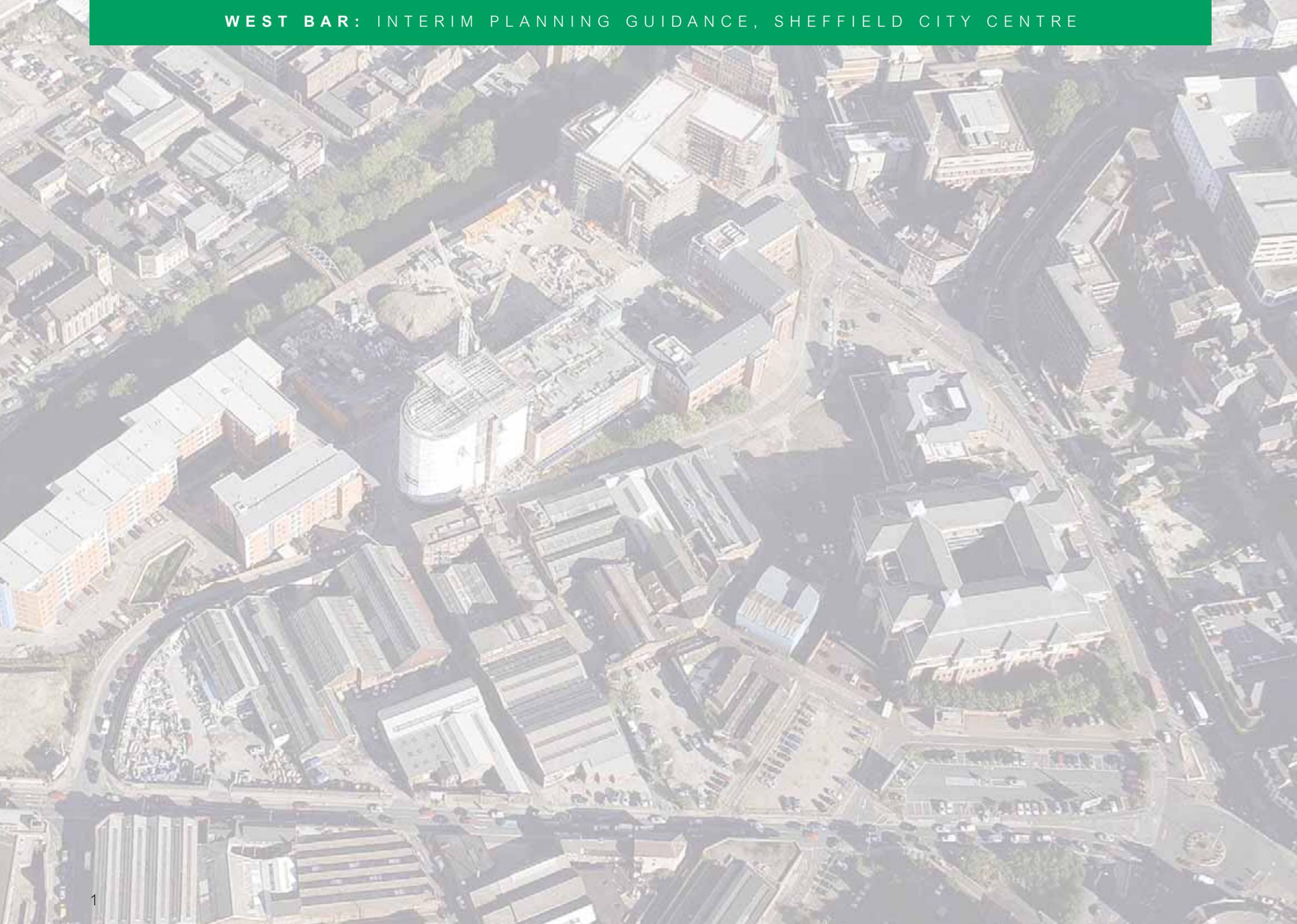




West Bar Interim Planning Guidance

JULY 2006



CONTENTS

1. Introduction
2. Why Interim Planning Guidance
3. Regeneration Context / Background Policy Documents
4. IPG Key Principals
5. Proposed Land Use Policy
6. Urban Design Framework
7. Open Space and Public Realm
8. Planting
9. Disability Access
10. Archaeology
11. Accessibility, Parking and Transport
12. Public Art and Lighting
13. Safety and Security
14. Sustainability
15. Public Consultation
16. Relevant Reports and Documents

APPENDICES

- Appendix A IPG Site Boundary/Aerial Photo
- Appendix B UDP Policy
- Appendix C IRR/WB Urban Design Framework
- Appendix D Urban Design Framework Plan
- Appendix E Relevant Reports and Documents
- Appendix F Consultation Response Summary

1.0 INTRODUCTION

- 1.1 The West Bar development area is a 3.04 Hectare (7.51 Acre) site adjacent to the northern section of the Inner Relief Road, which is under construction. The site is triangular in shape and bounded by West Bar, Corporation Street and Bridge Street on the northern edges of the city centre. The site is within the identified Central Area (10) of the Unitary Development Plan (UDP).
- 1.2 In December 2005 the City Centre, South and East Planning Board approved the production of draft Interim Planning Guidance and Public Consultation on this draft document for the West Bar site. A plan outlining the IPG boundary is at Appendix A.
- 1.3 The site currently comprises a number of industrial and office buildings and sites, many of them underused, and surface level car parking with a tortuous and largely defunct street pattern, which does not afford good links between the river and the Cathedral Quarter. Major change in this area is now taking place as the result of industrial closures, expanding confidence in the City Centre office and housing markets and the completion of the Northern section of the Inner Relief Road.

2.0 WHY INTERIM PLANNING GUIDANCE

- 2.1 The Interim Planning Guidance has been produced to cover the transitional stage between the current Unitary Development Plan (1998) and the publication of the new Sheffield Development Framework. It will provide guidance pertinent to policy which has emerged subsequent to the approval of the UDP and which given the changes in circumstances will be relevant to any proper assessment of planning proposals within the site area.

2.2 Current Unitary Development Plan Policy

There are two current land designations for the West Bar site. These are a Business Area (IB7) and General Industry Area (IB5). Details of these designations are shown at Appendix B. In view of the major changes described above, these designations no longer reflect the Council's aspirations.

- 2.3 The IPG will assist with delivering comprehensive redevelopment of the site ensuring the City Council's planning and design objectives detailed in sections 4, 5 and 6 are met.

- 2.4 The IPG was adopted at City Centre, South and East Planning Board (30.5.06) and Cabinet (12.7.06) and is a material consideration in determining planning applications. It will inform the preparation of the new Sheffield Development Framework as well as modifying outdated Council Policy. **Planning applications contrary to the adopted West Bar IPG will be refused.**

3.0 REGENERATION CONTEXT/BACKGROUND POLICY DOCUMENTS

- 3.1 The construction of the new Northern section of the Inner Relief Road (IRR) is due for completion in 2007 and will afford regeneration opportunities for areas through which it passes.

In anticipation of the IRR construction Sheffield City Council has undertaken the following work to determine and guide the potential regeneration benefits the road will provide. The IPG also builds on a raft of other planning and regeneration initiatives, which both inform and complement the regeneration of West Bar and these are also listed overleaf.

3.2.1 **Regeneration Framework for IRR Corridor and West Bar**

- In September 2002 Cabinet approval was given to a Regeneration Framework for the Inner Relief Road Corridor including assembly of the West Bar site.
- In May 2004 Cabinet approval was given to the production of a market/development brief to seek a development partner for the West Bar site. The West Bar Development Brief was advertised in the regeneration and property press in January 2005 inviting expressions of interest from the market.
- In September 2005 Cabinet approval was given to the appointment of a preferred developer.
- In December 2005 City Centre, South & East Planning Board approved the production and consultation of draft Interim Planning Guidance for the West Bar site edged red on the plan at Appendix A.

3.2.2 **City Centre Masterplan (2000)**

The City Centre Masterplan focuses on the core of the City Centre and the delivery of 7 landmark projects. However it was acknowledged that once they were underway, further regeneration would follow in more peripheral areas such as the Sheaf Valley and Central Riverside. The plan is under review in 2006 and the West Bar IPG will inform this process.

