposed development in relation to the flood risk sequential test. In terms of sustainable drainage, as the site is previously developed land, the requirement is essentially to reduce pre-existing discharge rates by 30% and introduce some form of features to improve water quality. The applicant proposes to achieve this through the use of a 'Blue Roof' which will allow rainwater to be stored on the roof prior to discharge at a restricted rate - an approach which has recently been successfully used on The Wave. The point of discharge would remain as at present, which is a combined sewer connection.

The proposals have been reviewed by the Council's Lead Local Flood Authority team as well as Yorkshire Water. Essentially the position is that neither body has yet fully signed off on the drainage scheme but equally there are no significant concerns raised in relation to the overall approach. The outstanding matters are mainly to definitively prove that infiltration drainage is not a feasible means of surface water disposal (it is accepted there is no available watercourse connection) and for details of how the proposed park will drain to be provided.

Subject to full details of the drainage system being reserved by planning condition, it is considered that the proposed development is acceptable in relation to flood risk and SUDS in accordance with Section 14 of the NPPF and Core Strategy Policies CS63 and CS67.

Ground Conditions

Paragraph 196 of the NPPF says that planning policies and decisions should ensure that a site is suitable for its proposed use taking account of ground conditions and any risks arising from land instability and contamination. This includes risks arising from natural hazards or former activities such as mining, and any proposals for mitigation including land remediation (as well as potential impacts on the natural environment arising from that remediation).

The site is previously developed land which has been used for a variety of purposes. A Desk Study contamination risk assessment report has been submitted, which considers the site area of the proposed teaching laboratories building only. The report advises that full intrusive site investigations are required to assess risks associated with soils, groundwater, and ground gases. The report also makes recommendations in respect of geotechnical risks. No risk assessment is, however, provided for the proposed park area on the northern land parcel.

There is no reason to believe that the site is likely to be impacted by contamination to the extent that contamination risks cannot be mitigated through standard remediation practices (such as providing clean cover systems for soft landscaped areas). This being the case and, subject to conditions requiring the recommended further investigatory and (if required) remediation work to be undertaken (including in relation to the park area on the northern land parcel), it is considered that the submission adequately considers land contamination risks in accordance with NPPF paragraph 196.

Noise

UDP Policy GE24 'Noise Pollution' states that: "Development will be permitted only where it would not: (a) create noise levels which would cause a nuisance; or (b) locate sensitive uses and sources of noise pollution close together." It is considered that significant weight can still be attached to this policy. This policy is in general conformity with the NPPF which confirms that developments should 'mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life'

Accommodating, as it does, science laboratories and fume cupboards as well as substantial roof mounted plant, the proposed development has the potential to harm the amenities of nearby residents through noise. There is also clearly the potential for other harmful impacts from emissions from fume cupboards; however such emissions are the subject of separate environmental regulations and are not a land use planning matter in this instance.

To address noise issues the applicant has submitted a Noise Impact Assessment

which has been reviewed by the Council's Environmental Protection Service. The report advises that the predicted plant noise impacts at noise sensitive receptors (which have been agreed with EPS) and street level positions are predicted to be significantly below the target thresholds established by the baseline survey. The predicted levels do not include any rating (character corrections for tonality, intermittency or other characteristics), but do indicate a sufficient margin to allow for such uncertainties.

It is considered that sufficient evidence has been provided to be confident that the proposed development should not unacceptably impact upon the amenities of local residents through noise in compliance with GE24 and NPPF paragraph 198. This is subject to all plant being designed to meet the relevant noise targets and a conditional requirement being imposed for validation testing against the predicted assessment outcomes and adopted impact assessment criterion prior to the building being brought into use.

Sustainability

Core Strategy Policy CS64 requires all non-residential developments over 500sqm to achieve a BREEAM (Building Research Establishment Environmental Assessment Method) rating of very good (or equivalent) as a minimum. In addition, as a minimum, policy CS65 requires all significant developments to provide a minimum of 10% of their predicted energy needs from decentralised and renewable or low carbon energy (or an alternative fabric first approach). NPPF paragraph 166(b) requires that developments take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption.

