

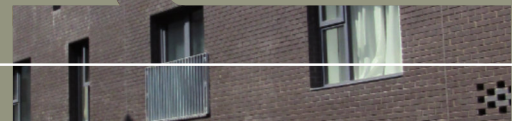
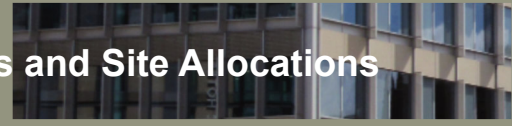
**Sheffield Plan:  
Our City, Our Future  
Publication (Pre-Submission) Draft**

**PART 1: Vision, Spatial Strategy, Sub-Area Policies and Site Allocations**

December 2022

Planning Service  
City Futures  
Sheffield City Council

# our city, our future



## Foreword: A new vision for Sheffield

I am both delighted and honoured to be writing this foreword for the Draft Sheffield Plan.

First and foremost, this is a Plan for the people of Sheffield. It will have implications for how all of us live our lives, setting how and where the city will develop over the next 15-20 years. My priority, and that of the Council as a whole, is to create a city where the benefits of development are felt across all communities and this new Plan can help us achieve that.

A key priority for this Council is delivering secure, connected, respected neighbourhoods – providing affordable homes in the right locations.

Poor housing is often at the root of inequality, and we remain steadfast in our commitment to truly tackling this and providing a high standard for all our neighbourhoods, whilst ensuring that the city's green spaces are protected.

We, as a Council, across all the political groups, have listened carefully to what you told us during the public consultation on how the Sheffield Plan should be shaped in autumn 2020. You told us about the importance you attach to protection of the Green Belt and open spaces; how this is vital to the city's character and to our reputation as the 'Outdoor City'. Many of you told us about your concerns relating to climate change, about the impact of development on biodiversity and about the need for a better mix of homes and more affordable, good quality housing. You told us about the need for better public transport and to prioritise cycling and walking, about the need for a more vibrant, dynamic City Centre and there was widespread support for the reuse of vacant and underused previously developed (brownfield) sites across the city.

The new plan is ambitious but realistic. It includes plans that will enable 35,700 homes to be built and 43,000 new jobs to be created.

Crucially this is a plan that ensures homes are built in the right places and delivers on our ambitions with respect to affordability and sustainability, with the right supporting infrastructure. I am pleased that, through this Plan, we are able to do this without undermining the green character of the city.

The Climate Emergency has played a key role in shaping our overall approach. Sheffield, along with other cities around the world, will need to play its part in responding to one of the biggest challenges of our time. We recognise that it cannot be right to focus on building lower density housing on the edge of the city (as many developers and landowners would like us to do) when there is so much brownfield land in the city that can be brought back into effective use. Focussing future growth in the existing built-up areas and raising overall densities is not only the right thing to do when presented with the environmental challenges we face today, but this approach will also, ultimately, make neighbourhoods better places to live, helping us to reduce the need to travel and improve public transport, shops and local facilities.

The Plan takes forward the ambitions for the City Centre that we set out in the City Centre Vision earlier this year. I'm excited about how the Plan can help us to drive

forward the changes we need in the City Centre and wider Central Area. It includes proposals for a series of vibrant new neighbourhoods providing homes, new public spaces and local services and facilities. We will work with Sheffields, landowners, developers and other partners to deliver those new neighbourhoods over the coming years. These new communities will have clear identities, will offer a variety of places and experiences for the people of Sheffield, will be designed to be inclusive and play a significant role in sustaining existing and future businesses across the central area.

The Plan will play a vital role in helping us to drive up the overall quality of new developments. Amongst other things, it sets improved space standards for new homes, will deliver more accessible and adaptable housing and requires new development to cut carbon emissions, supporting the council's clear objective to be net zero carbon by 2030.

By allocating land for development, the new Plan will enable the Council, utility companies and other service providers to plan new infrastructure more effectively. This includes the provision of new education and health facilities, as well as other vitally important improvements to public transport. Indeed, transport infrastructure is crucial to delivering the new development proposed in the Plan, with many of the policies designed to support the creation of '20-minute neighbourhoods', where everyday needs can be met within a short walk or cycle ride. A shift away from private car journeys towards more sustainable ways of travelling will be essential, not only to cut carbon emissions, but also to create calm, people friendly neighbourhoods and reduce congestion. But we cannot do this alone, we need significantly more support from government to deliver a public transport fit for Sheffield.

Notwithstanding the current poor performance of public transport this should not limit our ambition, or detract away from the connectivity we are striving for. We have developed a Sheffield Plan that is for the here-and-now but also the future - playing a significant role in creating a truly sustainable city. Without an up-to-date Local Plan there will always be conflict between short term economic goals and longer term environmental and social impacts. The Local Plan and planning decisions provide an important tool to honestly, properly, fairly and publicly, mediate between these competing objectives.

I am determined for Sheffield to be a city where no one is held back, excluded, shut out or made to feel that they don't matter, so everybody is respected and able to get on in life, with security at work and at home, decently paid for the work they do and able to live their lives to the full.

You'll see that Sheffield's vision for tackling inequalities, and providing secure, respected and connected neighbourhoods are front and centre of this plan. So too is our climate responsibility which underpins this entire document. We are determined to secure the right housing, infrastructure and support for all our residents, so they can live their lives fully, independently, securely and with dignity. These requirements are not optional or extras – they are at the heart of our communities and the city we will build together.

*Councillor Terry Fox - Leader, Sheffield City Council*



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# 1 Introduction

## What is the Sheffield Plan?

- 1.1. The Sheffield Plan sets out a strategy for future growth and change through to 2039, and will help to deliver Sheffield City Council's objectives for creating a fairer city for everyone.
- 1.2. The plan addresses needs and opportunities for housing, jobs, and important infrastructure. It provides the basis for safeguarding the environment, adapting to climate change, and securing good design. It is one of the most important tools in enabling development and guiding decisions on the future of Sheffield.
- 1.3. Sheffield, like other major cities, is facing a number of challenges but it also has the opportunity to grasp hold of unique opportunities. In order to positively meet needs and responsibly address problems, the city needs a policy framework that can provide certainty and guidance to its residents, businesses, visitors, investors, and partners.
- 1.4. It is vital that the Sheffield Plan reflects the needs and aspirations of every person in the city, no matter who they are, where they live, or what stage they are at in their life. Changes to the places where we live and work can sometimes be challenging and can cause concerns over how existing places will cope with pressures. To address these concerns, the Sheffield Plan sets out policies and guidance for how and where growth will take place, and how we will use growth to improve the quality of life and provide opportunity for everyone.
- 1.5. Once finalised, the Sheffield Plan will become the 'Local Plan' for Sheffield. It will form part of the statutory 'Development Plan', which is made up of the local plan and any neighbourhood plans prepared by communities. The development plan has legal status and future development applications will have to be in accordance with the development plan, unless material considerations indicate otherwise<sup>1</sup>.

<sup>1</sup> Legal status is given to the Development Plan through Section 38 of the Planning and Compulsory Purchase Act 2004 (as amended), and Section 70 of the Town and Country Planning Act 1990 (as amended).



## What is the scope of the documents?

- 1.6. The Sheffield Plan represents proposals for how we think Sheffield should develop in the period up to 2039. It comprises the following documents:
- **Part 1: Vision, Spatial Strategy, Sub-Area Policies and Site Allocations (this document)**
  - **Part 2: Development Management Policies and Implementation**
  - **Annex A: Site Allocations**
  - **Annex B: Parking Guidelines**
  - **Key Diagram**
  - **Policies Map**
  - **A Glossary**
- 1.7. Together these documents form the 'Publication (Pre-Submission) Draft' version of the Sheffield Plan. The plan has been prepared in accordance with the Planning and Compulsory Purchase Act (2004) (as amended) and Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended).
- 1.8. Throughout this document, the Publication (Pre-Submission) Draft Sheffield Plan is referred to as the 'Sheffield Plan' or simply 'the Plan'. It has been approved by Sheffield City Council for public consultation. However, it remains a draft plan until it has been formally adopted by the Council (expected to be towards the end of 2024).

### Part 1: Vision, Spatial Strategy, Sub-Area Policies, and Site Allocations

- 1.9. Is this document – it includes the introduction to the plan and sets out the Council's vision, overall aims, and objectives.
- 1.10. It establishes the overall growth plan for Sheffield, giving a complete picture on the scale of growth proposed over the period to 2039. It explains how the chosen spatial strategy affects different parts of Sheffield (the plan divides Sheffield into nine sub-areas); and each sub-area section includes a policy which describes the proposed scale and location of growth.
- 1.11. This part of the plan also lists the sites that have been allocated for future development – the 'Site Allocations'. Some of the sites already have planning permission<sup>2</sup> but because development has not started or has not been completed, they are included here because they will contribute to future growth. More details, including specific conditions that apply to the Site Allocations are set out in Annex A: Site Schedule (see below).
- 1.12. Part 1 also includes several 'topic' policies covering housing, transport, blue & green infrastructure, design principles & priorities, and infrastructure delivery. These policies deal with important strategic issues affecting the future development of the city.

### Part 2: Development Management Policies and Implementation

- 1.13. This part of the plan helps to answer the questions: 'What do I need to do to

get planning permission' and 'how will the plan be implemented?'

- 1.14. Whilst Part 1 sets out the strategic overview of how Sheffield will change, Part 2 sets out how we will achieve high quality development. The development management policies set out criteria that provide certainty and consistency in decisions about planning applications. The policies enable developers to be clear about what is expected and provide guidance on what is needed to make development economically, socially, and environmentally sustainable.
- 1.15. This part of the plan includes policies that guide the mix of uses in a series of geographical 'Policy Zones', most of which have 'preferred', 'acceptable', and 'unacceptable' uses that reflect the vision, objectives, and spatial priorities. The Zones cover the whole geographical area of Sheffield and are shown on the Policies Map.

### Annex A: Site Schedule

- 1.16. This provides more details on the mix of uses that are required on the Site Allocations listed in Part 1 of the Plan. It sets out any conditions that will apply to development of the sites; for example, limits that will apply to the developable area in order to protect biodiversity on parts of the site.

### Annex B: Parking Guidelines

- 1.17. This Annex supplements Policy CO2 in Part 2 of the Plan. It sets out the levels and type of parking that should be provided for different types of development in different locations. It covers car parking, cycle parking, parking for disabled people and provision of Electric Vehicle (EV) charging points.

### The Key Diagram

- 1.18. This is used to illustrate the main components of the spatial strategy, including the main locations for site allocation and the broad locations for longer term growth. It also shows the main elements of the transport network.

### The Policies Map

- 1.19. The Policies Map is available online. It shows where the policies would apply and the location of the site allocations.
- 1.20. As well as showing the Policy Zones, the Policies Map shows a range of other designations and proposals that are referred to in the policies in Parts 1 and Part 2 of the Plan. The various layers of information on the Policies Map can be turned on and off as needed by clicking on the key.

### Glossary

- 1.21. This explains the technical terms that are used in the Sheffield Plan.

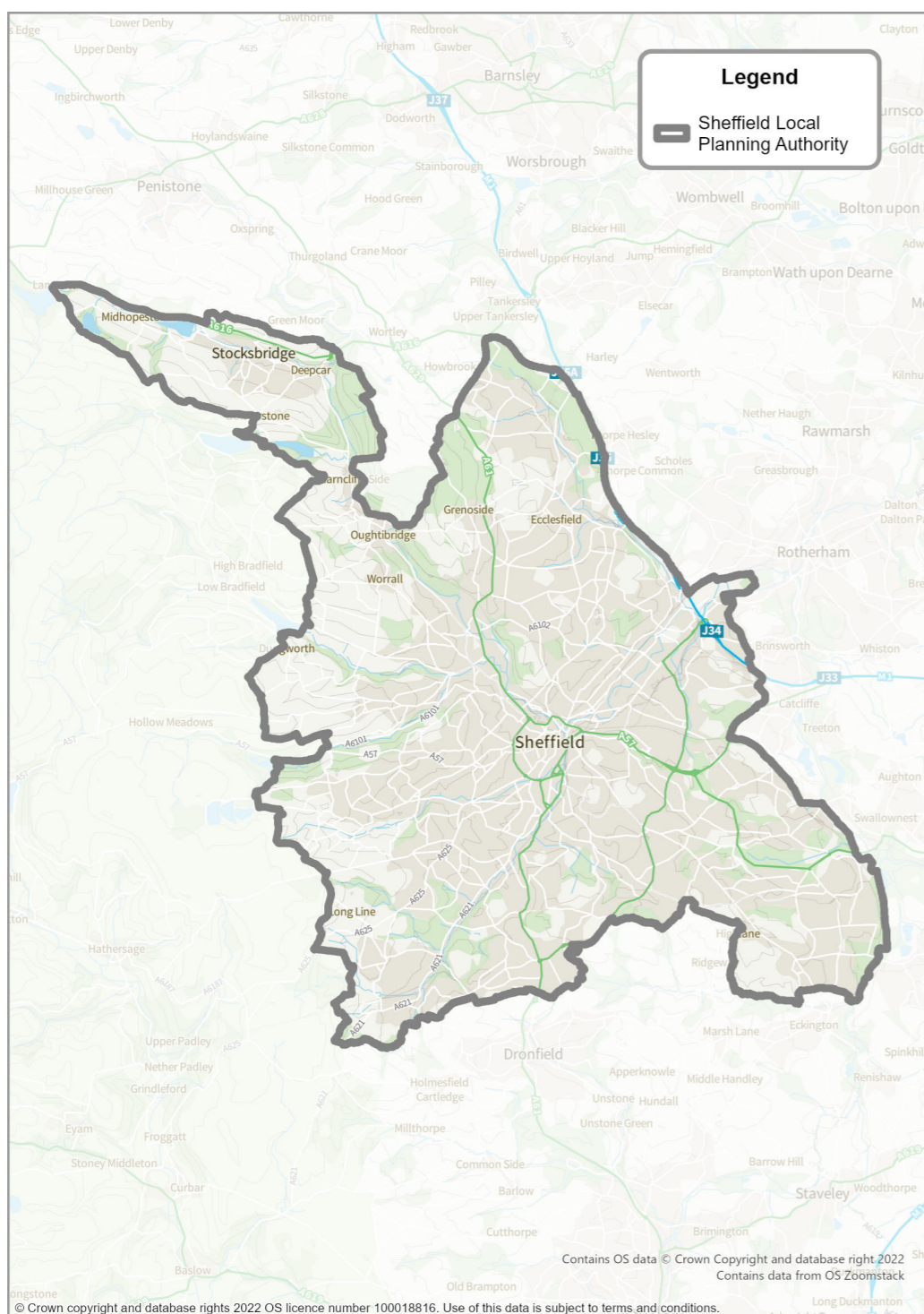
<sup>2</sup> As at 1st April 2022.



## What geographical area does the Sheffield Plan cover?

- 1.22. The Sheffield Plan covers the whole of Sheffield, except for the part lying in the Peak District National Park<sup>3</sup>. Map 1 below shows the geographical area covered by the Sheffield Plan.

**Map 1: Geographical area covered by the Sheffield Plan**



<sup>3</sup> The area within the Peak District National Park is covered by the Peak District National Park Local Development Framework Core Strategy.

## Why do we need a new Sheffield Plan?

- 1.23. At a national level, Government has set out legislation and policy that requires Councils to meet the needs of its residents, businesses, visitors, and partners. As noted, one mechanism to help meet these needs is to create a statutory development plan. Government requires that development plans are reviewed regularly and kept up-to-date.
- 1.24. The current local plan for Sheffield is the Sheffield Core Strategy (adopted in 2009) and a number of 'saved' policies from the Unitary Development Plan (adopted in 1998). The Core Strategy replaced many of the policies in the UDP, but is itself now over 13 years old, and does not provide an up-to-date policy approach for how Sheffield should meet its needs in the future. It does not respond as effectively to help tackle the challenges facing the city.
- 1.25. In July 2013, the Council published a draft 'City Policies and Sites' document, which would have set out new development management policies and site allocations (linking to the Core Strategy). However, whilst this new document was subject to public consultation, in December 2013 the Council decided not to submit it to the Government.
- 1.26. As such, there is a pressing need to produce a new development plan for Sheffield, one that positively plans for inclusive growth and change and allows the Council and all those interested in the future of Sheffield to look forward.

## How does the Sheffield Plan affect the existing local plan?

- 1.27. Once adopted, the Sheffield Plan will replace both the Core Strategy and the UDP, except for three policies in the Core Strategy relating to waste **management**. Sheffield's current waste management policies are set out in the Sheffield Core Strategy and the intention is to 'save' these policies until a new joint waste management plan is prepared with the other South Yorkshire local authorities<sup>4</sup>. All four authorities have started work on this by commissioning the evidence base needed to produce the plan. This involves reviewing waste arising, capacities required, and availability within neighbouring authorities across the City Region. The authorities have agreed, in principle, to start preparation of the plan itself during 2022. The current Barnsley, Doncaster and Rotherham Joint Waste Plan was adopted in 2012 and runs to 2026.

## How does the Sheffield Plan relate to Neighbourhood Plans?

- 1.28. As noted above, neighbourhood plans form part of the Development Plan for the area. They are plans prepared by a Parish Council or Neighbourhood Forum for a particular local area (referred to as the 'neighbourhood area'). They are intended to give direct power to communities to develop a shared vision for their neighbourhood and deliver the sustainable development they need. Under national planning regulations, neighbourhood plans must be in general conformity with the strategic policies contained in any development plans that cover their area<sup>5</sup>. They should not promote less development than set out in strategic policies in the Local Plan. The strategic policies in the Sheffield Plan are identified on the contents page.

<sup>4</sup> The waste management policies to be saved are: Policy CS68 Waste Development Objectives; Policy CS69 Safeguarding Major Waste Facilities; Policy CS70 Provision for Recycling and Composting.

<sup>5</sup> The Neighbourhood Planning (General) Regulations 2012 (as amended)



## Previous consultation on the Sheffield Plan

- 1.29. Previously, the Council consulted on the Sheffield Plan 'Issues and Options', between 1 September 2020 and 13 October 2020<sup>6</sup>. This consultation was carried out in accordance with the Council's Statement of Community Involvement (SCI)<sup>7</sup>.
- 1.30. Prior to that, the Council had also consulted on an issues and options document in 2015 ('Citywide Options for Growth to 2034') but analysis of the responses to that consultation highlighted that many people were concerned about how much housing development was proposed on Green Belt land.
- 1.31. The more recent Issues and Options document identified the challenges and opportunities facing the city and importantly, set out a fresh approach for how and where future development could take place in Sheffield.
- 1.32. The comments made on the Issues and Options document have informed the Publication Draft version of the Sheffield Plan. The main issues raised are covered under the following broad themes:
- The Climate Emergency - how the plan should respond to, and mitigate, climate change and how it should help the Council meet its target for the city to be net zero carbon by 2030;
  - Housing supply – how much and what type of housing, including affordable housing, family-sized housing, homes for older and disabled people, and students – improving choice, quality and affordability;
  - Housing space standards and the design of new homes;
  - Green Belt - the need to minimise the impact of housing growth and other development on the Green Belt and Sheffield's 'green frame';
  - The City Centre – its future role, taking into account changing shopping patterns and the impact of the global pandemic;
  - Sheffield's role within the wider City Region – take this into account when making provision for housing;
  - Better and more sustainable travel – promotion of walking and cycling and improvements to public transport services and connectivity;
  - Job opportunities – create new businesses and provide more highly skilled jobs, particularly in the Advanced Manufacturing Innovation District;
  - Sheffield's heritage, landmarks, buildings of genuine character and culture – need to be preserved;
  - Open space – protection of valuable open spaces and improvements to low quality spaces;
  - Biodiversity – how to deliver a net gain in biodiversity and protect and enhance the city's network of green spaces and countryside;
  - Reuse of previously-developed sites and buildings – this should be prioritised and the plan should be flexible about reuse and use land efficiently; and
  - Health & social care, equality and quality of life – all require improvement.

- 1.33. A summary of the comments made on the Issues and Options document, and the responses to them, is set out in a separate Consultation Report<sup>8</sup>.

## How long will the Sheffield Plan last?

- 1.34. The strategic policies in the Sheffield Plan are required to look 15 years ahead from adoption and will therefore cover the period to 2039 (assuming the Plan is adopted in 2024)<sup>9</sup>. As with any longer term planning document, it is important to review regularly to reflect changing circumstances, so the Plan will be reviewed at least every five years. At each review it will be updated and rolled forward for the next 15-year period.

## Evidence base and supporting documents

- 1.35. The new Sheffield Plan takes account of national and international legislation and other statutory requirements. It has also been prepared in accordance with Government's National Planning Policy Framework (NPPF) which sets out a framework in which locally-prepared plans (such as the Sheffield Plan) can be produced<sup>10</sup>. The NPPF places a strong emphasis on economic growth and on delivering the housing that is required to support that growth. It promotes development that delivers economic, social and environmental benefits and it covers a wide range of planning issues, including ensuring the vitality of town centres, delivering a wide choice of high-quality homes and conserving the natural environment.
- 1.36. The Council has prepared a series of other documents to provide evidence and analysis that demonstrates the Sheffield Plan is sound and is based on a proportionate and appropriate evidence base. A full list of the Council's evidence base can be found on the Council's website<sup>11</sup>.
- 1.37. Certain documents are **legal compliance reports** that demonstrate how the preparation of the Publication Draft version of the Sheffield Plan complies with legislation, national policy, and other planning regulations. These are:
- Sheffield Plan Integrated Impact Assessment (IIA) (2022); and
  - Sheffield Plan Habitat Regulations Assessment (HRA) (2022);
- 1.38. The purpose of each of these documents is briefly described below.

## Integrated Impact Assessment (IIA)

- 1.39. The Sheffield Plan has been the subject of an IIA that covers:
- Sustainability Appraisal (incorporating Strategic Environmental Assessment);
  - An Equalities Impact Assessment; and
  - A Health Impact Assessment.
- 1.40. A draft IIA was published alongside the Issues and Options document in September 2020. This included a Scoping Report, which highlighted the main social and economic challenges and opportunities. It also outlined the current

<sup>8</sup> Issues and Options - Sheffield Plan (2020) - Consultation Report.

<sup>9</sup> National Planning Policy Framework (NPPF) (2021) - paragraph 22.

<sup>10</sup> National Planning Policy Framework (NPPF) (2021).

<sup>11</sup> Sheffield Plan - Evidence Base: <https://www.sheffield.gov.uk/planning-development/emerging-sheffield-plan-draft>

<sup>6</sup> Sheffield Plan: Our City, Our Future - Issues and Options (September 2020): <https://www.sheffield.gov.uk/sites/default/files/docs/planning-and-development/draft%20sheffield%20plan/Sheffield%20Plan%20Issues%20and%20Options%20document.pdf>

<sup>7</sup> Sheffield City Council, Statement of Community Involvement (July 2020): <https://www.sheffield.gov.uk/sites/default/files/docs/planning-and-development/sheffield-plan/Statement%20of%20Community%20Involvement%202020.pdf>





environmental conditions in Sheffield and provided the latest baseline evidence and relevant plans and programmes that have informed preparation of the Sheffield Plan. The draft IIA also set out the approach being used to predict, appraise and monitor the effects of the Sheffield Plan on all aspects of sustainability.

1.41. The IIA that accompanies the Sheffield Plan updates the Scoping Report, and confirms the indicators being used to carry out the Sustainability Appraisal. It also sets out the strategic spatial alternatives that were considered and identifies the economic, social and environmental impacts of the strategic policies, development management policies, and site allocations. The work on the IIA has ensured that the Council is complying with the regulations on Strategic Environmental Assessment.

1.42. The Equality Impact Assessment and Health Impact Assessment enables us to understand any equality impacts arising from the Sheffield Plan and helps us ensure that Sheffield is, and will be, a fair and equal city.

### Habitats Regulations Assessment

1.43. Habitats Regulations Assessment (HRA) is the assessment of the potential impacts of implementing a plan or policy on a European Site and is required by law. European Sites are those of exceptional importance for rare, endangered or vulnerable natural habitats and species within the European Community. They are designated as either Special Protection Areas (SPAs), or Special Areas of Conservation (SACs). A Habitat Regulations Assessment for the Sheffield Plan has been undertaken with guidance from Natural England.

### The Duty to Cooperate

1.44. The Planning and Compulsory Purchase Act 2004 (as amended) introduced a legal 'duty to co-operate' in relation to the planning of sustainable development<sup>12</sup>. This requires the Council to co-operate with other local planning authorities and public bodies to maximise the effectiveness of the preparation of the Sheffield Plan and supporting activities where it relates to a strategic or cross-boundary matter.

1.45. The Council has also had regard to the activities of the South Yorkshire Mayoral Combined Authority (SYMCA), and the Local Enterprise Partnership (LEP) as they relate to the Sheffield Plan and supporting activities. Sheffield is part of the Combined Authority (CA), which covers the four South Yorkshire districts of Barnsley, Doncaster, Rotherham and Sheffield. The local authorities of North East Derbyshire, Derbyshire Dales, Chesterfield, Bolsover, and Bassetlaw form part of the wider Sheffield City Region (see Map 2).

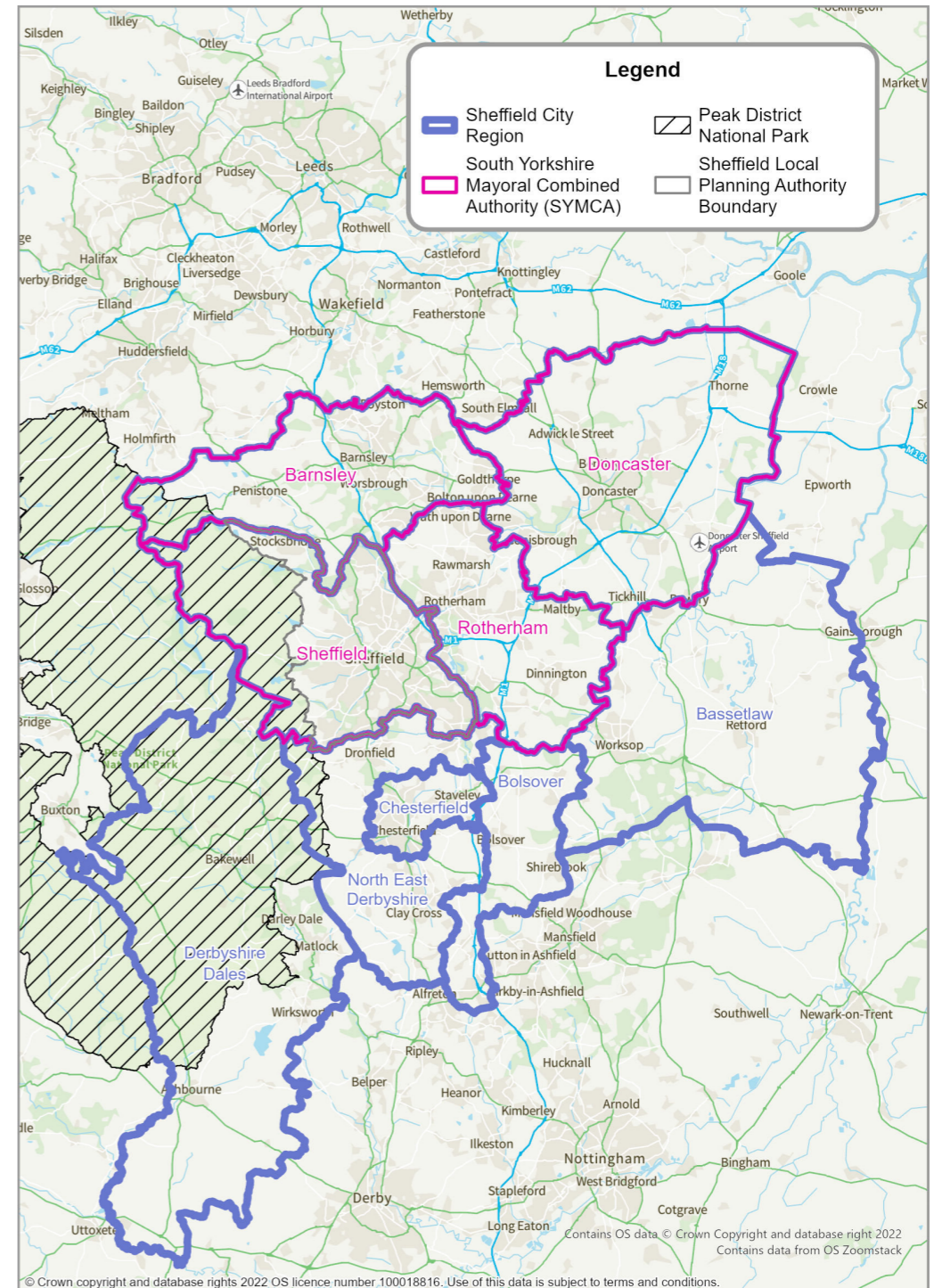
1.46. The CA local authorities have identified a number of strategic cross boundary issues with cross-boundary implications<sup>13</sup>. These are:

- Economic growth and employment
- Housing requirement and land supply
- Green Belt
- Transport
- Waste management

- Minerals
- Natural resources and green infrastructure
- Gypsies, Travellers, and Travelling Showpeople

1.47. The local authorities have agreed to work together to produce a series of 'Statements of Common Ground' covering these issues. These statements will set out how the duty to cooperate has been met and will provide part of the Strategic Environmental Assessment.

Map 2: South Yorkshire Mayoral Combined Authority and Sheffield City Region



<sup>12</sup> Section 33A of the Planning and Compulsory Purchase Act 2004 (as amended by Section 110 the Localism Act 2011)

<sup>13</sup> See Publication (Pre-Submission) Draft Sheffield Plan Duty to Co-operate Statement.

1.48. The Council continues to engage with the other local planning authorities and statutory bodies as part of the preparation of the Sheffield Plan. A final Duty to Cooperate Statement will be available alongside the Sheffield Plan when this is submitted to Government, which will set out the joint working and co-operation that has taken place to date.

### **What happens to this version of the Sheffield Plan after public consultation?**

1.45. Following public consultation, the Sheffield Plan will be submitted to Government for public examination by a Planning Inspector.

1.46. The process for taking the Sheffield Plan through to adoption is expected to be:

- Sheffield Plan is submitted to the Government: July 2023
- Public Hearing Sessions during the Independent Examination: December 2023
- Preliminary Inspector's Report: March 2024
- Consult on any Main Modifications: May to June 2024
- Final Inspector's Report: September 2024
- Adoption: December 2024



## 2 Vision, Aims, and Objectives

2.1. The Sheffield Plan's 'Vision, Aims, and Objectives' are a response to the challenges and opportunities facing the city. Many of these challenges and opportunities were highlighted in the Sheffield Plan Issues and Options document. Responses to the consultation have been used to help refine the wording of the vision, aims, and objectives set out below. Further background is also provided in a Sheffield Plan Topic Paper.

### The Vision – Our City in 2039

- 2.2. **Our vision is that, by 2039, Sheffield will be an economically stronger, fairer, more inclusive and sustainable city. It will be playing a nationally significant economic role at the heart of its region, with thriving neighbourhoods and communities, and have a distinct urban and rural identity.**
- 2.3. It will be known as a city that increases the skills of its people and the productivity of its businesses, enabling everyone to reach their full potential, regardless of their background or where they live.
- 2.4. Income and health inequalities will be significantly reduced and we will already have achieved net zero carbon status by 2030.
- 2.5. The city will be known worldwide as a 'city of makers': recognised for advanced manufacturing, specialist steels, forged products and digital innovation, award winning theatre, international art and design, ground-breaking research and world class talent.
- 2.6. It will be the destination city, major employment centre and academic and cultural heart of the city region.
- 2.7. Its reputation as the 'Outdoor City' will have nurtured an unparalleled quality of life for existing and new residents, retaining talent and attracting investors.
- 2.8. The city's prosperity will be underpinned by a strong, integrated and sustainable transport system, with most shorter trips carried out by bicycle or on foot.
- 2.9. The city will provide a good quality housing offer meeting the needs of different household types and sizes.



Sustainable housing, Little Kelham

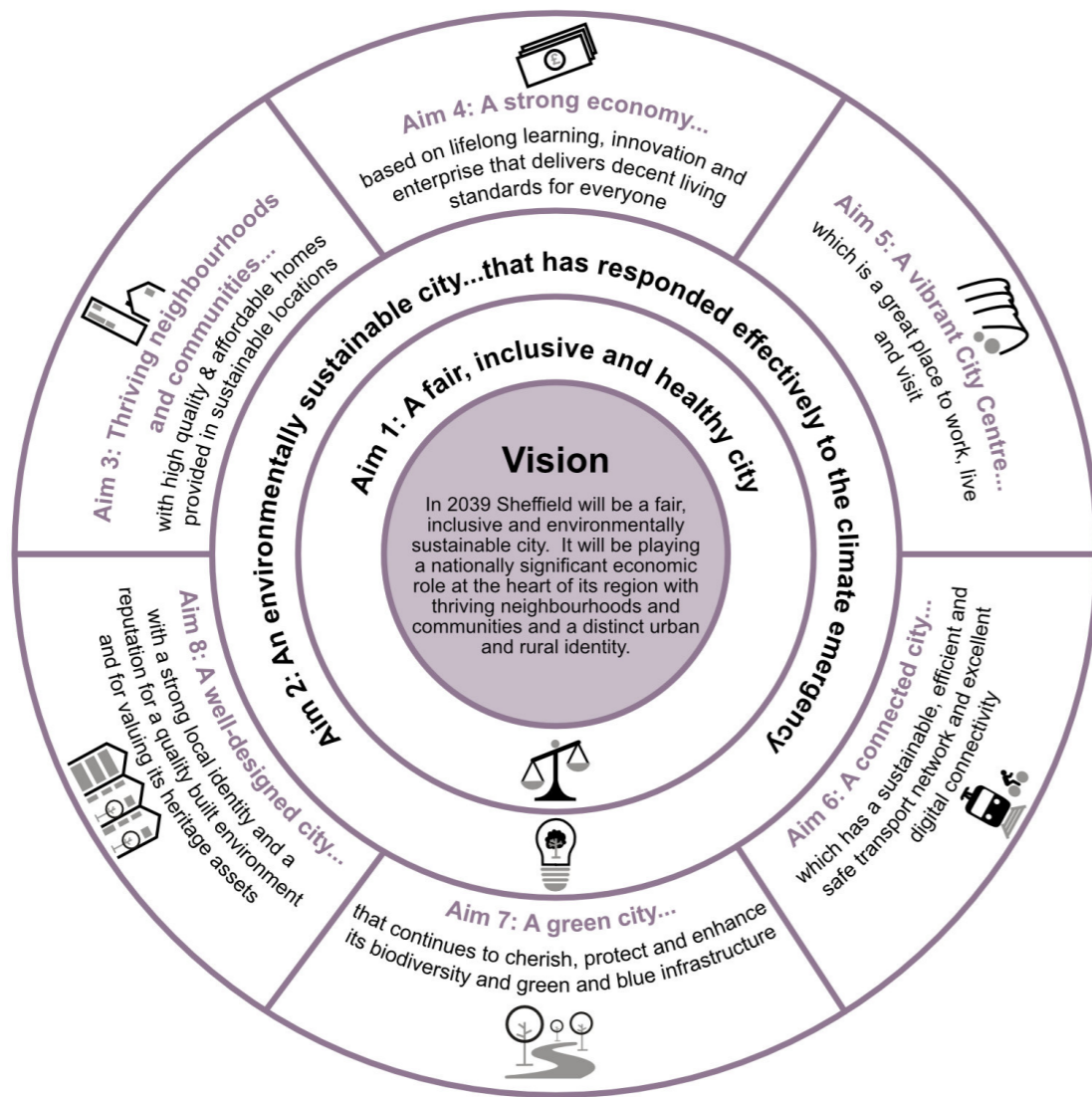


Sheffield Railway Station

## Sheffield Plan Aims and Objectives

- 2.10. Eight aims flow from the Vision, summarised in the diagram opposite and explained in more detail in the paragraphs that follow.
- 2.11. There are significant connections and overlaps between the aims. The first two aims have a strong relationship between each other – for example, adapting to climate changes will have positive benefits for health. But they are also heavily dependent on the other six which is why we have shown them in the diagram as ‘wrapped around’ the Vision. For example, a strong economy will help to raise average incomes and enable more people to access the housing market, more efficient public transport should reduce car use which will reduce carbon emissions and improve air quality. Meeting all of the aims will contribute to creating a healthy city.
- 2.12. For each aim, we also identify a number of more specific objectives for the Sheffield Plan.

Figure 1: Sheffield Plan- Aims and Objectives



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### Objectives for a fair, inclusive and healthy city

- To develop and grow the city in a way which is fair and inclusive, maximising the benefits for disadvantaged communities and vulnerable people – meaning the gap is closed between the wealthiest and poorest areas of the city.
- To develop the city in ways which improve the health and wellbeing of all Sheffield’s residents and which reduce health inequalities.
- To provide places that meet the needs of people with protected characteristics.

### Objectives for an environmentally sustainable city

- To make Sheffield net zero carbon by 2030.
- To create a city that makes efficient use of natural resources, mitigates climate change, and is resilient to likely future changes to our climate (including increased risk of flooding).
- To protect and enhance Sheffield’s water resources, and minimise the pollution of water, air and soil.

### Objectives for thriving neighbourhoods and communities

- To create a housing market that works for everyone and which provides quality, choice and affordability.
- To ensure Sheffield has an adequate supply of residential development land so the city can meet its requirement for new housing.
- To significantly increase the supply of affordable housing, accessible market housing and specialist housing for older people, disabled people and other vulnerable groups, particularly in places of greatest need.
- To provide sites for Gypsies and Travellers in appropriate locations to meet the current needs and to guide the provision of additional pitches if further need arises.
- To create neighbourhoods that work for everyone, with a mix of housing and access to a range of local facilities, services and open space, offering all residents the best life chances.