3.2.3 **Sheffield Central Riverside Strategy**

Cabinet approved the strategy in May 2004. It proposes the production and adoption of regeneration Action Plans throughout the area and a programme of site assembly and public realm improvements to stimulate private investment in office and business space.

3.2.4 **Inner Relief Road (IRR)**

Construction of the Northern Section of the IRR commenced in 2005 and is due for completion in the summer of 2007. The project will have a major impact on the future of the West Bar site and provide an opportunity for the placing of high profile office development on its new frontage to Corporation Street.

3.2.5 **Cathedral Quarter Action Plan**

The Action Plan adopted by Cabinet in December 2004 identified through consultation with businesses recognition that some premises within the quarter are restricted in size and with Conservation Area protection will not meet future requirements of the occupants. The Action Plan proposes the reintroduction of some residential uses into vacant premises to assist with the creation of a vibrant mixed use area. The Action Plan recognised the need to provide 'move-on' space for expanding legal & professional firms in the Cathedral Quarter and identified West Bar and Riverside as the most appropriate opportunity to achieve this.

Improvements to key pedestrian routes have been identified along Paradise Street to assist with linking the Cathedral Quarter/ City Centre with West Bar, Riverside and Kelham.

3.2.6 **St Vincents Action Plan**

Adopted as a material consideration in December 2004 and introduced residential uses into the area through the designation of a 'Housing Opportunity Area'. A business area has been designated along Broad Lane / Tenter Street and Shalesmoor to assist with the creation of a strong business corridor.

3.2.7 **Nursery Street / Wicker Action Plan (Draft)**

An area of great opportunity following the construction of the Inner Relief Road including a chance to recover its role as an important gateway to the City Centre. The Action Plan focuses on land uses, open spaces, the future role of the area and the proximity of the river Don.

3.2.8 **Kelham & Neepsend Action Plan**

Following the production of a study by the Kelham & Neepsend Riverside Forum published in 2005 the City Development Division is drafting an Action Plan for consultation with local stakeholders in 2006. The Action Plan will seek to identify ways to manage the transition of the area from one of predominantly industrial to mixed use.

3.2.9 **Inner Relief Road Urban Design Framework**

This document provides an Urban Design and Planning Framework for the land and structures affected by the construction of the IRR providing a vehicle for facilitating and promoting the regeneration of the corridor as an attractive place to live, work and visit. A copy of the IRR urban design framework plan is at Appendix C.

3.2.10 **Sheffield Urban Design Compendium**

The production and adoption of the Compendium seeks to assist with a step change in the quality of development and public space design in Sheffield City Centre. The West Bar site falls within the Riverside Quarter in this document. The Compendium can be viewed online at the City Council website at <http://www.sheffield.gov.uk/in-your-area/planning-and-city-development/urban-design--conservation>

3.2.11 **West Bar Development Brief**

The Brief was produced and published by the City Council in January 2005 seeking a development partner to deliver a high quality major mixed-use development at West Bar. The Brief promotes the City Council's vision with the emphasis being on delivering the following key principals detailed in Section 4.

3.2.12 **Central Riverside Public Realm Strategy**

Promotes the creation of a network of high quality spaces exploiting the construction of the new Inner Relief Road and improving the links between the City Centre and Central Riverside areas of St Vincents, West Bar, Kelham Island / Neepsend and Victoria Quays.

4.0 **IPG KEY PRINCIPALS**

4.1 **Extending the City Centre Core** – Linkage to the City Centre core will be achieved by:

Developing the buildings to the south of West Bar opposite the Courts. This will help repair the fractured form of the centre and make a strong link between the City Centre and West Bar.

Creating a strong link into the site from the bottom of West Bar Green. The Crown and Family Courts are currently a significant barrier so this link has particular importance.

4.2 **Urban Character and Density** – It is anticipated that the scheme will be a street based, dense urban development. The masterplanning exercise will establish a strong network of streets through the area to create a series of urban blocks.

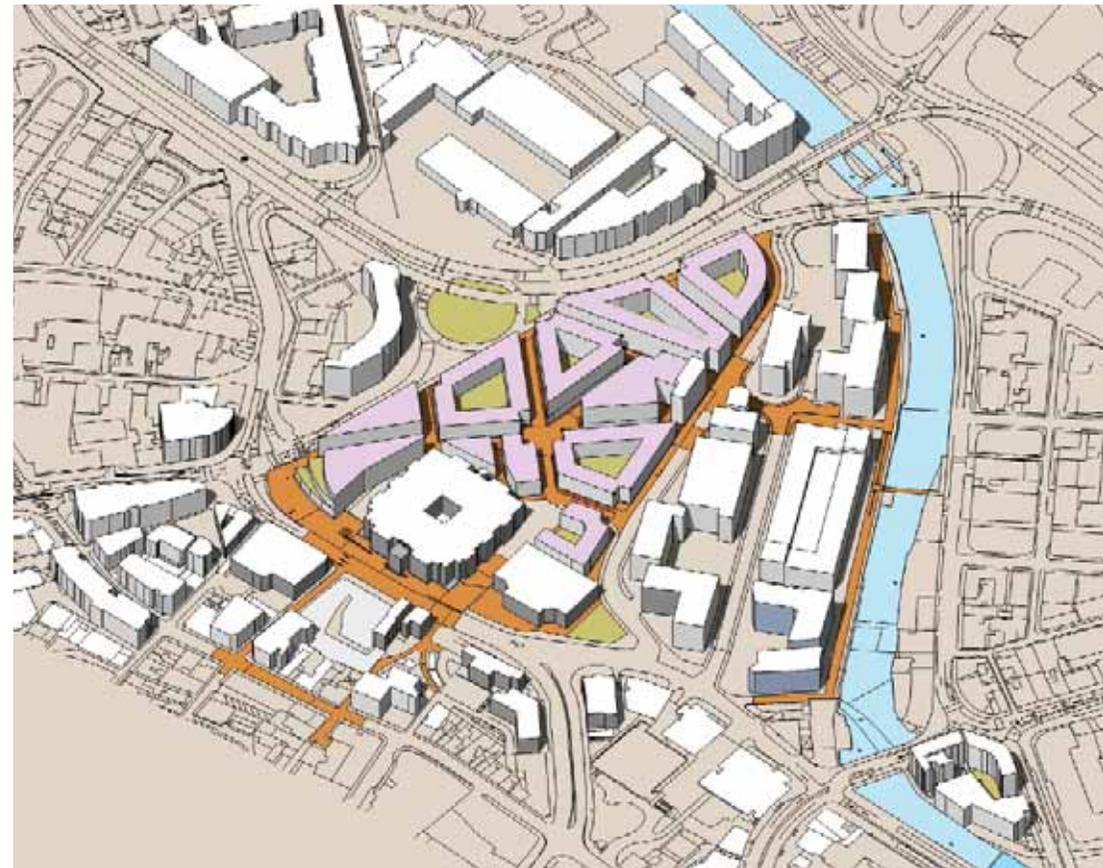
- 4.3 **A Mix of Uses** – The development should include a mix of uses including office space, housing, retailing and leisure uses. It is anticipated that the upper floors of buildings will be either offices or residential. The ground floor uses should create active frontages as far as possible.
- 4.4 **An Integrated Development** – It is important that the development is fully integrated with the surrounding area. To this end the scheme should create a clear and legible series of routes for pedestrians linking the City Centre with the Nursery Street and Kelham Island areas.

This means that the new routes will need to integrate with the new footbridge over the river and the crossing points over the new IRR.

- 4.5 **Design Quality** – It is expected that the development will achieve distinctiveness through strong design. To this end it is anticipated that any development should be based on a masterplan of the entire site in order to establish a framework for development. The masterplan should also identify opportunities for landmark buildings particularly along the IRR. The developer is expected to give careful attention to the public realm and the masterplan should identify opportunities for public art and lighting to be incorporated.
- 4.6 **Sustainable Development** – The City Council wishes to promote best practice and innovation by the adoption of sustainable development and construction practice
- 4.7 **Comprehensive Approach** – It is considered that the site should be developed in a comprehensive way in order to produce an integrated and economically viable scheme ensuring new development is of significant architectural merit and secures high

quality public realm both of which are required to transform the area. A comprehensive approach will also overcome the obsolete street layout, ensure that an appropriate mix of uses is delivered in an appropriate order, ensure that a consistent and comprehensive approach can be taken to design issues which will emphasise gateway locations. Any development that conflicts with the IPG will not achieve this objective and will be resisted.