The applicant has always been clear that sustainability was one of the key drivers of the scheme and central to the development design. The track record of the applicant in achieving highly sustainable buildings is clear with the recent 'Wave' development on Northumberland Road having recently achieved BREEAM Outstanding. To support the application and demonstrate the sustainability credentials of the development the applicant has submitted a Planning Energy Statement which advises that a BREEAM rating of Excellent will be targeted and that the building will incorporate:

- An all-electric building, where heating and cooling is provided via heat pump or chiller with no use of fossil fuels
- Fabric first approach where low U-value constructions reduce heat conduction losses
- High performance heat recovery systems to reduce wasted heat
- Plant selection to match predicted building load profile
- Duct and pipe sizing to reduce pressure loss and hence fan and pump power
- Control strategies proposed to reduce energy wasted on ventilating spaces which do not require it
- Reducing water consumption through the use of flow restrictors on terminal outlets (in line with BREEAM), water efficient equipment and major water leak detection systems.
- Area available on the roof above the internal plantroom at Level F for the installation of a PV system

Subject to planning conditions being imposed requiring full details of the PV array and verification that the performance targets set out in the Planning Energy Statement have been achieved prior to the building being brought into occupation, it is considered that the proposals will meet/ exceed relevant sustainability policies CS64, CS65 and NPPF paragraph 166.

Comments on Other Matters Raised in Representations

The report above covers the main issues raised in representations in relation to the loss of trees, the design quality of the building, traffic impacts, potential environmental emissions and air quality matters. Matters not covered, which are included in representations, include the development's potential impact on mental health, embodied carbon issues, construction site management issues a lack of need for the development and the adequacy of the applicant's prior consultation.

Touching on each of these matters in turn, firstly it is not considered that there is any real evidential basis for the concern around the negative potential impact of the development upon mental health. As assessed in the design section of this report, the development will have some negative impacts upon the quality of the local environment (such as the loss of street trees) but will equally have a number of positive impacts (such as the compensatory planting, green wall provision and a new park area) with the balance considered to tip in favour of the positive impacts. Although the new building will be imposing from street level, the UHS pavement will be locally widened and it is not an uncommon experience within this locality to walk on a footway in close proximity to a large institutional building.

Secondly, in terms of embodied carbon, it is recognised that the development will have an embodied carbon impact, as is inevitable with the demolition of existing buildings, removal of trees and construction of a large new concrete framed institutional building. It is understood from the pre-application process that the applicant is very conscious of embodied carbon issues and has made various design and materiality choices based upon this. However, it is the case that it is not currently a policy requirement for developments to assess, or demonstrate any particular performance rating for, embodied carbon.

Thirdly, in terms of management of the construction project, and mitigation of impacts. A condition is proposed requiring a Construction Environment Management Plan (CEMP) which will cover matters such as noise and dust management, construction site access and layout and construction traffic management. There will inevitably be some level of disturbance associated with a major construction project in a City Centre location; however there is no reason to believe that this cannot be managed through a CEMP in the normal way. In terms of the concern that the development project will stall, there can never be any guarantees of the rate of progress on development sites.

Fourthly, in terms of the suggestions that the building could be located on a more appropriate site elsewhere or that existing floorspace could be repurposed to provide the proposed additional teaching space, put simply there is no planning requirement to demonstrate the need for the development. The proposed development has been

assessed upon its individual merits in accordance with the relevant planning legal and policy framework.

Lastly, in relation to the adequacy of the consultation undertaken by the applicant prior to the submission of the application, as is set out in the representations section of this report this was substantial. The applicant has undertaken two separate drop in events, sent out several thousand letters and undertaken specific engagement with relevant stakeholders. The extent to which expressed views were taken into account is another matter, but it is considered that the applicant did clearly undertake a good level of pre-application consultation for this scale of development project.

SUMMARY AND RECOMMENDATION

The proposed development is a large new University building on a prominent site on the edge of the University of Sheffield's central campus area adjacent to the University Tram Stop with the Gold Route running along one side of the development site and the Ring Road (Upper Hannover Street) running along the other. The main asset of the site, as existing, is a row of mature London Plane Trees planted along the eastern border of the site which have a beneficial greening effect on Upper Hannover Street and serve a street tree function. Assets in the surrounding area include a significant number of Georgian and Victorian 3 storey red brick and ashlar dressed houses on Glossop Road which are Grade II Listed and the historic and characterful fabric of the Hannover Conservation Area more widely, which begins just south of the site.

The proposed new University building would provide two new 300 space combined science laboratories (known as superlabs) together with medical teaching space, fume cupboard laboratory space and collaboration spaces. This would be wrapped within a building at a height of 6 conventional storeys (although only 5 storeys of accommodation are provided) with a design guided by a set of objectives based around sustainability, student experience and quality.

Although the scale of the building is in proportion to other University buildings in the locality (such as the Hicks Building and Information Commons) the design will stand apart from surrounding built forms as an architectural set piece. This is the same approach as taken by the University for preceding similar projects including The Wave on Northumberland Road, The Diamond and the Information Commons resulting in an eclectic mix of architectural styles within the Campus (anchored by the Gold Route and the Grade II* Listed Arts Tower).