### Objectives for a strong economy

- To enable more and, particularly, better quality jobs to be created in the city’s economy in order to raise average incomes and build a future based on Sheffield’s competitive advantages (in the areas of advanced manufacturing; education, learning and knowledge; creative and digital industries; advanced technology; research and innovation; health, wellbeing and medical technology and services; sports science and outdoor leisure).
- To ensure there is a sufficient range of locations, land and premises available for new businesses and those relocating from within the city and elsewhere that are of a high quality and suitable for the needs of modern businesses.
- To support the growth and development of the city’s universities, colleges and training providers to enable an increase in the skills and capacity of the workforce.

### Objectives for a vibrant City Centre

- To build a resilient City Centre that supports a strong economy and offers a



diverse range of employment opportunities for all.

- To create a clear sense of place for the city by shaping distinctive and inclusive neighbourhoods in which a diverse demographic of people can live, work and play.
- To deliver enhanced connectivity and accessibility for the City Centre through integrated and sustainable transport for everyone in the community.
- To establish a sustainable and environmentally friendly City Centre.
- To bring the outdoors to the City Centre, creating attractive high-quality spaces and places that facilitate health and wellbeing for all.

#### Objectives for a connected city

- To create an integrated and sustainable transport network that promotes and enables walking, cycling and public transport, in order to reduce congestion, support district centres, improve air quality and safety, and enable healthier lifestyles.
- To develop excellent connections with the rest of the Combined Authority area, and national and international transport networks, including developing faster rail connections: between Sheffield and Leeds and Manchester, as well as improvements to Sheffield Midland Station.
- To locate new development where it minimises the distances that people and goods need to travel, by mixing land uses to increase opportunities for people to make single journeys that serve several purposes.
- To create a digitally connected city with comprehensive broadband coverage, including in rural areas, and to make efficient use of telecommunications infrastructure.

#### Objectives for a green city

- To safeguard and enhance Sheffield's unique natural landscape setting of valleys, woodlands, trees, rivers, wetlands, geological assets, urban green spaces and open countryside, in order to:
  - provide excellent opportunities for outdoor recreation;
  - improve health and well-being;
  - protect and enhance biodiversity; and
  - mitigate climate change.
- To achieve a minimum 10% net increase in biodiversity across the city as a whole.
- To make efficient use of land by maximising the use of previously developed land and promoting higher density development in accessible locations.

#### Objectives for a well-designed city

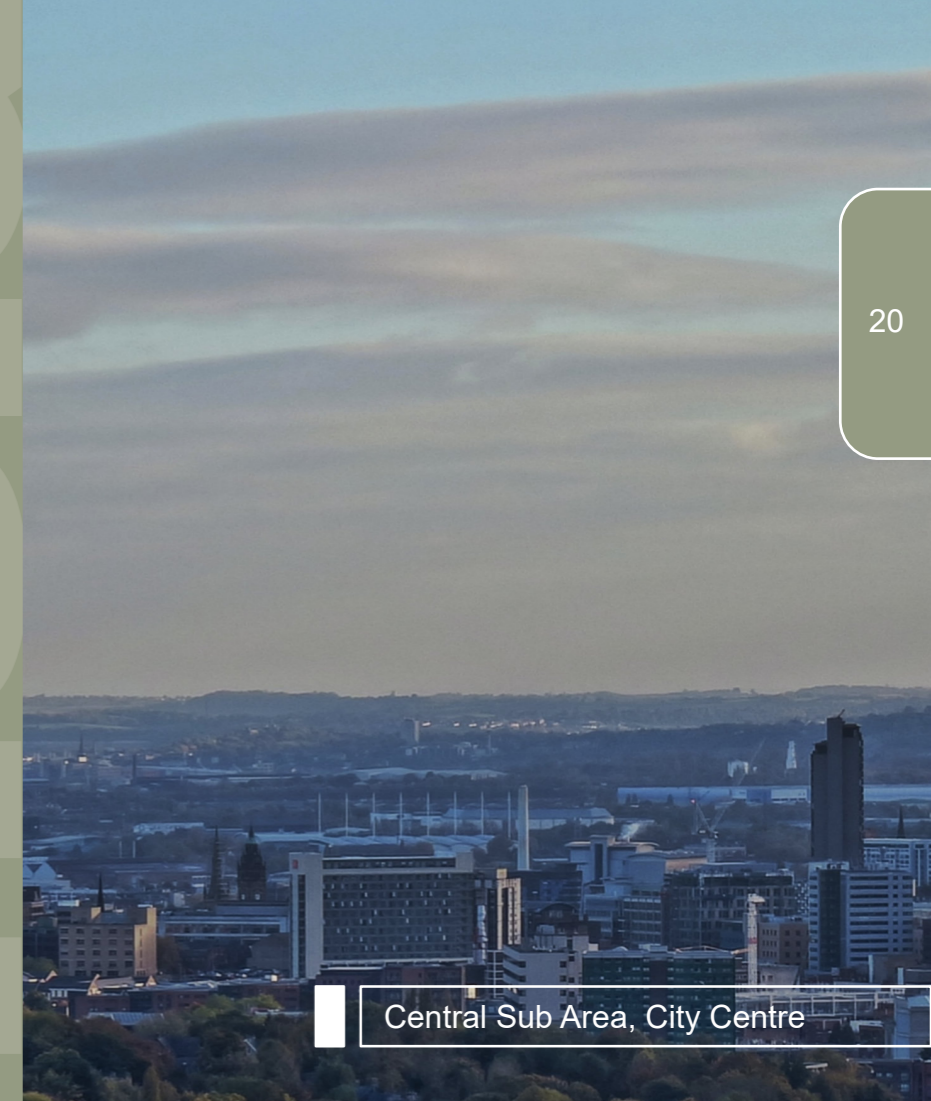
- To create attractive, safe places with distinct identities, and to enhance the character of urban and rural areas in Sheffield by requiring high quality design of new neighbourhoods, buildings, public spaces, and streets.
- To achieve inclusive design of buildings, streets and public spaces so that they can be easily accessed and used by everyone.
- To protect, conserve and enhance buildings, landmarks and areas that are attractive, distinctive and/or of heritage or archaeological value.



### 3 Growth Plan and Spatial Strategy

#### Planning for Growth

- 3.1. Our growth plan delivers sufficient new development to meet the city's needs to 2039. The spatial strategy for Sheffield sets out where this growth will take place, with the Plan focusing the majority of development within the existing urban areas to ensure sustainable growth. The existing urban area comprises the Main Urban Area of Sheffield, and the towns of Stocksbridge/Deepcar, and Chapeltown/High Green.
- 3.2. The spatial strategy divides Sheffield into nine sub-areas, and continues to reflect the existing settlement pattern, as well as the availability of infrastructure, and an understanding of opportunities and constraints.
- 3.3. The growth plan and spatial strategy places the Central Sub-Area at the heart of the future transformation of Sheffield. The Central Sub-Area is the most accessible location in the city and will be a key focus for new jobs associated with offices, shopping, leisure development, higher education, and cultural facilities. It has significant potential to accommodate further new housing, including higher density schemes as part of a diverse housing mix. The plan includes exciting new proposals that will create new residential neighbourhoods within the Central Sub-Area. Adopting this approach will limit outward expansion, help reduce travel by private car, and encourage active travel and improve the viability and attractiveness of public transport.
- 3.4. Sheffield's development needs to 2039 will be met within the existing urban areas, largely without the need to remove land from the Green Belt. The proposed number of new homes will support the target for creating new jobs that is set out in the Sheffield Yorkshire Mayoral Combined Authority Strategic Economic Plan (2021 - 2041) (SYMCA SEP).



Central Sub Area, City Centre



Active Travel

- 3.5. The priorities are to locate growth where it would:
- enable homes to be located within easy reach of the main employment areas;
  - support development and increased density in the Central Sub-Area;
  - match opportunity and need by concentrating new development in locations that are, or could be, well served by the tram/rail network or key bus corridors, as well as other essential infrastructure;
  - support distinctive and thriving District Centres and Local Centres that act as a focus for the development of a network of '20-minute neighbourhoods' across the city;
  - support existing public transport services, and enable the provision of new infrastructure that enables active travel;
  - support service provision in the Larger Villages in the Northwest Sheffield Sub-Area;
  - maximise accessibility by directing higher density developments and those that generate significant numbers of trips to the City Centre, District Centres and other locations close to railway stations, Supertram stops and high frequency bus routes;
  - avoid harm to, and enhance, Sheffield's distinctive environmental assets and green infrastructure and mitigate any adverse environmental impacts (where they are justified due to the need to meet other social or economic objectives);
  - avoid development in areas with a high probability of flooding (the sequential approach) and, where necessary, apply the exception test; and
  - avoiding development in areas where there would be a risk to public safety or health.

## Housing Growth

- 3.6. In setting a housing requirement, the plan balances economic, social and environmental objectives; but a key priority is to maximise the reuse of brownfield sites within the existing urban areas. Releasing large amounts of Green Belt land would potentially jeopardise the regeneration of brownfield sites and would lead to higher carbon emissions due to the increased need to travel.
- 3.7. Sheffield is not relying on other local authorities in the city region to meet any of its housing needs and Sheffield does not intend to meet any housing needs arising elsewhere in the city region. Provision made for new jobs and homes in neighbouring districts provides flexibility to accommodate population and household growth arising from people moving to the region from other parts of the UK and from abroad. This helps to support the Government's 'levelling up' objectives.
- 3.8. The housing growth figures set out in Policy SP1 reflect the capacity of the existing urban areas and the restrictions imposed by the Green Belt. Nevertheless, it will deliver a level of growth that will support the city's economic growth ambitions (as evidenced by the Council's latest *Housing, Economic Growth and Demographic Modelling*)<sup>14</sup>. The economic growth and employment land figures in Policy SP1 are derived from evidence including

<sup>14</sup> <https://www.sheffield.gov.uk/planning-development/sheffield-plan-background-studies-reports>

the *SYMCA Strategic Employment Land Appraisal*<sup>15</sup>, and the Council's latest *Employment Land Review, Employment Land Review Update, Logistics Study and Retail and Leisure Study*.

- 3.9. Most new housing development will be located within the existing urban areas, with some limited additional development in the Larger Villages in the Northwest Sheffield Sub-Area (Oughtibridge, Worrall and Wharncliffe Side). The small villages that are washed over by the Green Belt are not sustainable locations for significant new development as they lack significant local facilities and generally have poor public transport links to the main urban areas.

## Economic Growth

- 3.10. The full potential for economic development in Sheffield cannot be achieved without a supply of land that is available for commercial uses. This is recognised in the South Yorkshire Mayoral Combined Authority Strategic Economic Plan (SYMCA SEP)<sup>16</sup>. The plan must ensure that there is sufficient good quality land in the right locations which is available to meet the needs of new and expanding businesses. Providing sufficient high-quality land to meet the city's employment needs will support social inclusion and promote development that will provide new jobs, particularly well-paid, skilled work for local people in locations that can be easily accessed on foot, by cycle or by public transport.
- 3.11. There are a number of important business sectors in Sheffield, particularly advanced manufacturing; creative and digital; publishing; media; business, financial and professional services; information and communications technology; utilities/environmental technologies; and healthcare and wellbeing. Many of the jobs in these growth sectors are likely to provide above average incomes. Future demand has been estimated, taking into account the city's ambitions for new jobs and the sectors in which economic growth is expected to take place. This has determined how much land is needed.
- 3.12. In Sheffield there is significant pressure in some parts of the city for employment land to be developed for non-employment uses, especially housing. Some land that was designated for employment in the Unitary Development Plan (UDP) (1998) is now proposed for housing in order to minimise development on greenfield land or in the Green Belt. But, in allocating land and setting out options for new housing, a balance has been made with the need to safeguard land for jobs.
- 3.13. The need for high quality land that will encourage and enable businesses to develop and grow is a priority of the SEP. It aims to build on the successful Advanced Manufacturing Innovation District (AMID) in the east of the city and to support growing sectors of the local economy.
- 3.14. Unlike housing, there is no specific requirement in national planning policy to identify a particular level of supply of employment land to meet the need over the full plan period to 2039. However, the NPPF requires strategic policies in plans to look ahead over a minimum of 15 years to anticipate and respond to

<sup>15</sup> SYMCA - Strategic Employment Land Appraisal - Summary Report (Lichfields) (May 2020): <https://governance.southyorkshire-ca.gov.uk/documents/s2676/Appendix%201%20SELA%20Final%20Summary%20Report.pdf>

<sup>16</sup> South Yorkshire Mayoral Combined Authority Strategic Economic Plan: Our Strategic Economic Plan 2021-2041: [https://southyorkshire-ca.gov.uk/getmedia/4256c890-d568-42c8-8aa5-c8232a5d1bfd/SCR\\_SEP\\_Full\\_Draft\\_Jan\\_21-\(accessible\).pdf](https://southyorkshire-ca.gov.uk/getmedia/4256c890-d568-42c8-8aa5-c8232a5d1bfd/SCR_SEP_Full_Draft_Jan_21-(accessible).pdf)



long-term requirements<sup>17</sup>. Existing planning permissions and proposed site allocations identified in plan provide over 160 hectares of employment land. As land is continually being recycled, other sites are expected to come forward which will enable needs to be met up to 2039. It is anticipated that there will be sufficient 'churn' of economic land within the city and flexibility across the city region to ensure that demand can be met throughout the plan period.

- 3.15. Economic growth and employment land will be delivered in accordance with Policy SP1 and Policy SP2.
- 3.16. The City Centre Office Zones - within the Central Sub-Area - will be the main location for new offices but office development will also take place in other locations where it is consistent with the area policies and policies for development on allocated sites.
- 3.17. As established in Policy SA1 to Policy SA9, land required for industry will be located in the following sub-areas:
- Northwest Sheffield – the Upper Don Valley;
  - Northeast Sheffield – Smithywood Industrial Estate;
  - East Sheffield – the Lower Don Valley - especially the AMID, including the Sheffield Business Park and the Olympic Legacy Park (where health and wellbeing uses will be the preferred uses);
  - Southeast Sheffield – Holbrook Industrial Estate (at Halfway/Oxclose) and land east of Eckington Way; and
- 3.18. As established in Policies SA1 to SA9, other existing employment areas will also contribute to the overall employment land supply. These will have a local economic development role in order to provide good quality local jobs and services in those areas. Specifically, these are:
- Northeast Sheffield - the Blackburn Valley and Ecclesfield Common;
  - Southeast Sheffield - Dore House Industrial Estate;
  - South Sheffield - the Sheaf Valley;
  - Stocksbridge/Deepcar - the established Stocksbridge steel works and Wharnccliffe Industrial Area, Deepcar; and
  - in Chapeltown/High Green - the Thorncliffe industrial areas.
- 3.19. The overall growth plan for Sheffield is defined in **Policy SP1**. The proposed spatial strategy is expressed in **Policy SP2**, as well as through a series of **Policy Zones** that are defined on the **Policies Map** and listed in the **Sheffield Plan Part 2**.

## POLICY SP1: OVERALL GROWTH PLAN

The Sheffield Plan will realise the vision for a *'an economically stronger, fairer, more inclusive and sustainable city'* by promoting growth that delivers the homes, jobs, employment floorspace, infrastructure, and community facilities to meet Sheffield's identified needs.

The Sheffield Plan will deliver:

- a) 35,700 new homes by 2039 (2,100 homes per annum from 2022 to 2039) (see Policy H1)
- b) 11.5 hectares of employment land per year, which includes 2.9 hectares for office development; and 8.6 hectares for industrial development (see **Policies EC1 to EC7**).
- c) 373 Site Allocations<sup>18</sup> - including 298 for housing, 52 for economic development 19 mixed use and 1 for leisure and recreation which provide a deliverable and developable supply to meet needs (see **Policy SP1**).
- d) Priority locations for economic growth within the **Central Sub-Area**, and the **Advanced Manufacturing Innovation District (AMID)** - helping meet the objectives of the South Yorkshire Mayor Combined Authority Strategic Economic Plan (SYMCA SEP) (see **Policy SA1**, **Policy SA4**, and **Policy EC1**).
- e) Co-ordinated investment in the identified **Broad Locations for Growth** (within parts of the Upper Don Valley, the Lower Don Valley, and the Sheaf Valley) to enable these areas to transition from employment uses to housing, particularly after 2029 (see **Policy SA2**, **Policy SA4** and **Policy SA6**).
- f) New retail and leisure floorspace to be focused within identified town centres, which are the **City Centre**, along with the **17 District Centres**, and all identified **Local Centres** (see **Policy SP3** and **Policy NC10**).
- g) A total of at least **12 yards** to meet the needs of Travelling Showpeople communities (see **Policy H1**).
- h) Protection for existing Green Belt boundaries around existing built-up areas, with one strategic land releases on a predominantly brownfield site at the **former Norton Aerodrome** (for residential use) (see **Policy SA6**).
- i) Measures required to achieve net zero carbon emissions, as well as facilitate renewable energy generation, a proactive approach to the sustainable design of buildings, and the management of natural resources (see **Policies ES1 to ES8**).
- j) Major new transport infrastructure, including:
  - support for strategic rail investment to unlock capacity and journey time improvements between Sheffield and London, Birmingham, Manchester, Leeds, and the East Midlands.

<sup>17</sup> NPPF 2021, paragraph 22.

<sup>18</sup> There are also 3 Site Allocations for Open Space.





- support for proposals set out in the Sheffield Midland Station and Sheaf Valley Development Framework to facilitate High Speed 2 and Northern Powerhouse Rail.
  - local rail upgrades, including to the Hope Valley Line and Barrow Hill Line.
  - strategic highway improvements, as part of integrated, multimodal schemes, to increase connectivity between residential areas and major centres of economic activity.
  - new active travel infrastructure linking new residential areas to employment opportunities, local services, and leisure facilities (see **Policy T1**).
- k) Sustainable development that promotes greater use of public transport to help secure the long-term future for the existing tram network and helps realise **Connecting Sheffield's** proposals for active travel. This will include creating **seven Mass Transit Corridors**, enhancing the **five Main Gateway Routes**, and the **10 City Centre Gateway Routes** (see **Policy T1** and **Policy DE4**).
- l) Protection, management, and enhancement of designated blue and green infrastructure sites and assets. With a focus on the **Green Network** (including the **Local Nature Recovery Network**) and designated **Urban Greenspace Zones** (see Policies **GS1** to **GS11**).
- m) Protection, management, and enhancement of designated heritage sites and assets. With a focus on achieving the highest standards of new development whilst respecting the industrial and cultural significance of the existing built environment across Sheffield (see **Policy DE1** and **Policy DE9**).
- n) Strategic flood risk management and mitigation, avoiding development in areas with a high probability of flooding, by applying the sequential approach and, where necessary, the exception test. This is of critical importance to proposals in the Central Sub-Area (see **Policy GS9**).

**Definitions**

For 'Central Sub-Area', 'Advanced Manufacturing Innovation District', 'Broad Locations of Growth', 'District Centres', 'Local Centres', 'pitches/plots', 'Mass Transit Corridors', 'Main Gateway Routes', 'City Centre Gateway Routes', 'Connecting Sheffield', 'Local Nature Recovery Network' and 'Urban Greenspace Zones' - see Glossary

For the 'Green Network' – see Map17.

**POLICY SP2: SPATIAL STRATEGY**

The majority of future growth will be on previously developed sites within existing urban areas. These are the **Main Urban Area** of Sheffield, and the two **Principal Towns** of Stocksbridge/Deepcar, and Chapeltown/High Green.

The spatial strategy has been defined by considering the future of the Sheffield across nine 'sub-areas', these are:

1. **Central (including the City Centre)**
2. **Northwest Sheffield**
3. **Northeast Sheffield**
4. **East Sheffield**
5. **Southeast Sheffield**
6. **South Sheffield**
7. **Southwest Sheffield**
8. **Stocksbridge/Deepcar**
9. **Chapeltown/High Green**

The spatial extent of each sub-area is shown on the Key Diagram and the Policies Map.

The sub-areas will deliver a pattern of sustainable development within the existing settlement hierarchy of **Sheffield (Main Urban Area)**, and the identified **Principal Towns**, **Larger Villages** and **Smaller Villages**.

**District Centres** and **Local Centres** will act as a focus for the development of a network of '20-minute neighbourhoods' (see **Policies NC10** and **NC11**).

Each sub-area has its own development strategy, these are set out in **Policies SA1** to **Policy SA9**. Development proposals in the sub-areas will be considered alongside the various Policy Zones (as shown on the Policies Map), and all relevant policies set out in Sheffield Plan Part 2.

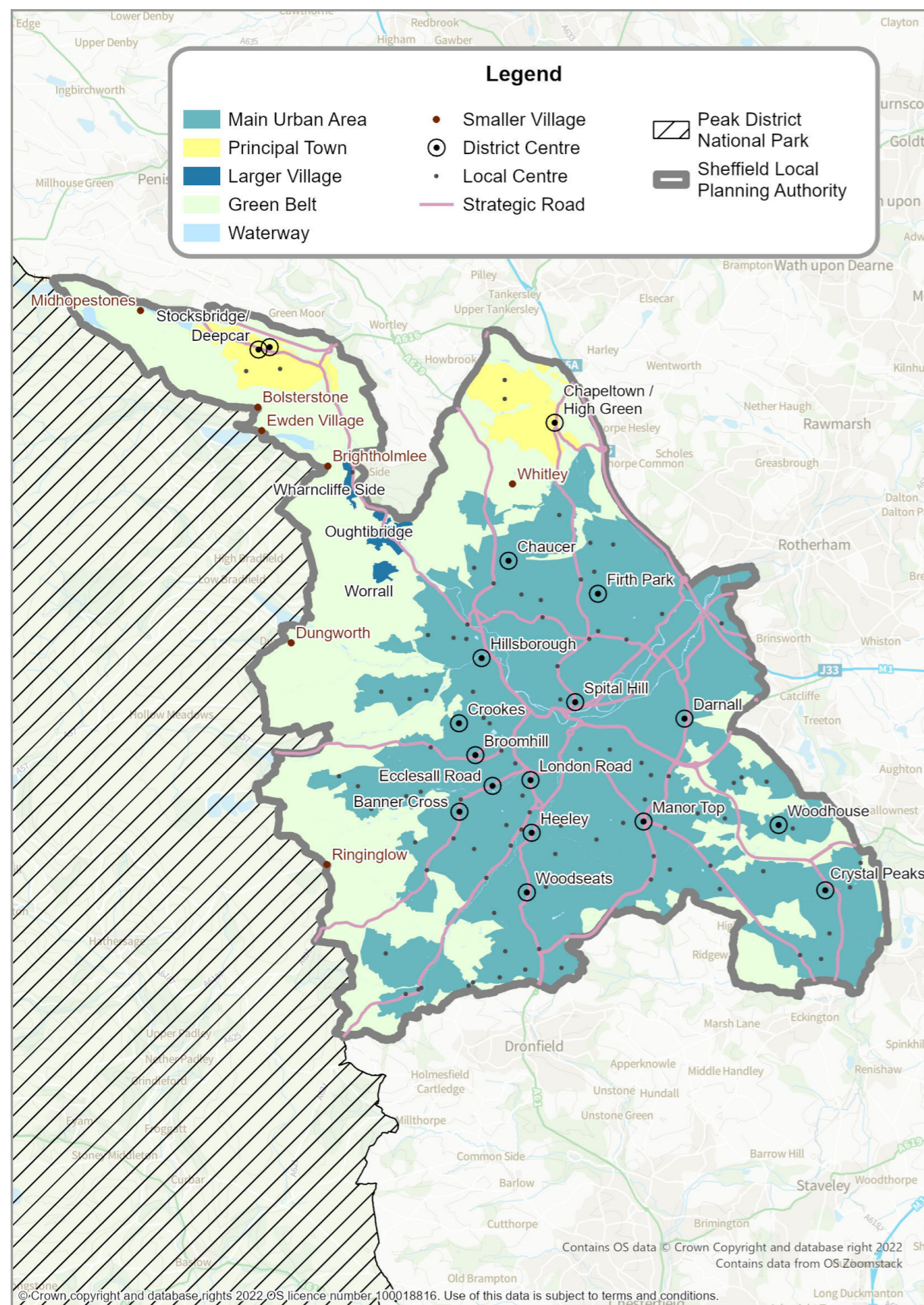
**Definitions**

For the 'Main Urban Area', 'Principal Towns', 'Larger Villages', 'Smaller Villages', '20-minute neighbourhoods' and 'Policies Map' – see Glossary.

For 'Policy Zones' – see Sheffield Plan Part 2, Section 2.



### MAP 3: Settlement Hierarchy and Hierarchy of Centres



### Hierarchy of Centres

- 3.20. The National Planning Policy Framework states that plans should define a network and hierarchy of town centres that should be resilient to economic changes.
- 3.21. For the purposes of the Sheffield Plan, the term ‘town centre’ refers to the defined ‘City Centre’ of Sheffield, as well as the extent of each of the 17 District Centres, and all Local Centres. The extent of the City Centre of Sheffield includes all the areas within the Inner Ring Road, as well as Kelham Island and the Sheffield Midland Railway Station (See Map 3). The extent of each of the centres is shown on the Policies Map.
- 3.22. The Council’s latest evidence<sup>19</sup> indicates that the existing centres should be the focus for any future retail growth and commercial activity. Indeed, the evidence suggests it is important to direct growth towards the existing centres to ensure their long-term viability.
- 3.23. Policy SP3 defines the hierarchy and emphasises the priority for the defined City Centre to be the main retail, leisure and office destination in the region. The 17 District Centres provide a comprehensive service at a below city-wide level, while the Local Centres provide top up shopping for smaller communities, as well as community facilities close to where people live.

#### POLICY SP3: HIERARCHY OF CENTRES

Together, the defined City Centre, the 17 District Centres, and all Local Centres, form the hierarchy of town centres.

The City Centre includes a defined **Primary Shopping Area (PSA)**. Both the City Centre and the PSA are located within the Central Sub-Area.

The City Centre also includes a number of **City Centre Office Zones**, a **Cultural Zone**, a **University and College Zone**, **General Employment Zones**, and **Central Area Flexible Use Zones** (all shown on the Policies Map).

New shops, leisure facilities, offices, and cultural and tourism development with city-wide and regional catchments will be focused in, or close to, these zones. Commercial uses will also take place in other parts of the Central Sub-Area where they are compatible with residential uses.

The specific way that town centre uses will be considered in each of the Policy Zones is set out in Sheffield Plan Part 2.

The vitality and attractiveness of all identified centres will be maintained and enhanced by promoting a mix of uses, including housing on upper floors. The centres will be the preferred locations for retail and leisure developments, and other commercial, business and service uses, and will be used to inform the application of the sequential test and/or impact test, and in

<sup>19</sup> <https://www.sheffield.gov.uk/planning-development/sheffield-plan-background-studies-reports>



accordance with relevant policies in Sheffield Plan Part 2 (see **Policy NC10**, **Policy VC1**, and **Policy EC5**).

District Centres will be encouraged, supported and promoted in their role of providing a broad range of shopping, leisure and community facilities to serve the various residential areas of the city. They may also include concentrations of specific shops or services in response to the local market. Smaller-scale offices and residential development on upper floors and away from street-level shop frontages will complement shops and services in District Centres.

The role of Local Centres in providing community facilities and a range of shops for day-to-day top-up shopping will be encouraged and promoted where it would help create **'20-minute neighbourhoods'**.

New Local Centres may be needed as part of the development of strategic housing sites, or in areas where a cluster of housing sites is proposed. New Local Centres will be expected to serve as **'neighbourhood hubs'**. Any new centres should not adversely affect the viability of existing centres.

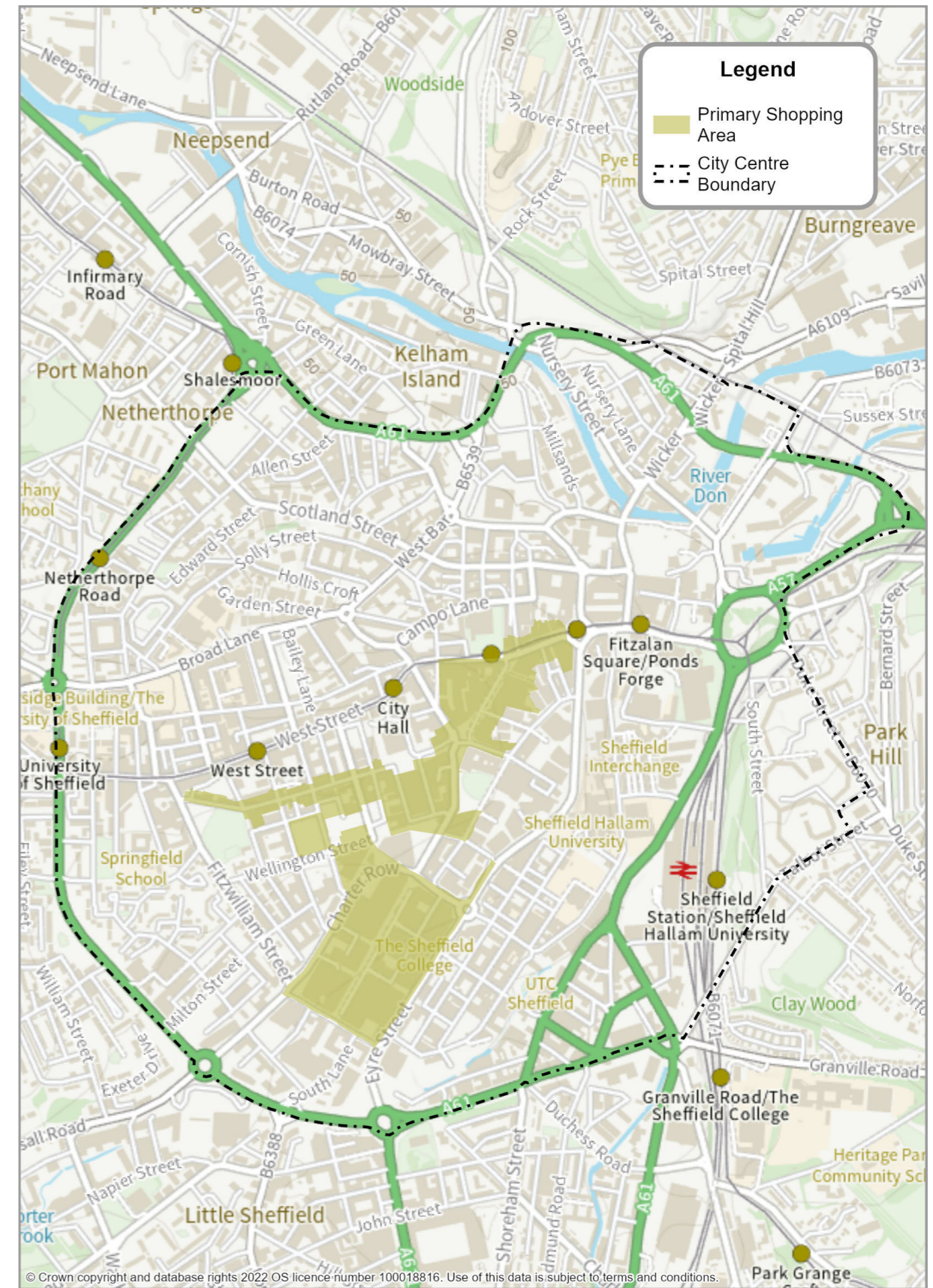
Development in District Centres and Local Centres should be appropriate in scale and function to the role of that centre.

**Definitions**

**'Close to'** – within 400 metres (5-minute walk).

For **'Central Sub-Area'**, **'City Centre'**, **'Primary Shopping Area'**, **'City Centre Office Zones'**, **'Cultural Zone'**, **'University and College Zone'**, **'General Employment Zones'**, **'Central Area Flexible Use Zones'**, **'District Centres'**, **'Local Centres'**, **'20-minute neighbourhoods'**, and **'neighbourhood hubs'** – see Glossary.

Map 4: City Centre and City Centre Primary Shopping Area



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## 4 Sheffield's Sub-Area Strategy

- 4.1. The local planning authority area of Sheffield covers more than just the Main Urban Area of Sheffield. It also includes the two towns of Stocksbridge/Deepcar and Chapeltown/High Green, as well as three larger villages within the Green Belt, and a series of smaller villages washed over by the Green Belt.
- 4.2. To assist in setting out the vision and policy approach for how Sheffield will grow and change, the plan has divided Sheffield into nine sub-areas. Map 5 shows the geographical extent of the sub-areas.
- 4.3. The policy approach for each sub-area is set out in Policies SA1 to Policy SA9. Each sub-area policy references a series of proposed site allocations.
- 4.4. The site allocations were first considered as part of the Issues and Options consultation in September 2020, and further assessment of their suitability, availability, and achievability has taken place as part of preparing the Sheffield Plan. A full list of all site allocations can be found at Appendix 1.



## Central Sub-Area

- 4.5. The Central Sub-Area is of critical importance to the future of Sheffield. It forms the heart of the city and occupies a significant part of the Main Urban Area of Sheffield.
- 4.6. Since the late 1990s, the Central Sub-Area has been a major focus for economic regeneration, and Sheffield has flourished as an economic and cultural centre for the city region. Further growth will create a unique, thriving economic, cultural destination and a choice place to live in the UK for people of all backgrounds. Over the last decade, the population of the Central Sub-Area has grown to over 28,000, and the Sheffield Plan looks to build upon that, through sustainable, high quality development proposals.
- 4.7. The Central Sub-Area covers the defined City Centre (where main 'town centre' uses will be concentrated), as well as other areas outside Inner Ring Road.
- 4.8. It has been further subdivided into **six Character Areas**. Each Character Area is made up of recognisable sub-parts of the city. The policy approach taken to the Central Sub-Area and the Character Areas is based on evidence and analysis in the **City Centre Strategic Vision**, and the **City Centre Priority Neighbourhood Frameworks**<sup>20 21</sup>.
- 4.9. The objective is to guide future regeneration to ensure Sheffield is an inclusive, resilient, competitive yet distinctive place, with a green agenda and its people at the heart. This will be achieved by creating new and distinctive mixed-use neighbourhoods across **six Character Areas, five Priority Locations** and **three Catalyst Sites**. The Priority Locations and Catalyst Sites have been identified because of their potential to bring about regeneration of the area and create new distinctive neighbourhoods.

## POLICY SA1: CENTRAL SUB-AREA

Development proposals in the Central Sub-Area should have regard to the analysis and guiding principles set out in the City Centre Strategic Vision and the 5 City Centre Priority Neighbourhood Frameworks.

The Character Areas, Priority Locations, and Catalyst Sites to be delivered in the Central Sub-Area are set out below:

Character Area	Priority Location	Catalyst Site
<b>1. Kelham Island, Neepsend, Philadelphia and Woodside</b>	a. Neepsend	i. Between Penistone Road, the River Don, and Rutland Road
<b>2. Castlegate, West Bar, The Wicker, Victoria</b>	b. Wicker Riverside	n/a
	c. Castlegate	n/a
<b>3. St Vincent's, Cathedral, St George's and University of Sheffield</b>	d. Furnace Hill	ii. Gateway between Scotland Street, Smithfield, and Snow Lane
<b>4. City Arrival, Cultural Industries Quarter, Sheaf Valley</b>	e. Moorfoot	iii. Junction between St. Mary's Gateway, The Moor Street, and London Road
<b>5. Heart of the City, Division Street, Springfield, Milton Street, The Moor and Hanover Street</b>		
<b>6. London Road and Queen's Road</b>	n/a	n/a

A detailed development strategy for each Character Area is set out in **Policies CA1 to CA6**.

The Central Sub-Area will be the focus for residential and economic growth, as well as cultural and social activity. It will:

- Deliver approximately 18,640 new homes (through a combination of existing planning permissions and new site allocations). This includes strategic site allocations.
- Focus Purpose Built Student Accommodation in identified parts of three of the Character Areas (see **Policies CA3, CA4 and CA5**).