- 4.8 The IPG sets out in policy terms these planning and design principles at sections 5 and 6.



West Bar Development Brief - January 2005 (SCC)

5.0 PROPOSED LAND USE POLICY

- 5.1 The following policy is proposed for the West Bar area highlighted at Appendix A. It will be used to inform the Sheffield Development Framework.
- 5.2 In advance of the SDF becoming operational, this policy shall be treated as a material consideration for the determination of planning applications in the area.
- 5.3 The following land use designation is proposed to support the regeneration and comprehensive redevelopment of the West Bar area.

Preferred Uses

Office (B1a) – At least 50% of gross floor space

Acceptable Uses¹

Small Convenience Shop Development (A1)
 Financial & Professional Services (A2)
 Food & Drink Outlets (A3)
 Drinking Establishments (A4)
 Non-office development (B1b and B1c)
 Housing (C3)
 Hotels (C1)
 Community Facilities and Institutions (D1)
 Leisure (D2)
 Open Space

Unacceptable Uses

General Industry (B2)
 Storage and Distribution (B8)
 Scrapyards
 Petrol Filling Stations

Development proposals for uses not listed will be decided on their individual merits.

1PPS6 (Government Guidance on Planning for Town Centres) now requires all retail and leisure development to be assessed against the tests of need, scale, the sequential approach, impact and accessibility, regardless of size.

Rationale

The City Centre has been identified in the Sheffield Development Framework and City Strategy as a primary location for future office employment in Sheffield. The West Bar site has been identified as a prime site for the expansion of the City Centre and in particular the Cathedral Quarter Central Business District. This is backed up by projections on office requirements by the private sector and Sheffield One. It is anticipated that the West Bar area will contribute a substantial element of the requirement creating hundreds of new jobs for Sheffield.

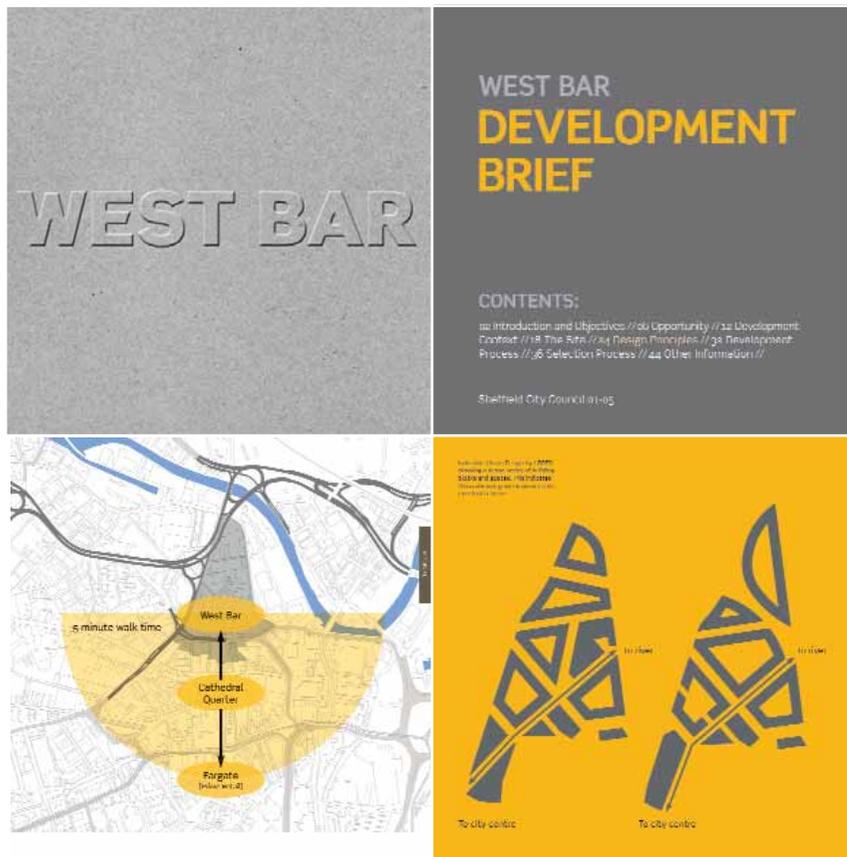
The area with its proximity to the City Centre core retail area and Riverside provides the potential for a good living environment. The predicted diversion of through-traffic from Bridge Street / West Bar will allow for new public space and improved pedestrian links from the Cathedral Quarter.

Housing Tenure

The proposed policy designation for West Bar will allow for the introduction of housing as part of mixed-use development.

To ensure a balanced residential city centre community any new scheme(s) for the site should take account of interim planning guidance on Affordable Housing and contribute to the mix. The guidance can be viewed at the website below.

<http://www.sheffield.gov.uk/in-your-area/planning-and-city-development/planning-documents/spg>



West Bar Development Brief - January 2005 (SCC)

6.0 URBAN DESIGN FRAMEWORK

- 6.1 The IPG proposes the comprehensive redevelopment of the site and completion of a masterplan to underpin any development proposals. This will ensure the integration of the site into the city centre taking account of good urban design and architecture.
- 6.2 To achieve the above objective the following key principles should be adhered to in any new developments proposed for the site:
- In order to achieve the key pedestrian linkages, a balance of uses and a significant improvement in design quality, a comprehensive approach to the development of the site is considered essential.
 - A fully integrated mixed-use development, which will be an exemplar in terms of its fine grain approach creating active ground floor uses where designated (see Appendix D)
 - Exploiting the proximity of the Riverside, Kelham Island and Cathedral Quarter in terms of pedestrian connections and complementary public spaces.
 - Make use of the new IRR route to mark gateways and landmark features.
 - Place making is critical as the area presently suffers from lack of identity and strong architectural features, other than the Crown Courts.
 - Generate a sufficient population density to sustain a permanent residential community within the area with appropriate convenience shopping, services and open spaces.
 - Avoid closed or inactive frontage on key routes and spaces indicated on the plan at Appendix D.

- Design approach should be a street based scheme, which creates a central focal space and clear route to the Riverside as a citywide leisure venue. It is critical to have a variety of streets and spaces, which give choices to people rather than a set route.
- Create a sense of arrival from the Cathedral Quarter, by a new space in front of the Crown Courts, marking pedestrian gateways on West Bar Green, Snig Hill and Corporation Street North etc.
- High quality, innovative, bold, distinctive, sustainable architecture, which will raise the quality of the area and make it distinctive, is essential.
- The general massing should be 5/6 storeys, with opportunities to mark the gateway, with distinctive high quality buildings.
- Any proposals for tall buildings will be assessed on the CABE criterion and the criterion within the Sheffield Urban Design Compendium.
- Incorporate environmental sustainability principles in design right from the outset e.g. SUDS, Car Share Clubs, BREEAM, Green Roofs/Roof Gardens, Grey Water Recycling etc.

6.3 This policy guidance should be read in conjunction with documents detailed at section 3 namely the Sheffield City Centre Urban Design Compendium and West Bar Development Brief.

7.0 OPEN SPACE AND PUBLIC REALM

7.1 A key objective of the IPG is to ensure the provision of new open space and quality public realm for residents, workers and visitors alike. The required comprehensive redevelopment of the site will assist with delivering the following objectives:

- Wide and tree lined boulevards on the Inner Relief Road frontage
- Incidental spaces marking the gateways and key routes, enhancing the sense of arrival at West Bar
- Open space for residents on the key route to the riverside, which can be a multi purpose space used throughout the day.
- Proposed new square at the front of the law courts taking advantage of downgrading following the completion of the IRR.