The design comprises an angled front façade with glazing angled downwards at each level and partially shrouded on tapering sheets of perforated anodised aluminium cladding cut with geometric patterns. This facade design would return up the side of the building and then transition to a different architectural approach for the back of the building where the façade would become flat but would be shrouded in the same perforated anodised aluminium cladding. There would be a solid plinth at ground level, upon significant sections of which would be installed a green wall with built in irrigation system.

The development footprint and volume is such that the removal of the London Plane

Trees on the site is necessary and this is negative associated with the project as it will remove 8 mature good quality trees with a street tree function on Upper Hannover Street. This has been the main cause of objection to the development with both the Sheffield Tree Action Group and Sheffield Street Tree Partnership objecting to the proposal on these grounds.

Following negotiation, the applicant has agreed to a compensation package which would include the planting of 8 new street trees as well 46 other new trees both with the proposed new parkland area and the wider University Campus. Unfortunately, due to utility constraints, it is not possible to provide the new street trees in close proximity to where the existing trees will be lost but a long list of sites has been produced which are all near to the proposal site, including sites on Upper Hannover Street, and further feasibility work has been scheduled in order to get down to a shortlist to table at Committee.

A range of design, sustainable transportation and other issues have been raised and addressed as part of the application assessment process and the report above sets out a full assessment of the various key policy concerns against the relevant policy tests and concludes that the application is acceptable in relation to these matters. The negative aspects of the scheme include the tree loss described above, the lack of sympathy of the proposed design with adjacent heritage assets and under provision of cycle parking.

However the positive elements include the redevelopment of a site containing mainly relatively poor quality structures with a modern new University building providing high quality teaching facilities, the delivery of a new central campus parkland area and associated visitor cycle parking facility and the very significant numbers of new trees which would be planted as well as the proposed green wall and local footway widening.

The economic benefits of the development are also acknowledged. The applicant's Economic report attempts to quantify these benefits and states that the development represents a £86 million investment, will support the STEM sector, and will support 70 construction jobs. The combined channels of impact (direct, indirect and induced) are estimated to support 720 job years of employment in Sheffield between 2022 and 2028 (£37 million in GVA contributions to GDP over the same period and support £21 million in wages).

The above figures have not been verified and are clearly only estimates based upon a set of assumptions with likely varying degrees of accuracy. However, it appears likely that the development will result in at least moderate economic benefits to Sheffield. This is in terms of (i) the capital investment in the new building and consequent construction industry activity; (ii) the potential wider regenerative benefits of new good quality development taking place; (iii) potential improvements in the quality of science and medical education taking place in the City; and (iv) potential improvement to the vitality and efficiency of one of the City's two Universities resulting from the modernisation of their science teaching estate.

Overall, and taking account of the presumption in favour of sustainable development, it is concluded that the benefits of the development outweigh the harm and

conditional approval of planning permission is recommended. This is subject to the prior engrossment of a legal agreement under Section 106 of the Act setting out planning obligations which give effect to the Heads of terms listed below.

Heads of Terms

It is recommended that any resolution to grant planning permission is made subject to the prior completion of a legal agreement under Section 106 of the Act setting out Planning Obligations based upon the following heads of terms:

- 1) Financial contribution of £15,000 to contribute towards the improvement of tram infrastructure in the locality;
- 2) Approval and implementation of a 30 year Habitat Management and Monitoring Plan (HMMP) covering the new park and all new soft landscaping including new trees in the wider campus and the green wall.

Planning obligations must be:

- necessary to make the development acceptable in planning terms
- directly related to the development; and
- fairly and reasonably related in scale and kind to the development.

In this case the tram stop financial contribution is needed in order to contribute towards the improvement and/ or replacement of infrastructure at the University Tram stop which is becoming obsolete and will be difficult to maintain into the future. Ensuring the provision of high quality tram infrastructure is necessary to promote modal change, is directly related to the development, as the building will be a high travel generator and is adjacent to the tram stop, and the scale of contribution is considered to be fair and reasonable in the context of the multi million pound development project.

The obligation to agree a 30 year HMMP is needed to ensure that the proposed ecological enhancements, including BNG are successfully established and maintained for the minimum 30 year period required by statutory BNG. The requirement to compensate for the tree loss and provide for BNG is directly related to policy requirements associated with the development and the scale of enhancement and 30 year maintenance requirements are directly related in scale and kind to the impacts of the development and associated habitat and tree loss.

This page is intentionally left blank