<sup>20</sup> Sheffield City Centre Strategic Vision (March 2022): <https://democracy.sheffield.gov.uk/documents/s50689/Appendix%201%20-%20City%20Centre%20Strategic%20Vision.pdf>

<sup>21</sup> <https://www.sheffield.gov.uk/planning-development/sheffield-plan-background-studies-reports>



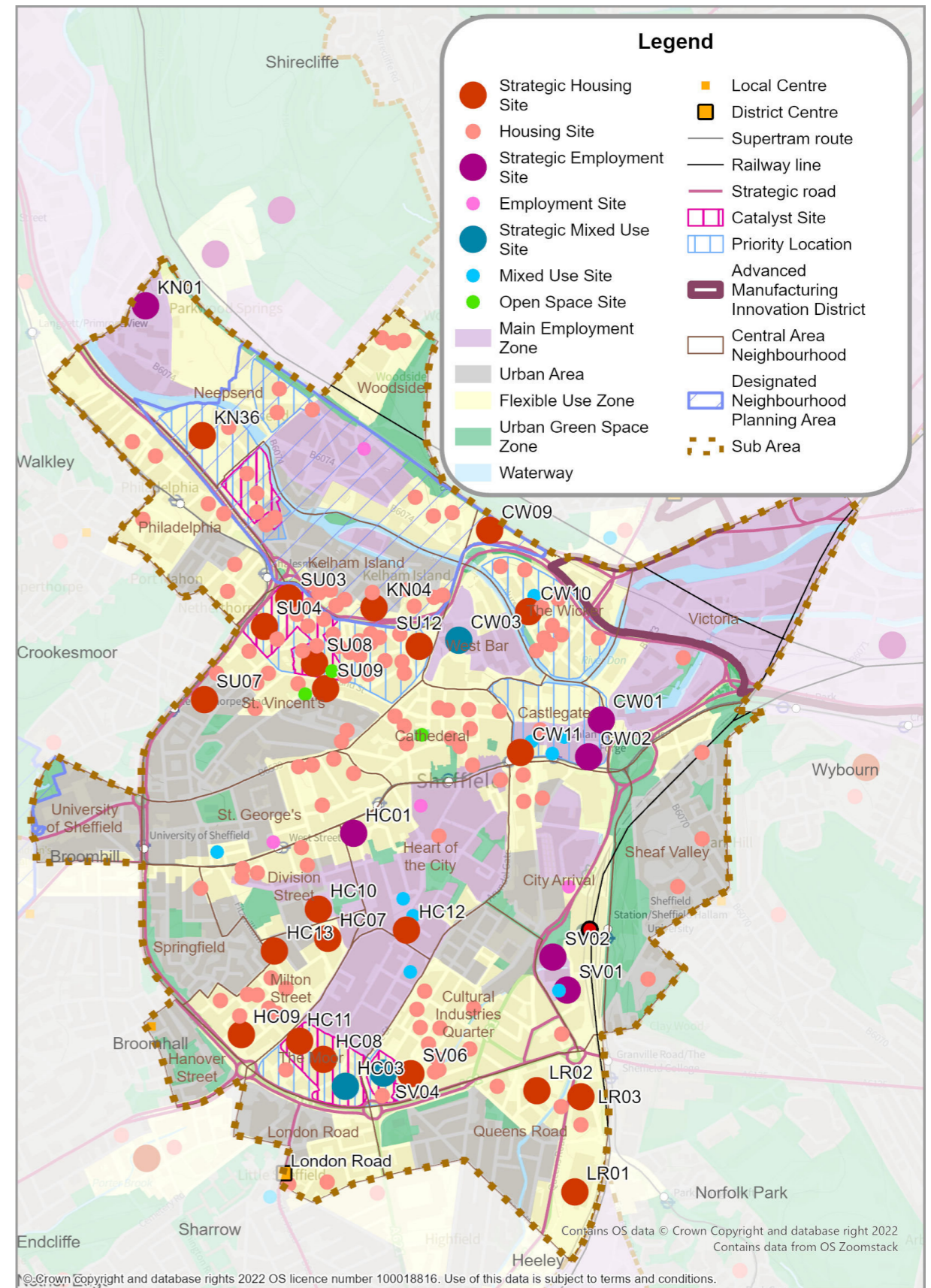
- c) Deliver approximately 10.1 hectares of employment land, including being the main focus for new office development through the identified City Centre Office Zones (see **Policy EC2**). Other forms of commercial activity and employment land/floorspace should be delivered within the identified General Employment Zones (see **Policy EC3**), and the Central Area Flexible Use Zones (see **Policy VC3**).
- d) Be the priority location for any future retail and leisure activity, helping serve a regional catchment, and be the focus for any new comparison goods retail. Town centre uses should be located within the identified Primary Shopping Area, and the defined City Centre boundary (see **Policy SP3** and **Policy VC1**).
- e) Provide inclusive, thriving, diverse places for people with protected characteristics (including Sheffield's LGBTQ+ communities).
- f) Be the main location for indoor cultural and tourism development, focusing development in the Primary Shopping Area (see **Policy VC1**), and the Cultural Zone (see **Policy VC2**).
- g) Enhance the offer at the University of Sheffield and focus associated new development within the defined University/College Zones (see **Policy EC8**).
- h) Adopt a Category 'C' charging **Clean Air Zone** within the Inner Ring Road and across the defined City Centre (see **Policy CO1**).
- i) Support the proposals in the **Sheffield Midland Station and Sheaf Valley Development Framework** to facilitate significant rail infrastructure improvements; as well as wider investment and development opportunities associated with an enhanced gateway into the city.
- j) Promote and support improved transport infrastructure; encourage greater use of public transport, cycling and walking to reduce congestion; encourage car-free development; and create a safer, cleaner, and more inclusive city. The delivery of **Connecting Sheffield's** proposals will be supported.

**Definitions**

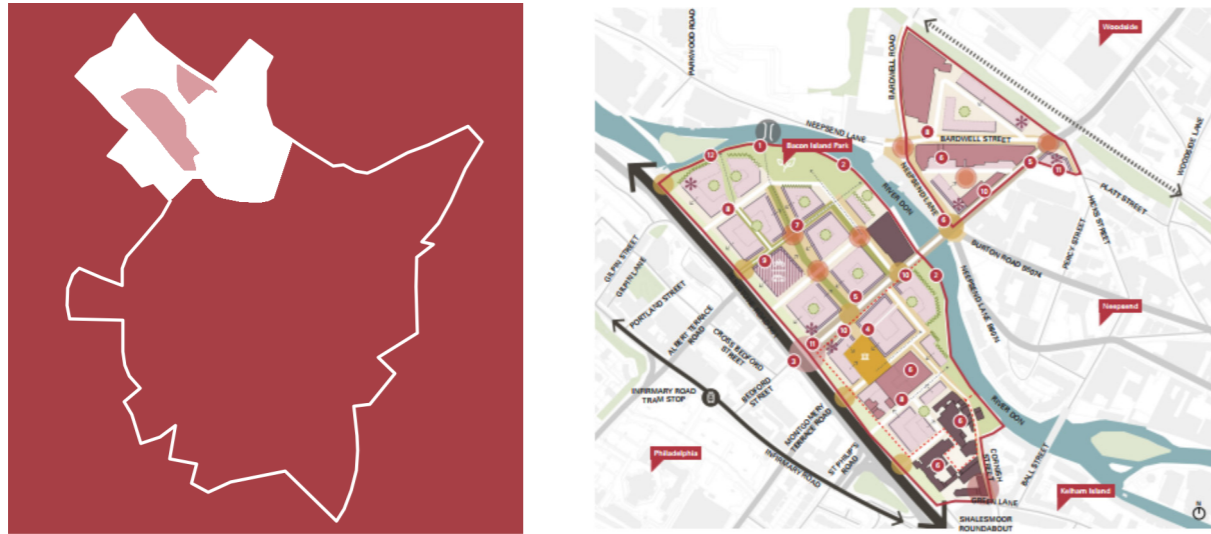
'People with protected characteristics' – the Equality Act (2010) defines protected characteristics as age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex, sexual orientation.

For 'Purpose-Built Student Accommodation', 'Primary Shopping Area', 'Clean Air Zone', 'Sheffield Midland Station and Sheaf Valley Development Framework', and 'Connecting Sheffield' – see Glossary.

**Map 6: Central Sub-Area – Spatial Diagram**



## Central Sub-Area – Character Area One (Kelham Island, Neepsend, Philadelphia, Woodside)



Source: Sheffield City Centre Priority Neighbourhood Frameworks – showing Priority Location 1 (Planit-IE in collaboration with Deloitte) (September 2022)

- 4.10. Character Area One is made up of the four neighbourhoods of Kelham Island, Neepsend, Philadelphia, and Woodside. The area is situated to the north-west of the City Centre and is an emerging residential area with industrial heritage and character. The role and function of the area is shaped by the River Don and important nearby green assets such as Parkwood Springs and Stanley Fields.
- 4.11. Proposals will be a mix of residential types, predominantly low to mid-rise including housing for young families, apartments and townhouses. The neighbourhood will also grow as a destination for independent restaurants, cafés and shops to support the existing and future residents and attract visitors to create a vibrant daytime and early evening economy.
- 4.12. A neighbourhood area has been designated for Kelham and Neepsend, although no Neighbourhood Plan has yet been 'made' (adopted). It includes the areas of Kelham, Neepsend, and Philadelphia and encompasses the locations identified as a Priority Location and Catalyst Site.

### POLICY CA1: Kelham Island, Neepsend, Philadelphia, Woodside

Development proposals in this Character Area will:

- Deliver approximately 2,745 homes and 1.3 hectares of employment land (through a combination of existing planning permissions and new site allocations).
- Deliver a housing requirement figure for the designated neighbourhood planning area: Kelham/Neepsend – at least 2,653 homes (including homes which already have planning permission)<sup>22</sup>.

<sup>22</sup> This figure includes 2,648 homes on large sites and 5 homes on small sites with planning permission as at 1<sup>st</sup> April 2022.

- Deliver **Site Allocations KN01 to KN36**, with a focus on the site allocations defined within **Policy CA1A – Priority Location in Neepsend**, and **Policy CA1B – Catalyst Site between Penistone Road, the River Don, and Rutland Road**.
- Improve access and connectivity by creating a network of green north-south streets; improving the crossing environment along the Inner Ring Road; creating more accessible **Supertram** stops; increasing permeability to St Vincent's and the wider City Centre; improving cycling and walking facilities; and creating linear parks to connect the neighbourhoods with existing green spaces to the north-west and south.
- Contribute towards infrastructure improvements in education and healthcare provision for Kelham-Neepsend.
- Proactively manage flood risk and drainage issues, particularly in those areas located closest to the River Don that are designated as a functional flood plain, including pockets of land with a high risk of flooding in Neepsend.
- Enable the area to become an 'Outdoor' Neighbourhood (epitomising the vision for Sheffield to be the '**Outdoor City**') through the design of new development, new public realm, and an ability to accommodate outdoor events.
- Adhere to the proposed extension of the **Night-Time Quiet Area** covering the area from Shalesmoor to Mowbray Street/Neepsend Lane and Rutland Road (see **Policy NC14**).
- Enhance the local identity and character through provision of improved pathways, signage, public realm, and public art. This should complement plans to enhance amenity through improving links to nearby open spaces and greenspaces, including Parkwood Springs and Woodside.
- Deliver transport infrastructure improvements, including:
  - enhancements to the highway junctions with Penistone Road;
  - incorporating active travel and operational improvements to bus services, including those set out as part of the Connecting Sheffield programme;
  - improved pedestrian crossings across the A61 to increase connectivity to facilities and tram stops;
  - part of the Mass Transit Corridors from the City Centre.

### Definitions

'Supertram', 'Outdoor City', 'Night-Time Quiet Area', 'Connecting Sheffield' and 'Mass Transit Corridors' – see Glossary.



#### 4.13. Neepsend has been chosen as a Priority Location because it:

- has the capacity for volume development, facilitated by vacant sites, and large areas of land under single ownership;
- is a gateway location to the wider Neepsend area, and to encourage delivery of stalled development opportunities;
- is a distinctive neighbourhood, suitable for a mix of demographics including family housing, whilst retaining an industrial, independent heritage identity;
- has the ability to help meet targets for Biodiversity Net Gain through a comprehensive landscape strategy, and natural habitat improvement programme; and
- contains historical assets, including Cornish Works, Globe Works and Cannon Brewery which have potential to inform the character of new development.

#### 4.14. Neepsend also benefits from:

- transport connections, including the Infirmity Road and Shalesmoor tram stops which connect into the City Centre; and Penistone Road which is a direct route in and out of Sheffield. The railway also runs along the northern edge of the area;
- the River Don runs through the site creating potential for green edges, access, placemaking and sustainable drainage systems (SuDS) for combating climate change;
- the existing Kelham Island community to the south of the site with established eateries and cultural assets; and
- Kelham Island Conservation Area, which informs the character and will give a distinctive identity to Neepsend.

#### **POLICY CA1A: Priority Location in Neepsend**

Development proposals will deliver Site Allocation(s) KN03, KN05, KN07, KN13, KN15, KN21, KN24, KN27, KN30, and KN36 and help realise:

- a) Around 1,285 new homes.
- b) Mixed use development that supports a proportion of non-residential uses.
- c) Enhanced connectivity to the River Don, including an extension of Waterloo Walk.
- d) A new waterside park (Bacon Island Park) along the northern edge of the River Don, helping to create a network of green spaces and connections with the Ponderosa and Parkwood.
- e) A new neighbourhood hub by expanding on existing amenities in Insignia Works and neighbouring Steelworks Kelham.
- f) A new pedestrian and cyclist priority crossing point across Penistone

Road (A61), taking movement east to west along Rutland Road to Bedford Street, towards the Infirmity Road Supertram stop. Proposals for traffic calming along the A61 will also be considered.

- g) A new public square that complements existing heritage buildings.
- h) Contributions towards improvements in community infrastructure, including consideration of additional education and healthcare provision as a result of increased residential population.
- i) Retention and enhancement of key heritage buildings (Cannon Brewery buildings, Cornish Works, and Globe Works).
- j) Creation of an attractive high street along Rutland Road (B6070) to provide community facilities.
- k) A main route through the area to include public realm, amenity and active frontages, to encourage movement towards Bacon Island Park.
- l) A new pedestrian bridge across the River Don which will improve connectivity to the wider Neepsend.
- m) New buildings set back to the Environment Agency's recommended 8m from the River Don bank as part of future design stages.
- n) Increased building heights along Penistone Road, Rutland Road and the railway line edge to provide noise mitigation.

#### **Catalyst Site between Penistone Road, the River Don, and Rutland Road**

4.15. The Neepsend Catalyst Site lies between Penistone Road, the River Don and Rutland Road. It excludes Globe Works and Wharncliffe Works to the south. The majority of the site is within the Kelham Island Industrial Conservation Area, it consists of a mix of industrial buildings, some of which are historic, and a large footprint retail use with a large surface car park.

4.16. The adjacent historic buildings at Cornish Street and connection to the River Don provide a sensitive edge, as opposed to the Penistone Road frontage where the opportunity exists to explore increasing the existing height of the site.

#### **POLICY CA1B: Catalyst Site between Penistone Road, the River Don, and Rutland Road**

Development proposals will deliver Site Allocation(s) KN03, KN07, KN15, and KN24 and help realise:

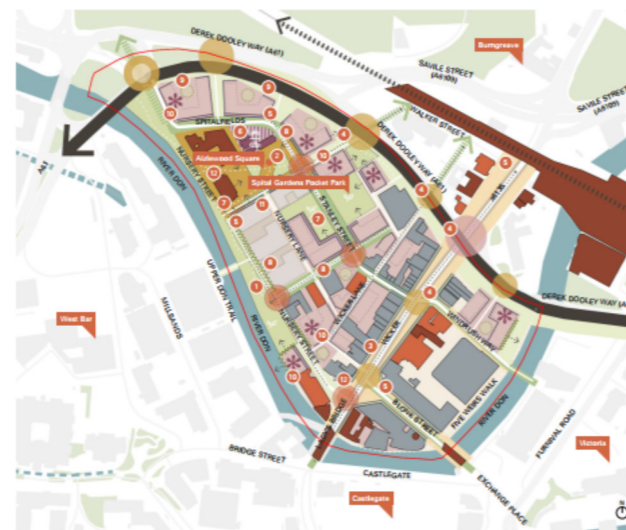
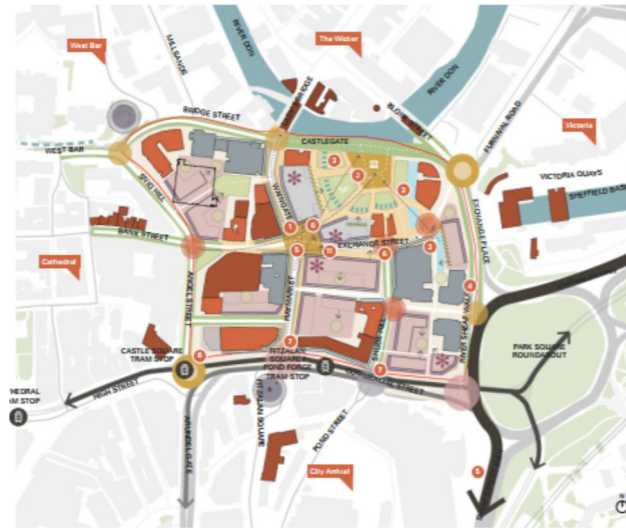
- a) Around 400 new homes.





- b) Increased development heights along the Penistone Road frontage.
- c) Development proposals that are sensitive to, and positively enhance, the Kelham Island Conservation Area and nearby Listed Buildings (Cornish Works, Globe Works and Cannon Brewery).
- d) A mix of ground-floor uses to provide active frontages.

**Central Sub-Area – Character Area Two (Castlegate, West Bar, The Wicker, and Victoria)**



Source: Sheffield City Centre Priority Neighbourhood Frameworks – showing Priority Location 2 (Planit-IE in collaboration with Deloitte) (September 2022)

- 4.17. Character Area Two is made up of the four neighbourhood areas of Castlegate, West Bar, The Wicker, and Victoria.
- 4.18. The area is situated to the north-east of the City Centre and is currently predominantly an industrial and manufacturing area, with little residential development. The role and function of the area is shaped by the Inner Ring Road, the River Don, and the Sheffield & Tinsley Canal. Key assets include the Sheffield Canal Basin, Victoria Quays, the site of the former Sheffield Castle, and the Grey to Green route along West Bar, Bridge Street, and Castlegate.
- 4.19. The area is dominated by busy roads, including:
  - the Inner Ring Road (Derek Dooley Way; Commercial Street which restricts movement to the City Centre; Snig Hill/Angel Street, Haymarket and Exchange Place (B6073) – the main routes north-south through Sheffield towards the City Centre;
  - Castlegate to the north, which restricts movement towards the Wicker Arches; Wicker high street, which is a main route north-south through Sheffield; and
  - The Wicker Arches where a redundant railway line is located along the far northern edge of Wicker Riverside.
- 4.20. Proposals will forge a strong frontage to the Wicker (the Steel Route) and create new neighbourhoods. Proposals in Castlegate will see residential development sit alongside commercial activity as part of a vibrant, mixed-use neighbourhood. The regeneration of West Bar will create a new office-led mixed-use neighbourhood. Together, the neighbourhoods will provide for a full mix of residential types, including opportunities to deliver affordable or key working housing; as well as catering to young professionals and families.

**POLICY CA2: Castlegate, West Bar, The Wicker, Victoria**

Development proposals in this Character Area will:

- a) Deliver approximately 1,845 homes and 2.1 hectares of employment land (through a combination of existing planning permissions and new site allocations).
- b) Deliver **Site Allocations CW01 to CW23**, with a focus on the site allocations defined in **Policy CA2A - Priority Location in Castlegate** and **Policy CA2B - Priority Location in Wicker Riverside**.
- c) Focus office development within the two identified City Centre Office Zones at **West Bar/Riverside Exchange**, and **Castlegate/Victoria Quays** (see **Policy EC2**).
- d) Preserve and retain the area’s industrial character and street pattern, but proactively improve accessibility and connectivity. This should capitalise on the **Grey to Green** route from West Bar to Castlegate, and explore expanding it to other areas, where possible.



- e) Enhance pedestrian and cycle environments along main routes and improve the relationship with the river - creating new riverside routes, supported by active building frontages, and proposals that positively interact with the river.
- f) Improve connectivity to opportunities in the East Sheffield Sub-Area, especially key development sites in the **Lower Don Valley** and those related to the **Advanced Manufacturing Innovation District**.
- g) Deliver transport infrastructure improvements, including:
  - incorporating active travel and operational improvements to bus services, including those set out as part of the Connecting Sheffield programme; and
  - highway improvements at Bridgehouses on the Inner Ring Road.

#### Definitions

For 'Grey to Green', 'Connecting Sheffield', 'Lower Don Valley', and 'Advanced Manufacturing Innovation District' - see Glossary.'

### Priority Location in Castlegate

4.21. This area has been chosen as a Priority Location because it:

- serves as an important site that can join up the City Centre with other areas identified for future regeneration in other parts of the city;
- has the advantage of having secured initial funding to enable development on the Castle site; and
- provides an opportunity to create a fully mixed-use neighbourhood, integrating a variety of complementary uses to showcase the benefits of an integrated approach to mixed-use development.

4.22. Castlegate also benefits from:

- being a gateway to the City Centre from the north and east of the city;
- transport connections including: bus routes through the site connect to the City Centre, Sheffield Midland Station is within a 20-minute walk of Castlegate, and Exchange Place (B6073) which is a direct vehicular route into and out of Sheffield;
- Commercial Street, which accommodates public transport (including tram network, bus route and private vehicular movement);
- being situated in the junction of the River Don and River Sheaf, there are existing pedestrian river walks which connect into the site;
- being home to a number of key heritage assets, including the Sheffield Castle, and the historic origin of the market-town;

- being well connected to West Bar via the Grey to Green scheme along Castlegate; and
- Haymarket, which is a main north-south spinal route through the site along the Steel Route and Exchange Street, which is the main east-west route through Castlegate along the Steel Route.

### POLICY CA2A: Priority Location in Castlegate

Development proposals will deliver Site Allocation(s) CW04, CW06, CW11, and CW18 and help realise:

- a) Around 330 new homes and approximately 1 hectare of non-residential development.
- b) A truly mixed-use neighbourhood, integrating a variety of complementary uses, alongside office development within the Castlegate/Victoria Quays Office Zone. Castlegate is a location where residential apartments will be the dominant type of new housing. Mixed-use and non-residential uses at ground-floor level will be supported to activate key spaces and nodes.
- c) A new Innovation District, expanding on the existing facilities along Haymarket, Commercial Street, and Exchange Street, and re-connecting Castlegate to the Wicker, Victoria, and into the wider City Centre. This will make Castlegate a gateway to the City Centre from the north and east.
- d) A new public square and riverside greenspace (Castlegate Square) to utilise and protect the heritage assets of Sheffield Castle.
- e) A clear north-south corridor along Haymarket, prioritising pedestrians and cyclists towards the railway station, integrating into the Steel Route and Knowledge Gateway.
- f) A revitalised Waingate/Haymarket High Street by developing ground-floor active uses and encouraging movement from Wicker High Street to Fitzalan Square.
- g) Major highway improvements to Commercial Street, Exchange Street, Castle Square, and Exchange Place/Furnival Road/Blonk Street to incorporate the Steel Route proposals, create pedestrian and cyclist priority crossing points, and improve crossing to Fitzalan Square and the underpass/overpass on Shude Hill.
- h) De-culverting of the River Sheaf (where possible), integrating it into the public realm and using blue and green infrastructure to enhance quality of place and amenity.
- i) An extension of the Grey to Green scheme into Castlegate and along the River Sheaf Walk, connecting pedestrian links along the historic watercourse of the River Sheaf, from the River Don to Sheffield Midland Station.



- j) Necessary community facilities and social infrastructure to support the creation of a new neighbourhood hub. This could include convenience stores, community facilities, cafés and other small-scale retail and leisure facilities to support the residential population.

### Definitions

**‘Knowledge Gateway’** – is a public realm scheme that aims to transform the corridor running from Fitzalan Square to Brown Street.

For **‘Grey to Green’** and **‘Steel Route’** - see Glossary.

## Priority Location in Wicker Riverside

4.23. Wicker Riverside has been chosen as a Priority Location because it:

- has the capacity for volume development, and for a City Centre location, much of the area is underutilised and low density;
- provides an opportunity to create a ‘live-work’ neighbourhood providing housing for a wide range of demographics, delivering a diverse identity;
- has the ability to help meet targets for Biodiversity Net Gain; and
- is a gateway into the City Centre and improvements would allow the residential populations in the north and east of Sheffield to better access the opportunities provided by City Centre.

4.24. It also benefits from:

- reasonable transport connections - including a bus route through the site connecting to the City Centre, Sheffield Midland Station is within a 20-minute walk of the site, and the Derek Dooley Way (A61) ring road is a direct route into and out of Sheffield;
- the Grey to Green scheme runs along Castlegate, the southern edge of the site and the River Don;
- an existing tight street network which provides opportunity for incidental spaces;
- Wicker High Street which provides existing social infrastructure for the area;
- An existing rich historical character which new development can take precedent from, including: Royal Exchange Buildings and adjoining Castle House, New Testament Church of God, and Aizlewoods Mill;
- Nursery Street Park which is an attractive green edge connecting to the River Don; and
- Kelham Island Conservation Area which is located to the northern end of the neighbourhood which gives this part a distinctive character.

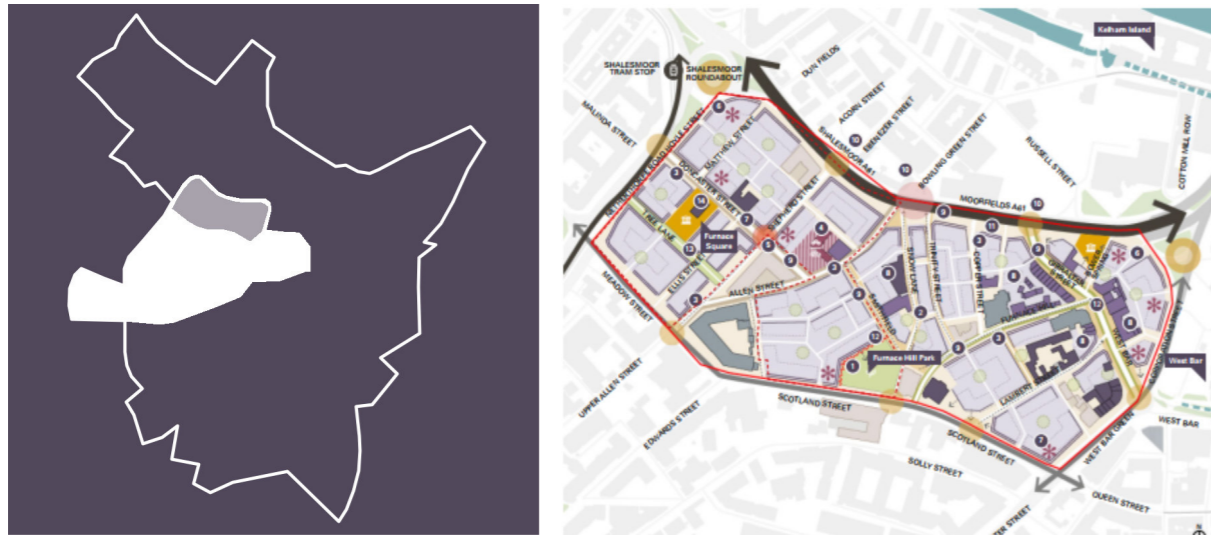
## POLICY CA2B - Priority Location in Wicker Riverside

Development proposals will deliver Site Allocation(s) CW05, CW10, CW12 to CW17, and CW20 to CW23 and help realise:

- a) Around 795 new homes and approximately 0.1 hectares of non-residential development. Wicker Riverside is a location where larger, urban family homes will be considered.
- b) A vibrant, mixed-use community that revitalises and diversifies Wicker High Street; and provides new community hubs (along Wicker High Street and at Aizlewood Square), and improved local community facilities.
- c) The opportunity for a ‘live-work’ neighbourhood providing housing for a wide range of demographics, along with active and varied street frontages that create vibrant streets and a distinctive neighbourhood.
- d) The retention of the fine grain street network but with improved connectivity and accessibility, including the provision of direct links to the investment proposed at Castlegate.
- e) New pedestrian, cyclist and vehicular connections into the site along the edge of the ring road and across Wicker High Street. Enhanced north-south connections along the Wicker (Steel Route) towards Wicker Arches and City Centre/Castlegate.
- f) Development that is set back from the A61 to create a green buffer and tree-planting along the A61 corridor, and creates an attractive edge to the neighbourhood.
- g) Contributions towards improvements in community infrastructure, including consideration of additional education and healthcare provision as a result of increased residential population.
- h) Enhancements to Nursery Street by defining it as ‘green street’, reducing vehicular movements, introducing street trees and capitalising on the Nursery Street Pocket Park. This will complement open space and greenspace improvements such as creating a new public square at Aizlewood Square; and a new pocket park at Spital Gardens.



### Central Sub-Area - Character Area Three (St Vincent's, Cathedral, St George's and University of Sheffield)



Source: Sheffield City Centre Priority Neighbourhood Frameworks – showing Priority Location 3 (Planit-IE in collaboration with Deloitte) (September 2022)



- 4.25. Character Area Three is made up of the four areas of St Vincent's, Cathedral, St George's and University of Sheffield. The area is situated towards the north-west of the City Centre and is a location of contrasts. There are significant areas of industry and warehousing, especially near Furnace Hill; but there are also emerging residential areas, prominent civic buildings, and a strong student presence.
- 4.26. Most of the area falls within the City Centre and has a vibrant feel through a mix of commercial, higher education, residential, civic, retail, and leisure uses. The area also features a number of Conservation Areas (Furnace Hill and Well Meadow) and Listed Buildings providing a built heritage context that will influence future development proposals. The role and function of the area is shaped by the existing pattern of the built environment, a challenging topography, as well as key assets such as the Grade I Listed Sheffield Cathedral, Paradise Square, and the University of Sheffield and its campus.
- 4.27. The Inner Ring Road defines the northern and western edges of the Character

Area and is a significant barrier for pedestrian movement. Topography and, in places, an illegible street pattern, also serve to restrict movement through this area.

- 4.28. Proposals will seek to create active and walkable neighbourhoods, with future development schemes that encourage activity at street-level and a greater amount of ground floor uses – including retail, commercial, and leisure. Creating new neighbourhood hubs, to stimulate greater pockets of activity and movement through the area, will be vital to the future success of the area. New neighbourhoods will support a mixed demographic through the provision of a range of residential types, including opportunities for co-location, build-to-rent schemes, and high-end housing (especially around Cathedral). Further purpose-built student accommodation will be carefully managed in this area and will only be supported in certain sections of the wider area, and only where demand for additional supply can be demonstrated.

#### POLICY CA3: St Vincent's, Cathedral, St George's, University of Sheffield

Development proposals in this Character Area will:

- a) Deliver approximately 4,185 homes and 0.16 hectares of employment land (through a combination of existing planning permissions and new site allocations). The area will support a mix of residential typologies including student, co-living, and Build-to-Rent (BTR) accommodation, with potential for some high-end housing.
- b) Deliver **Site Allocations SU01 to SU57**, with a focus on the site allocations defined in **Policy CA3A – Priority Location in Furnace Hill** and **Policy CA3B – Catalyst Site at the Gateway between Scotland Street, Smithfield, and Snow Lane**.
- c) Enhance the offer at the University of Sheffield and focus associated new development within the defined University/College Zones (see **Policy EC8**).
- d) Allow for new Purpose-Built Student Accommodation in identified part(s) of the area but only where evidence demonstrates the demand for further supply in these locations (see **Policy NC5** and **Policy NC6**).
- e) Focus new retail and leisure floorspace in the identified Primary Shopping Area and the wider City Centre (see **Policy VC1**). Deliver a new Local Centre at Scotland Street.
- f) Create new neighbourhood hubs that encourage sustainable movement through the areas, and also generate activity within the area. Hubs should include convenience stores, community facilities, cafes and other small-scale retail and leisure facilities, along with facilities to promote active travel to support the residential population.
- g) Improve the public realm to address the current lack of amenity and greenspace. Future campus investment by the University of Sheffield should continue to prioritise public realm infrastructure to improve accessibility and movement to and through the relevant



neighbourhood(s).

- h) Adhere to the proposed extension of the Night-Time Quiet Area covering the area from Scotland Street/Meadow Street to Broad Lane and Netherthorpe Road (see **Policy NC14**).
- i) Contribute towards infrastructure improvements in education and healthcare provision
- j) Deliver transport infrastructure improvements, including:
  - significant highway works to the Moorfields A61;
  - incorporating active travel and operational improvements to bus services, including those set out as part of the Connecting Sheffield programme;
  - expanding the Grey to Green route from West Bar; and
  - improving north-south connections for pedestrians and cyclists.

### Definitions

For 'Build-to-Rent', 'University/College Zones', 'Purpose-Built Student Accommodation', 'Primary Shopping Area', 'City Centre', 'Local Centre', 'Night-Time Quiet Area', 'Connecting Sheffield', and 'Grey to Green' – see Glossary.

## Priority Location in Furnace Hill

4.29. This area has been chosen as a Priority Location because it:

- has significant capacity for residential development, as much of the area is underutilised and low density in the context of the City Centre;
- can improve connections and legibility through the area and will benefit the overarching strategy for the city;
- has the ability to help meet targets for Biodiversity Net Gain;
- represents an opportunity to demonstrate partnership working and delivery with Homes England and public sector intervention; and
- can create a mixed-use residential neighbourhood that provides a transition in the residential offer, from being predominantly student accommodation near the University in the south of the Character Area, towards a more mixed-use residential community in the north. This will help to diversify the type of housing supply and generate a greater mixed demographic throughout the area and complement the predominantly residential uses within the adjacent Kelham Island area.

4.30. Furnace Hill also benefits from:

- transport connections, including the Shalesmoor tram stop which connects into the City Centre; and Shalesmoor/Moorfields (A61) ring road which is a direct route in and out of Sheffield;
- Grey to Green which is proposed to run through West Bar and Gibraltar Street;
- topography which provides significant views to the wider green landscape of Sheffield and opportunity for viewpoints within the area;
- an existing tight street network which provides opportunity for incidental spaces; and
- An existing rich historical character from which new development can take precedent.

### POLICY CA3A: Priority Location in Furnace Hill

Development proposals will deliver Site Allocation(s) SU03 to SU06, SU08, SU10 to SU12, SU15, SU21, SU25, SU27 to SU30, SU34 to SU37, SU39, SU42, SU43, SU47, SU49 and SU51 and help realise:

- a) Around 2,290 new homes. Furnace Hill has potential to accommodate significant residential growth, and a mix of residential accommodation types, which could include family homes, apartments, duplex apartments and town houses
- b) New neighbourhood hubs to address a lack of existing community facilities, and to support new communities living at Furnace Hill. A hub at Gibraltar Street is a priority.
- c) Maximise development capacity on sites along Scotland Street and re-purpose under-utilised sites. Development proposals on existing surface car parks will help to sensitively repair the existing street pattern.
- d) Built form that creates mixed-use and non-residential uses at ground floor level to activate key spaces and movement routes. It will be of a scale and massing that responds to the topography and sensitive views in and out of the area, and should respect the industrial character and heritage, with new buildings that complement and enhance the finer grain street pattern.
- e) Furnace Hill Park ("Park on the Hill") at, or close to, the junction of Scotland Street and Smithfield. This will be complemented by a series of other pocket parks across the Priority Location.
- f) Furnace Square utilising the Furnace to act as a distinctive landmark and a place-making asset within a new public space.
- g) Improvements to road surfaces and public realm enhancements at Snow Lane, Trinity Street, and Tree Lane. This will create a pedestrian friendly environment encouraging north-south movement.
- h) The reinstatement of the historical street of Tree Lane as a proposed recreational route with pedestrian and cycle priority, with potential for an



exemplar Sustainable Drainage System (SuDS), including tree planting and opportunity for play.

- i) An extension of the Grey to Green – responding to the changing topography along the streets of Furnace Hill (including Meadow Street, Scotland Street, Shepherd Street, Tree Lane, Furnace Hill and Lambert Street).
- j) Contributions towards improvements in community infrastructure, including consideration of additional education and healthcare provision as a result of increased residential population.
- k) Highways improvements at Moorfields A61, including new pedestrian/cycling crossings to enhance the link between Furnace Hill and Kelham Island and Neepsend.
- l) A new Mobility Hub to encourage walking, cycling and public transport use. The location of the mobility hub will be informed by topography, as well as proximity and access to the Ring Road, and is subject to further discussion with highways authorities.

#### Definitions

For 'Build-to-Rent', 'Grey to Green', 'Mobility Hub' and 'Sustainable Drainage Systems' – see Glossary.

### Catalyst Site at the Gateway between Scotland Street, Smithfield, and Snow Lane

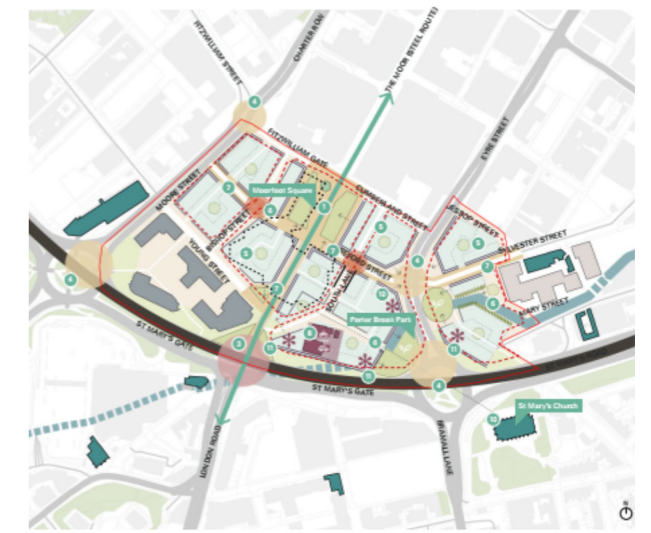
- 4.31. Furnace Hill Catalyst site is situated at a key gateway between Scotland Street, Smithfield and Snow Lane. The site is located at the highest point of the Priority Location providing the opportunity for catalyst development. This site provides key frontages to Scotland Street and Smithfield.
- 4.32. This site is expected to deliver a mix of residential development types and tenures with complementary commercial and retail uses at ground floor level. The topography is a key consideration when considering building heights and should be sensitive to the Furnace Hill Conservation Area and existing heights.
- 4.33. The elevated position of the site presents a key opportunity for an elevated park providing much needed amenity space at the heart of the neighbourhood.

### POLICY CA3B: Catalyst Site at the Gateway between Scotland Street, Smithfield, and Snow Lane

Development proposals will deliver Site Allocation(s) SU03 to SU05, SU08, SU15, SU21, SU25, SU29, SU39 and SU42 and help realise:

- a) Approximately 1,480 new homes – through a mix of residential accommodation types, including apartments with commercial and retail uses at ground floor level.
- b) Building heights that respect the topography and are sensitive to the Furnace Hill Conservation Area and existing heights.
- c) Priority active frontages to Scotland Street and Smithfield.
- d) Furnace Hill Park and Furnace Square to provide necessary new amenity space at the heart of the new neighbourhood.