8.0 PLANTING

8.1 To enable street tree planting, any existing or proposed underground services should be provided/re-routed to a common service trench to one far side of the footpath. Additionally, buildings should generally have no overhangs into the footpath area. Trees should be planted as semi-mature size with a girth of no less than 35cm. They will require tree pits which are at least 4m x 2.5m x 1.25m in depth and include ground anchorage, drainage tubes, quality growing medium, SCC design tree grilles, which incorporate 2, 70 watt up-lighters and root barriers. One species should be used per street (although a selection of species could be used internally, within the area). Full canopies, visual interest and appropriateness to urban environments will be required from species selection. Planting along Corporation Street should complement species selected along the new inner relief road e.g. Quercus palustris (Pin Oak)

- 8.2 Trees should be minimum 3.5m distances from the road and minimum 4m distances from the buildings (buildings need to be set back 7.5 metres from the kerb). However, the greater the space which can be given to tree growth the better. Tree spacing should reflect the rhythm of tree and lighting column spaces used in the adjacent IRR scheme.
- 8.3 PPS 9 states that all developments should increase biodiversity. The West Bar site is in close proximity to the River Don Green Corridor Network and high quality urban treatments for habitat features should be encouraged within the development.

9. **DISABILITY ACCESS**

- 9.1 The Council considers the provision of a built environment, which is safely and inclusively accessible to all, including disabled people, to be a fundamental matter for the planning system. Development offers a unique and realistic opportunity to provide an inclusive environment for disabled people and ensure their needs are met. All residents and visitors to the City will benefit to some degree from inclusive design.
- 9.2 Government guidance has stated that diversity, equality and inclusive access are integral to sustainable communities and that inclusive design should be considered at the earliest possible stage in planning developments, including outline applications and masterplans. The Commission for Architecture and the Built Environment (CABE) has stated that creating places and facilities that are accessible to everyone is one of the cornerstones of good design.

The Box Works,
Manchester;
Urban Splash Architects

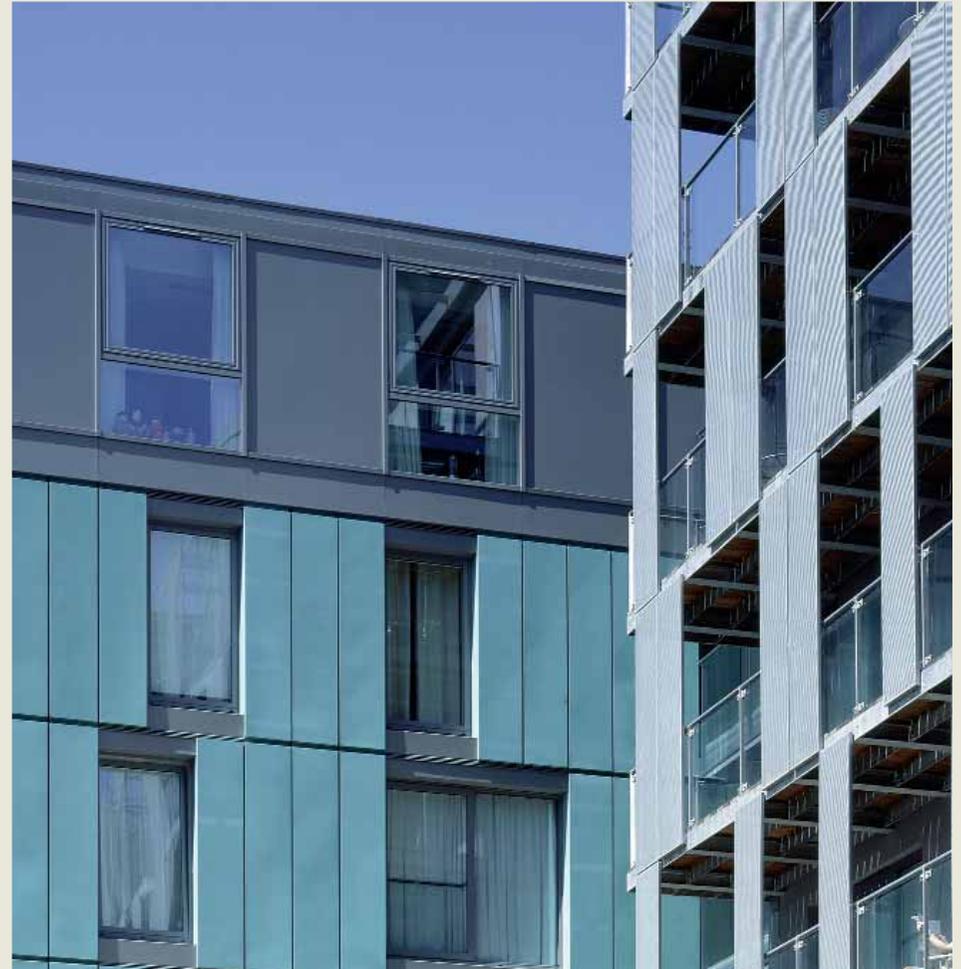


- 9.3 All development within the IPG site will be required to provide the highest standard of safe, convenient and inclusive access for all, including disabled people, in accordance with nationally recognised accessible design standards and the Council's disability design standards.
- 9.4 In the case of buildings, access will be required to, into and within the building and its facilities, within the site and from the surrounding area.

9.5 Access should include, as key features of an inclusive development:

- Design that makes the development accessible to disabled public transport users, car users and pedestrians.
- Positive use of the levels, gradients and orientation of the site to maximise access for disabled people within the available topography.
- Design and layout of all elements of the built environment in a way that provides access for all and avoids the need for exceptions and special interventions, such as access only via a secondary entrance.
- Accessible controlled crossing points across surrounding streets to connect the development with adjacent facilities.
- Sufficient accessible car parking and drop-off facilities for disabled workers, residents and visitors, including visitors to residential accommodation. This is likely to entail the provision of additional accessible parking spaces and drop-off points closer to the different elements of the development than general parking facilities if suitable travel distances are to be achieved.
- Comprehensive, safe and well lit accessible public realm and external pedestrian routes separated from cycles and motor vehicles and accessible to disabled people whenever they are open to non-disabled people.
- Accessible toilet facilities.
- At least 25% of residential units, accessible parking facilities for disabled residents, and the overall site environment in compliance with the Council's Mobility Housing Supplementary Planning Guidance.

Brewery Square,
Clerkenwell;
Hamilton Associates



9.6 Inclusive design should be included from the earliest stage in planning development and should be evident from the information submitted, including for pre-application negotiations as appropriate to the level of detail provided.

9.7 An access statement will be required with all planning applications, including outline applications and/or applications made at masterplanning stage, to demonstrate compliance with the inclusive design standards as appropriate to the design stage. Access statements will be expected to demonstrate the active involvement of an access champion/registered access consultant in design development.

10.0 **ARCHAEOLOGY**

10.1 Where new development is proposed, the impact on historic buildings and below ground archaeological features and finds will need to be considered. As a scheme(s) for the West Bar site is worked up, an appraisal of any standing historical buildings and an assessment of below-ground potential – supplemented by the results of the site investigation – will clarify how different elements of the historic environment can be included. Where below ground features of interest are identified, such features could be considered for incorporation in the schemes design, or for representation by on-site interpretation. The South Yorkshire Archaeology Service (SYAS), based in Sheffield City Councils Development Services, can advise further.

11.0 **ACCESSIBILITY, PARKING AND TRANSPORT**

11.1 **Access**

This is a highly accessible site, which offers significant opportunities to promote sustainable travel initiatives. The site will have excellent access to the strategic road network, upon completion of the Inner Relief Road (IRR), very good access to numerous public transport routes, with only a short walk to Sheffield rail station and Supertram. The City Centre, Central Business District, St Vincents area and the two Sheffield Universities are within easy walking distance and the site is located close to major cross-city cycle routes.

11.1.1 Vehicle access into the site should be consistent with the design principals of the IRR, safe pedestrian and cycle routes from and through the site will need to be provided linking into the adjacent network. The site will also be required to promote the use of public transport, which is likely to include measures incorporating real time information for bus services within most of the new developments and/or on adjacent principle stops.

11.2 **Parking**

As the site is located in close proximity to public transport, parking levels are expected to be below the maximum standards given in adopted City Council parking guidance. The shared use of parking spaces for commercial and residential uses is to be encouraged.

11.2.1 Suitable provision for disabled parking spaces, cycle and motorcycle storage, must be made for both residential and commercial uses, together with some provision for visitors.

11.2.2 The establishment and physical location of a car share club serving West Bar is strongly recommended and will be supported by the Sheffield City Council Car Share Club Officer.

11.3 **Transport**

All development proposals will need to be supported by a detailed Transport Assessment and Travel Plan.