### Central Sub-Area – Character Area Four (City Arrival, Cultural Industries Quarter, Sheaf Valley)



Source:  
Sheffield City Centre Priority Neighbourhood Frameworks – showing Priority Location 4  
(Planit-IE in collaboration with Deloitte)  
(September 2022)



- 4.34. Character Area Four is made up of the three areas of City Arrival, Cultural Industries Quarter, Sheaf Valley. Part of the Cultural Industries Quarter sits within Character Area Five. Part of the Moorfoot Priority Location and part of the Moorfoot Catalyst Site (the majority of which are in Character Area Five) are within Character Area Four.
- 4.35. The area is situated to the south and east of the City Centre and has a unique identity given context by established residential areas featuring the iconic Grade II Listed Park Hill Flats; as well as key gateways into the city at Sheffield railway station, Sheffield Interchange, and the A61 Arundel Gate. Some of Sheffield's more recognisable landmarks including Park Hill Flats, Ponds Forge, and Sheffield Hallam University mark the area as of critical importance to the city. The role and function of the area is shaped by major road and rail infrastructure, as well as the South Street Park/Sheaf Valley Park.
- 4.36. Proposals will take advantage of the unique opportunities provided by the Sheaf Valley and Midland Station Development Framework and the Sheffield Hallam University Masterplan to re-connect this area to the City Centre. Development schemes will attract a mixed demographic through delivering a range of different residential typologies. The neighbourhoods will balance the delivery of commercial and residential uses to create a vibrant and truly mixed-use area of the city. Commercial uses will capitalise on the growth of Sheffield Hallam University and the Cultural Industries Quarter to promote the growth of knowledge and creative sectors. Further purpose-built student accommodation will be carefully managed in this area and will only be supported in certain sections of the wider area, and only where demand for additional supply can be demonstrated.

**POLICY CA4: City Arrival, Cultural Industries Quarter, Sheaf Valley**

Development proposals in this Character Area will:

- a) Deliver approximately 2,215 homes and 3.2 hectares of employment land (through a combination of existing planning permissions and new site allocations). A range of different residential types will be supported to attract a mixed demographic.
- b) Deliver **Site Allocations SV01 to SV25**, with a focus on the site allocations defined in **Policy CA4A – Part of Priority Location and Catalyst Site at Moorfoot – Land between Eyre Street, St. Mary's Road, and Jessop Street**.
- c) Take advantage of the unique opportunity and investment as part of the Sheffield Midland Station and Sheaf Valley Development Framework to re-connect this area with the City Centre. Landmark development proposals will be promoted in the City Arrival area.
- d) Focus office development within two of the identified City Centre Office Zones at Sheaf Street/Pond Street, and Sheaf Street/Suffolk Road (see **Policy EC2**).
- e) Allow for new Purpose-Built Student Accommodation in identified part(s)

of the area, but only where evidence demonstrates the demand for further supply in these locations (see **Policy NC5** and **Policy NC6**).

- f) Support and collaborate with Sheffield Hallam University on the **Sheffield Hallam University Masterplan**, including supporting plans for the Sheffield Hallam University hub.
- g) Conserve, enhance and capitalise on the area's industrial heritage, especially within the **Cultural Industries Quarter**, by providing high quality proposals.
- h) Deliver commercial development that complements the growth of Sheffield Hallam University and the creative uses in the Cultural Industries Quarter. This should include promoting a collaborative network in the knowledge and creative sectors using agglomeration benefits of locating in this area.
- i) Deliver transport infrastructure improvements, including:
  - significant highway works to help overcome the challenges posed by the road network;
  - incorporating active travel and operational improvements to bus services, including those set out as part of the Connecting Sheffield programme; and
  - exploring opportunities to downgrade roads and create more pleasant pedestrian and cycle environments at Park Square, Arundel Gate, and Sidney Street.

**Definitions**

For 'City Centre Office Zones', Purpose-Built Student Accommodation', 'Cultural Industries Quarter', and 'Connecting Sheffield' - see Glossary.

- 4.37. This area has been chosen as a Priority Location because it:
  - has the capacity for volume development, including opportunities for high density and landmark buildings of height;
  - can provide a differentiated offer to support a community suited to the private rented sector and graduate/young professional market;
  - has the ability to help meet targets for Biodiversity Net Gain; and
  - represents a key site to improve the connectivity of City Centre to edge areas (e.g. Ecclesall Road/London Road and connecting the Devonshire Quarter to The Moor).
- 4.38. The part of the Moorfoot Catalyst Site, which is situated in Character Area Four, is situated on land between Eyre Street, St. Mary's Road, and Jessop Street. The land parcels in this part of the catalyst site will deliver residential



development and complementary greenspace and open space improvements and necessary enhancements to road infrastructure and the public realm.

**Policy CA4A: Priority Location and Catalyst Site at Moorfoot - Land between Eyre Street, St. Mary's Road, and Jessop Street**

Development proposals will deliver Site Allocation(s) SV04, and SV16 and help realise:

- a) Approximately 390 new homes, and approximately 0.84 hectares of non-residential floorspace as a component part of the larger Priority Location and Catalyst Site at Moorfoot (see Policy CA5A and Policy CA5B).
- b) Residential courtyards in development parcels for amenity purposes, as well as other green spaces and/or public realm spaces to create new, incidental meeting places.
- c) De-culverting of the Porter Brook on Eyre Street/Mary Street to create a green corridor. The corridor should strengthen the connection towards the Cultural Industries Quarter and the Sheffield Midland Station, allowing for pedestrian routes to follow the Porter Brook watercourse; and for cycling routes to connect through Sylvester Street.
- d) Improved Ring Road connections and reduce the dominance of vehicles at St. Mary's Gate. Improvements will also be made to the St. Mary's Gate pedestrian crossing.

**Definitions**

For 'Cultural Industries Quarter' – as shown on the Policies Map.

**Central Sub-Area - Character Area Five (Heart of the City, Division Street, The Moor, Milton Street, Springfield, Hanover Street)**



Source: Sheffield City Centre Priority Neighbourhood Frameworks – showing Priority Location 5 (Planit-IE in collaboration with Deloitte) (September 2022)

- 4.39. Character Area Five is made up of the six areas of the Heart of the City, Division Street, Springfield, Milton Street, The Moor, and Hanover Street. Part of the Moorfoot Priority Location and part of the Moorfoot Catalyst Site are within Character Area Five.
- 4.40. The area includes a core part of the City Centre, but also extends south-west towards Broomhill and the Inner Ring Road at Hanover Way/Upper Hanover Street. It is a vibrant location, featuring a wide range of all uses, from prestige retail to regionally significant sport and leisure uses, high quality offices and commercial buildings. It includes established residential estates and an increasingly strong City Centre residential offer.
- 4.41. The area provides important and well-used public greenspaces, such as Devonshire Green, the Peace Gardens and the Winter Gardens. Equally, it is home to a diverse range of independent retail, and food and drink





establishments, which supports a healthy night-time economy. This offer has also been recently enhanced by The Moor re-establishing itself as a shopping destination due to significant regeneration and the relocation of the Castle Market.

- 4.42. Given the area covers such a diverse range of use and places, it is unsurprising that certain locations (such as Milton Street) are evolving from their historical role as light industrial and manufacturing areas and are steadily becoming more desirable locations for residential development. At present, many of the sites within this part of the area remain under-utilised, with pockets of surface car parks and vacant land interspersed with high density residential development.
- 4.43. Equally, towards the south-west of the area, there is a noticeable change in character with established low density housing estates, community facilities, and parks and playgrounds shifting the dynamics away from those seen in the City Centre. Furthermore, locations such as Hanover Street, by virtue of its separation by the Inner Ring Road, feel somewhat cut-off from the regeneration, growth and change occurring in other parts of the city.
- 4.44. The overall street pattern remains largely Victorian and accommodates grand civic architecture and a series of important public institutions. Significant transport gateways for the tram, pedestrians, and cyclists mean this is a highly accessible and connected area. Key landmarks, such as Barkers Pool, the Town Hall, the Crucible and Winter Gardens, The Moor and Moorfoot, the Peace Gardens, Fargate, and the High Street provide identifiable nodes that allow users to navigate through the core of the city.
- 4.45. The City Centre Conservation Area covers a substantial part of the area, and there are a significant number of listed buildings. These provide a context for the preservation and enhancement of the urban core of the city. But, the area also contains a mix of architectural styles, responding to modern needs and building design, with new developments providing a range of commerce, shopping, civic and leisure uses, as is typical of the City Centre.
- 4.46. Proposals will respond to the fact that this area serves as the commercial heart of the City Centre, but that there is a growing residential population catering to those who want a City Centre lifestyle. Throughout the area there is the opportunity to reduce the dominance and impact of vehicles, improve connectivity and promote active travel. The area will balance the delivery of new commercial uses (primarily focused in the Heart of the City, Division Street, and The Moor) with new residential uses (primarily focused in Milton Street, Springfield, and Hanover Street). Care will be required to ensure successful integration of commercial and residential uses to create vibrant mixed-use communities.
- 4.47. The new City Centre residential neighbourhood at Moorfoot will attract a young population, likely providing an offer for the private rented sector and may include co-living. Further purpose-built student accommodation will be carefully managed in this area and will only be supported in certain sections of the wider area, and only where demand for additional supply can be demonstrated.

### **POLICY CA5: Heart of the City, Division Street, Springfield, Milton Street, The Moor, and Hanover Street**

Development proposals in this Character Area will:

- a) Deliver approximately 6,155 homes and 3.4 hectares of employment land (through a combination of existing planning permissions and new site allocations). The area represents an opportunity to attract a mixed demographic profile due to the range of built development that will occur in the City Centre.
- b) Deliver **Site Allocations HC01 to HC30**, with a focus on the site allocations identified in **Policy CA5A - Priority Location in Moorfoot** and **Policy CA5B - Catalyst Site at the Junction between St. Mary's Gateway, The Moor Street, and London Road**. The part of the Priority Location located in Character Area Four will be delivered via **Policy CA4** and **Policy CA4A**.
- c) Allow for new Purpose-Built Student Accommodation in identified parts of the area but only where evidence demonstrates the demand for further supply in these locations (see **Policy NC5** and **Policy NC6**).
- d) Help realise the opportunities in the Heart of the City 2 Masterplan, and create a stronger concentration of office, commercial, retail, and leisure uses within the City Centre.
- e) Deliver strategic development opportunities at Fargate; reinvigorate key frontages along Pinstone Street and Cambridge Street; and realise landmark development opportunities, including at Barkers Pool, Division Street, the Devonshire Quarter, and at Wellington Street/Trafalgar Street/Rockingham Street.
- f) Focus office development within the identified City Centre Office Zone at the Heart of the City (see **Policy EC2**).
- g) Focus retail and leisure floorspace within the identified Primary Shopping Area, and the wider city 'centre' (see **Policy VC1**).
- h) Capitalise on, and enhance, the cultural offer within the city by focusing new cultural and entertainment uses within the identified Cultural Zone (see **Policy VC2**).
- i) Create a gateway and sense of arrival at Milton Street/adjacent to the Ring Road by exploring opportunities to deliver buildings of height.
- j) Provide major improvements to the environment by creating new green spaces alongside direct, safe and attractive walking and cycling routes. A new pocket park will also be created on the site of the Furnival Gate roundabout
- k) Deliver transport infrastructure improvements, including:
  - i. extensions to the car free zone and additional pedestrian and cycle links proposed between the Devonshire Quarter and the Cultural



Industries Quarter;

- ii. reinstating the historic grain of The Moor and defining the proposed Steel Route along The Moor across St Mary's Gate to London Road, with improved pedestrian connections across the A61;
- iii. multi-modal improvements for the roundabouts at Moor Street and Bramall Lane;
- iv. schemes that re-establish the historic connection from the Moor to Cemetery Road; and
- v. incorporating active travel and operational improvements to bus services, including those set out as part of the Connecting Sheffield programme.

**Definitions**

For the 'Devonshire Quarter' – see the Policies Map.

For 'City Centre Office Zone', 'Primary Shopping Area', 'Cultural Zone', 'City Centre Conservation Area', 'Cultural Industries Quarter', and 'Connecting Sheffield' - see Glossary.

**Priority Location at Moorfoot**

4.48. This area has been chosen as a Priority Location because it:

- has the capacity for volume development, including opportunities for high density and landmark buildings of height;
- can provide a differentiated offer to support a community suited to the private rented sector and graduate/young professional market;
- has the ability to help meet targets for Biodiversity Net Gain; and represents a key site to improve the connectivity of City Centre to edge areas e.g. Ecclesall Road/London Road, and improve connectivity of the Devonshire Quarter to The Moor.

**POLICY CA5A: Priority Location in Moorfoot**

Development proposals will deliver Site Allocation(s) HC03, HC08, HC11 and HC20 and help realise:

- a) Approximately 2,180 new homes and approximately 1.6 hectares of non-residential floorspace. Moorfoot has the potential to accommodate significant residential growth and become a new neighbourhood.

- b) Residential and mixed-use developments with active ground floor uses. Buildings should be of significant scale and respond to recent developments and the existing retail areas. Schemes should focus on delivering denser apartment typologies that can help create a modern gateway to the city.
- c) Significant highway infrastructure interventions at St Mary's Gate and at the London Road junction. This will re-establish the historic connection between The Moor and London Road, delivering a high-quality, safe, pedestrian and cycle friendly crossing that promotes sustainable movement between the Heart of the City and the southern neighbourhoods of the city.
- d) A restored street pattern that responds to the historic characteristics of the area and defines the proposed Steel Route along The Moor across St Mary's Gate to London Road. Active frontages will connect to the retail area of The Moor to improve the vibrancy of streets.
- e) A series of public squares, courtyards and green roofs which provide new meeting places throughout the area and help interlink the various blocks. Amenity space on roof terraces of buildings and integrate green roofs and walls assist to improve air quality.
- f) De-culverting of Porter Brook along Eyre Street and expansion of the Grey to Green scheme to improve pedestrian links to the city, creating a stronger connection with nature for the neighbourhood, and helping define the historic route of the watercourse. This should also integrate with and enhance proposals for the Porter Brook Park and make it an important greenspace for the area.
- g) Moorfoot Square - a new high quality public square with integrated greenspace provision and a new multi-modal interchange - located at the intersection of the Steel Route and the east-west link from the station towards Devonshire Green.
- h) A mobility hub at the site of the existing electricity sub-station to encourage greater walking, cycling, and use of public transportation.

**Definitions**

For 'Grey to Green', 'Steel Route', 'Multi-Modal Interchange', and 'Mobility Hub' - see Glossary.



## Catalyst Site at the Junction between St. Mary's Gateway, The Moor Street, and London Road

- 4.49. Moorfoot Catalyst Site is situated at the key junction between St. Mary's Gateway, The Moor Street, and London Road. The entirety of the Priority Location provides opportunity for catalyst development.

### **POLICY CA5B: Catalyst Site at the Junction between St. Mary's Gateway, The Moor Street, and London Road**

Development proposals will deliver Site Allocation(s) HC03, HC08, and HC11 and help realise:

- a) Approximately 2,085 homes.
- b) Significant residential development to generate a new residential neighbourhood.
- c) Development schemes consisting primarily of apartments with active ground floor uses for community and commercial and retail uses.
- d) Building heights that respond to recent large-scale development and increasing build heights. New buildings of scale should help create a new gateway for the city.
- e) Moorfoot Square and other substantial public realm improvements, along with complementary open space and greenspace provision.
- f) A Mobility Hub allowing for multi-modal journeys serve as a node that helps identify the location as a key gateway to the city.
- g) Substantial public realm improvements, along with complementary open space and greenspace provision.

#### **Definitions**

For 'Mobility Hub' - see Glossary.

## Central Sub-Area - Character Area Six (London Road and Queen's Road)



- 4.50. Character Area Six is made up of the two areas of London Road and Queen's Road. The area is situated to the south of the City Centre, beyond the Inner Ring Road (St Mary's Gate/St Mary's Road). Due to the separation caused by the ring road, the area has historically been perceived as separate from the City Centre. The area includes a mix of residential, commercial, light industrial and warehouse development, and has previously seen some slum-clearance.

- 4.51. Parts of the area (mainly around Queen's Road) still retains much of its Victorian fabric and is defined by a historic terraced street-pattern. Other

parts (mainly around London Road) have long been known for its large multi-cultural and, in particular Chinese, community. Recent developments including: high density residential, Purpose-Built Student Accommodation, and large footprint big box retail and leisure has eroded some of the character in the area.

- 4.52. The River Sheaf flows through Queen's Road, with Sheaf Walk located at the northern end of the neighbourhood, allowing people to enjoy the river. Duchess Road offers a sports pitch and greenspace, while Clough Road Square is the only playground in the neighbourhood. St. Mary's Church enjoys some greenspace around it. Areas of the neighbourhood located closest to the River Sheaf are designated as a functional flood plain. Sections of the neighbourhood along the River Sheaf have a high or medium probability of flooding subject to proximity to the river.
- 4.53. Proposals in this area will focus on improving connectivity to the City Centre – at St Mary's Road and Bramall Lane. Enhanced connections should focus on removing barriers to pedestrian and cycling movements and improving the conditions to promote active travel. The future development of this area will allow this part of the city to become a more integral part of the City Centre. The Sheffield Midland Station and Sheaf Valley Development Framework will heavily influence the future of this area and will improve connectivity to the London Road and Queens Road areas. Future development will be primarily residential with supporting commercial uses, although there will be a slightly stronger focus on delivering complementary retail, leisure, and community facilities and services in the London Road neighbourhood. New neighbourhoods will support a mixed demographic, including families. New purpose-built student accommodation will not be supported in this Character Area.



**POLICY CA6: London Road and Queen’s Road**

Development proposals in this Character Area will:

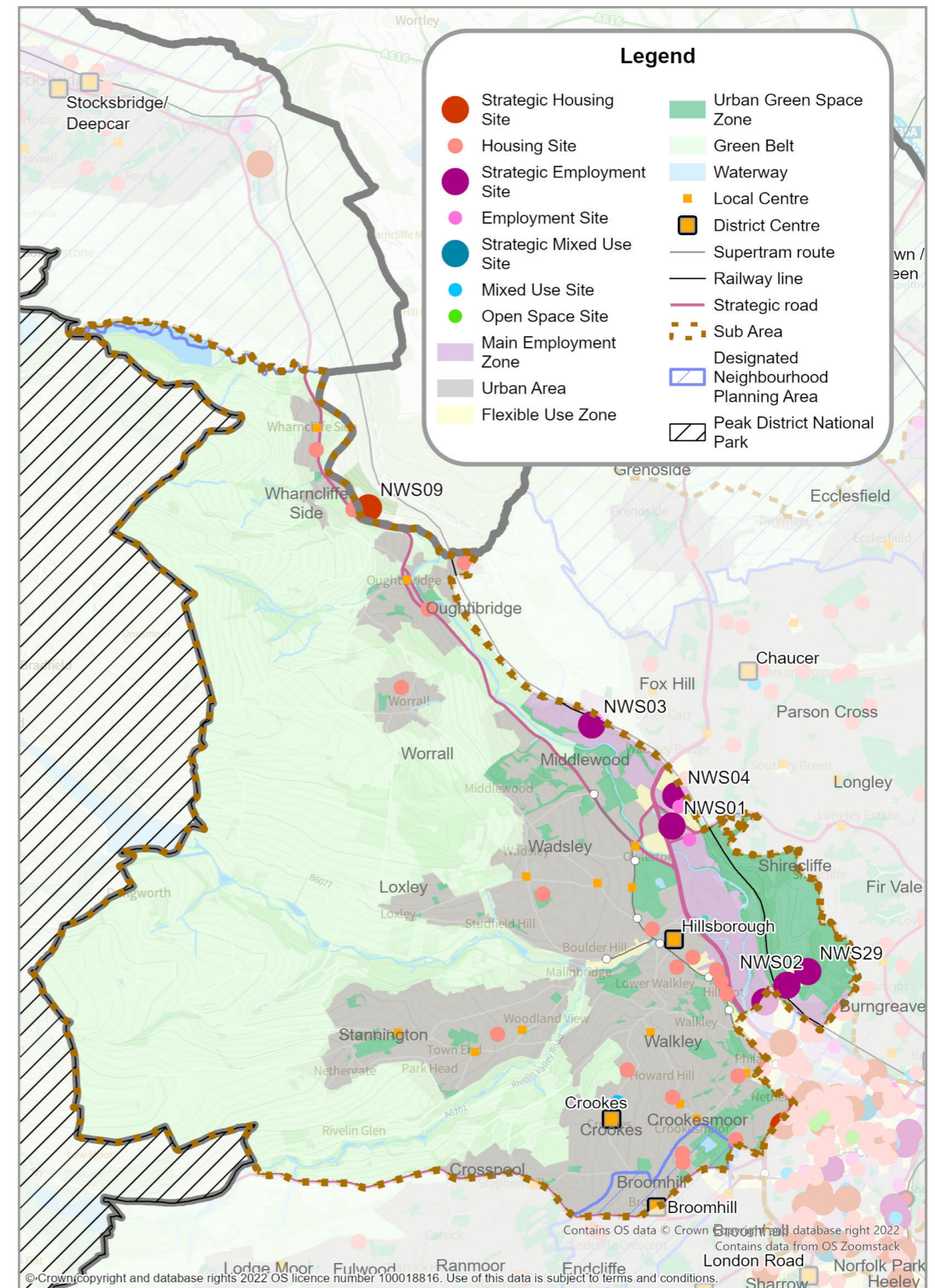
- a) Deliver approximately 1,495 homes (through a combination of existing planning permissions and new site allocations).
- b) Deliver **Site Allocations LR01 to LR08**, with a focus on integrating with the development proposals set out in Sheffield Midland Station and Sheaf Valley Development Framework, which will be primarily delivered in Character Area 4 (see **Policy CA4** and **Policy CA4A**).
- c) Enhance Clough Road Square with high quality public realm and play provision. Improve the frontage along Clough Road overlooking St Mary’s Church to enhance its role as a key landmark.
- d) Proactively manage flood risk, particularly in those areas located closest to the designated functional floodplain at Porter Brook and designated areas of high to medium risk of flooding.
- e) Deliver new greenspace areas to overcome existing lack of provision in the London Road area.
- f) Deliver local amenity and community facilities to support and serve existing and new residential areas. This should be delivered at ground floor level to create sustainable and convenient mixed-use development.
- g) Have regard to the John Street Conservation Area and the need to conserve and enhance the local historic environment and industrial legacy.
- h) Deliver transport infrastructure improvements, including:
  - improved connectivity to the City Centre by overcoming the physical barrier of the Inner Ring Road through creating an improved pedestrian and cycle environment and improved crossings;
  - specific schemes should explore how to re-connect Bramall Lane Stadium with the City Centre;
  - incorporating active travel and operational improvements to bus services, including those set out as part of the Connecting Sheffield programme; and
  - creating a new green link following the River Sheaf to connect to Sheffield Midland Station and tram stop.

**Definitions**

For ‘Connecting Sheffield’ - see Glossary.

**Northwest Sheffield Sub-Area**

**Map 7: Northwest Sub-Area**



- 4.54. The Northwest Sheffield Sub-Area covers part of the Main Urban Area of Sheffield and includes several established residential areas (including Crookes, Crookesmoor, Hillsborough, Loxley, Middlewood, Stannington, Wadsley and Walkley). The larger villages of Oughtibridge, Wharncliffe Side and Worrall are all inset within the Green Belt; whereas the small villages of Brightholmlee and Dungworth are washed over by the Green Belt.
- 4.55. The sub-area's role and function is shaped by the River Don and River Loxley, as well as established residential areas and a prominent industrial landscape. Parkwood Springs is a key asset for the sub-area and it extends to 150 hectares of open space. Parkwood Springs is valued for its outdoor recreation and heritage in the form of the Victorian Wardsend Cemetery.
- 4.56. The Rivelin and Loxley Valleys are popular areas for outdoor recreation, connecting the city to the large areas of attractive countryside before it reaches the Peak District National Park. This land is almost entirely designated as Green Belt.
- 4.57. The tram connects Middlewood and Malin Bridge to the City Centre, although these areas are also particularly prone to congestion. There is no outer ring road in the Northwest so journeys across the area are convoluted and often cause congestion.
- 4.58. The area includes extensive employment areas in the Upper Don Valley, extending from the City Centre to Claywheels Lane and Wadsley Bridge (and including Neepsend, Hillfoot, Owlerton). The Penistone Road corridor offers employment and leisure opportunities, including Hillsborough Leisure Centre, the Greyhound Track, and a Casino.

#### POLICY SA2: NORTHWEST SHEFFIELD SUB-AREA

The sub-area includes part of the **Main Urban Area** of Sheffield; the **Larger Villages** of Oughtibridge, Wharncliffe Side, and Worrall; the **District Centres** of **Hillsborough and Crookes**; and **13 Local Centres**.

Brightholmlee and Dungworth serve as **Smaller Villages** that are washed over by the Green Belt (see **Policy GS2**).

Development proposals in the Northwest Sheffield Sub-Area will:

- a) Deliver approximately 1,015 new homes, and 28.3 hectares of employment land (through a combination of existing planning permissions and new site allocations). Longer term housing growth will also take place within Flexible Uses Zones within the Upper Don Valley ('Broad Locations for Growth') where existing commercial uses will be allowed to transition to residential use (see Policies H1 and NC16).
- b) Deliver **Site Allocations NWS01 to NWS29**, including **strategic sites: NWS01 to NWS04, NWS09 and NWS29**.
- c) Protect existing employment land in the Industrial and General Employment Zones in the Upper Don Valley and ensure it is a priority

location for future employment, both in terms of supporting the expansion of businesses, and also for industrial uses relocating from the Central Sub-Area (see **Policies EC4 and EC6**).

- d) Consider the Upper Don Valley as the location to accommodate leisure developments serving smaller catchment areas.
- e) Support the vitality and vibrancy of the **District Centres at Hillsborough and Crookes**, and all **Local Centres** (see **Policy SP3, Policy EC5, and Policy NC10**).
- f) Deliver an **Urban Country Park** at Parkwood Springs, capitalising on the site's natural, cultural and heritage assets, and to support Sheffield's position as the UK's "**Outdoor City**".
- g) Deliver sustainable transport improvements, including:
  - A61 highway junction improvements and links to Penistone Road, Shalesmoor;
  - Active travel improvements, including projects proposed by Connecting Sheffield; and
  - Mass Transit Corridors at: (i) City Centre to the Upper Don Valley; and (ii) City Centre to Chapeltown and High Green.

#### Definitions

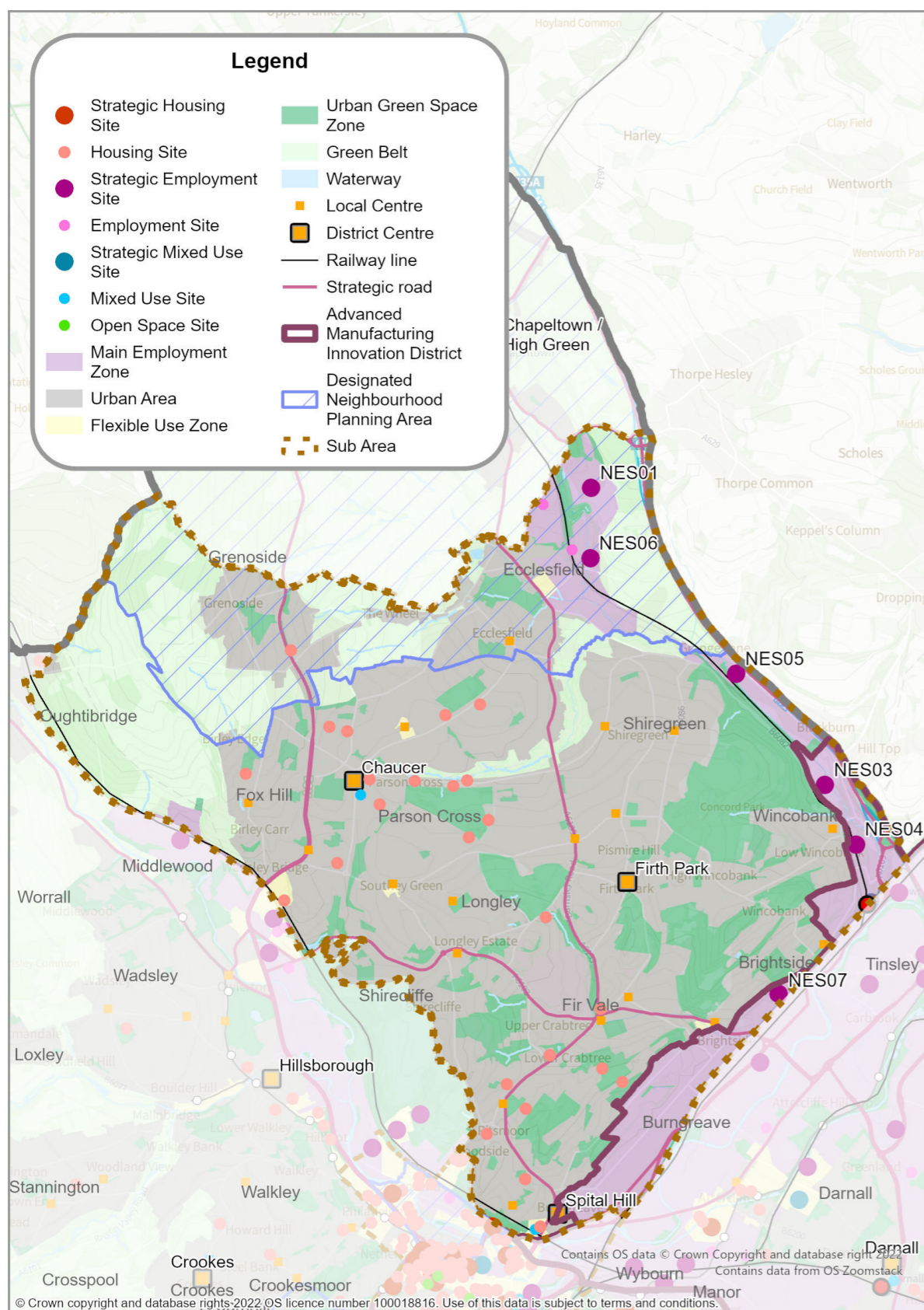
For 'Industrial Zones', 'General Employment Zones', 'District Centres', 'Local Centres', 'Connecting Sheffield' and 'Mass Transit Corridors'- see Glossary.

#### Further information

A small part of the Northwest Sub-Area lies within the area covered by the Broomhill, Broomfield, Endcliffe, Summerville, Tupton (BBEST) Neighbourhood Plan (2021). The housing requirement figure for the Neighbourhood Plan area is set out in Policy SA7: Southwest Sheffield Sub-Area.



Map 8: Northeast Sub-Area



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- 4.59. The Northeast Sheffield Sub-Area covers part of the Main Urban Area of Sheffield and is largely residential in character. It includes large areas of pre-war and post-war social housing (Fox Hill, Longley, Parson Cross, Shiregreen, Shirecliffe and Southey Green), as well as areas of mixed social and private housing (Wincobank and Grimesthorpe).
- 4.60. There are significant areas of Green Belt in the north of the sub-area, including large areas of woodland close to Grenoside (extending into the Chapeltown/High Green Sub-Area). This area also includes some of Sheffield's largest parks, including Concorde Park, Firth Park, Longley Park and Parson Cross Park.
- 4.61. The area is not accessible by tram but is conveniently located for easy access to the strategic highways network; the M1 Motorway runs along the eastern boundary. There are established industrial areas around Ecclesfield and the Blackburn Valley and one of Sheffield's major hospitals, the Northern General, is located in the middle of the sub-area.

**POLICY SA3: NORTHEAST SHEFFIELD SUB-AREA**

The sub-area includes part of the **Main Urban Area** of Sheffield; the **District Centres** of **Chaucer, Firth Park, and Spital Hill**; as well as **18 Local Centres**.

Development proposals in the Northeast Sheffield Sub-Area will:

- a) Deliver approximately 970 new homes, and 28.8 hectares of employment land (through a combination of existing planning permissions and new site allocations). Longer term housing growth may also take place within several of the Flexible Uses Zones in the Sub-Areas ('Broad Locations for Growth') where existing commercial uses will be allowed to transition to residential use (see Policies H1 and NC16).
- b) Deliver **Site Allocations NES01 to NES35** - including **strategic sites: NES01, NES03 to NES07 and NES09**.
- c) Continue the regeneration of housing estates in collaboration with the Sheffield Housing Company and other house builders to continue developing cleared sites, particularly around **Parson Cross and Fox Hill**.
- d) Protect existing employment land at **Blackburn Valley and Ecclesfield Common** allowing them to contribute to the overall future supply of employment land, but with a local economic development role to provide local jobs and services (see **Policy EC4 and Policy EC7**).
- e) Support the vitality and vibrancy of the **District Centres at Chaucer, Firth Park, and Spital Hill**, and all **Local Centres** (see **Policy SP3, Policy EC5, and Policy NC10**).
- f) Prioritise the District Centres of Chaucer and Spital Hill for new education and training facilities.
- g) Provide a **Health and Wellbeing District Hub** at Parsons Cross Park to



improve the sport, leisure and recreation offer.

- h) Provide new open space provision at Woodside, and improved connections to recreation, leisure, and play facilities at Parkwood Springs, Nottingham Cliff Park, and Denholm Close.
- i) Deliver improvements to the resilience of the highway network at Junction 34N and Junction 35 of the M1 (in partnership with National Highways)
- j) Deliver sustainable transport improvements, including:
  - implementing community-focused active neighbourhoods to improve walking and cycling access to local amenities;
  - active travel connectivity between the City Centre and the Northern General Hospital and surrounding communities; and
  - Mass Transit Corridors at: (i) part of the North Orbital; (ii) part of the City Centre to the Advanced Manufacturing Innovation District (AMID) and Rotherham; and (iii) part of the City Centre to Chapeltown and High Green.

**Definitions**

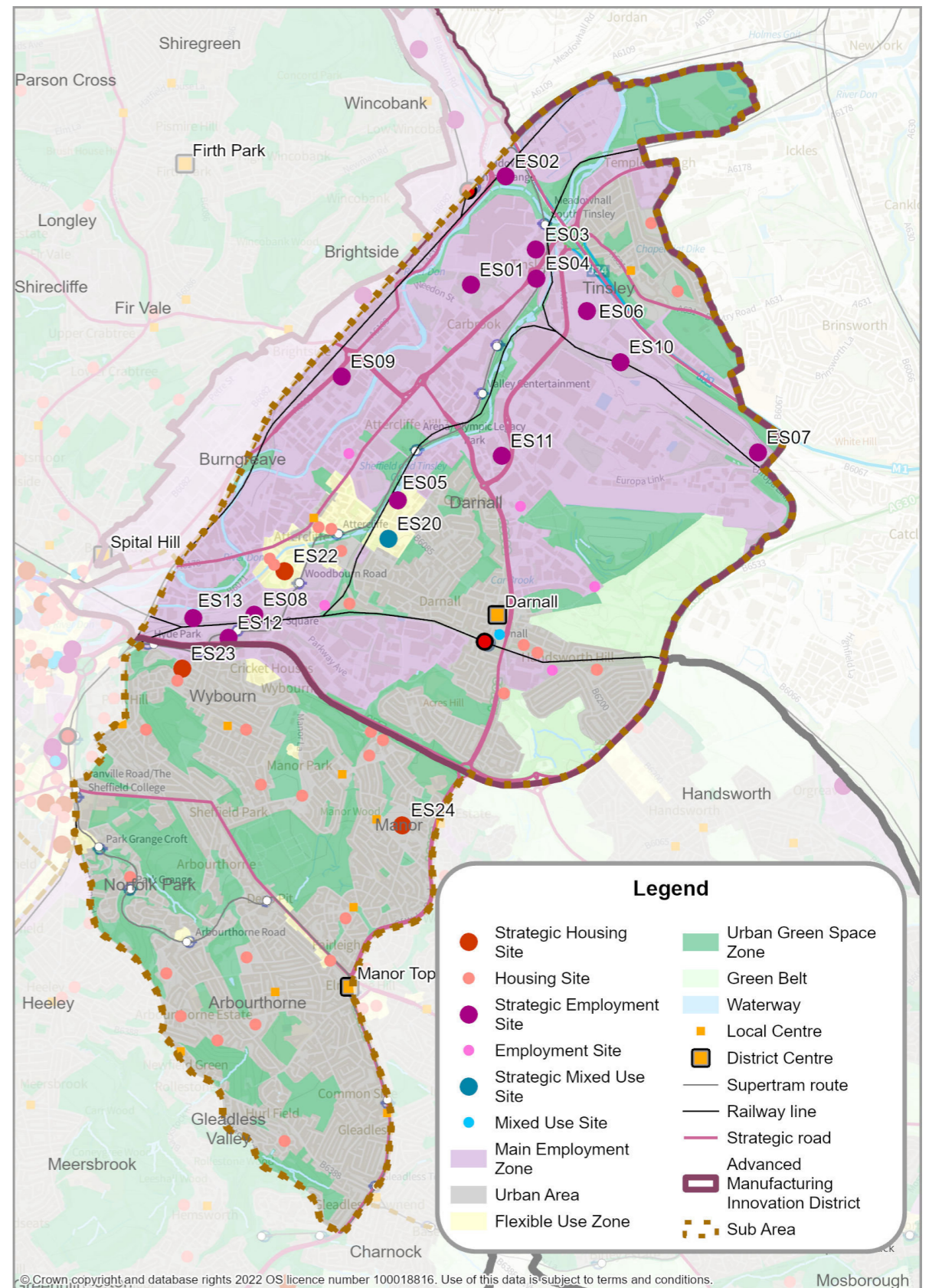
**‘Health and Well-being District Hub’** – a building or buildings providing a range of health care facilities and services.

For **‘District Centres’**, **‘Local Centres’** and **‘Mass Transit Corridors’** - see Glossary.

For the **‘Advanced Manufacturing Innovation District (AMID)’** - see the Box on page 71.

**East Sheffield Sub-Area**

**Map 9: East Sub-Area**



- 4.62. The East Sheffield Sub-Area includes a substantial part of the Main Urban Area of Sheffield and also includes the largest employment area, as well as established residential areas at Darnall, Tinsley, Wybourn, Arbourthorne, Norfolk Park and the Manor Estate.
- 4.63. The Lower Don Valley, which extends from the City Centre to Tinsley and east of the M1 Motorway, has seen extensive redevelopment over the last 30 years following the decline of the steel and engineering industries. The sub-area is home to the majority<sup>23</sup> of the Advanced Manufacturing Innovation District (AMID) which covers much of the Lower Don Valley and extends into Rotherham (see box below). The Meadowhall Shopping Centre, major sport and leisure related uses (e.g. Sheffield Arena, Centertainment, and English Institute of Sport) all lie in East Sheffield.
- 4.64. There are railway stations at Darnall and Meadowhall and the tram runs between the City Centre and Meadowhall. Although much of the Lower Don Valley is well-served by public transport, the area suffers from poor air quality and traffic congestion. Public transport connections across the area to the Sheffield Business Park, Advanced Manufacturing Research Centre (AMRC) and the Advanced Manufacturing Park (AMP) (in Rotherham) are also weak.
- 4.65. In the industrial areas of East Sheffield there are fewer green spaces in the built-up area than in other parts of the city. However, the Sheffield and Tinsley Canal runs through the Lower Don Valley from the City Centre to Tinsley, parallel with the River Don. These waterways provide attractive routes through the valley. In the residential areas around Norfolk Park and Manor, there are large parks and open spaces which provide recreational opportunities.

### The Advanced Manufacturing Innovation District (AMID)

The AMID is the UK's leading Innovation District delivering innovation-led, advanced manufacturing and health research clusters. It represents one of the region's greatest opportunities to deliver transformational economic development by creating a platform for innovation that will stimulate the economy of South Yorkshire and beyond. The area extends across the city boundary into Rotherham and includes four 'hubs' or campuses where there is a critical mass of world class innovation facilities and clusters of innovation-driven businesses which gives AMID competitive advantage over other places nationally and internationally.

It also boasts developing centres of innovation excellence in advanced health and wellbeing as well as cutting edge sustainable energy research and redevelopment focussed on net-zero carbon processes. There are also proposals for further world-leading research in areas such as gene therapy, modern methods of construction and future mobility. With more than 30 nationally recognised research and development facilities, backed by Sheffield's two universities, the AMID's applied research capabilities are unrivalled and continue to attract world leading businesses such as McLaren, Rolls-Royce, Boeing and Cannon medical. The AMID already hosts over 120

advanced manufacturing and tech firms which employ more than 2,300 people. Ambitious plans being developed aim to generate 4,000 new jobs, 2,000 additional apprenticeships and supported by the creation of new homes.

AMID is now entering a second phase and the Vision aims to deliver a more inclusive, resilient, integrated, and dynamic economy. It will be a place where people, places and businesses all play a complementary role in creating and sharing prosperity.

To realise the opportunity and secure success we will curate a dynamic, innovation led, 'ecosystem' that enables greater sharing of ideas and knowledge. The character and quality of the 'place' sets out a critical role in providing the supporting environment to facilitate greater collaboration between entrepreneurs, industry, and academia leading to greater diffusion and adoption of innovation.

The aim is to build and expand upon our businesses strengths and our collective innovation capabilities, so that more South Yorkshire start-ups and small manufacturing businesses can take advantage of opportunities in existing, growing and emerging sectors.

The AMID nucleus includes 4 campuses across 232 hectares. A new emerging masterplan will connect these areas and show how they can complement other areas of innovation expertise and clusters across South Yorkshire. These campuses are:

**The Sheffield Olympic Legacy Park (OLP)** - developed on the site of the former Don Valley Stadium, seeks to create a new science park focussed on applied advanced health and wellbeing innovation and connected opportunities for commercialisation.

**Sheffield Business Park (SBP)** is primarily occupied by innovation-focussed manufacturers but also includes complementary services and office functions. There is potential to create a new cluster of AMID related uses/activity at the western gateway of Sheffield Business Park with opportunities to exploit opportunities for convergence of research and technologies in relation to advanced health and wellbeing aligned to advanced manufacturing (medical devices for example).

**The University of Sheffield Innovation District** campus lies at the eastern gateway of SBP and is an exemplar Advanced Manufacturing Research Centre (AMRC). The ground-breaking AMRC Factory 2050 opened in 2017, marking the expansion of the Innovation District from a single site. Factory 2050 is a reconfigurable factory that can adapt to test and develop a range of new innovation processes which enables diversification beyond the well-established advanced manufacturing cluster.

<sup>23</sup> Part of AMID lies in the Northeast Sub-Area.





**The Advanced Manufacturing Park (AMP)**, lies just over the Sheffield boundary in Rotherham and includes the first AMRC group cluster. It has already delivered a successful and nationally important critical mass of advanced manufacturing and engineering firms and research and development facilities. The businesses established here have strong future growth potential supported by strong links to Sheffield's universities, and opportunities for local and regional supply chain opportunities.

#### **POLICY SA4: EAST SHEFFIELD SUB-AREA**

The sub-area includes part of the **Main Urban Area** of Sheffield; the **District Centres** of **Darnall** and **Manor Top**; as well as **10 Local Centres**.

Development proposals in the East Sheffield Sub-Area will:

- a) Deliver approximately 2,945 new homes, and 100.3 hectares of employment land (through a combination of planning permissions and new site allocations). Longer term housing growth will also take place within Flexible Uses Zones at Attercliffe ('Broad Locations for Growth') where existing commercial uses will be allowed to transition to residential use (see Policies H1 and NC16).
- b) Deliver **Site Allocations ES01 to ES53** - including **strategic sites: ES01 to ES13 and ES20 to ES24**.
- c) Continue the regeneration of housing estates in collaboration with the Sheffield Housing Company, and other house builders, to continue developing cleared sites, especially at **Norfolk Park, the Manor** and **Arbourthorne**.
- d) Protect existing employment land within Industrial and General Employment Zones associated with the Advanced Manufacturing Innovation District (the **Advanced Manufacturing Research Centre (AMRC)/Sheffield Business Park/Olympic Legacy Park**) and across the **Lower Don Valley** (see **Policy EC1, Policies EC3-EC4 and Policy EC6**).
- e) Support the vitality and vibrancy of the **District Centres** at **Darnall** and **Manor Top**, and all **Local Centres** (see **Policy SP3, Policy EC5, and Policy NC10**).
- f) Prioritise Attercliffe for new primary education and healthcare facilities.
- g) Encourage leisure developments to locate within the Lower Don Valley, if they cannot be located in the City Centre.
- h) Deliver improvements to the resilience of the highway network at Junction 34N and Junction 35 of the M1 (in partnership with National Highways).

- i) Deliver sustainable transport improvements, including:
  - implementing community-focused active neighbourhoods to improve walking and cycling access to local amenities;
  - Meadowhall Interchange Mobility Hub; and
  - Mass Transit Corridors at (i) City Centre via the AMID to Rotherham; and (ii) part of City Centre to Southeast.
- j) Safeguard the route of the potential Innovation Corridor road scheme, linking Meadowhall Road and Europa Link.

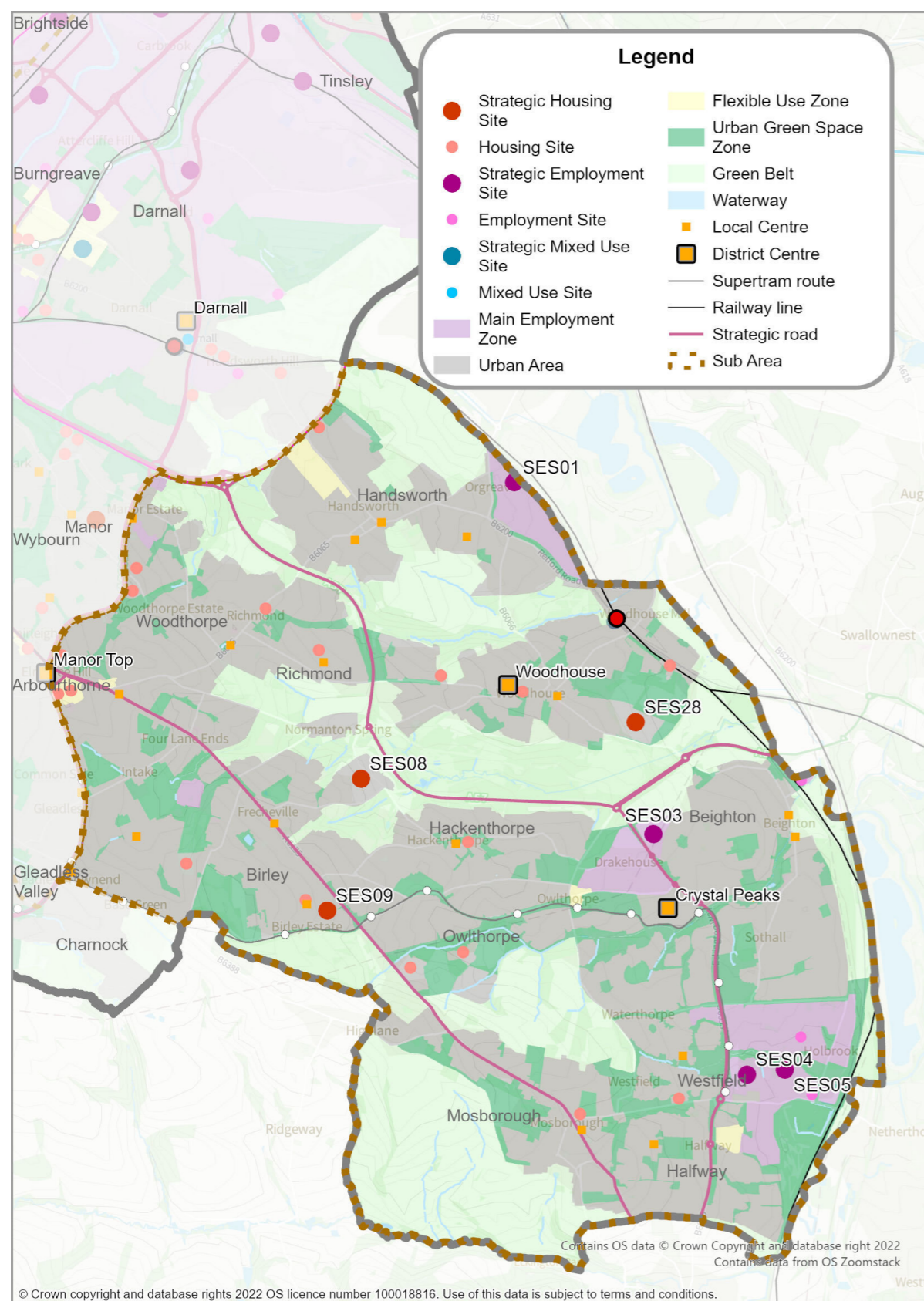
#### **Definitions**

For 'Industrial Zones', 'General Employment Zones', 'Advanced Manufacturing Innovation District', 'District Centres', 'Local Centres', and 'Mass Transit Corridors' - see Glossary.



## Southeast Sheffield Sub-Area

Map 10: Southeast Sub-Area



4.66. The Southeast Sheffield Sub-Area is predominantly residential in nature with a mix of owner-occupied and social housing set within an extensive landscape framework. A series of 'townships plans' delivered large suburban estates from the 1970s onwards, including Hackenthorpe, Waterthorpe, Owlthorpe, Sothall and Westfield, as well as housing developed around the old village cores of Woodhouse, Beighton and Mosborough. The Scowerdons, Weakland and Newstead (SWaN) estates are part way through a programme of regeneration. The northern part of the sub-area also includes the large residential areas of Handsworth, Richmond and the Woodthorpe Estate, with Birley, Frecheville, Base Green and Intake in the west.

4.67. The sub-area includes large areas of Green Belt which extend into the valleys adjacent to the urban areas (especially the Shirebrook and Shirtcliffe Valleys and a large area of countryside between Owlthorpe and Mosborough). These areas are widely used by local people for recreation and contribute to creating popular suburbs. Countryside to the west and south of Mosborough and south of Oxclose extends into North East Derbyshire District and helps to separate the Main Urban Area of Sheffield from Eckington. The tram connects the sub-area to the City Centre and includes tram stops at Owlthorpe and Crystal Peaks District Centre, terminating at Halfway. The sub-area includes one of the only sections of outer-ring road in the city and has good access to the M1 Motorway. Crystal Peaks District Centre, including the indoor shopping centre, provides a focus for retail and leisure as well as local employment. There are two main employment areas at Handsworth (Dore House) and Holbrook.

### POLICY SA5: SOUTHEAST SHEFFIELD SUB-AREA

The sub-area includes part of the **Main Urban Area** of Sheffield; the **District Centres of Crystal Peaks and Woodhouse** (Manor Top lies partly in the South East and East); as well as **19 Local Centres**.

Development proposals in the Southeast Sheffield Sub-Area will:

- Deliver approximately 1,640 new homes, and 22.6 hectares of employment land (through a combination of planning permissions and new site allocations). Longer term housing growth will also take place within Flexible Uses Zones within the Sub-Area ('Broad Locations for Growth') where existing commercial uses will be allowed to transition to residential use (see Policies H1 and NC16).
- Deliver **Site Allocations SES01 to SES28** - including **strategic sites: SES01 to SES05, SES08, SES09 and SES10**.
- Protect existing employment land at **Holbrook Industrial Estate** and **Dore House Industrial Estate**, allowing them to contribute to the overall future supply of employment land but with a local economic development role to provide local jobs and services (see **Policy EC4** and **Policy EC6**).
- Support the vitality and vibrancy of the **District Centres at Crystal Peaks, Woodhouse, and Manor Top**; and all **Local Centres** (see **Policy SP3, Policy EC5, and Policy NC10**).



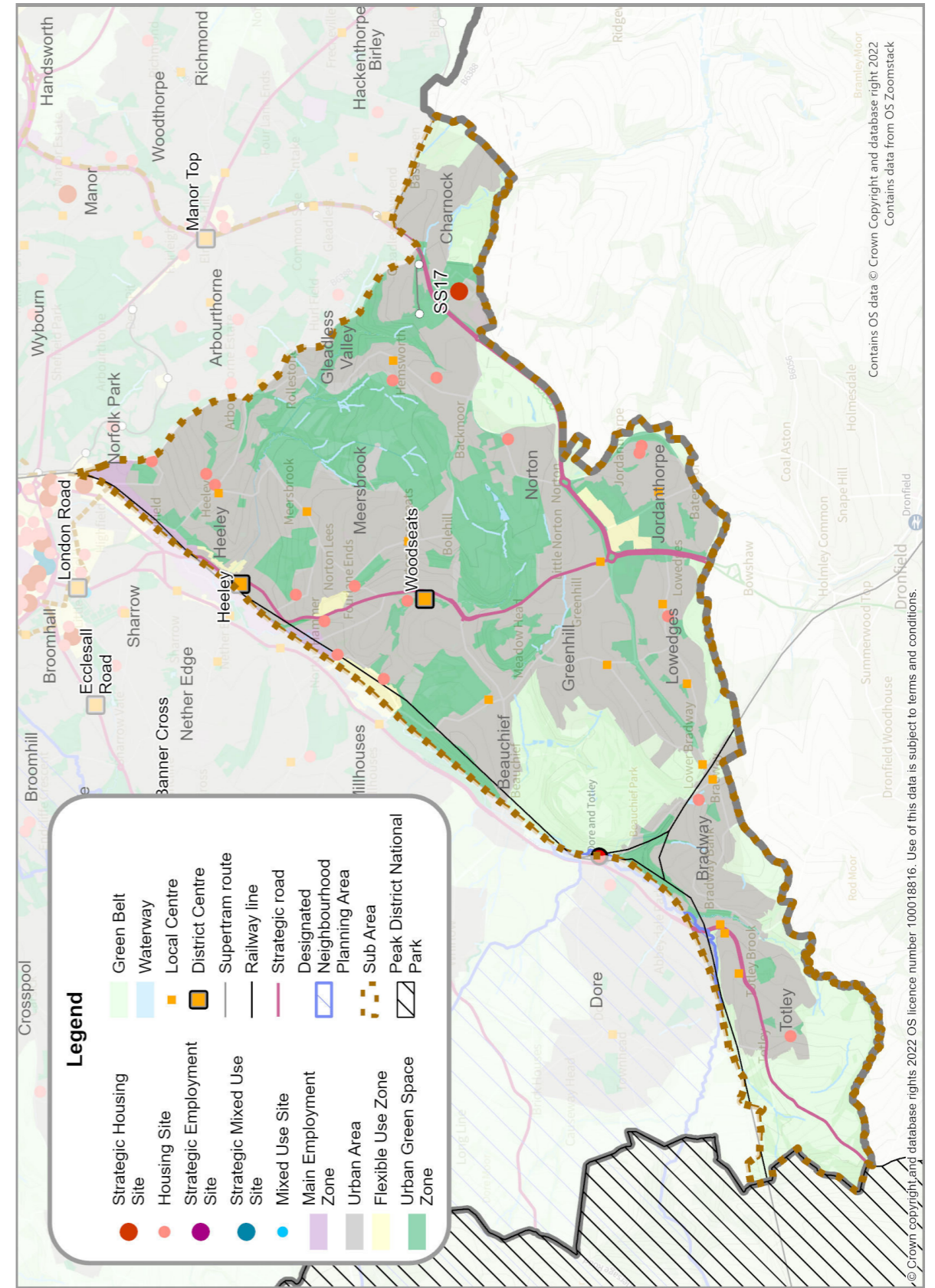
- e) Provide a Gypsy & Traveller Site as part of the employment site allocation **SES3 - Land East of Eckington Way, Beighton** (see **Policy H1** and **Policy NC7**).
- f) Designate a Local Green Space at Owlthorpe Fields (**Policy GS1**).
- g) Deliver sustainable transport improvements, including:
  - implementing community-focused active neighbourhoods to improve walking and cycling access to local amenities;
  - Support for the re-opening of the Barrow Hill Line to passengers, including new railway stations at Beighton, and Waverley; and
  - Mass Transit Corridor from City Centre to the Southeast.

**Definitions**

For **District Centres**, **Local Centres**, **Local Green Space** and **Mass Transit Corridors** - see Glossary.

**South Sheffield Sub-Area**

**Map11: South Sub-Area**



- 4.68. The South Sheffield Sub-Area is largely residential and characterised by large open spaces. Much of the housing is private owner-occupied, but there are also significant areas of social housing in the Gleadless Valley and at Jordanthorpe, Batemoor, and Lowedges. Other residential areas include Totley and Bradway on the south-western edge of the city, Beauchief, Greenhill, Meadowhead, Hemsworth, Herdings, Charnock, Norton and Woodseats, and closer to the City Centre - Heeley, Lowfield and Meersbrook.
- 4.69. The built-up area extends close to the city boundary but there are areas of Green Belt, especially on the south and south-western edges of the urban area. Historic Oakes Park also lies in the Green Belt. These areas form part of the wider Green Belt which extends into North East Derbyshire District. Beauchief Park forms a large wedge of Green Belt extending into the urban area. The city's largest park, Graves Park, lies within the sub-area, but there are also other large areas of open space in the Gleadless Valley. The Peak District National Park lies close to the west of Totley.
- 4.70. The tram from the City Centre terminates at Herdings Park. The outer ring road serves part of the area and the A61 provides the main route into Sheffield from Chesterfield. The main employment area is in the Sheaf Valley and there are retail parks at Heeley and Meadowhead.

#### **POLICY SA6: SOUTH SHEFFIELD SUB-AREA**

The sub-area includes part of the **Main Urban Area** of Sheffield; the **District Centres** of **Heeley** and **Woodseats**; as well as **15 Local Centres**.

Development proposals in the South Sheffield Sub-Area will:

- a) Deliver approximately 765 new homes (through a combination of planning permissions and new site allocations). Longer term housing growth will also take place within Flexible Uses Zones within the Sheaf Valley ('Broad Locations for Growth') where existing commercial uses will be allowed to transition to residential use (see Policies H1 and NC16).
- b) Deliver **Site Allocations SS01 to SS18** - including strategic housing site **SS17: former Norton Aerodrome**.
- c) Protect existing employment land within General Employment Zones in the **Sheaf Valley** allowing it to contribute to the overall future supply of employment land but with a local economic development role to provide local jobs and services (see **Policy EC3** and **Policy EC6**).
- d) Continue the regeneration of housing estates in collaboration with the Sheffield Housing Company, and other house builders, to continue developing cleared sites, particularly at Gleadless as part of the Gleadless Valley Masterplan.
- e) Protect existing Green Belt boundaries (see **Policy GS2**), with the exception of the proposed strategic release of the brownfield site allocation **SS17 - former Norton Aerodrome**.
- f) Designate a Local Green Space at Bolehill Woods at Norton Woodseats

#### **(Policy GS1).**

- g) Support the vitality and vibrancy of the **District Centres** at **Heeley** and **Woodseats**, and **Local Centres** (see **Policy SP3**, **Policy EC5**, and **Policy NC10**).
- h) Deliver sustainable transport improvements, including:
  - implementing community-focused active neighbourhoods to improve walking and cycling access to local amenities;
  - Sheaf Valley Cycle Route; and
  - Mass Transit Corridor at City Centre to Meadowhead.

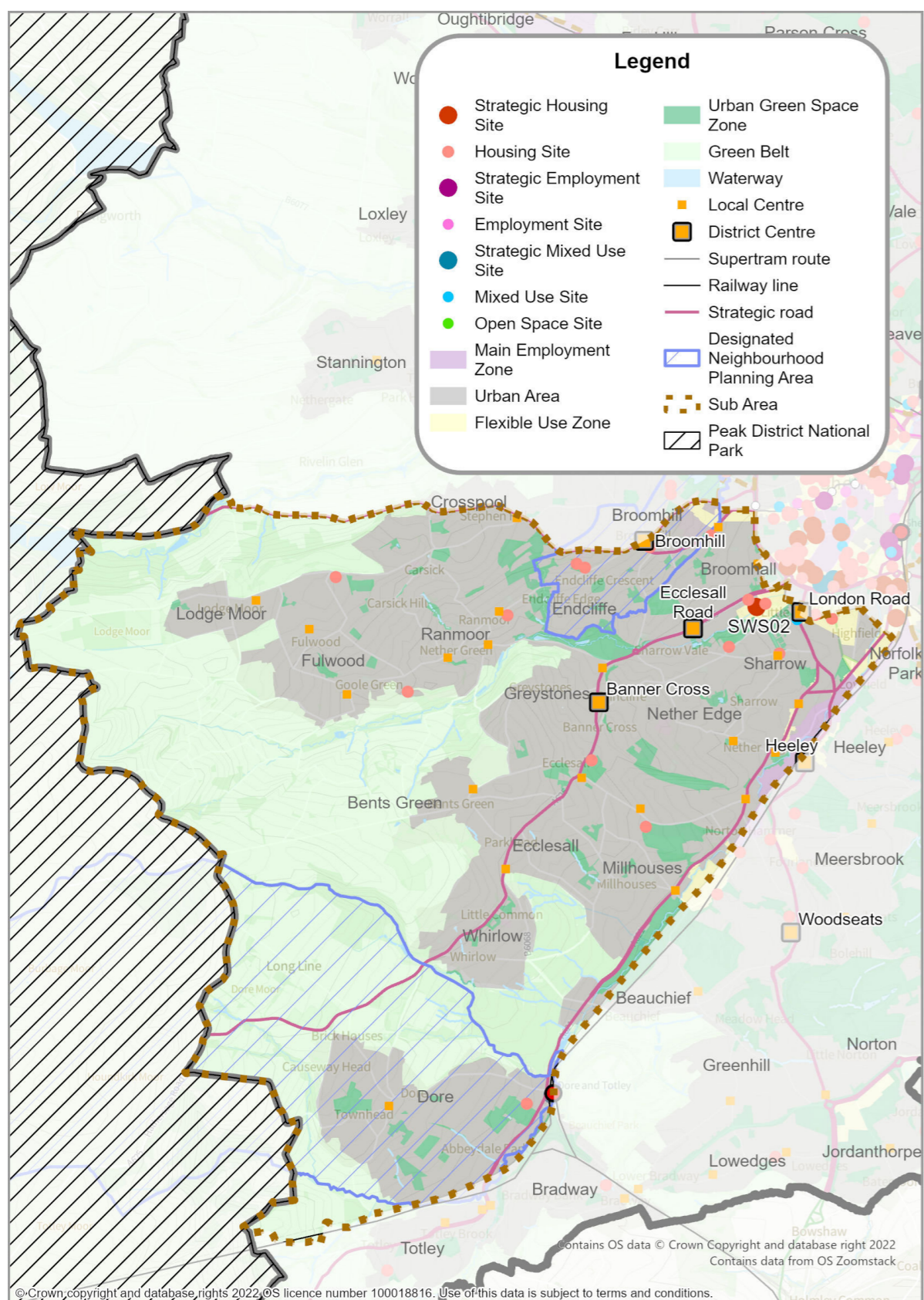
#### **Definitions**

For '**General Employment Zones**', '**District Centres**', '**Local Centres**', '**Local Green Space**' and '**Mass Transit Corridors**' - see Glossary.



## Southwest Sheffield Sub-Area

Map 12: Southwest Sub-Area



- 4.71. The Southwest Sheffield Sub-Area includes the suburbs of Broomhill, Broomhall, Crosspool, Ecclesall, Endcliffe, Fulwood, Greystones, Lodge Moor, Millhouses, Nether Edge, Nether Green, Ranmoor, Sandygate, Somerfield, Tapton and Whirlow. It also includes housing that has developed around the old village core at Dore as well as areas on the edge of the City Centre (Sharrow, Highfield). The area includes significant areas of Victorian and Edwardian housing, much of which are designated as Conservation Areas.
- 4.72. The area includes extensive areas of attractive countryside, which is designated as Green Belt, and popular parks and woodland. The very small village of Ringinglow straddles the boundary with the Peak District National Park and is within the Green Belt (on the Sheffield side of the boundary). The sub-area provides some of the main 'gateway' routes into the Peak District National Park with the Porter Valley providing a major recreational route linking the urban area to the countryside.
- 4.73. There is a railway station at Dore but the sub-area is not served by the tram and does not have an outer ring road; there is frequent congestion on main routes into the City Centre. Industry or manufacturing are largely limited to the Sheaf Valley but most of the city's major hospitals, parts of the university campuses, and several large schools are located in the sub-area albeit in those locations which are closest to the Central Sub-Area. Local businesses have led the creation of the Antiques Quarter around Abbeydale Road, reinforcing the area's identity as an independent retail destination.
- 4.74. Two Neighbourhood Plans have been adopted in the sub-area: (i) Dore Neighbourhood Plan (2021), whose neighbourhood area extends into the Peak District National Park (so includes some areas that are not covered by the Sheffield Plan); and (ii) Broomhill, Broomfield, Endcliffe, Summerfield and Tapton (BBEST) Neighbourhood Plan (2021), whose neighbourhood area straddles the boundary between the Southwest Sub-Area and Northwest Sub-Area.

### POLICY SA7: SOUTHWEST SHEFFIELD SUB-AREA

The sub-area includes part of the **Main Urban Area** of Sheffield; the **District Centres** of **Banner Cross, Broomhill, Ecclesall Road, and part of London Road**, as well as **20 Local Centres**.

Ringinglow serves as a **Smaller Village** that is washed over by the Green Belt (see **Policy GS2**).

Development proposals in the Southwest Sheffield Sub-Area will:

- Deliver approximately 755 new homes and 0.02 hectares of employment land (through a combination of planning permissions and new site allocations).
- Deliver a housing requirement figure for the two neighbourhood plan areas:
  - Dore - at least 40 homes<sup>24</sup> (including homes which already have

<sup>24</sup> This figure includes 14 homes on large sites and 26 homes with existing planning permission on small sites as at 1<sup>st</sup> April 2022.



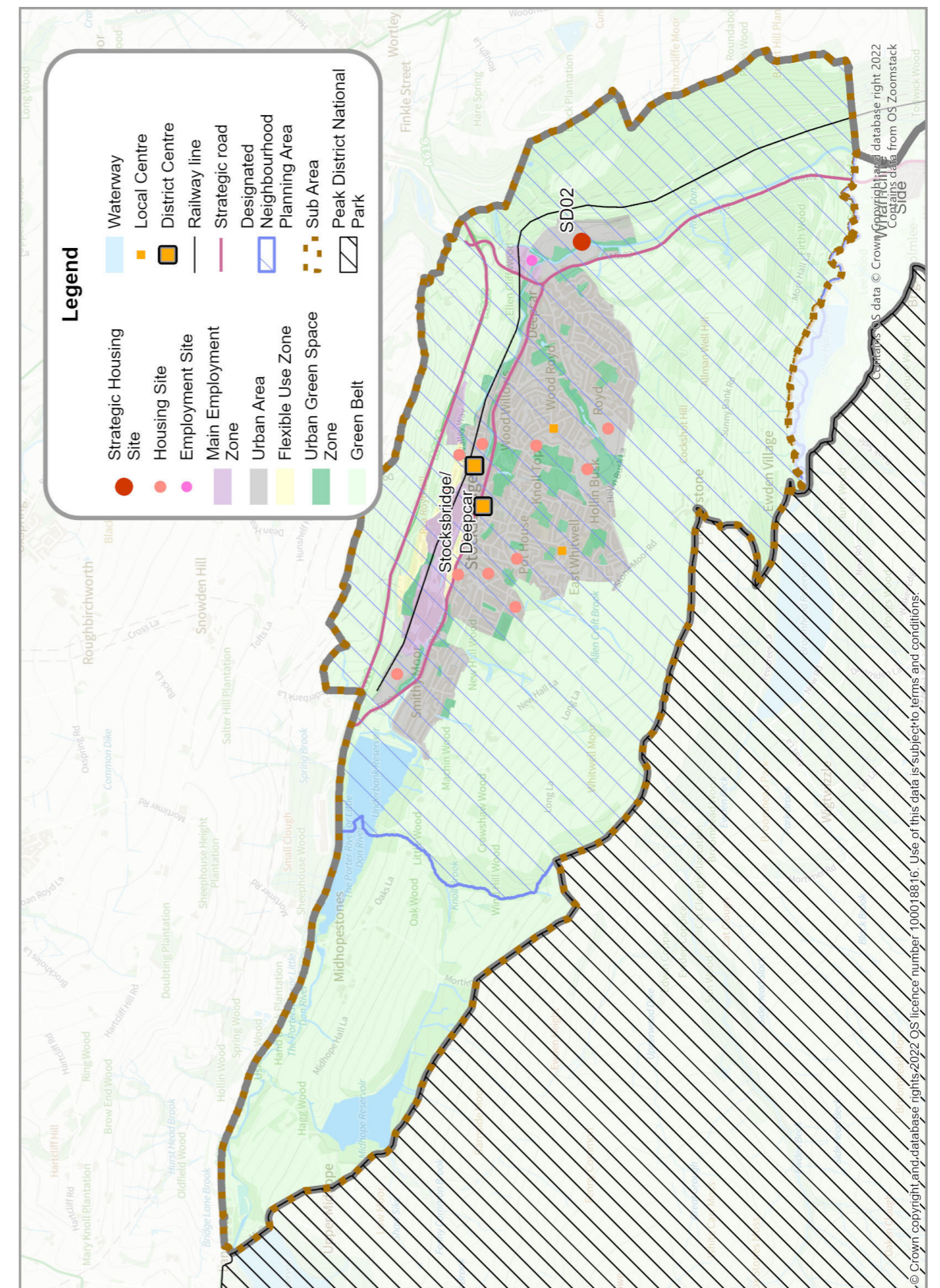
- planning permission and windfall sites); and
- **Broomhill, Broomfield, Endcliffe, Summerfield and Tupton (BBEST) – at least 224 homes<sup>25</sup>** (and will be limited to conversion or redevelopment of existing buildings and sites).
- c) Deliver Site Allocations SWS01 to SWS17 - including strategic site: SWS02.
- d) Protect existing employment land within the General Employment Zones in the Sheaf Valley allowing it to contribute to the overall future supply of employment land but with a local economic development role to provide local jobs and services (see Policy EC3 and Policy EC6).
- e) Support the vitality and vibrancy of the **District Centres** at **Banner Cross, Broommill, Ecclesall Road, and London Road, and Local Centres** (see **Policy SP3, Policy EC5, and Policy NC10**).
- f) Enhanced and accessible green spaces and recreation opportunities, with specific initiatives: Porter Valley Recreation Cluster - comprising a series of linked greenspace and recreational facilities, with opportunities to grow outdoor recreational opportunities; and Carterknowle District Park to further improve this local sport and recreation hub.
- g) Help realise projects (including Connecting Sheffield) that deliver sustainable transport improvements, including:
  - implementing community-focused active neighbourhoods to improve walking and cycling access to local amenities;
  - the Sheaf Valley Cycle Route;
  - a cycle route connecting the City Centre to Nether Edge;
  - operational improvements to bus services;
  - upgrades to the Hope Valley Line to increase capacity at Dore and Totley Station; and
  - a Mass Transit Corridor from part of City Centre to the Southwest.

**Definitions**

For ‘**General Employment Zones**’, ‘**neighbourhood plan**’, ‘**District Centres**’, ‘**Local Centres**’, ‘**Connecting Sheffield**’ and ‘**Mass Transit Corridor**’ - see Glossary.

**Stocksbridge/Deepcar Sub-Area**

**Map 13: Stocksbridge/Deepcar**



<sup>25</sup> This figure includes 187 homes on large sites and 37 homes on small sites with existing planning permission as at 1<sup>st</sup> April 2022.

- 4.75. Stocksbridge lies to the northwest of the Main Urban Area of Sheffield, close to the boundary with Barnsley. It adjoins Deepcar and provides a popular place to live with a wide mix of social and private housing.
- 4.76. The sub-area's role and function is contextualised by its proximity to the Peak District National Park, which lies to the southwest, as well as significant areas of Green Belt, which help to provide a rural setting.
- 4.77. The town of Stocksbridge is dominated by the major steelworks in the valley bottom. However, the area covered by the steelworks has contracted over the last few years as land has been redeveloped for an extension to Stocksbridge District Centre (Fox Valley Shopping Centre) and for housing. There is a wide range of shops and local facilities within the District Centre. Stocksbridge Leisure Centre is located outside the centre on the southern edge of the town and is run by the local community. A small employment area at Deepcar also provides local employment opportunities.
- 4.78. The A616 lies just to the north of the town, linking Sheffield and Manchester and providing convenient access to the M1 Motorway. The small villages of Bolsterstone, Ewden and Midhopedstones are near the National Park boundary and there are several local reservoirs that provide a distinctive setting as well as recreational opportunities.
- 4.79. There is a long-standing ambition to open the existing freight line to passengers in order to allow easier access into Sheffield City Centre.
- 4.80. A neighbourhood area has been designated for Stocksbridge, although no Neighbourhood Plan has yet been 'made' (adopted). The designated area covers the Stocksbridge Town Council area and includes a substantial part of the Stockbridge/Deepcar Sub-Area. Policy SA8 sets the housing requirement for the sub-area and is this figure which would be included in any forthcoming Stocksbridge Neighbourhood Plan.

#### **POLICY SA8: STOCKSBRIDGE/DEEPCAR SUB-AREA**

The sub-area includes the **Principal Town** of Stocksbridge/Deepcar. **Stocksbridge** and **Stocksbridge/Fox Valley** serve as **District Centres** and there are **Local Centres** at **Pot House** and **Stubbin/Lee Avenue**. Midhopedstones, Bolsterstone, and Ewden Village serve as **Smaller Villages** that are washed over by the Green Belt (see **Policy GS2**).

Development proposals in the Stocksbridge/Deepcar Sub-Area will:

- a) Deliver approximately 1,070 new homes on large sites, and 0.89 hectares of employment land (through a combination of planning permissions and site allocations). Longer term housing growth will also take place within Flexible Uses Zones within the Upper Don Valley ('Broad Locations for Growth') where existing commercial uses will be allowed to transition to residential use (see Policies H1 and NC16).
- b) Deliver a housing requirement figure for the designated neighbourhood plan area: Stocksbridge – at least 1,125 homes (including homes on

small sites which already have planning permission)<sup>26</sup>.

- c) Deliver **Site Allocations SD01 to SD13** – including strategic sites: **SD02 to SD05**.
- d) Protect existing employment land at **Stocksbridge steel works**, and **Wharncliffe Industrial Area, Deepcar** allowing them to contribute to the overall future supply of employment land, but with a local economic development role to provide local jobs and services (see **Policy EC4** and **Policy EC6**).
- e) Support the vitality and vibrancy of the **District Centre at Stocksbridge and Stocksbridge/Fox Valley** and all **Local Centres** (see **Policy SP3**, **Policy EC5**, and **Policy NC10**).
- f) Deliver sustainable transport improvements, including:
  - implementing community-focused active neighbourhoods to improve walking and cycling access to local amenities;
  - Support for the re-opening of the Don Valley Line, and associated connectivity improvements in partnership with SYMCA; and
  - Mass Transit Corridor from the City Centre to the Upper Don Valley.