12.0 **PUBLIC ART AND LIGHTING**

12.1 A comprehensive Public Art scheme will also be required for the whole development. This could incorporate lighting, treatment of surfaces, building, water features and street furnishing embellishments as well as the placing of freestanding sculptures.

13.0 **SAFETY AND SECURITY**

13.1 Developer contributions will be sought to contribute to the expansion of the City Centre Ambassadors and/or Sheffield Homes Warden Scheme, already operational in the St Vincents area, Riverside and proposed for Kelham/Neepsend in the near future.

14.0 **SUSTAINABILITY**

14.1 A sustainability appraisal will be required as part of any development proposals for the site.

15.0 **PUBLIC CONSULTATION**

15.1 Full public consultation on this document was undertaken in 2006. This was over a 6 week + period commencing with a public exhibition on the 16th/17th and 18th February 2006. The full draft document, questionnaire and contacts for returns were posted on the Sheffield City Council website. The consultation period closed on Monday 3rd April 2006. A summary of consultation responses is attached at Appendix F.

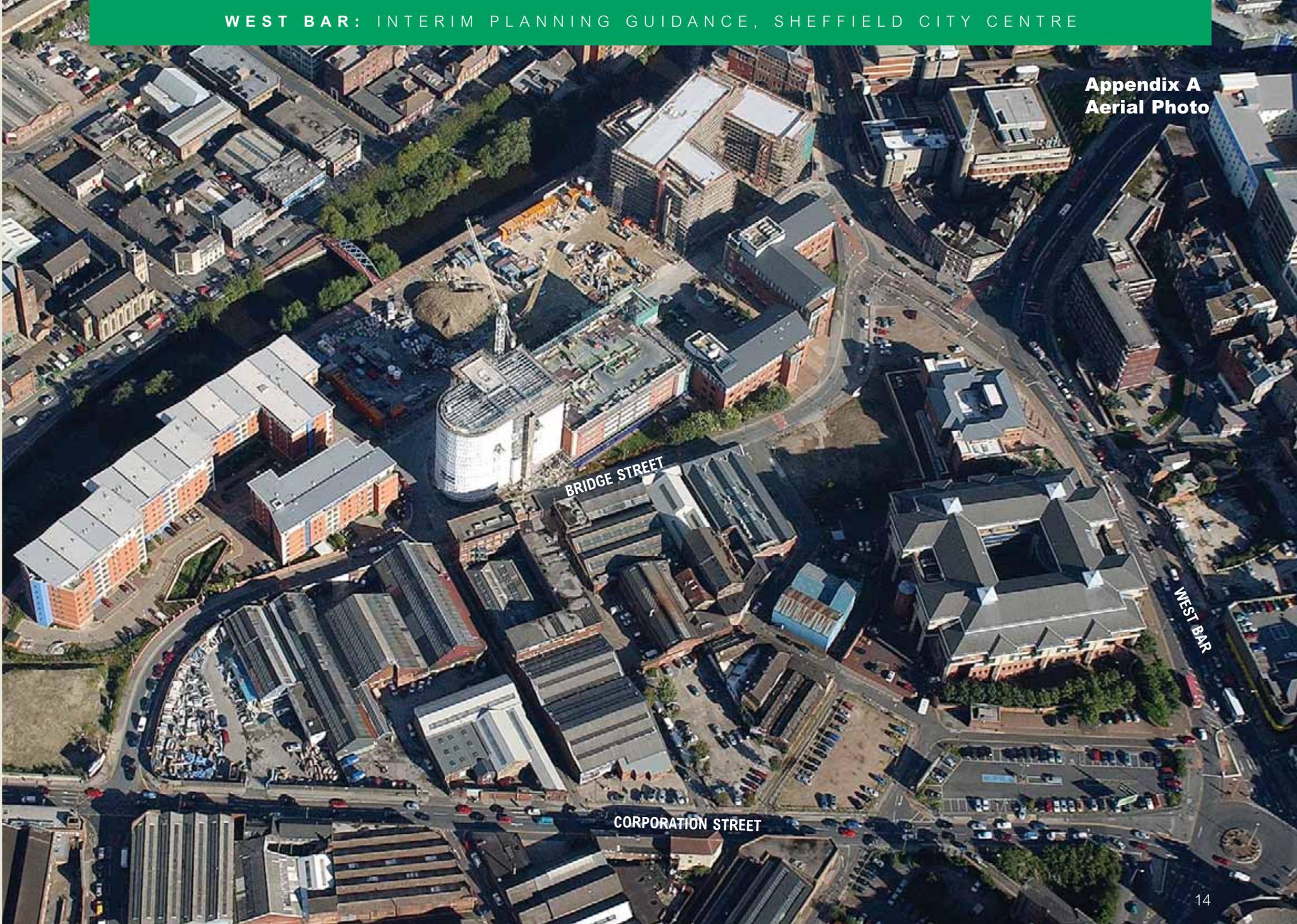
16.0 **RELEVANT REPORTS AND DOCUMENTS**

16.1 A comprehensive list of documents that have been referred to in the preparation of this draft Interim Planning Guidance can be found at Appendix E.

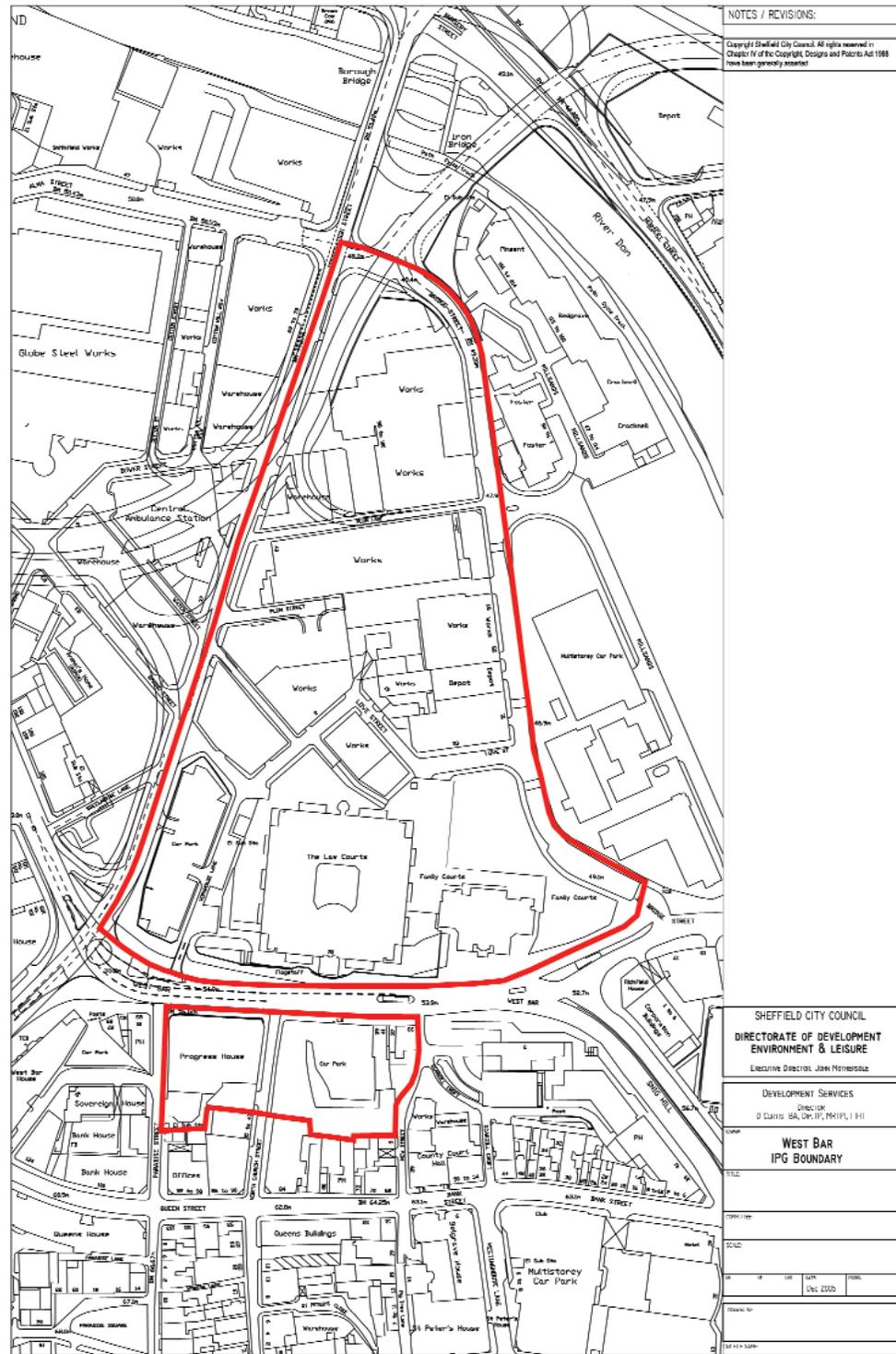
For further information please contact:

Matthew Hayman
 City Centre Team
 City Development Division
 Development Services
 4th Floor, Howden House
 1 Union Street
 Sheffield S1 2SH
 Tel: 0114 2735130
matthew.hayman@sheffield.gov.uk
www.sheffield.gov.uk

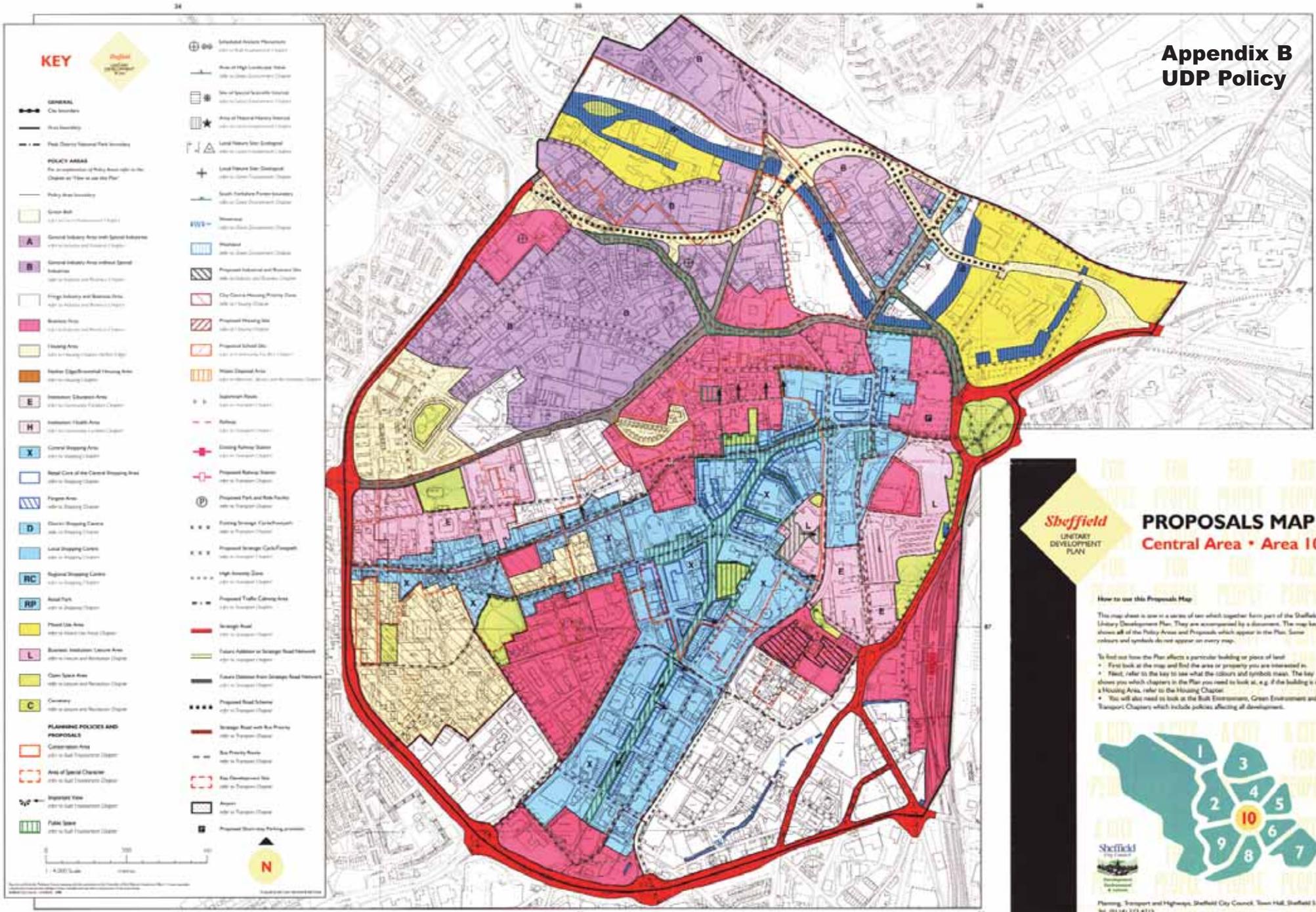
Appendix A
Aerial Photo



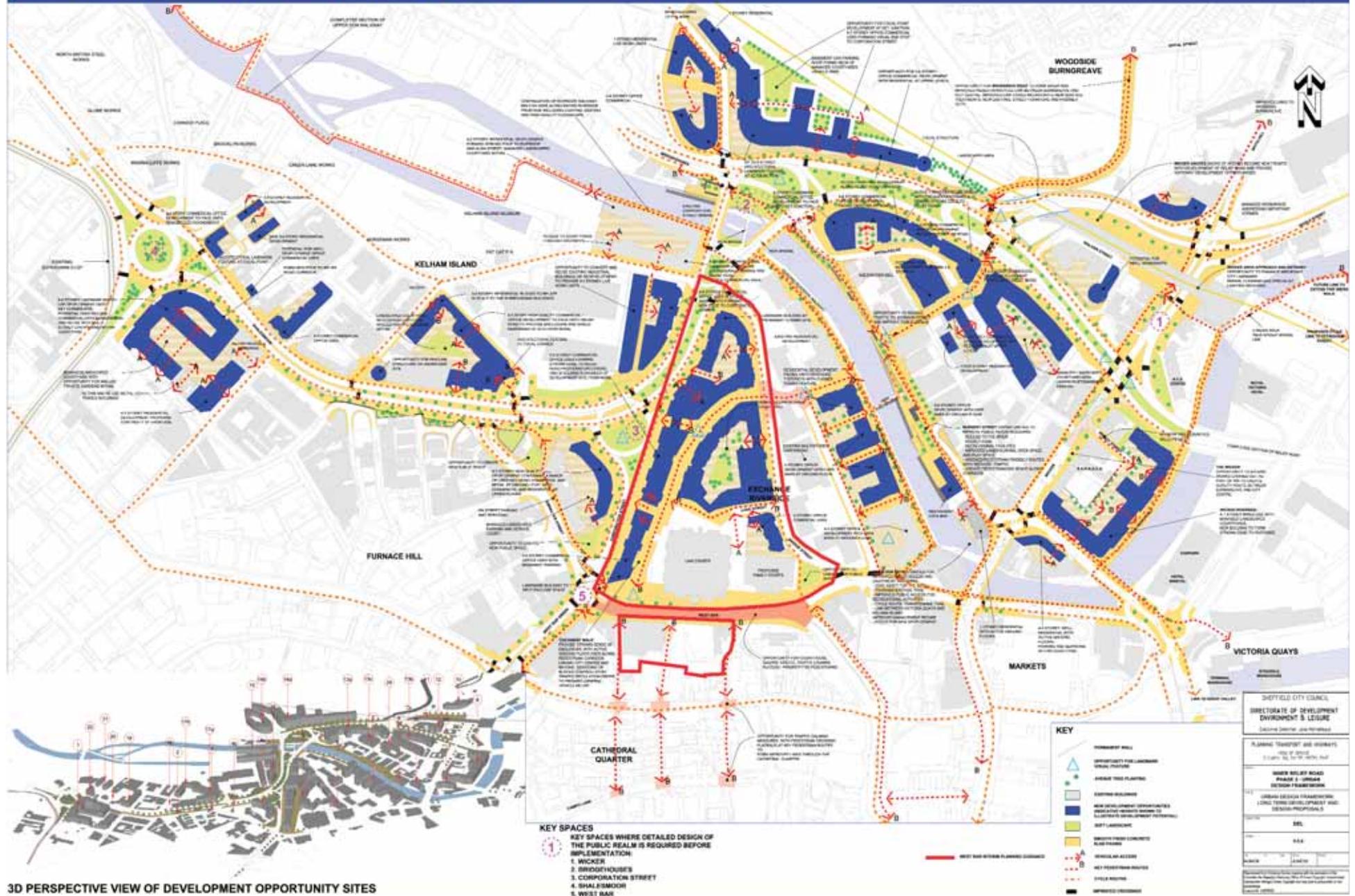
**Appendix A
IPG Site Boundary**



Appendix B
UDP Policy

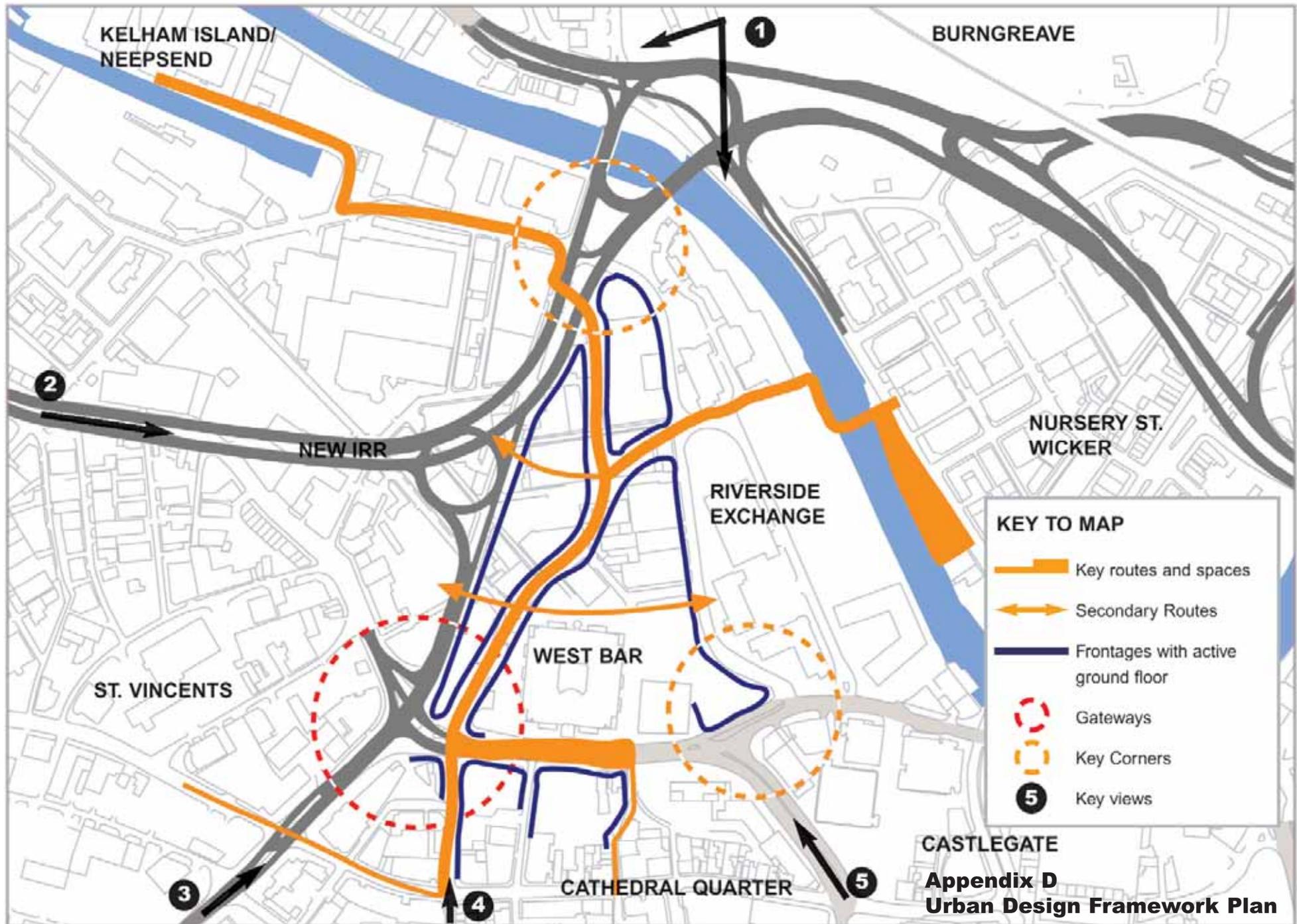


**INNER RELIEF ROAD PHASE TWO
URBAN DESIGN FRAMEWORK: LONG TERM DEVELOPMENT AND DESIGN PROPOSALS**



3D PERSPECTIVE VIEW OF DEVELOPMENT OPPORTUNITY SITES

**Appendix C
IRR/WB Urban Design Framework**



Appendix E – West Bar Relevant Reports and Documents

Cabinet/Planning Board Reports

Development Frameworks for the Northern Inner Relief Road and West Bar – Cabinet, 23rd October 2002

Sheffield Central Riverside Strategy – Cabinet, 12th May 2004

West Bar – Cabinet, 21st September 2005

West Bar Interim Planning Guidance – City Centre, South & East Planning Board, 19th December 2005

West Bar Interim Planning Guidance – City Centre, South & East Planning Board, 30th May 2006

West Bar Interim Planning Guidance – Cabinet, 12th July 2006

Background Documents

IRR stage 2 and 3 Urban Design Framework (SCC) 2002

Sheffield Urban Design Compendium (SCC) 2004

Cathedral Quarter Action Plan (SCC) 2004

St Vincents Action Plan (SCC) 2004

Central Riverside Public Realm Strategy (SCC) 2005

West Bar Development Brief (SCC) 2005

Key Design Standards

Disabled Persons Transport Advisory Committee (DPTAC) - 'Inclusive Mobility - A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure'

BS 8300 'Design of buildings and their approaches to meet the needs of disabled people - Code of practice'