#### **Definitions**

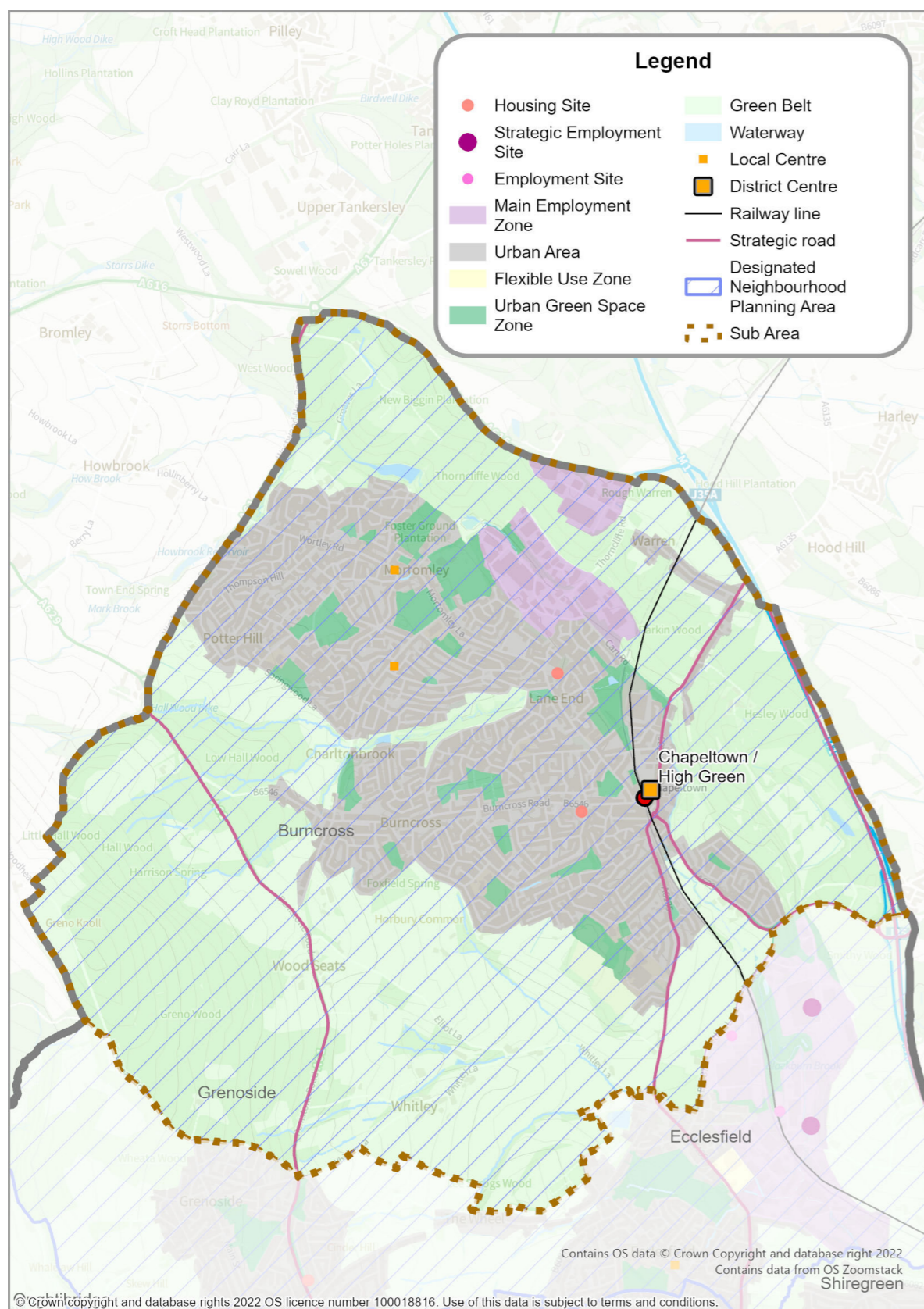
For **District Centres**, **Local Centres**, **neighbourhood plan** and **Mass Transit Corridors** - see Glossary.

<sup>26</sup> This figure includes 1,069 homes on large sites and 56 homes with planning permission on small sites as at 1 April 2022.



## Chapelton/High Green Sub-Area

Map 14: Chapelton/High Green



- 4.81. Chapelton/High Green is a popular place to live. It lies to the north of Sheffield close to the boundary with both Barnsley and Rotherham and includes a mix of social and private housing.
- 4.82. The urban areas of Chapelton/High Green are surrounded by Green Belt, which serves to separate the town from the Main Urban Area of Sheffield. The Green Belt around Chapelton/High Green includes extensive areas of woodland (including Grenowoods, Hesley Wood, Thorncliffe Wood and Parkin Wood).
- 4.83. The town is well connected with access to the M1 Motorway to the east and there is a railway station at Chapelton providing easy access to the City Centre of Sheffield.
- 4.84. A neighbourhood area has been designated for Ecclesfield, although no Neighbourhood Plan has yet been 'made' (adopted). The designated area covers the Ecclesfield Parish Council area, which includes all of the Chapelton/High Green Sub-Area, and also extends part-way into the Northeast Sheffield Sub-Area. Policy SA9 sets the housing requirement for the Chapelton/High Green Sub-Area and is this figure which would be included in any forthcoming Ecclesfield Neighbourhood Plan.

### POLICY SA9: CHAPELTON/HIGH GREEN SUB-AREA

The sub-area includes the **Principal Town** of Chapelton/High Green. Chapelton also serves as a **District Centre**, and there are **Local Centres** at Wortley Road and Greengate Lane.

Whitley serves as a **Smaller Village** that is washed over by the Green Belt (see **Policy GS2**).

Development proposals in the Chapelton/High Green Sub-Area will:

- Deliver approximately 25 new homes on large sites, and 1.03 hectares of employment land (through a combination of existing planning permissions and site allocations).
- Deliver a housing requirement figure for the designated neighbourhood plan area: Ecclesfield - at least 145 homes (including homes on small sites which already have planning permission)<sup>27</sup>.
- Deliver Site Allocations CH01 and CH02.
- Protect existing employment land at the **Thorncliffe Industrial Areas**, allowing it to contribute to the overall future supply of employment land, but with a local economic development role to provide local jobs and services (see **Policy EC4** and **Policy EC6**).
- Protect existing Green Belt boundaries (see **Policy GS2**).

<sup>27</sup> The Ecclesfield designated neighbourhood plan area covers parts of both the Chapelton/High Green sub-area and the Northeast sub-area. There is capacity for 24 homes on large sites in Chapelton/High Green and 20 homes on large sites in the Northeast. As at 1<sup>st</sup> April 2022 there is additional capacity for 101 homes with planning permission on small sites.





- f) Support the vitality and vibrancy of the **District Centre at Chapeltown**, and all **Local Centres** (see **Policy SP3**, **Policy EC5**, and **Policy NC10**).
- g) Deliver improvements to the resilience of the highway network at Junction 34N and Junction 35 of the M1 (in partnership with National Highways).
- h) Deliver sustainable transport improvements, including:
  - implementing community-focused active neighbourhoods to improve walking and cycling access to local amenities;
  - Mass Transit Corridor from the City Centre to Chapeltown and High Green.

### Definitions

For **District Centres**, **Local Centres**, **neighbourhood plan** and **Mass Transit Corridors** - see Glossary.



## 5 Topic Policies

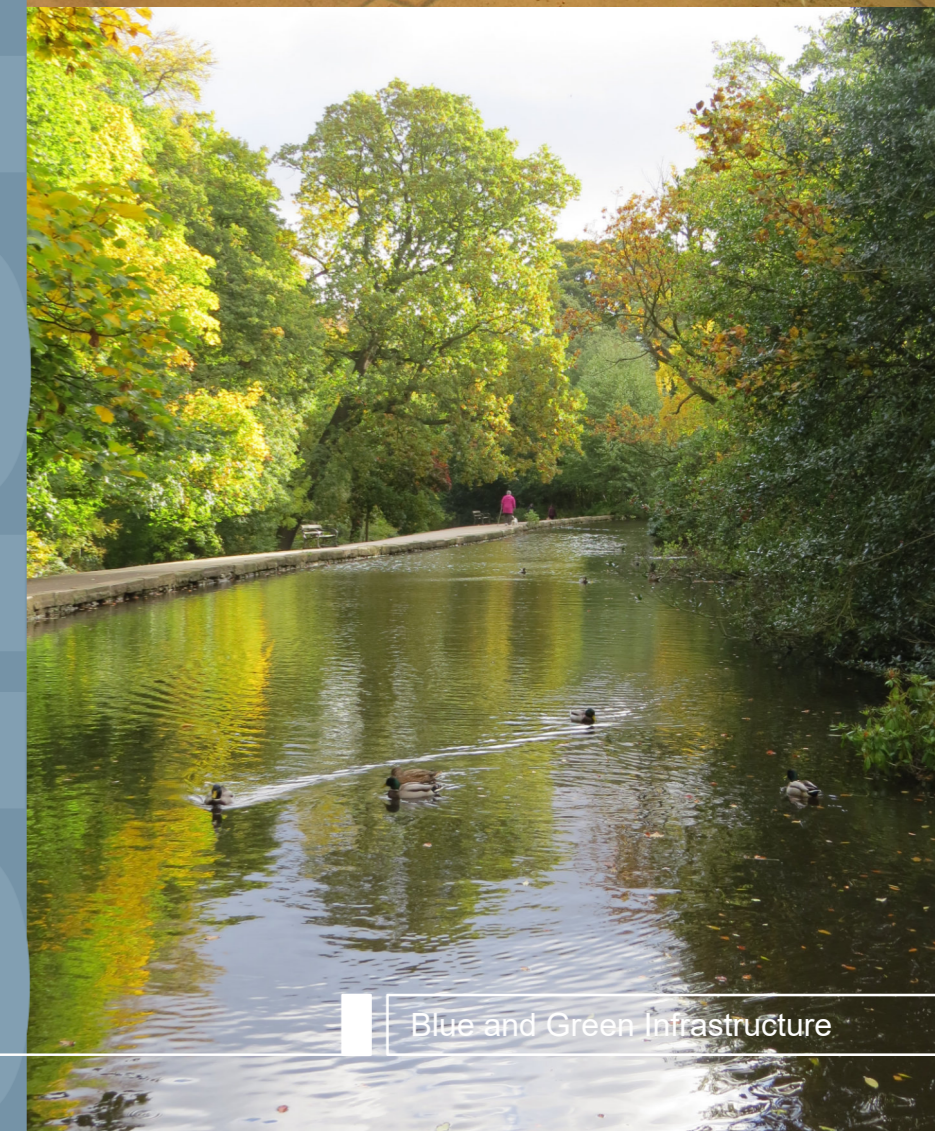
### Housing

#### Housing Growth and Housing Land Supply

- 5.1. Section 3 sets out the overall growth plan for Sheffield. Policy SP1 establishes Sheffield's housing requirement figure. The approach to housing is sufficient to support the city's economic growth aspirations and forecast levels of population and household change over the period 2022-2039.
- 5.2. It also takes into account the need to replace an average of 50 homes per year that are expected to be lost through demolition or conversion. The level of demolition is lower than in previous years because the majority of large-scale clearance of former Council housing has been completed.
- 5.3. Sufficient land supply has been identified to meet the proposed number of new homes over the period 2022 to 2039 (see Table 1 below). Sufficient deliverable sites have been allocated to provide a supply for the first five years of the plan period after adoption, these represent sites that have planning permission, and the identified site allocations. A further supply of developable sites will come forward on other sites, future allocations (which will emerge mainly in the Broad Locations for Growth - see below) and through development on windfall sites.
- 5.4. Allocated housing sites provide a significant margin of in supply, over and above the requirement for the first five years after adoption (2024-2029). This provides choice and flexibility in case some sites in the urban areas do not come forward, or if the need for new homes increases in the future. This is consistent with the NPPF. Some of the developable supply could come forward earlier than indicated but there is not yet sufficient evidence to show it is deliverable before 2029. The supply will be monitored annually.
- 5.5. Policy SP1 introduced the concept of 'Broad Locations for Growth'. These are further highlighted in the policy approach for Northwest Sheffield (Policy SA2), East Sheffield (Policy SA4), and South Sheffield (Policy SA6) (see box below for further explanation).
- 5.6. Public intervention will be needed to enable much of the former employment land to transition to sustainable, desirable residential areas. Within these areas, major improvements to neighbourhood facilities and services, highway infrastructure and flood defences will help raise land values and this is expected to improve the economic viability of development sites over time. Many of the potential development sites have multiple owners and the Council



Winter Garden



Blue and Green Infrastructure

intends to work with landowners, tenants and other stakeholders to promote high quality new residential development. Financial support from the Government could enable sites to come forward sooner.

### Broad Locations for Growth

Areas of the city where more housing is likely to be delivered on brownfield sites in the longer term are referred to as 'Broad Locations for Growth'. They are areas which are already transitioning (or have potential to transition) from employment uses to housing, sometimes with public sector support. They include parts of the Upper Don Valley, the Lower Don Valley and the Sheaf Valley but there are Flexible Use Zones in most of the Sub-Areas where this is happening.

There is not yet sufficient certainty to allocate all the land that is potentially suitable for housing in these areas. Further work is needed to assemble sites, relocate existing uses, and plan for new infrastructure.

The Council's analysis suggests that together, developable sites in the Broad Locations for Growth and windfalls on larger sites in other areas, could provide around 4,675 additional homes. This is over and above the Site Allocations and windfalls on small sites. Much of the additional developable supply is likely to be delivered after 2029 (years 6-15 of the Plan period).

- 5.7. Table 2 below provides a breakdown of the number of new homes proposed in each sub-area. This summarises the figures and information set out in Policy SA1 to Policy SA9.

### Gypsies and Travellers

- 5.8. Policy SP1 also sets out the need for new pitches/plots for Gypsies and Travellers. The need identified in the policy includes those covered in the definition in the Annex to the national Planning Policy for Travellers Sites but also covers travellers who are not persons of nomadic habit of life but who identify as travellers<sup>28</sup>.
- 5.9. The Sheffield Gypsy and Traveller Accommodation Assessment (2019) found a need for 44 new pitches/plots between 2019 to 2024, increasing to 50 pitches/plots by 2034. 15 pitches (1 pitch for a Gypsy and Traveller, 2 pitches for New Age Travellers and 12 yards for Travelling Showpeople) are needed to satisfy the needs of Gypsy and Travellers as covered by the definition in the Annex to the Planning Policy for Traveller Sites. The Plan identifies one site to meet the needs of Travelling Showpeople. The remaining needs will be met either by extensions to an existing site or through planning applications for development on small sites.

### POLICY H1: SCALE AND SUPPLY OF NEW HOUSING

- a) Delivery of new homes will be in accordance with Policy SP1 and Policy SP2. It will be primarily focused on previously developed land within the existing urban areas - these are the Main Urban Area of Sheffield, and the two Principal Towns of Chapeltown/High Green and Stocksbridge/Deepcar.
- b) The target for homes delivered on previously developed land is 85% across the period 2022 to 2039.
- c) New housing will be delivered on sites that already have planning permission, on the identified **housing site allocations**, in the **Broad Locations for Growth (Policies SA2-SA8)**, through a **small site allowance** and through large site windfalls (mainly after year 6 of the plan period).
- d) Delivery of new housing through windfalls may occur in the **Residential Zones, Flexible Use Zones, Central Area Flexible Use Zones, University/College Zones, Hospital Zones, District and Local Centres, City Centre Office Zones** and the **City Centre Primary Shopping Area**, in accordance with the relevant policies in **Sheffield Plan Part 2**.
- e) The housing requirement figure for Sheffield (set out in Policy SP1) accounts for affordable housing needs. Delivery of affordable homes will occur across each of the 12 identified **Affordable Housing Market Areas**, and in accordance with **Policy NC3, Policy NC4, Policy NC5 and Policy NC6**.
- f) Provision for **Gypsies and Travellers** covered by the definition in national policy will be made through extensions to existing sites and provision of new sites. As a minimum, a new site for Travelling Showpeople Sites (12 yards) will be provided. New sites required to meet other Gypsy and Traveller needs will be met through planning applications in accordance with Policy NC7.
- g) A wide range of new housing will be supported to meet identified needs including custom build and self-build homes, older people's independent living accommodation and housing to meet the needs of disabled people (**Policy NC4**).

### Definitions

For 'Principal Towns', 'previously developed land', 'Residential Zones', 'Flexible Use Zones', 'Central Area Flexible Use Zones', 'University/College Zones', 'Hospital Zones', 'District and Local Centres', 'City Centre Office Zones', 'City Centre Primary Shopping Area', 'affordable housing' and 'Gypsies and Travellers' – see Glossary.

<sup>28</sup> Planning policy for traveller sites - DCLG (2015): [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/457420/Final\\_planning\\_and\\_travellers\\_policy.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/457420/Final_planning_and_travellers_policy.pdf)



**Table 1: Housing Land Supply 2022-2039**

Source of Supply	Total Supply (2022-2039)
Remaining capacity on large sites with planning permission not proposed as allocations (as at 1st April 2022)	630
Proposed allocated sites	26,995
Allowance for small sites with planning permission and windfall sites	3,400
Estimated supply from developable sites in 'Broad Locations for Growth' and in other areas (mainly years 6-15)	4,675
<b>TOTAL</b>	<b>35,700</b>

**Table 2: Distribution of Housing Supply by Sub-Area**

Sub-Area	Potential Number of Homes 2022-2039			
	Large sites with Planning Permission* (not Allocated)	Allocated Sites with Planning Permission*	Allocated Sites without Planning Permission	TOTAL
Central	280	7,865	10,320	<b>18,465</b>
Northwest	20	670	325	<b>1,015</b>
Northeast	180	300	485	<b>965</b>
East	45	1,175	1,720	<b>2,940</b>
Southeast	35	380	1,225	<b>1,640</b>
South	0	330	420	<b>750</b>
Southwest	55	620	80	<b>755</b>
Stocksbridge/Deepcar	15	640	415	<b>1,070</b>
Chapelton/High Green	0	25	0	<b>25</b>
<b>Total</b>	<b>630</b>	<b>12,005</b>	<b>14,990</b>	<b>27,625</b>

\*As at 1<sup>st</sup> April 2022.

Note: figures exclude the allowance for small sites, large windfall sites and developable supply in Broad Locations for Growth. All figures have been rounded to the nearest 5 dwellings.

#### Further information

For information on 'Policy Zones' see Sheffield Plan Part 2, Section 2.

#### Enabling Sustainable Travel

- 5.10. Sheffield's growth ambitions must be supported by high quality transport infrastructure providing inclusive and sustainable transport connectivity. The Council's aim of achieving net zero carbon by 2030 will require significant modal shift, as well as reducing the need to travel and supporting the move to zero emission vehicles. The Pathways to Net Zero report<sup>29</sup> concluded that private car journeys in the city will need to halve if the city is to stand any chance of being net zero carbon by 2030.
- 5.11. Recent factors, such as the Coronavirus pandemic have re-shaped how people behave and travel, and there are uncertainties on the longer-term impacts on travel demand. However, new development will still usually generate some new trips and it is important that this demand is managed effectively through our planning policies. The strategic priorities for transport have significantly changed within the national context with the introduction of Gear Change and the National Bus Strategy<sup>30 31</sup>. This has placed a requirement on Local Authorities to proactively support sustainable and active forms of travel for all journey purposes.
- 5.12. The South Yorkshire Mayoral Combined Authority (SYMCA) Transport Strategy (2019) sets out the transport priorities for the wider city region up to 2040<sup>32</sup>. The Council's Sheffield Transport Strategy (2019) sets out the vision for transport within the city and beyond up to 2035, recognising the urban nature of the city, its relationship with the Peak District National Park and the challenges that arise from its topography<sup>33</sup>. The Council's strategy provides a framework to identify, prioritise, commission, and deliver the transport projects needed to meet the challenges of a growing city.
- 5.13. Analysis indicates that future growth will have detrimental impacts upon air quality, climate, health and journey times unless travel is managed, and sustainable access and movement are prioritised over private car-based travel.
- 5.14. Rail has a distinctive contribution to make to the future of Sheffield. For longer distance travel the Council supports the aspirations to realise the proposals for Northern Powerhouse Rail (NPR). These strategic projects will allow

<sup>29</sup> Pathways to Zero Carbon In Sheffield, Zero Carbon Commission, Arup. <https://www.arup.com/perspectives/publications/research/section/pathways-to-zero-carbon-in-sheffield>

<sup>30</sup> Gear Change: A bold vision for cycling and walking - Department for Transport (2020): [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/904146/gear-change-a-bold-vision-for-cycling-and-walking.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/904146/gear-change-a-bold-vision-for-cycling-and-walking.pdf)

<sup>31</sup> Bus Back Better: National Bus Strategy for England - Department for Transport (2021): [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/980227/DfT-Bus-Back-Better-national-bus-strategy-for-England.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/980227/DfT-Bus-Back-Better-national-bus-strategy-for-England.pdf)

<sup>32</sup> SCR Transport Strategy (2019) and Implementation Plans: <https://southyorkshire-ca.gov.uk/getmedia/>

<sup>33</sup> Sheffield City Council Transport Strategy (2019): <https://www.sheffield.gov.uk/sites/default/files/docs/travel-and-transport/transport%20strategy/Sheffield%20Transport%20Strategy%20%28March%202019%29%20web%20version.pdf>



Sheffield's growth ambitions to be supported by excellent local and national rail connections between labour markets and core cities including London, Birmingham, Manchester, and Leeds.

- 5.15. In addition to these strategic projects, more localised rail infrastructure investment will be sought through programmes, such as the Department for Transport's "Restoring Your Railways" programme<sup>34</sup>.
- 5.16. As well as delivering new rail-based infrastructure, it is critically important that Sheffield's existing tram network (Supertram) is supported, maintained, and wherever possible, enhanced. Securing the long-term future of the tram will be achieved by focusing new development within the catchment of its route and stations. This existing asset should also be supported by overall improvements in the efficiency of the public transport network, including delivering priority measures for trams and buses to provide for new and existing trips, and to improve journey time and reliability. This will involve prioritising public transport journeys over private car journeys.
- 5.17. To strengthen the role of public transport within the city, there are proposals to deliver a series of Mass Transit Corridors (as highlighted in Policy SP1). These will be dedicated, high-speed public transport corridors, initially focused on priority bus routes to establish critical mass, and with the intention to investigate a transition from private car-based journeys to tram, tram-train extensions, or rail where lines exist. Where appropriate these will incorporate park & ride on key gateways to the city.
- 5.18. Allied to this will be a radically altered approach to providing and improving the quantity and quality of pedestrian and cycle networks across the city.

**POLICY T1 - ENABLING SUSTAINABLE TRAVEL**

Future travel patterns in Sheffield will be characterised by a sustainable, integrated and effective, decarbonised network, with excellent connections to and from the city region, which enables good development that contributes to a safe, attractive, healthy, inclusive, biodiverse and zero carbon city. A proactive approach will be taken to increase the role of technology and a range of mobility options to ensure existing and future transport infrastructure remains fit for purpose and future-ready.

To realise an effective transport network that enables sustainable travel, the Council will prioritise initiatives and schemes in accordance with those set out in the SYMCA Transport Strategy and the Sheffield Transport Strategy. Proposals will also have regard to **Policy CO1** and **Policy CO2** as set out in **Sheffield Plan Part 2**.

Priority projects and initiatives include:

**National & Regional Level**

- Supporting rail infrastructure investment to improve connectivity, capacity, and journey time improvements between Sheffield and London,

<sup>34</sup> Restoring Your Railway Fund - Department for Transport (2020): <https://www.gov.uk/government/collections/restoring-your-railway-fund>

Birmingham, Manchester, Leeds and the East Midlands.

- Supporting the regeneration of Sheffield Midland Station and the delivery of the Sheaf Valley Development Framework to facilitate Northern Powerhouse Rail.
- Supporting the delivery of the Midland Mainline Electrification programme.
- Co-ordinating with Train Operating Companies, SYMCA, and partners to realise service enhancements as rail franchises are renewed.
- Encouraging the movement of freight by sustainable modes (including exploiting opportunities for freight to be moved from road to rail) and concentrating road-based freight onto the Strategic Heavy Goods Vehicle Route Network.
- Supporting National Highways England in delivering improved trans-Pennine road links.

**City-Region Level**

- Securing the long term future of the tram network (Supertram) and, where viable, seeking to enhance and expand the network to new locations.
- Seeking improved rail connections within the Combined Authority Area, and adjacent areas.
- Re-opening the Barrow Hill Railway Line to passengers, including a new station at Beighton, and improving connectivity between Sheffield and Chesterfield/North East Derbyshire. The proposal for a new station at Waverley (in Rotherham) is also supported.
- Increasing connectivity to the Advanced Manufacturing Innovation District and Rotherham through a package of multimodal transport improvements.
- Supporting the objectives set out in the SYMCA Bus Service Improvement Plan (2021), and the South Yorkshire Enhanced Bus Partnership (2022).

**City Level**

- Delivering the 7 identified Mass Transit Corridors (and options for complementary Park & Ride infrastructure) with a focus on developing scalable bus priority schemes. Initial projects will be:

Mass Transit Corridor (MTC)	Routes within MTC	Existing proposals and projects
City Centre to Upper Don Valley	<ul style="list-style-type: none"> <li>• Stannington</li> <li>• Wisewood</li> <li>• Stocksbridge</li> <li>• Grenoside</li> </ul>	<ul style="list-style-type: none"> <li>• City Region Sustainable Transport Settlement - A61 bus priority corridor from Sheffield City Centre to Stannington, Wisewood, and Grenoside</li> </ul>
City Centre to Chapeltown/High Green	<ul style="list-style-type: none"> <li>• via Northern General Hospital</li> <li>• via Hillsborough</li> </ul>	<ul style="list-style-type: none"> <li>• City Region Sustainable Transport Settlement - A6135 bus priority corridor from Sheffield City Centre to Chapeltown, Ecclesfield and Firth Park, via the NGH</li> </ul>



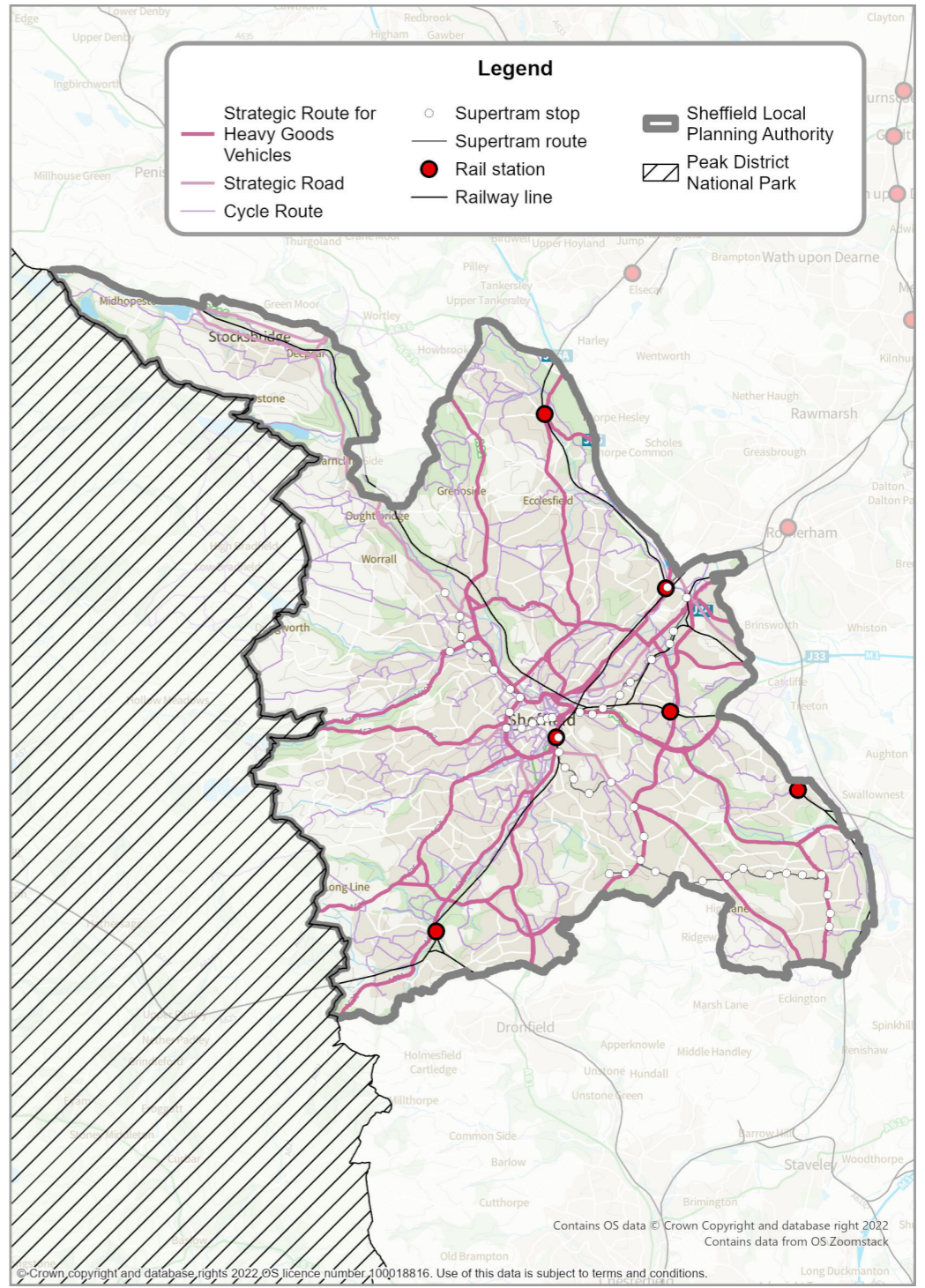
City Centre to Meadowhead	<ul style="list-style-type: none"> <li>Meadowhead</li> </ul>	<ul style="list-style-type: none"> <li>City Region Sustainable Transport Settlement - A61 Chesterfield Road bus priority corridor from Sheffield City Centre to Meadowhead Roundabout</li> </ul>
North Orbital	<ul style="list-style-type: none"> <li>Hillsborough – Northern General Hospital- Meadowhall – AMID</li> </ul>	
Sheffield to – Advanced Manufacturing Innovation District (AMID) to Rotherham	<ul style="list-style-type: none"> <li>Sheffield – AMID - Rotherham</li> </ul>	<ul style="list-style-type: none"> <li>Transforming Cities Fund - Sheffield City Centre to Darnall to Attercliffe bus priority corridor</li> <li>City Region Sustainable Transport Settlement - Meadowhall Interchange Mobility Hub</li> </ul>
City Centre to Southeast	<ul style="list-style-type: none"> <li>Handsworth - Beighton</li> <li>Woodhouse</li> <li>Birley</li> </ul>	
City Centre to Southwest	<ul style="list-style-type: none"> <li>Abbeydale Road</li> <li>Ecclesall Road</li> </ul>	<ul style="list-style-type: none"> <li>Transforming Cities Fund - Abbeydale Road and Ecclesall Road bus priority corridors</li> <li>City Region Sustainable Transport Settlement - Meadowhall Interchange Mobility Hub</li> </ul>
City Centre Public Transport Priorities	<ul style="list-style-type: none"> <li>Arundel Gate/ Eyre Street</li> <li>Cumberland Gate/Fitzwilliam Street</li> <li>West Street/ Church Street</li> </ul>	<ul style="list-style-type: none"> <li>Transforming Cities Fund - City Centre improvements to public transport infrastructure</li> </ul>

- Major multimodal improvements to junctions on the strategic and main highway network, including the Inner Ring Road.
- Delivering the Active Travel priorities as set out in the Sheffield Transport Strategy and SYMCA Active Travel Implementation Plan and including those progressed through the Connecting Sheffield programme.
- Safeguarding for future transport use, rail alignments (including disused or dismantled routes) and land required for highway and public transport schemes, to enable the delivery of the city’s ambitious transport programme.
- Where necessary, reallocating road space to more sustainable modes to reflect the need to reduce private car use.

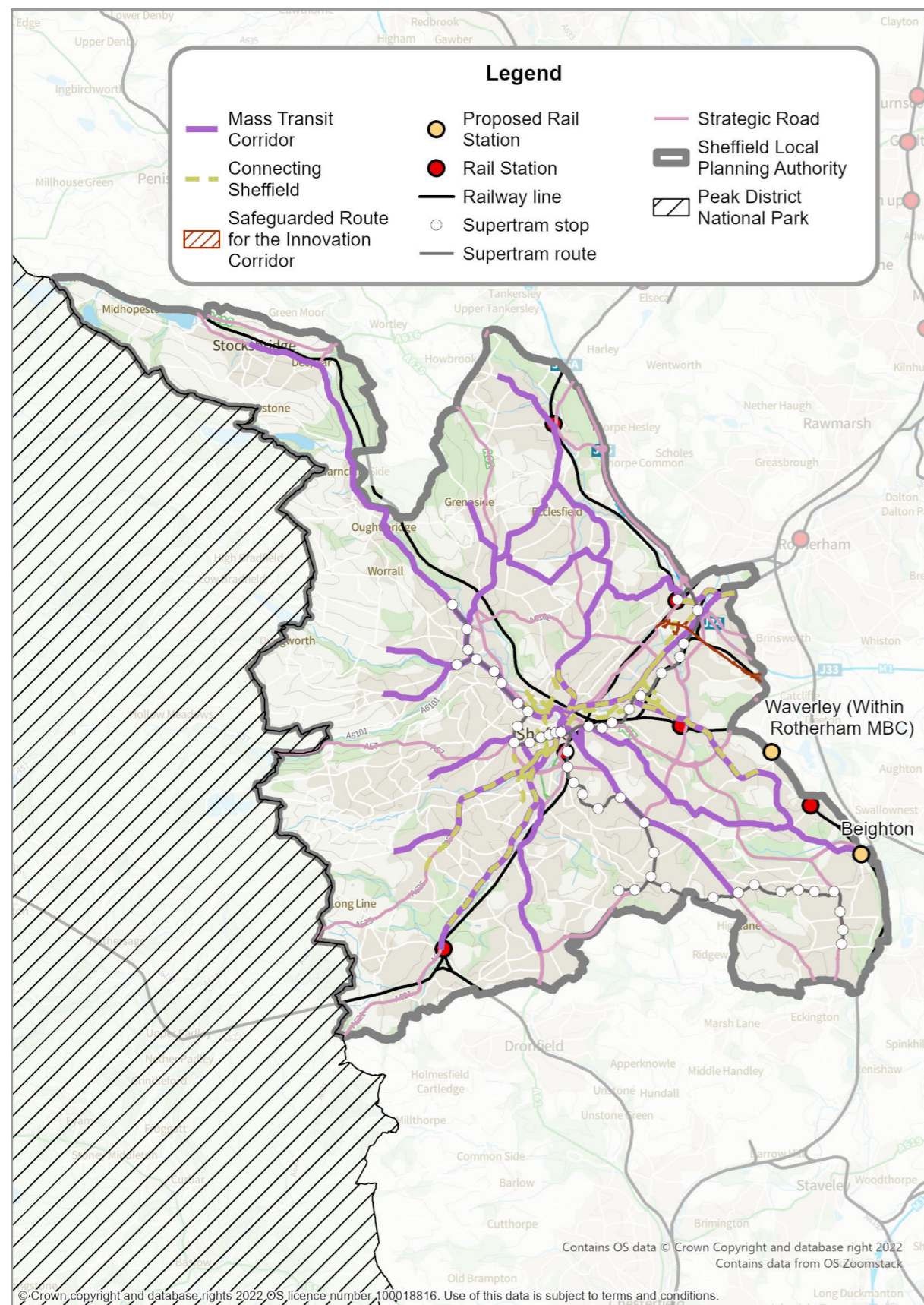
**Definitions**

For ‘Connecting Sheffield’, ‘Mass Transit Corridors’ – see Glossary  
 For ‘Advanced Manufacturing Innovation District’ - see Box on page 76

**Map 15: Existing transport infrastructure**



Map 16: Transport Opportunities



Initiatives and funding from Government, SYMCA and the Council will focus on increasing the length and breadth of coverage across the city, connecting housing and employment sites, and other key nodes to facilitate a high-quality integrated active travel network.

- 5.19. The movement of freight is important for everyone's daily lives, but transportation of freight by road has adverse impacts on the city. The Council will support opportunities to utilise more sustainable freight movements as advances in engine technology arise and through strategies to improve air quality, including for example E-cargo bikes and consolidation hubs.

### Blue and Green Infrastructure

- 5.20. Blue and green infrastructure refers to the living network of green spaces, water and other environmental features in both urban and rural areas including trees, rights of way, parks, gardens, transport corridors, allotments, cemeteries, woodlands, rivers, reservoirs and wetlands. It is often used in an urban context to provide multiple benefits including space for recreation, access to nature, climate change mitigation, food production and wildlife habitats, while also contributing to the enhancement of local character and quality of place.
- 5.21. Sheffield contains a myriad of habitats from upland moorlands, to wooded valleys and river corridors. Combined with the city's many parks and green spaces this has contributed to giving Sheffield the reputation of being one of the greenest cities in Europe. This backdrop provides an established baseline from which measures to address the Biodiversity Emergency can begin.
- 5.22. Providing fair access to the city's blue and green infrastructure is a fundamental part of the Council's vision for Sheffield and in doing so will help to improve the health and well-being of its residents.
- 5.23. Sheffield's strategic green infrastructure includes the rivers and streams of the larger valleys, complemented by a network of more local green links connecting open spaces, woodlands, footpaths, watercourses and corridors of dense vegetation. Within Sheffield there are also a range of outcrops representing different geological horizons and other distinctive rock features and landforms.
- 5.24. Sheffield's blue and green infrastructure is important at all scales and is represented on Map 17 below.
- 5.25. Safeguarding and enhancing the city's blue and green infrastructure is critical to ensure that it continues to fulfil its multi-functional role and delivers both Biodiversity Net Gain (BNG) and wider Environmental Net Gains (ENG)<sup>35</sup>.
- 5.26. Policy SP1 and Policy BG1 provides the strategic context for the development management policies that follow in Part 2 of the Plan.
- 5.27. Where strategic green infrastructure crosses administrative boundaries, the Council will work closely with adjoining authorities and other stakeholders to manage assets.

<sup>35</sup> See Glossary for definitions of Biodiversity Net Gain and Environmental Net Gains



### POLICY BG1 - BLUE AND GREEN INFRASTRUCTURE

All blue and green infrastructure in the city will be protected, managed and enhanced, wherever possible, to help increase biodiversity, provide wider environmental benefits to combat climate change, deliver opportunities for outdoor recreation and strengthen the city's landscape character.

Very significant weight will be given to the protection and enhancement of Sheffield's **Green Network** of urban greenspace and countryside (including the Local Nature Recovery Network) especially:

- the main river corridors (Rivers Don, Porter, Sheaf, Rivelin, Loxley and Blackburn Brook); and
- major parks and green spaces of citywide importance for recreation and/or biodiversity (Concord Park, Parson Cross Park, Norfolk Heritage Park, Graves Park, Ecclesall Woods, Endcliffe Park/Bingham Park/Whiteley Woods, Greno Woods, Millhouses Park, Meersbrook Park, Shirebrook Valley, Parkwood Springs)

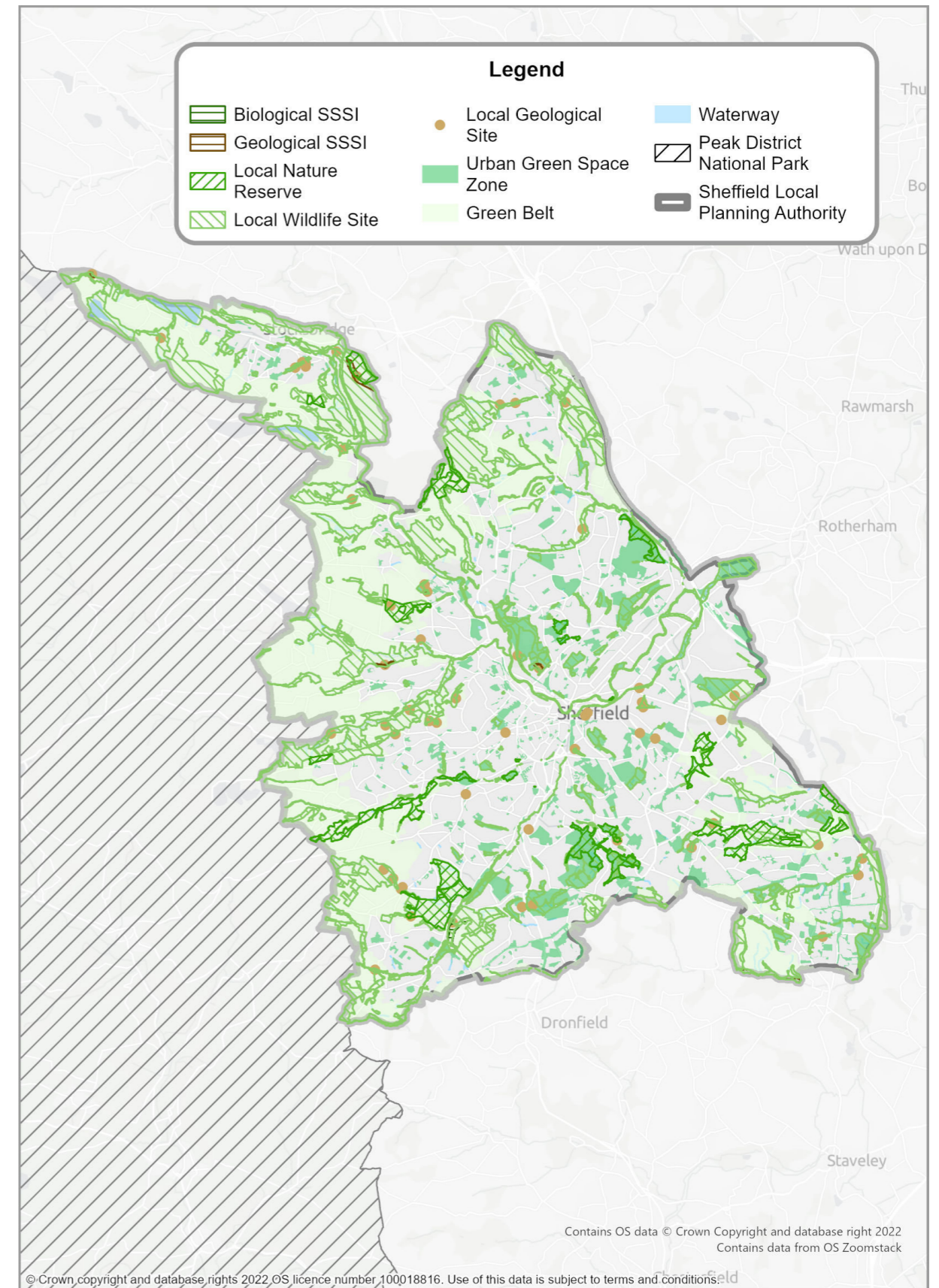
Valuable greenspaces will be protected from inappropriate built development and are shown on the Policies Map as either **Urban Green Space Zones** (see Policy GS1) or **Green Belt** (where they perform the purposes of Green Belt) (see Policy GS2).

#### Definitions

For 'biodiversity', 'Urban Greenspace Zones', 'Green Belt' and the 'Local Nature Recovery Network' – see Glossary.

For 'Green Network' – see Map 17 below.

### Map 17: Blue and Green Infrastructure and the Green Network





## Design Principles and Priorities

- 5.28. Sheffield is a distinctive city with an urban form that in many places reflects its early industrial heritage, specifically the metal trades, and a unique topography that has resulted in the city's townscape. Heritage assets are an integral element of the character of many areas of the city and conserving them alongside new development will have benefits for the wider culture and economy of the city, as well as creating a more individual sense of place.
- 5.29. The National Planning Policy Framework (NPPF)<sup>36</sup> and associated guidance recognises that good design is a key aspect of sustainable development and an integral part of good planning. Sheffield has done much to promote high quality design across the built environment and the Plan's policies will help to maintain these achievements by continuing to require the creation of beautiful places.
- 5.30. The ten characteristics of well-designed places, which are identified within the National Design Guide and National Model Design Code are embedded within the Plan's policies. This will help to ensure the delivery of places that are rich in character, create a sense of community and positively address the challenges of climate change. Collectively this will contribute towards achieving the requirements for good design as established in the NPPF.

### Policy D1 - DESIGN PRINCIPLES AND PRIORITIES

Development should be sustainable, beautiful, functional, of high-quality, and should respect, take advantage of, and enhance the characteristic features of the city, its settlements, districts, and neighbourhoods, including:

- a) Sheffield's distinctive heritage, particularly the buildings, structures and settlement forms associated with:
- Water-powered industries
  - The metal trades and their supporting industries
  - Non-conformism
  - Sheffield Board schools
  - The Central Sub-Area, including the historic street pattern
  - Victorian, Edwardian and Garden City-style suburbs
  - The city's post-war built heritage
  - Historic village centres and farmsteads
  - The city's rural setting, topography and landscapes
  - Historic parks, gardens and cemeteries
- b) The distinctive landscape of river valleys, dramatic hillsides, extensive tree cover and views out to Sheffield's Peak District setting.

Development should also:

- a) be designed to mitigate climate change by reducing greenhouse gas emissions, to be resilient to future changes in temperature and rainfall patterns, and to minimise the relative heating of urban areas; and
- b) be led by an informed understanding of the site, the wider context and the significance and character of any relevant heritage assets; and
- c) create a healthy and safe environment; and
- d) contribute to the city's extensive and varied green infrastructure and public realm; and
- e) make a positive contribution to local identity, helping to transform the character of physical environments that have become run down and are lacking in distinctiveness; and
- f) enable all people to gain access safely and conveniently, irrespective of age or disability by creating a built environment that is compact and adheres to the principles of inclusive and dementia friendly design from the outset of the design process; and
- g) contribute to place-making and create attractive, sustainable and successful neighbourhoods; and
- h) where applicable, enhance the Main Gateway Routes into the city, the City Centre Gateway Routes, the main river corridors and the Canal; and be robust, built to last, well managed and maintained. to the city's extensive and varied green infrastructure and public realm; and
- i) make a positive contribution to local identity, helping to transform the character of physical environments that have become run down and are lacking in distinctiveness; and
- j) enable all people to gain access safely and conveniently, irrespective of age or disability by creating a built environment that is compact and adheres to the principles of inclusive and dementia friendly design from the outset of the design process; and
- k) contribute to place-making and create attractive, sustainable and successful neighbourhoods; and
- l) where applicable, enhance the Main Gateway Routes into the city, the City Centre Gateway Routes, the main river corridors and the Canal; and
- m) be robust, built to last, well managed and maintained.

### Definitions

For 'Main Gateway Routes' – these are:

- Lower Don Valley routes, A6109 and A6178

<sup>36</sup> NPPF (2021), paragraph 126.



- prominent locations on the M1 junctions
- London Road, Abbeydale Road, Ecclesall Road and Queens Road
- Penistone Road (A61) and Burngreave Road (A6135)
- the railway line between Heeley and Blackburn Meadows

For ‘**City Centre Gateway Routes**’ – these are:

- Corporation Street/Gibraltar Street
- Wicker/Savile Street
- Park Square
- Queens Road/St Mary’s Road
- St Mary’s Road/Bramall Lane
- St Mary’s Gate/London Road
- St Mary’s Gate/Moore Street
- Glossop Road/West Street
- Brook Hill
- Shalesmoor

For ‘**inclusive design**’ and ‘**dementia friendly design**’– see Glossary.

## Infrastructure Provision

- 5.31. The city’s infrastructure must be sufficient to support the spatial strategy and scale of growth proposed in Policies SP1 to SP3. Policy IN1 provides a strategic policy framework to identify the city’s infrastructure priorities.
- 5.32. Specific infrastructure projects have been identified throughout the Sheffield Plan, notably in each of the Sub-Areas (see Policy SA1 through to Policy SA9). In addition, detailed infrastructure items are also listed in Policy T1, Policy BG1, and Policy D1. Those specific infrastructure items are not repeated here.
- 5.33. Further analysis of the infrastructure requirements to support the plan, as well as details on funding and implementation of infrastructure schemes, will be provided in the Sheffield Infrastructure Delivery Plan (IDP).
- 5.34. Policy IN1 has been prepared in light of the strategic policy objectives and technical assessment work carried out at a city-region, sub-regional, and local level. Regard has been given to the plans, priorities, and funding strategies of statutory infrastructure providers and operators; as well other relevant authorities, local stakeholders, the development industry, and landowners.
- 5.35. The Council has had specific regard to the South Yorkshire Mayoral Combined Authority’s Strategic Economic Plan (SEP) (2021), which sets out infrastructure priorities of:
- digital;

- low or zero-carbon transport;
- health;
- education;
- renewable energy; and
- flood protection.

- 5.36. The SEP’s delivery strategy involves a focus on ‘infrastructure packages’ that will target eight locations, which include Sheffield City Centre and the Advanced Manufacturing Innovation District<sup>37</sup>.
- 5.37. It is acknowledged that needs for infrastructure are constantly evolving. Where possible the Sheffield IDP will be kept as a ‘live’ document, subject to on-going revision. This is likely to mean certain priorities for infrastructure funding and delivery may change over time.
- 5.38. Part 2 of the Sheffield Plan (see Policy DC1) confirms the Council’s use of a Community Infrastructure Levy (CIL) and the operation of the CIL Charging Schedule. It also sets out how other development contributions will be sought towards providing the necessary infrastructure to manage the impacts of development.
- 5.39. Where development is likely to create an identified shortfall in infrastructure capacity or exacerbate existing deficiencies, it will be required to mitigate or compensate for those deficiencies, in line with Policy DC1. Provision to address capacity issues will be required to be in place in a timely and phased manner.

## POLICY IN1 - INFRASTRUCTURE PROVISION

Necessary infrastructure will be provided to support the delivery of the scale of growth and development in the locations proposed within the plan (see **Policies SP1, SP2, and SP3**; and **Policies SA1 to SA9**).

Infrastructure provision will be categorised and prioritised according to its importance in enabling development. Categories of infrastructure will be: ‘**Essential**’, ‘**Required**’, ‘**Important**’, and ‘**Supportive**’.

### Infrastructure priorities will include:

- **Transport** - including major schemes to improve active travel, the passenger rail network, the rail freight network, the bus network and the strategic highway network. The Council will collaborate with statutory providers and strategic transport stakeholders to increase service frequency and quality, improve connectivity and reliability, and promote sustainable transport patterns to help decarbonise the system, boost productivity, and encourage healthier and more active travel.
- **Education** - the provision of sufficient primary, secondary, Special Education Needs, and tertiary education places to meet the forecast

<sup>37</sup> South Yorkshire Mayoral Combined Authority Strategic Economic Plan: Our Strategic Economic Plan 2021-2041: [https://southyorkshire-ca.gov.uk/getmedia/4256c890-d568-42c8-8aa5-c8232a5d1bfd/SCR\\_SEP\\_Full\\_Draft\\_Jan\\_21-\(accessible\).pdf](https://southyorkshire-ca.gov.uk/getmedia/4256c890-d568-42c8-8aa5-c8232a5d1bfd/SCR_SEP_Full_Draft_Jan_21-(accessible).pdf)



demand arising from planned housing and economic growth (see **Policy SP1**). Specific focus will be on ensuring there is sufficient provision in, or near, the City Centre to meet future needs.

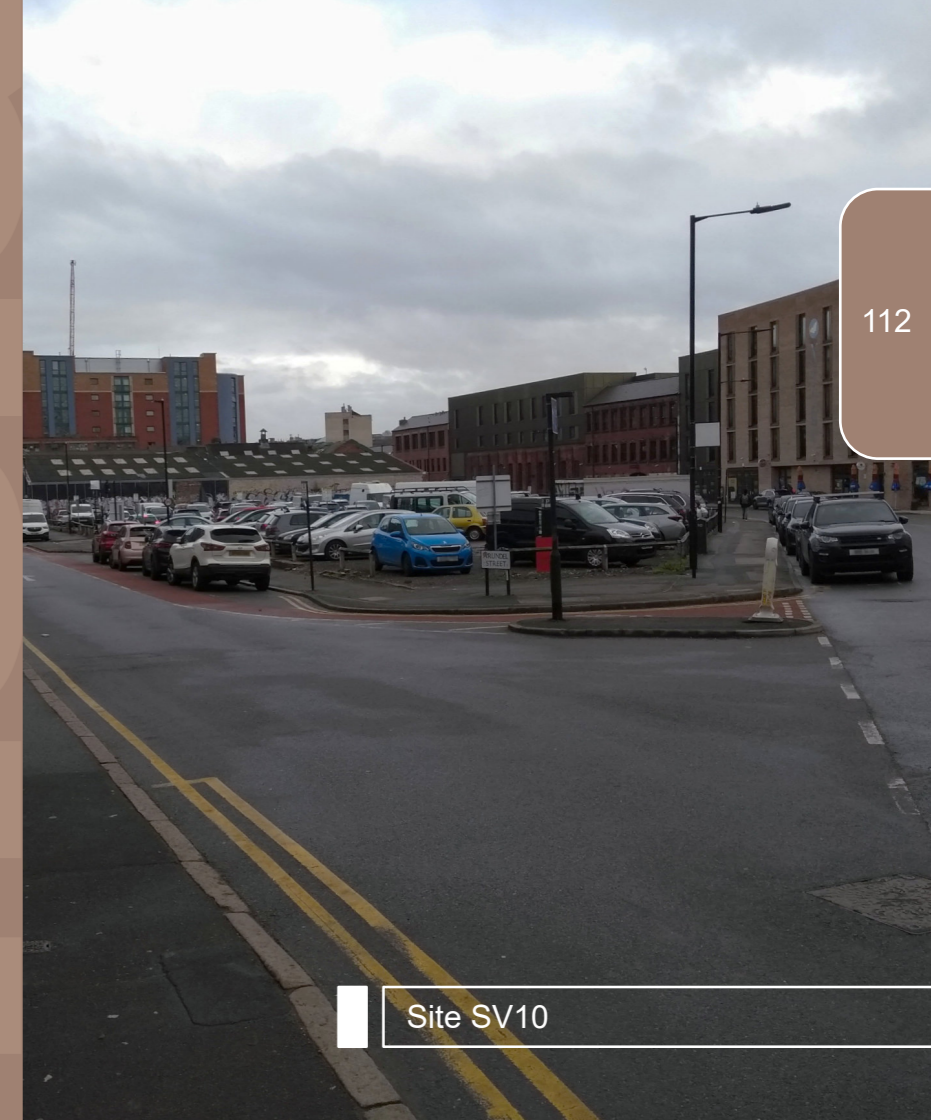
- **Health** - the provision of sufficient primary, secondary, and preventative care needs arising from planned housing and economic growth (see **Policy SP1**). Specific focus will be on ensuring there is sufficient provision in, or near, the City Centre to meet future needs.
- **Utilities** - working in collaboration with statutory providers to ensure that electricity, gas, water, waste water, heat supply, and renewable and low carbon energy generation and distribution networks have sufficient provision, capacity, and resilience to manage additional needs arising from planned housing and economic growth. Specific focus will be on ensuring that networks continue to meet demands, whilst also helping to meet the Council's objectives as part of declaring a climate change emergency and targets for achieving net zero carbon.
- **Digital infrastructure and connectivity** - including both broadband and cellular networks. Provision will respond to the objectives set out in the South Yorkshire Digital Infrastructure Strategy (2021) to accelerate the development of 'gigabit capable' digital infrastructure and 5G networks to support social and economic opportunities as part of a more proactive approach to facilitating inclusive growth.
- **Flood risk and drainage** - Sheffield City Council (as Lead Local Flood Authority) will work in collaboration with statutory providers to deliver planned risk management and resilience measures, and help define future measures to reduce and mitigate the impacts of flooding. Specific focus will also be on delivering development that does not increase flood risk across the city and is designed in such a way that builds in flood resilience.
- **Sport, leisure, recreation, community and cultural facilities** - the provision of sufficient facilities to meet the forecast demand arising from planned housing and economic growth (see **Policy SP1**). Specific focus will be on ensuring that current and future provision supports the objective to become the 'Outdoor City', that provision is accessible, and is of a quality that supports improvements in the health and well-being of communities across the city.
- Funding and delivery of infrastructure will be through the use of the Council's Community Infrastructure Levy, alongside other necessary developer contributions, to ensure sustainable development is achieved, and impacts mitigated (see **Policy DC1**).



## 6 Appendix 1: List of Site Allocations

6.1. Appendix 1 lists the sites for each of the following sub-areas that are allocated and outlined on the Policies Map:

- Policy CA1 - Site Allocations in Kelham Island, Neepsend, Philadelphia and Woodside
- Policy CA2 - Site Allocations in Castlegate, West Bar, The Wicker, and Victoria
- Policy CA3 - Site Allocations in St Vincent's, Cathedral, St George's and University of Sheffield)
- Policy CA4 - Site Allocations in City Arrival, Cultural Industries Quarter, Sheaf Valley
- Policy CA5 - Site Allocations in Heart of the City, Division Street, The Moor, Milton Street, Springfield, Hanover Street
- CA6 - Site Allocations in London Road and Queen's Road
- Policy SA2 - Northwest Sheffield Sub-Area Site Allocations
- Policy SA3 - Northeast Sheffield Sub-Area Site Allocations
- Policy SA4 - East Sheffield Sub-Area Site Allocations
- Policy SA5 - Southeast Sheffield Sub-Area Site Allocations
- Policy SA6 - South Sheffield Sub-Area Site Allocations
- Policy SA7 - Southwest Sheffield Sub-Area Site Allocations
- Policy SA8 - Stocksbridge/Deepcar Sub-Area Site Allocations
- Policy SA9 - Chapeltown/High Green Sub-Area Site Allocations



Site SV10



Site HC25

### Policy CA1 - Site Allocations in Kelham Island, Neepsend, Philadelphia and Woodside

The following sites are allocated and outlined on the Policies Map:

Site Allocation Reference	Site Address	Proposed Use	Housing Capacity	Site Area (Ha)
KN01	Land at Parkwood Road, S3 8AB	General Employment	0	1.5
KN02	147-154 Harvest Lane, S3 8EF	General Employment	0	0.06
KN03	Wickes, 2 Rutland Road, S3 8DQ	Housing	191	1.1
KN04	Land at Russell Street and Bowling Green Street, S3 8RW	Housing	200	0.86
KN05	Former Canon Brewery, Rutland Road, S3 8DP	Housing	132	0.81
KN06	(Kelham Central) Site of Richardsons Cutlery Works, 60 Russell Street, Cotton Street and Alma Street, Sheffield S3 8RW	Housing	114	0.84
KN07	Buildings at Penistone Road, Dixon Street and Cornish Street, S3 8DQ	Housing	98	0.94
KN08	Sheffield Community Transport, Montgomery Terrace Road, S6 3BU	Housing	96	0.32
KN09	Buildings at Shalesmoor and Cotton Mill Road, S3 8RG	Housing	96	0.26
KN10	300-310 Shalesmoor, S3 8UL	Housing	90	0.09
KN11	Safestore Self Storage, S3 8RW	Housing	87	0.62
KN12	Land Between Cotton Mill Row, Cotton Street And Alma Street, Sheffield, S3 4RD	Housing	86	0.19
KN13	Warehouse, Boyland Street, S3 8AS	Housing	93	0.79
KN14	Land Between Swinton Street And Chatham Street	Housing	75	0.2
KN15	Nambury Engineering Ltd 56 Penistone Road, Owlerton, Sheffield, S6 3AE	Housing	50	0.28
KN16	120 Henry Street, Shalesmoor, Sheffield, S3 7EQ	Housing	62	0.11
KN17	2 Lock Street, Sheffield S6 3BJ	Housing	61	0.15
KN18	Buildings at Rutland Road and Rugby Street, S3 9PP	Housing	60	1.41
KN19	100 Harvest Lane, S3 8EQ	Housing	60	0.91
KN20	Buildings at Gilpin Street, S6 3BL	Housing	54	1.01

KN21	Globe Works, Penistone Road, S6 3AE	Housing	33	0.31
KN22	Moorfields Flats, Shalesmoor and Ward Street, S3 8UH	Housing	50	0.16
KN23	Buildings at South Parade, Bowling Green Street and Ward Street, S3 8SR	Housing	50	0.16
KN24	Wharncliffe Works and 86-88 Green Lane, S3 8SE	Housing	60	0.4
KN25	Land at Mowbray Street and Pitsmoor Road, S3 8EQ	Housing	45	0.66
KN26	SIP Car Parks, Car Park At Junction With Bowling Green Street, Russell Street, S3 8SU	Housing	44	0.08
KN27	Buildings at Rutland Way, S3 8DG	Housing	28	0.87
KN28	Heritage Park 55 Albert Terrace Road Sheffield S6 3BR	Housing	35	0.1
KN29	Land at Montgomery Terrace Road and Penistone Road, S6 3BW	Housing	23	0.1
KN30	Land at Hicks Street and Rutland Road, S3 8BD	Housing	30	0.08
KN31	Site Of Watery Street, Sheffield, S3 7ES	Housing	18	0.1
KN32	Land at Acorn Street, S3 8UR	Housing	15	0.1
KN33	284 Shalesmoor, S3 8UL	Housing	13	0.07
KN34	132 Rugby Street, S3 9PP	Housing	12	0.23
KN35	Land at Rutland Road, S3 9PP	Housing	10	0.13
KN36	Land at Penistone Road and Rutland Road, S3 8DG	Housing and Open Space	572	3.07

### Policy CA2 - Site Allocations in Castlegate, West Bar, The Wicker, and Victoria

The following sites are allocated and outlined on the Policies Map

Site Allocation Reference	Site Address	Proposed Use	Housing Capacity	Site Area (Ha)
CW01	Castlegate (Exchange Place)	General Employment	0	0.12
CW02	Castlegate (Shude Hill)	Office	0	0.31
CW03	West Bar Square	Mixed Use	368	3.13



CW04	Buildings at Dixon Lane and Haymarket, S2 5TS	Mixed Use	75	0.83
CW05	George Marshall (Power Tools) Ltd, 18 Johnson Street	Mixed Use	56	0.07
CW06	29-57 King Street, S3 8LF	Mixed Use	19	0.11
CW07	2 Haymarket And 5-7 Commercial Street, S1 1PF	Mixed Use	5	0.05
CW08	First Floor To Third Floors, 19 - 21 Haymarket, S1 2AW	Mixed Use	3	0.03
CW09	Land to the north of Derek Dooley Way, S3 8EN	Housing	336	1.75
CW10	Site Of Sheffield Testing Laboratories Ltd And 58 Nursery Street And Car Park On Johnson Lane Sheffield S3 8GP	Housing	268	0.33
CW11	51-57 High Street And Second Floor Of 59-73 High Street	Housing	206	0.07
CW12	28 Johnson Street, 14-20 Stanley Street and 37-39 Wicker Lane, S3 8HJ	Housing	94	0.66
CW13	Aizlewood Mill Car Park, Land at Spitalfields, S3 8HQ	Housing	83	0.4
CW14	Land at Spitalfields and Nursery Street, S3 8HQ	Housing	65	0.19
CW15	Land at Windrush Way, S3 8JD	Housing	46	0.24
CW16	Buildings at Nursery Street and Stanley Street, S3 8HH	Housing	43	0.26
CW17	Former Coroners Court, Nursery Street, S3 8GG	Housing	77	0.1
CW18	23-25 Haymarket Sheffield S1 2AW	Housing	28	0.04
CW19	Sheaf Quay, 1 North Quay Drive, Victoria Quay, Sheffield, S2 5SW	Housing	16	0.45
CW20	23-41 Wicker and 1-5 Stanley Street, S3 8HS	Housing	16	0.23
CW21	29-33 Nursery Street, S3 8GF	Housing	16	0.06
CW22	Buildings at Joiner Street and Wicker Lane, S3 8GW	Housing	15	0.14
CW23	Land at Gun Lane, S3 8GG	Housing	14	0.08

### Policy CA3 - Site Allocations in St Vincent's, Cathedral, St George's and University of Sheffield)

The following sites are allocated and outlined on the Policies Map

Site Allocation Reference	Site Address	Proposed Use	Housing Capacity	Site Area (Ha)
SU01	178 West Street, Sheffield, S1 4ET	General Employment	0	0.05
SU02	10-22 Regent Street and 2 Pitt Street, S1 4EU	Mixed Use	32	0.11
SU03	Land At Doncaster Street, Hoyle Street, Shalesmoor And Matthew Street Sheffield S3 7BE	Housing	500	0.83
SU04	Site of former HSBC 79 Hoyle Street Sheffield S3 7EW	Housing	355	1.01
SU05	26 Meadow Street, S3 7AW	Housing	116	0.48
SU06	Site of 1-7 Allen Street, 7, 9, 11, 13 and 15 Smithfield and Snow Lane, Sheffield	Housing	100	0.43
SU07	Radford Street/ Upper Allen Street/ Netherthorpe Road	Housing	284	0.48
SU08	Buildings at Scotland Street and Cross Smithfield, S3 7DE	Housing	225	0.72
SU09	Queens Hotel, 85 Scotland Street, S1 4BA	Housing	229	0.3
SU10	175-173 Gibraltar Street and 9 Cupola, S3 8UA	Housing	34	0.11
SU11	Greenfield House, 32 Scotland Street, S3 7AF	Housing	118	0.67
SU12	134 West Bar, 10 Bower Spring and 83 Steelhouse Lane, S3 8PB	Housing	216	0.5
SU13	Land at Bailey Street, S1 4EH	Housing	120	0.11
SU14	Land Bounded By Hollis Croft And Broad Lane Sheffield S1 3BU	Housing	118	0.14
SU15	23 Shepherd Street, S3 7BA	Housing	27	0.12
SU16	Buildings at Meadow Street and Morpeth Street, S3 7EZ	Housing	93	0.4
SU17	30-32 Edward Street and 139 Upper Allen Street, S3 7GW	Housing	88	0.29
SU18	Buildings at Edward Street and Meadow Street, S3 7BL	Housing	85	0.28
SU19	Land at Hollis Croft, S1 4BT	Housing	84	0.28
SU20	Buildings at Meetinghouse Lane and Harts Head, S1 2DR	Housing	61	0.2



SU21	Land at Doncaster Street and Shephard Street, S3 7BA	Housing	58	0.3
SU22	North Church House 84 Queen Street City Centre Sheffield S1 2DW	Housing	58	0.06
SU23	Hayes House, Edward Street, S1 4BB	Housing	56	0.19
SU24	1-3 Broad Lane, S1 1YG	Housing	48	0.16
SU25	The Nichols building, Shalesmoor	Housing	48	0.1
SU26	65-69 Broad Lane and 1-10 Rockingham Street, S1 4EA	Housing	45	0.15
SU27	115-121 West Bar and land adjacent, S3 8PT	Housing	23	0.15
SU28	Hewitts Chartered Accountants 60 Scotland Street Sheffield S3 7DB	Housing	43	0.05
SU29	B Braun, 43 Allen Street, Sheffield S3 7AW	Housing	47	0.18
SU30	Shakespeare's, 146-148 Gibraltar Street, S3 8UB	Housing	22	0.13
SU31	11-25 High Street, S1 2ER	Housing	39	0.13
SU32	123-125 Queen Street, S1 2DU	Housing	39	0.13
SU33	Hanover Works, Scotland Street, S3 7DB	Housing	38	0.31
SU34	Buildings at Allen Street and Copper Street, S3 7AG	Housing	77	0.36
SU35	Land to the south of Furnace Hill, S3 7BG	Housing	20	0.11
SU36	Works at 25-31 Allen Street	Housing	20	0.07
SU37	Buildings at Allen Street and Snow Lane, S3 7AF	Housing	61	0.32
SU38	86-90 Queen Street and 35-47 North Church Street, S1 2DH	Housing	29	0.1
SU39	63-69 Allen Street and 28-32 Cross Smithfield, S3 7AW	Housing	46	0.1
SU40	Buildings at Lee Croft and Campo Lane, S1 2DY	Housing	26	0.09
SU41	Courtwood House, Silver Street, S1 2DD	Housing	25	0.08
SU42	Portland House, Moorfields, S3 7BA	Housing	57	0.27
SU43	Land to the south of Allen Street, S3 7AG	Housing	17	0.08
SU44	6 Campo Lane Sheffield S1 2EF	Housing	22	0.02

SU45	39-41 Snig Hill and 4-8 Bank Street, S3 8NA	Housing	21	0.07
SU46	Old County Court House 56 Bank Street Sheffield S1 2DS	Housing	21	0.07
SU47	129-135 West Bar, S3 8PT	Housing	10	0.07
SU48	Land at Townhead Street, S1 2EB	Housing	20	0.07
SU49	Johnson & Allen Ltd Car Park Furnace Hill Sheffield S3 7AF	Housing	18	0.1
SU50	Industrial Tribunals Central Office Property Centre, 14 East Parade, S1 2ET	Housing	18	0.03
SU51	22 Copper Street and St Judes Church, Copper Street, S3 7AH	Housing	17	0.06
SU52	90 Trippet Lane/8 Bailey Lane Sheffield S1 4EL	Housing	13	0.03
SU53	54 Well Meadow Street Sheffield S3 7GS	Housing	11	0.11
SU54	Land and buildings adjacent to 94 Scotland Street, S3 7AR	Open Space	0	0.26
SU55	Paradise Square, S1 2DE	Open Space	0	0.18
SU56	Car Park, Solly Street, S1 4BA	Open Space	0	0.09

#### Policy CA4 - Site Allocations in City Arrival, Cultural Industries Quarter, Sheaf Valley

The following sites are allocated and outlined on the Policies Map

Site Allocation Reference	Site Address	Proposed Use	Housing Capacity	Site Area (Ha)
SV01	Buildings at Cross Turner Street, S2 4AB	Office	0	1.45
SV02	Land at Midland Station, Cross Turner Street, S1 2BP	Office	0	0.53
SV03	Land at Harmer Lane and Sheaf Street, S1 2BS	Office	0	0.15
SV04	Decathlon, Eyre Street, S1 3HU	Mixed Use	303	0.84
SV05	K.T Precision Engineering and land adjacent, Turner Street, S2 4AB	Mixed Use	42	0.35
SV06	Klausners Site, Sylvester Street / Mary Street	Housing	335	0.59
SV07	Buildings at Shoreham Street and Mary Street, S1 4SQ	Housing	149	0.54



SV08	Mecca Bingo, Flat Street, S1 2BA	Housing	121	0.2
SV09	3-7 Sidney Street and land adjacent, S1 4RG	Housing	117	0.39
SV10	Land at Sylvester Street and Arundel Street, Sheffield, S1 4RH	Housing	27	0.36
SV11	48 Suffolk Road, S2 4AL	Housing	102	0.29
SV12	Stepney Street Car Park Stepney Street Sheffield S2 5TD	Housing	100	0.12
SV13	Development at Bernard Works Site, Sylvester Gardens, Sheffield S1 4RP	Housing	96	0.26
SV14	Park Hill (Phases 4-5)	Housing	95	2.22
SV15	125-157 Eyre Street and land adjacent, S1 4QW	Housing	89	0.47
SV16	St Mary's Wesleyan Reform Church, S1 4PN	Housing	85	0.19
SV17	Buildings at Arundel Street and Eyre Street, S1 4PY	Housing	75	0.25
SV18	66-76 Sidney Street, S1 4RG	Housing	66	0.22
SV19	121 Eyre Street, S1 4QW	Housing	58	0.09
SV20	Former Head Post Office Fitzalan Square Sheffield S1 1AB	Housing	42	0.44
SV21	Land at Claywood Drive, S2 2UB	Housing	40	1.39
SV22	93-97 Mary Street, S1 4RT	Housing	30	0.15
SV23	40-50 Castle Square Sheffield S1 2GF	Housing	22	0.09
SV24	121 Duke Street, S2 5QL	Housing	16	0.07
SV25	95 Mary Street, Sheffield S1 4RT	Housing	10	0.04

**Policy CA5 - Site Allocations in Heart of the City, Division Street, The Moor, Milton Street, Springfield, Hanover Street**

The following sites are allocated and outlined on the Policies Map

Site Allocation Reference	Site Address	Proposed Use	Housing Capacity	Site Area (Ha)
HC01	Land at Carver Street and Carver Lane, S1 4FS	Office	0	0.37
HC02	Orchard Square Shopping Centre, S1 2FB	Retail	0	0.61

HC03	Land and buildings at St Mary's Gate and Eyre Street, S1 4QZ	Mixed Use	1006	1.6
HC04	NCP Furnival Gate Car Park, Matilda Street, S1 4QY	Mixed Use	100	0.34
HC05	Site Of 68-82 Pinstone Street, 1-19 Charles Street, Laycock House - 14 Cross Burgess Street Sheffield	Mixed Use	52	0.3
HC06	113-125, Pinstone Street, S1 2HL	Mixed Use	9	0.08
HC07	Buildings at Wellington Street and Trafalgar Street, S1 4ED	Housing	1230	0.59
HC08	Moorfoot Building, The Moor, S1 4PH	Housing	714	1.79
HC09	Milton Street Car Park Milton Street Sheffield S3 7UF	Housing	410	0.51
HC10	Kangaroo Works - Land at Wellington Street and Rockingham Street	Housing	364	0.73
HC11	Wickes, Young Street, S3 7UW	Housing	364	0.72
HC12	Midcity House 17, 23 Furnival Gate, 127-155 Pinstone Street And 44 Union Street Sheffield S1 4QR	Housing	298	0.16
HC13	999 Parcel Ltd, 83 Fitzwilliam Street, Sheffield S1 4JP	Housing	213	0.12
HC14	DWP Rockingham House 123 West Street City Centre Sheffield S1 4ER	Housing	162	0.14
HC15	Land and Buildings at Fitzwilliam Street, Egerton Street and Thomas Street, S1 4JR	Housing	136	0.32
HC16	Flocton House and Flocton Court, Rockingham Street, S1 4GH	Housing	135	0.48
HC17	Car Park, Eldon Street, S3 7SF	Housing	135	0.16
HC18	50 High Street City Centre Sheffield S1 1QH	Housing	101	0.27
HC19	Eye Witness Works, Milton St	Housing	97	0.34
HC20	Concept House 5 Young Street Sheffield S1 4LF	Housing	95	0.29
HC21	Site Of Former Swifts Performance 172 - 182 Fitzwilliam Street Sheffield S1 4JR	Housing	93	0.07
HC22	Building adjacent to 20 Headford Street, S3 7WB	Housing	92	0.22
HC23	Charter Works 20 Hodgson Street Sheffield S3 7WQ	Housing	77	0.06
HC24	Buildings at Egerton Lane, S1 4AF	Housing	46	0.14
HC25	Milton Street Car Park, Milton Street, S3 7WJ	Housing	45	0.29