'Adjacent Facilities for Pedestrians and Cyclists: Policy Statement' - Joint Committee on Mobility of Blind and Partially Sighted People

Sheffield City Council - 'Accessible Environment Strategy', Disability Design Standards (DDS) and 'Guidance on the Preparation of an Access Statement'

Sheffield City Council 'Mobility Housing - Supplementary Planning Guidance'

Sources of more specific design guidance - covering, for example, signage, ATMs, and tactile paving - are referred to in the standards listed above.

A – Accepted
 AIP- Accepted in part
 C – Contest
 CIP – Contest in part
 CH/CL – Changed or clarified
 NC – No change needed

**Appendix F
 Relevant Reports and Documents**

Consultation Comments

*Do you have further comments to make on the Guidance?	Sheffield City Council Comments	Officer Response
More Green Space	A NC	A key objective of the IPG is to ensure the provision of new open space and high quality public realm for residents, workers and visitors to the West Bar site – Section 7.
It's time this area was made into a safe and pleasant place to live and work. Don't fill it with cheap housing and charity shops. It should reflect its possibility as and upmarket area – not an inner city ghetto, however new. Wake up Sheffield to a wonderful opportunity! Try to get a Quiznos franchise. Best sandwiches I've ever eaten! (Nearest one is in Birmingham).	A NC	Design Quality is a key principal of the IPG and is expected that the development will achieve distinctiveness through strong design – Section 4. The IPG Urban Design Framework proposes the comprehensive redevelopment of the site and completion of a masterplan to underpin any development proposals ensuring the integration of the site into the City Centre and taking into account good urban design and architecture – Section 6.

* The following comments are verbatim from completed questionnaires

Do you have further comments to make on the Guidance?	Sheffield City Council Comments	Officer Response
<p>Building a new development provides a new great opportunity to incorporate lots of energy saving ideas – high spec insulation, use of solar energy for water heating, photovoltaic cells and wind power generate electricity. Community composting to help keep the green spaces health.</p>	<p>A NC</p>	<p>The IPG seeks to incorporate environmental sustainability principles in design right from the outset e.g. Sustainable Urban Drainage Sytems (SUDS), Car Share Clubs, BREEAM, Green Roofs/ Roof Gardens, Grey water Recycling etc. – Section 6</p>
<p>Area should be self-contained with minimum energy consumption, providing own energy as much as possible. Facilitate recycling. Any bars should be affordable rather than exclusive, needs to be something to encourage people to go there. Access needs to be easy, electric or biogas transport?</p>	<p>A NC</p>	<p>The IPG encourages active ground floor uses and new public spaces along key routes in and through the site. This new public space should provide amenity space for employees, residents and visitors to the site.</p> <p>The site affords good public transport links and the implementation of car share clubs and pedestrian/cycle travel is to be encouraged.</p>
<p>Make more imaginative use of the roofs – green roof accessible areas etc. Make sure it links to the city cycle network and there is cycle parking.</p>	<p>A NC</p>	<p>The IPG seeks to incorporate environmental sustainability principles in design right from the outset e.g. Sustainable Urban Drainage Systems (SUDS), Car Share Clubs, BREEAM, Green Roofs/ Roof Gardens, Grey water Recycling etc.</p> <p>The IPG requires that suitable provision be made for cycle storage for both residential and commercial uses.</p>

Do you have further comments to make on the Guidance?	Sheffield City Council Comments	Officer Response
<p>The area already has enough high-rise development. The Riverside development is inconvenient – no shops. There needs to be good public transport links with the site to complement the pedestrianisation. Good design is vital, and liveability should not need to be compromised to incorporate this. The area should not be “gated” like Riverside. There should not be any churches, mosques, temples or synagogues as these may polarise the area. Please, no McDonalds!!!!</p>	<p>AIP NC</p>	<p>The gateways and key corners of the site have been identified at appendix E of the IPG. The general massing of development should be 5/6 storeys with opportunities to mark the gateway with distinctive high quality buildings. Any proposals for tall buildings will be assessed on the CABE criterion and guidance in the Sheffield Urban Design Compendium.</p>
<p>Green areas and lots of trees.</p>	<p>AIP NC</p>	<p>The IPG promotes new soft and hard landscaped areas and tree planting in suitable locations within and around the site. Some public space may not be suitable for tree planting and as such ‘lots of trees’ cannot be guaranteed.</p>
<p>Try to avoid too many High Street stores in shopping areas, leave room for some smaller speciality shops. It looks bad for a shopping area if there is a big empty shop left vacant because some major retailer has cut back on finances and closed a store. BE ENVIRONMENTAL. Have a good number of trees and plants in development.</p>	<p>A NC</p>	<p>Developers will be encouraged to look at the provision of varied unit sizes in order to encourage small/independent traders.</p> <p>The IPG provides guidance on Planting and refers to Planning Policy Statement (PPS) 9 encouraging high quality urban treatments for habitat features – Section 8</p>

Do you have further comments to make on the Guidance?	Sheffield City Council Comments	Officer Response
<p>Because this location to the City Centre is important, any shops, bars, cafes etc an appropriately scaled to serve just the development and immediate surrounding area's. Although part of the City Centre, it cannot be directly linked to main shopping areas; they're for attracting only a small percentage of people in general. However quality and diversity should be of the highest standard.</p>	<p>A NC</p>	<p>The IPG refers to PPS 6 and in particular the requirement that all retail and leisure development should be assessed against the tests of need, scale, the sequential approach, impact and accessibility, regardless of size – Section 5.</p>
<p>The architecture, design and facilities of this development appear to be of exceptional quality at an international level. An environment in which both work, live and enjoy. A great boost for Sheffield – please lets get this one off the ground.</p>	<p>A NC</p>	
<p>Should be attractive/accessible to more than high-rent chains – independent bookshops that can offer more than best-sellers or 3 for 2 – e.g. music specialist, artists space (for selling rather than/as well as studios), jewellery, sculpture, handmade or locally made stuff – a deli for local producers – not just a Meadowhall with law offices. A fruit/veg smoothie bar? A live music venue for small audiences? Safe and clean. Could be fab.</p>	<p>A NC</p>	<p>Developers will be encouraged to look at the provision of varied unit sizes in order to encourage small/independent traders.</p>

Do you have further comments to make on the Guidance?	Sheffield City Council Comments	Officer Response
<p>Make sure the industrial history of the area is represented in a visual way. Preserve archaeological remains of former significant buildings in the basements of new buildings and make them accessible. Provide good green open-air spaces. Provide cycle routes through the Quarter – linked to the rest of the City’s cycle routes.</p>	<p>A NC</p>	<p>Section 10 of the IPG requires that any new development proposals will have to consider the impact on historic buildings and below ground archaeological features.</p>
<p>Need to improve some of the old road surfaces around some parts of Sheffield as they are very poor indeed and some places most of the road surface have crumbled away. Needs to be looked at.</p>	<p>AIP NC</p>	<p>The IPG proposes that any new development will provide new high quality routes through the site.</p>
<p>Sculptures out – trees in,</p>	<p>CIP NC</p>	<p>The IPG requires both a comprehensive Public Art Strategy and Planting Strategy for the site. Both of which are seen as essential in delivering a quality environment for new residents, workers and visitors.</p>
<p>Can Supertram expand down this road? This is also a good chance to link some of the museums into a mixed entertainment trail. Fire museum West bar, Kelham Island and City Museum. There is not visitor thought about expanding these two, where can we park?</p>	<p>CIP NC</p>	<p>A study has recently been undertaken to look at the potential expansion of the Supertram Route. To date only the Hospital loop/route is being investigated.</p> <p>As the site is located in close proximity to public transport it provides significant opportunities to promote sustainable travel initiatives.</p>

Do you have further comments to make on the Guidance?	Sheffield City Council Comments	Officer Response
<p>I would like to see existing street pattern maintained where possible, development may be high raise office, but should fit existing streets. I would prefer a (boulevard) corridor linking the area to City Centre along Angel Street and Millsands (demolish Police Station to create this). It looks too much like a grand plan. Lots of small things rather than one big one is better. Avoid creating gated communities.</p>	<p>CIP NC</p>	<p>Previous Frameworks and Briefs have identified the need for a new street network and the IPG adopts this principal. The completion of the IRR will allow for pedestrian/public realm improvements to create a new pedestrian gateway at Snig Hill, which joins Angel Street. The City Development Division are currently preparing a public realm strategy for Central Riverside including the Snig Hill route.</p> <p>The principal of active ground floor uses and a fully integrated development will avoid gated communities.</p>
<p>Look at viewpoints and long sight lines. Keep vistas. Add trees. I am not a resident – a visitor from the South. I do wish industrial museums opened on Saturdays when I visit – I want to learn more of the industrial heritage. Art gallery impressive.</p>	<p>A NC</p>	<p>The IPG proposes a masterplan approach for the whole site to provide new routes to and from the City Centre to Kelham/Riverside.</p>
<p>Make it high quality, durable, characterfull. Don't make it harsh glass cubes like Manchester/Leeds. Make provision for long-term maintenance and don't let it get shabby like Castlefields communal areas in Manchester.</p>	<p>A NC</p>	<p>The IPG proposes key principals one of which is design quality, which through a masterplan approach will encourage, varied but complementary high quality architecture.</p> <p>The IPG proposes the formation of a management/maintenance company to look after the communal areas of the development.</p>

Do you have further comments to make on the Guidance?	Sheffield City Council Comments	Officer Response
More green spaces would not be amiss.	AIP NC	The IPG proposes as a key principal new integral public space for the site.
Solar powered street lighting is now available.	AIP NC	A key principal of the IPG is for Sustainable Development and the City Council wishes to promote best practice and innovation by the adoption of sustainable development and construction practice, which could include the sourcing of street furniture.
Maintenance, maintenance, maintenance. Energy efficiency.	A NC	The IPG proposes the formation of a management/maintenance company.
The only preferred use is shown as offices although housing is also a fairly major component and it would be desirable to lift housing within the preferred use category as well.	C NC	The IPG recognises the importance of introducing a mix of uses within the development. Due to the sites proximity to the Central Business District and following the success of the adjacent Riverside development it is felt that the site is a prime location for office development and as such should be protected through a requirement for development(s) to provide at least 50% of gross floor space for Office – Section 5.

West Bar Interim Planning Guidance

Development, Environment & Leisure Directorate
Development Services
City Development Division
Tel: 0114 2735130
www.sheffield.gov.uk