HC26	Land at Headford Street and Egerton Street, S3 7XF	Housing	45	0.14
HC27	Land at Cavendish Street, S3 7RZ	Housing	30	0.11
HC28	165 West Street, City Centre, S1 4EW	Housing	22	0.04
HC29	162-170 Devonshire Street Sheffield S3 7SG	Housing	12	0.05
HC30	Yorkshire Bank Chambers Fargate Sheffield S1 2HD	Housing	12	0.03

### CA6 - Site Allocations in London Road and Queen's Road

The following sites are allocated and outlined on the Policies Map

Site Allocation Reference	Site Address	Proposed Use	Housing Capacity	Site Area (Ha)
LR01	B & Q Warehouse, Queens Road, S2 3PS	Housing	466	3.69
LR02	Buildings at Sheaf Gardens and Manton Street, S2 4BA	Housing	367	2.91
LR03	Land at Queens Road and Farm Road, S2 4DR	Housing	336	0.45
LR04	Grovesnor Casino, Duchess Road, S2 4DR	Housing	111	0.88
LR05	Buildings at Duchess Road and Edmund Road, S2 4AW	Housing	84	0.6
LR06	2 Queens Road, S2 4DG	Housing	61	0.12
LR07	Wheatsheaf Works, 55-57 John Street, S2 4QS	Housing	56	0.86
LR08	89 London Road, S2 4LE	Housing	14	0.1

### Policy SA2 - Northwest Sheffield Sub-Area Site Allocations

The following sites are allocated and outlined on the Policies Map

Site Allocation Reference	Site Address	Proposed Use	Housing Capacity	Site Area (Ha)
NWS01	Land and buildings at Penistone Road North, S6 1QW	General Employment	0	4.58
NWS02	Land at Wallace Road, S3 9SR	General Employment	0	4.04
NWS03	Land at Beeley Wood Lane, S6 1QT	General Employment	0	2.62

NWS04	Allotments to the south of Wardsend Road North, S6 1LX	General Employment	0	2.35
NWS05	Land to the northwest of Wardsend Road, S6 1RQ	General Employment	0	0.74
NWS06	Land at Wardsend Road, S6 1RQ	General Employment	0	0.64
NWS07	Land adjacent to Elsworth House, Herries Road South, S6 1PD	General Employment	0	0.42
NWS08	Land At Junction With Cobden View Road, Northfield S10 1QQ	Mixed Use	13	0.06
NWS09	Former Oughtibridge Paper Mill, S35 0DN (Barnsley)	Housing	311	13.3
NWS10	Land at Oughtibridge Lane and Platts Lane, S35 0HN	Housing	169	6.02
NWS11	The Hillsborough Arcade And Site Of Former Old Blue Ball Public House, Middlewood Road And Bradfield Road, Sheffield S6 4HL	Housing	77	1.13
NWS12	Former British Glass Labs, Crookesmoor	Housing	76	0.42
NWS13	Wiggan Farm, S35 0AR	Housing	63	2.03
NWS14	Hillsborough Hand Car Wash Centre 172 - 192 Langsett Road Sheffield S6 2UB	Housing	48	0.22
NWS15	Bamburgh House and 110-136 Cuthbert Bank Road, S6 2HP	Housing	41	0.92
NWS16	Dragoon Court Hillsborough Barracks Penistone Road Owlerton Sheffield S6 2GZ	Housing	32	0.3
NWS17	St. Georges Community Health Centre, Winter Street, S3 7ND	Housing	23	0.16
NWS18	Sevenfields Lane Play Ground, Sevenfields Lane (land at Spider Park)	Housing	22	0.25
NWS19	Former Bolehill Residential Home, Bolehill View, S10 1QL	Housing	19	0.38
NWS20	Site Of 252 Deer Park Road Sheffield S6 5NH	Housing	14	0.19
NWS21	James Smith House, 11 - 15 Marlborough Road, S10 1DA	Housing	14	0.09
NWS22	Burgoyne Arms 246 Langsett Road Sheffield S6 2UE	Housing	14	0.08
NWS23	Former Oughtibridge Paper Mill, S35 0DN (Sheffield)	Housing	13	0.4
NWS24	Cloverleaf Cars Land Adjacent To 237a Main Road Wharncliffe Side Sheffield	Housing	13	0.36
NWS25	Car Park Adjacent To Upperthorpe Medical Centre Upperthorpe Sheffield S6 3FT	Housing	12	0.04
NWS26	Land at Trickett Road, S6 2NP	Housing	11	0.23



NWS27	Daisy Chain, Middlewood Villas, 95 Langsett Road South, S35 0GY	Housing	10	0.08
NWS28	Land Adjacent 240 Springvale Road Sheffield S10 1LH	Housing	0	0.06
NWS29	Former Sheffield Ski Village, S3 9QX	Leisure and Recreation	0	10.91

**Policy SA3 - Northeast Sheffield Sub-Area Site Allocations**

The following sites are allocated and outlined on the Policies Map

Site Allocation Reference	Site Address	Proposed Use	Housing Capacity	Site Area (Ha)
NES01	Smithywood, Cowley Hill, Chapeltown	General Employment	0	13.32
NES02	Land adjacent to Chapeltown Academy, Nether Lane, S35 9ZX	General Employment	0	0.67
NES03	Land to the west of Blackburn Road, S61 2DW	Industrial	0	11.12
NES04	Gas Works, Newman Road, S9 1BT	Industrial	0	3.91
NES05	Land between Grange Mill Lane and Ecclesfield Road, S9 1HW	Industrial	0	2.01
NES06	Land to the north of Loicher Lane, S35 9XN	Industrial	0	1.42
NES07	Upwell Street/Colliery Road (North)	Industrial	0	1.27
NES08	Land adjacent to Yarra Park Industrial Estate and Station Road, S35 9YR	Industrial	0	0.48
NES09	Rock Christian Centre Lighthouse and 105-125 Spital Hill, S4 7LD	Mixed Use	53	1.68
NES10	Land at Wordsworth Avenue and Buchanan Road, S5 8AU	Mixed Use	32	0.54
NES11	Lion Works Handley Street Sheffield S4 7LD	Housing	88	0.22
NES12	Land at Mansell Crescent, S5 9QR	Housing	73	1.1
NES13	Parson Cross Park, Buchanan Road, S5 7SA	Housing	68	2.16
NES14	'Lytton' (Land Opposite 29 To 45 Lytton Road) Sheffield S5 8A	Housing	44	1.18
NES15	Land adjoining 434-652 Grimsthorpe Road	Housing	19	1.05
NES16	Land adjacent to Deerlands Avenue roundabout, S5 7WY	Housing	32	0.95
NES17	Remington Youth Club, Remington Road, S5 9BF	Housing	29	0.92

NES18	Land at Longley Hall Road, S5 7JG	Housing	24	0.77
NES19	Buzz Bingo, Kilner Way Retail Park, S6 1NN	Housing	24	0.61
NES20	Land at Somerset Road and Richmond Street, S3 9DB	Housing	24	0.47
NES21	Jasmin Court Nursing Home, 40 Roe Lane, S3 9AJ	Housing	23	0.17
NES22	Land adjacent to Foxhill Recreation Ground, S6 1GE	Housing	21	0.6
NES23	Land East Of Fir View Gardens, Osgathorpe Drive, S4 7BN Land East Of Fir View Gardens, Osgathorpe Drive, S4 7BN	Housing	20	0.43
NES24	Parson Cross Hotel, Buchanan Crescent, S5 8AG	Housing	20	0.4
NES25	Land At The Junction Of Abbeyfield Road And Holtwood Road Including 11 Holtwood Road Sheffield S4 7AY	Housing	20	0.38
NES26	Eden Park Service Station, Penistone Road, Grenoside, Sheffield S35 8QG	Housing	20	0.24
NES27	Land adjacent to 264 Deerlands Avenue S5 7WX	Housing	19	0.8
NES28	Land adjacent to 177 Deerlands Avenue, S5 7WU	Housing	19	0.59
NES29	Land at 16-42 Buchanan Road, S5 8AL	Housing	19	0.35
NES30	St. Cuthberts Family Social Club, Horndean Road/Barnsley Road, Sheffield S5 6UJ	Housing	19	0.09
NES31	Sheffield Health And Social Care Trust 259 Pitsmoor Road Sheffield S3 9AQ	Housing	18	0.17
NES32	Land between Chaucer Road and Mansell Avenue, S5 9QN	Housing	17	0.8
NES33	Land at Wordsworth Avenue, S5 9FP	Housing	16	0.44
NES34	Site Of Norbury 2 Crabtree Road Sheffield S5 7BB	Housing	14	0.6
NES35	Land at Palgrave Road, S5 8GR	Housing	12	0.3

**Policy SA4 - East Sheffield Sub-Area Site Allocations**

The following sites are allocated and outlined on the Policies Map

Site Allocation Reference	Site Address	Proposed Use	Housing Capacity	Site Area (Ha)
ES01	Land to the south of Meadowhall Way, S9 2FU	General Employment	0	17.1



ES02	Alsing Road Car Park and Meadowhall Interchange, S9 1EA	General Employment	0	9.98
ES03	M1 Distribution Centre and The Source, Vulcan Road, S9 1EW	General Employment	0	3.24
ES04	Land at Sheffield Road, S9 2YL	General Employment	0	1.22
ES05	Pic Toys, Land to the north of Darnall Road, S9 5AH	General Employment	0	1.05
ES06	Outokumpu, Shepcote Lane	Industrial	0	19.53
ES07	Land at Europa Way, S9 1TQ	Industrial	0	3.38
ES08	Land adjacent to Veolia Sheffield, Lumley Street, S9 3JB	Industrial	0	3.26
ES09	710 Brightside Lane, S9 2UB	Industrial	0	2.14
ES10	Land to the north of Europa Link, S9 1TN	Industrial	0	1.6
ES11	Land at Shepcote Lane, S9 5DE	Industrial	0	1.52
ES12	Airflow Site, Land at Beeley Wood Lane, S6 1QT	Industrial	0	1.36
ES13	Land at Lumley Street, S4 7ZJ	Industrial	0	1.1
ES14	Rear of Davy McKee, Land to the east of Prince of Wales Road, S9 4BT	Industrial	0	0.89
ES15	Land to the northeast of Barleywood Road, S9 5FJ	Industrial	0	0.89
ES16	Former Dr John Worrall School, Land at Brompton Road, S9 2PF	Industrial	0	0.68
ES17	Land at Ripon Street, S9 3LX	Industrial	0	0.65
ES18	Land at Catley Road, S9 5NF	Industrial	0	0.55
ES19	Land adjacent to 58-64 Broad Oaks, S9 3HJ	Industrial	0	0.45
ES20	Darnall Works, Darnall Road, S9 5AB	Mixed Use	80	6.51
ES21	Land between Prince of Wales Road and Station Road, S9 4JT	Mixed Use	28	1.11
ES22	Attercliffe Canalside, Land to the north of Worthing Road, S9 3JN	Housing	596	4.73
ES23	Globe II Business Centre 128 Maltravers Road Sheffield S2 5AZ	Housing	371	1.09
ES24	Manor sites 12/13, Land to the north of Harborough Avenue, S2 1RD	Housing	210	6.1
ES25	Land to the north of Bawtry Road, S9 1WR	Housing	147	5.6

ES26	Land at Algar Place, S2 2NZ	Housing	121	2.8
ES27	Land at Kenninghall Drive, S2 3WR	Housing	120	3.42
ES28	Fitzalan Works, Land to the south of Effingham Street, S9 3QD	Housing	116	0.92
ES29	Pennine Village, Land at Manor Park Avenue, S2 1UH	Housing	101	3.74
ES30	Ouseburn Road, Darnall (referred to as the Darnall Triangle)	Housing	98	4.23
ES31	Staniforth Road Depot, Staniforth Road, S9 3HD	Housing	93	3.32
ES32	Land Adjacent 101 Ferrars Road Sheffield S9 1RZ	Housing	93	2.81
ES33	Westaways, Land at Bacon Lane, S9 3NH	Housing	82	0.66
ES34	St. John's School, Manor Oaks Road, S2 5QZ	Housing	68	1.87
ES35	Land at Berner's Place, S2 2AS	Housing	63	1.67
ES36	Land at Daresbury Drive, S2 2BL	Housing	48	1.31
ES37	Land at Harborough Rise, S2 1RT	Housing	47	1.61
ES38	Land at Prince of Wales Road, S9 4ET	Housing	46	1.03
ES39	Buildings at Handsworth Road, S9 4AA	Housing	42	1.18
ES40	Stadia Technology Park, Shirland Lane, S9 3SP	Housing	41	0.64
ES41	Site Of Park & Arbourthorne Labour Club Eastern Avenue/City Road Sheffield S2 2GG	Housing	39	0.19
ES42	Buildings at Blagden Street, S2 5QS	Housing	37	1.02
ES43	Norfolk Park 5B, Park Spring Drive (site of former health centre), Frank Wright Close, Sheffield S2 3RE	Housing	35	1.21
ES44	Land At Main Road Ross Street And Whitwell Street Sheffield S9 4QL	Housing	28	0.61
ES45	Site Of Former Foundry Workers Club And Institute Beaumont Road North Sheffield S2 1RS	Housing	26	0.59
ES46	Land at Wulfric Road and Windy House Lane, S2 1LB	Housing	24	0.9
ES47	Land to the north of Shortridge Street, S9 3SH	Housing	17	0.24
ES48	Windsor Hotel, 25-39 Southend Road	Housing	17	0.12



ES49	Site Of Foundry Workers Club And Institute Car Park, Beaumont Road North, S2 1RS	Housing	16	0.42
ES50	Land at Spring Close Mount, S14 1RB	Housing	16	0.4
ES51	331 & 333 Manor Oaks Road, And 7 & 8 Manor Oaks Place Sheffield S2 5EE	Housing	12	0.12
ES52	Land Opposite 299 To 315 Main Road Darnall Sheffield S9 5HN	Housing	11	0.16
ES53	Land At Daresbury View Sheffield S2 2BE	Housing	10	0.46

### Policy SA5 - Southeast Sheffield Sub-Area Site Allocations

The following sites are allocated and outlined on the Policies Map

Site Allocation Reference	Site Address	Proposed Use	Housing Capacity	Site Area (Ha)
SES01	Land at Orgreave Place, S13 9LU	General Employment	0	1.29
SES02	Land adjacent to the River Rother, Rotherham Road, S20 1AH	General Employment	0	1.1
SES03	Land to the east of Eckington Way, S20 1XE	General Employment and Traveller Site	0	6.85
SES04	Mosborough Wood Business Park, Land to the north of Station Road, S20 3GR	Industrial	0	9.41
SES05	Land to the east of New Street, S20 3GH	Industrial	0	3.75
SES06	Warehouse and land adjacent, Meadowbrook Park, S20 3PJ	Industrial	0	0.57
SES07	Land at New Street and Longacre Way, S20 3FS	Industrial	0	0.54
SES08	Land at Silkstone Road, Wickfield Road and Dyke Vale Road, S12 4TU	Housing	272	9.48
SES09	Former Newstead Estate, Birley Moor Avenue, S12 3BR	Housing	218	6.49
SES10	Land to the east of Moor Valley Road, S20 5DZ	Housing	151	4.2
SES11	Manor Top Army Reserve Centre, Hurlfield Road, S12 2AN	Housing	151	3.35
SES12	Land at Vinkinglea Drive, S2 1FD	Housing	90	2.54
SES13	Land to the east of Jaunty Avenue, S12 3DQ	Housing	75	2.09
SES14	Owlthorpe E, Land Off Moorthorpe Way, S20 6PD	Housing	74	3.11

SES15	Former Prince Edward Primary School and land adjacent, Queen Mary Road, S2 1EE	Housing	50	2.82
SES16	Manor Community Centre, Fairfax Road, S2 1BQ	Housing	34	1.08
SES17	Former Joseph Glover Public House, Land at Station Road and Westfield Southway, S20 8JB	Housing	31	0.88
SES18	Site Of The Cherry Tree Social Club 40 Main Street Hackenthorpe Sheffield S12 4LB	Housing	28	0.59
SES19	Land at Waverley Lane and Halesworth Road, S13 9AF	Housing	27	0.74
SES20	Sheffield Dragons College Of Martial Arts 36 - 38 Market Square Sheffield S13 7JX	Housing	27	0.06
SES21	Curtilage Of Basforth House, 471 Stradbroke Road Sheffield, S13 7GE	Housing	26	0.52
SES22	Land at Smelter Wood Road, S13 8RY	Housing	21	0.52
SES23	Land to the north of Junction Road, S13 7RQ	Housing	20	0.57
SES24	Former Foxwood, Land at Ridgeway Road, S12 2TW	Housing	19	0.83
SES25	363 Richmond Road Sheffield S13 8LT	Housing	14	0.18
SES26	Site Of Frecheville Hotel, 1 Birley Moor Crescent, S12 3AS	Housing	11	0.12
SES27	Former Club House, Mosborough Miners Welfare Ground, Station Road, Mosborough, Sheffield S20 5AD	Housing	10	0.14
SES28	Woodhouse East, Land to the north of Beighton Road, S13 7SA	Housing and Open Space	258	10.53

### Policy SA6 - South Sheffield Sub-Area Site Allocations

The following sites are allocated and outlined on the Policies Map

Site Allocation Reference	Site Address	Proposed Use	Housing Capacity	Site Area (Ha)
SS01	Land to the west of Jordanthorpe Parkway, S3 8DZ	Housing	52	1.43
SS02	Site Of Kirkhill Resource Centre 127 Lowedges Road Sheffield S8 7LE	Housing	45	0.45
SS03	Land Between 216B And 218 Twentywell Lane, Sheffield, S17 4QF	Housing	44	1.09
SS04	Former Hazlebarrow School, Land at Hazelbarrow Close, S8 8AQ	Housing	37	1.03
SS05	Site of Vernons the Bakers and Bankside Works, Archer Road, Sheffield S8 0JT	Housing	33	0.47
SS06	Land at Gaunt Road, S14 1GF	Housing	30	2



SS07	Site Of TTS Car Sales Ltd, Archer Road, Sheffield	Housing	28	0.12
SS08	Woodseats Working Mens Club The Dale Sheffield S8 0PS	Housing	26	0.44
SS09	Scarsdale House, 136 Derbyshire Lane, Woodseats	Housing	12	0.19
SS10	S R Gents, 53 East Road, S2 3PP	Housing	17	0.43
SS11	Land To The Rear Of 29 To 39 Heeley Green, Denmark Road, S2 3NH	Housing	14	0.28
SS12	298 Norton Lane, S8 8HE	Housing	14	0.21
SS13	The Ball Inn, Myrtle Road, S2 3HR	Housing	14	0.2
SS14	Goodman Sparks Ltd, Fulwood House, Cliffe Road, S8 9DH	Housing	12	0.17
SS15	(The orchards) Totley Hall Farm Totley Hall Lane Sheffield S17 4AA	Housing	11	0.41
SS16	Garage Site Adjacent Working Mens Club Smithy Wood Road Woodseats Sheffield S8 0NW	Housing	10	0.75
SS17	Former Norton Aerodrome, Norton Avenue, S17 3DQ	Housing and Open Space	270	8.4
SS18	Hemsworth Primary School, Land at Constable Road, S14 1FA	Housing and Open Space	81	2.47

### Policy SA7 - Southwest Sheffield Sub-Area Site Allocations

The following sites are allocated and outlined on the Policies Map

Site Allocation Reference	Site Address	Proposed Use	Housing Capacity	Site Area (Ha)
SWS01	Land adjacent to 112 London Road, S2 4LR	Mixed Use	15	0.11
SWS02	Land At Napier Street Site Of 1 Pomona Street And Summerfield St. Former Gordon Lamb	Housing	132	0.96
SWS03	245 Ecclesall Road Sheffield S11 8JE	Housing	184	0.46
SWS04	Sheffield Health And Social Care Fulwood House 5 Old Fulwood Road Sheffield S10 3TG	Housing	60	2.26
SWS05	Block A, Hallamshire Business Park, 100 Chatham street, S11 8HD	Housing	59	0.51
SWS06	Howdens Joinery Co, Bramall Lane, S2 4RD	Housing	43	0.31
SWS07	Willis House Peel Street Sheffield S10 2PQ	Housing	39	0.16

SWS08	Tapton Court Nurses Home, Shore Lane, S10 3BW	Housing	38	1.38
SWS09	Loch Fyne 375 - 385 Glossop Road Sheffield S10 2HQ	Housing	27	0.04
SWS10	Springvale Gospel Hall, Land to the south of Carter Knowle Road, S7 2ED	Housing	14	0.64
SWS11	Abbeydale Tennis Club Abbeydale Road South Sheffield S17 3LJ	Housing	14	0.62
SWS12	Fulwood Lodge 379A Fulwood Road Sheffield S10 3GA	Housing	14	0.46
SWS13	Cemetery Road Car Sales 300 Cemetery Road Sheffield S11 8FT	Housing	14	0.07
SWS14	Tapton Cliffe And Lodge 276 Fulwood Road Sheffield S10 3BN	Housing	13	0.66
SWS15	Premier 127 Sharrow Lane Sheffield S11 8AN	Housing	13	0.02
SWS16	83 Redmires Road Sheffield S10 4LB	Housing	12	0.22
SWS17	Land at Banner Cross Hall, Ecclesall Road South, S11 9PD	Housing	10	0.52

### Policy SA8 - Stocksbridge/Deepcar Sub-Area Site Allocations

The following sites are allocated and outlined on the Policies Map

Site Allocation Reference	Site Address	Proposed Use	Housing Capacity	Site Area (Ha)
SD01	Ernest Thorpe's Lorry Park, Land adjacent to the River Don, Station Road, S36 2UZ	General Employment	0	0.89
SD02	Former Steins Tip, Station Road, Deepcar	Housing	428	24.21
SD03	Site A, Stocksbridge Steelworks, Manchester Road, S36 1FT	Housing	190	6.8
SD04	Land to the south of Broomfield Lane, S36 1QQ	Housing	142	5.08
SD05	Land at Junction with Carr Road, Hollin Busk Lane Sheffield S36 2NR	Housing	85	6.88
SD06	Land at Manchester Road and adjacent to 14, Paterson Close, Park Drive Way, Stocksbridge, Sheffield.	Housing	55	0.37
SD07	Site G, Stocksbridge Steelworks, Fox Valley Way, S36 2BT	Housing	34	0.75
SD08	Balfour House, Coronation Road, S36 1LQ	Housing	33	0.73
SD09	Land Adjacent Ford House 4 Fox Valley Way, S36 2AD	Housing	33	0.27



SD10	Sweeney House, Oxley Close, S36 1LG	Housing	18	0.52
SD11	49 Pot House Lane Sheffield S36 1ES	Housing	14	0.58
SD12	Land Within The Curtilage Of Ingfield House 11 Bocking Hill Sheffield S36 2AL	Housing	14	0.33
SD13	Enterprise House Site Adjacent To 1 Hunshelf Park Sheffield S	Housing	10	0.26

### Policy SA9 - Chapeltown/High Green Sub-Area Site Allocations

The following sites are allocated and outlined on the Policies Map

Site Allocation Reference	Site Address	Proposed Use	Housing Capacity	Site Area (Ha)
CH01	Former Chapeltown Training Centre 220 - 230 Lane End Sheffield S35 2UZ	Housing	14	0.76
CH02	Swimming Baths, Burncross Road Sheffield S35 1RX	Housing	10	0.31



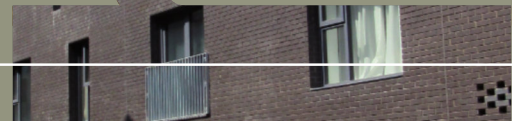
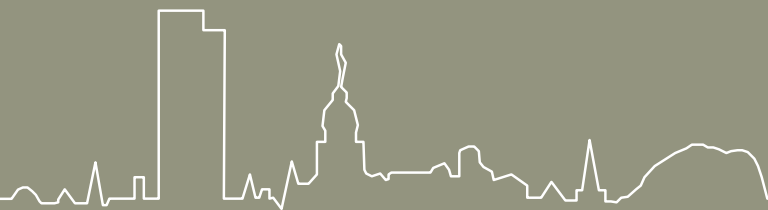
**Sheffield Plan:  
Our City, Our Future  
Publication (Pre-Submission) Draft**

**PART 2: Development Management Policies and Implementation**

December 2022

Planning Service  
City Futures  
Sheffield City Council

# our city, our future



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▲ Denote a strategic policy (see paragraph 21 of the National Planning Policy Framework (2021))

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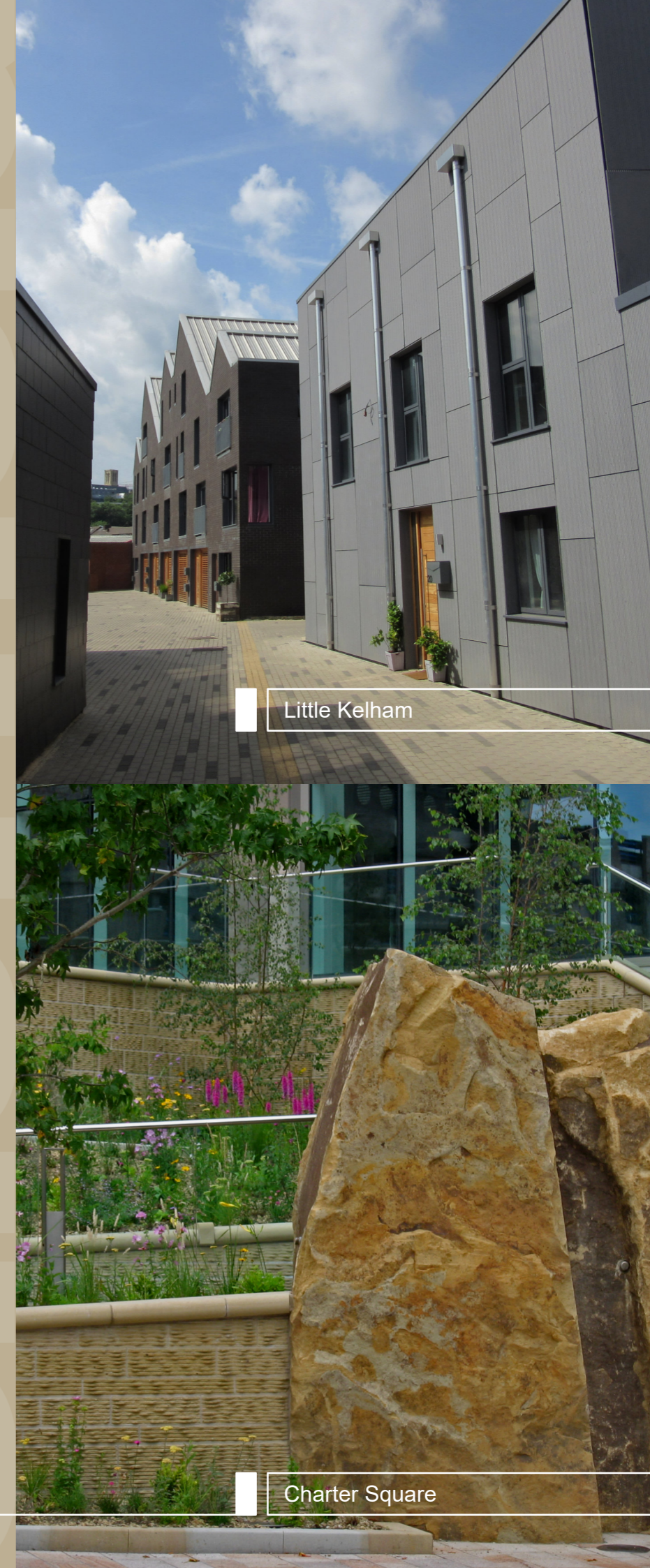
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# 1 Introduction to Part 2

- 1.1. This document forms Part 2 of the Draft Sheffield Plan. It includes:
  - The development management policies
  - Information on implementation of the Sheffield Plan
- 1.2. The Policies Map shows where many of the development management policies will apply.
- 1.3. Part 2 sets out criteria to provide certainty and consistency in negotiations and decisions about planning applications. The policies provide guidance on what is needed to make development economically, socially and environmentally sustainable.
- 1.4. A series of supplementary planning documents will also be produced to clarify aspects of some policies and to assist developers who are making planning applications.
- 1.5. The spatial strategy for the Plan set out in Part 1 focusses future development in the existing urban areas, with new communities being developed in the Central Sub-Area and primarily on previously developed sites in other parts of the city. Policies in Part 2 are vital in shaping new homes, communities and employment opportunities that work well and make best use of the land available. The policies will ensure that new homes are well-designed and better meet people's differing needs, thereby helping to create sustainable, inclusive communities across the city.
- 1.6. We want Sheffield to have an inclusive economy that creates opportunities for all Sheffielders. Developing new employment opportunities in different parts of the city will help diversify the jobs market and enable people to make best use of their skills.
- 1.7. Since declaring a Climate Emergency, the Council has been developing approaches to improve climate resilience. The Plan provides an opportunity to ensure that new development in the city is built to withstand the challenges that climate change will bring, as well as enabling people to live more sustainable lives which will help in tackling climate change. Policies in Part 2 cover a wider variety of issues that will influence our response to the climate crisis and provide resilience, including reducing energy demand, renewable energy generation, flood risk, sustainable transport and biodiversity.

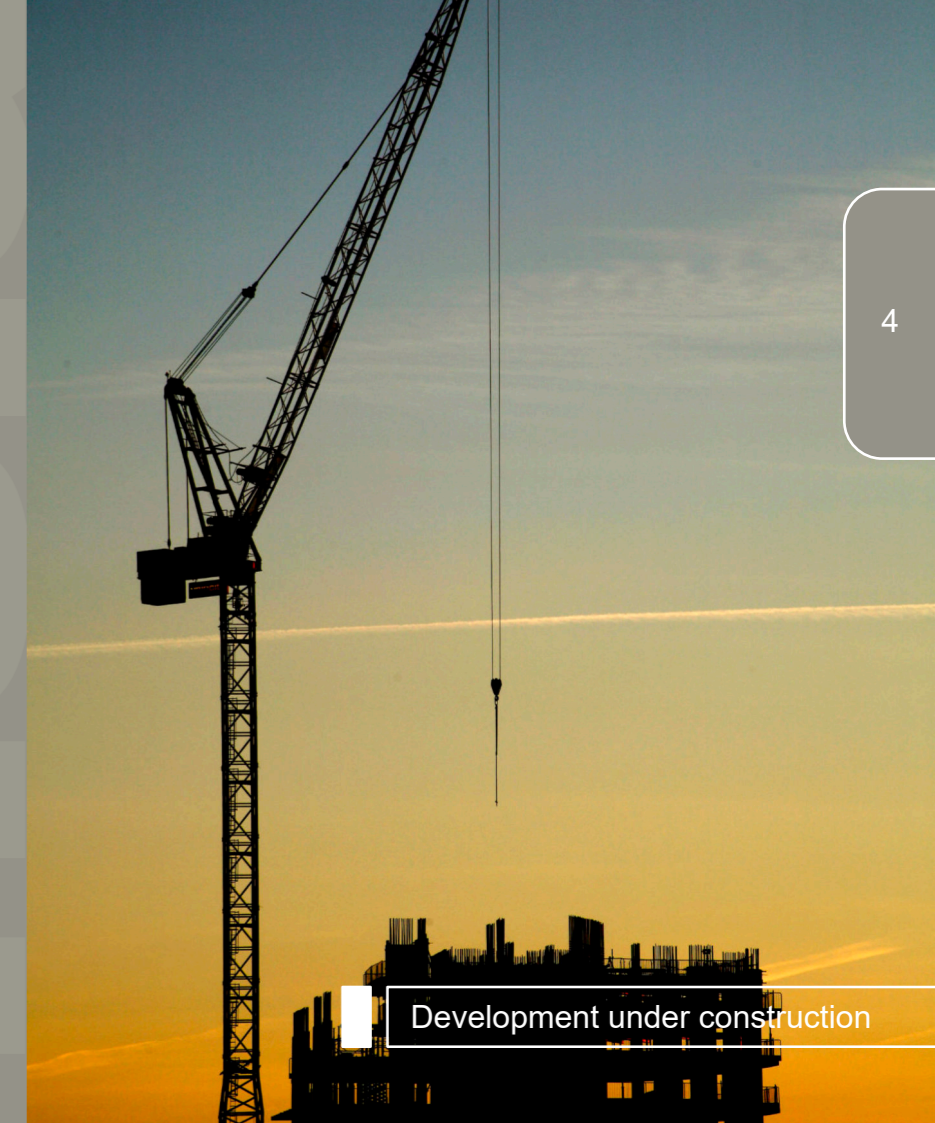


Little Kelham

Charter Square

## 2 Policy Zones, Allocated Sites and Other Designations

- 2.1. Policies in Part 1 of the Sheffield Plan describe the overall growth plan (Policy SP1), the spatial strategy (Policy SP2) and the hierarchy of centres (Policy SP3). This is further developed through the Sub-Area Policies. The overall spatial strategy is represented on the Key Diagram.
- 2.2. The implications of the spatial strategy at a more local level are shown on the Policies Map through a series of 'Policy Zones' that guide the use of land and buildings across the entire area covered by the Sheffield Plan. There is a relatively high degree of flexibility in the Policy Zones in terms of the mix of uses that can take place and this enables the Plan to respond to changing market conditions.
- 2.3. On the Allocated Sites a specific use(s) is specified. Although this provides less flexibility than in the Policy Zones, it is necessary to ensure that the overall growth plan in Part 1 of the Plan can be delivered.
- 2.4. Other designations overlay some of the Policy Zones and provide additional policy guidance. These are also shown on the Policies Map.
- 2.5. Part 2 of the Plan sets out the policies that apply to the different Policy Zones and designations and sets out the overarching requirements for development on Allocated Sites.



## Policy Zones

2.6. The policies for the 13 Policy Zones are set out in the relevant chapters:

- Residential Zones (Policy NC2)
- District and Local Centres (Policy NC10)
- Flexible Use Zones (Policy NC16)
- Hospital Zones (Policy NC17)
- City Centre Office Zones (Policy EC2)
- General Employment Zones (Policy EC3)
- Industrial Zones (Policy EC4)
- University/College Zones (Policy EC8)
- City Centre Primary Shopping Area (Policy VC1)
- Cultural Zones (Policy VC2)
- Central Area Flexible Use Zones (Policy VC3)
- Urban Green Space Zones (Policy GS1)
- Green Belt (Policy GS2)

2.7. The Policy Zones may have ‘preferred’, ‘acceptable’ or ‘unacceptable’ uses.

- ‘Preferred Uses’: most Policy Zones have a preferred land use or uses, which will be dominant and which determine the general character of the area. This preferred, dominant use reflects the spatial strategy for that area and will help to secure an adequate supply of land for particular uses that meet local and citywide needs.
- ‘Acceptable Uses’: it is not usually desirable or sustainable for these Policy Zones to be taken up exclusively by a single preferred use(s). So, for each area, there are a number of other land uses that are also suitable and compatible with the preferred use(s). The approach of including a range of other acceptable uses encourages a mixing of uses in order to create more vibrant communities and enable sustainable patterns of development which reduces the need to travel.
- ‘Unacceptable Uses’: sometimes it is clear that certain land uses would be incompatible with the preferred use and these are explicitly identified as being unacceptable (e.g. open storage uses such as scrapyards in a Residential Zone). Identifying clearly unacceptable uses gives greater certainty to developers and occupiers than simply leaving them to be determined on their merits. However, for many unclassified (sui-generis) uses, it is unnecessary to prescribe whether a particular land use is acceptable. In these cases, it is better to leave the decision to be made on its merits as proposals are put forward.

2.8. In some Policy Zones there are no preferred uses. This occurs where areas are mixed in character or it is not critical to secure a specific dominant use, especially where it is important to allow the flexibility to achieve regeneration of an area. In these areas it may be desirable to use a master planning approach to determine the appropriate mix and distribution of land uses.

2.9. The Policy Zoning approach is consistent with the requirements of the

National Planning Policy Framework, which states that ‘land use designations and allocations’ should be ‘identified on a policies map’<sup>1</sup>.

- 2.10. By listing preferred, acceptable and unacceptable uses, policies in the chapters below provide a basic framework for considering planning applications. Uses listed as ‘preferred’ are permitted in principle, as are ‘acceptable’ uses, though in a number of Policy Zones the preferred use must be dominant. The fact that uses are acceptable in principle does not remove the need to consider and weigh up other statutory policies and relevant material considerations in reaching planning decisions. So, if a use is described as being ‘acceptable’ it does not mean that a planning application for that use must always be approved.
- 2.11. There will be other uses that are either unspecified or are not listed. This is an ‘amber light’ status where other considerations need to be taken into account before deciding whether a proposal is acceptable in principle.
- 2.12. The Policy Zoning system, combined with site allocations, provides a way of achieving a balance between certainty and flexibility. Figure 2 below shows where certainty is maximised but flexibility is minimised, or vice versa.

**Figure 2: Policy Zone/Site Allocation Hierarchy**

<b>Certainty</b>	Traditional site allocations in which <b>sites are safeguarded for a single use or mix of uses</b> to help guarantee meeting a citywide requirement (e.g. for housing)	<b>Flexibility</b>
↑	Policy Zones which have a preferred use or mix of uses where <b>certain uses are dominant or will be actively promoted</b> to deliver the overall spatial vision	↓
	Policy Zones with no preferred use(s) where <b>a range of uses are acceptable</b> , providing flexibility and allowing developers to respond to changing market conditions	
	Areas where <b>no uses</b> are specified	

2.13. The allocation of sites for specific uses increases the certainty about the future of land by proposing where new development should take place and, in most cases, what the land should be used for. This is consistent with the requirements of the National Planning Policy Framework, which requires strategic policies in local plans to allocate ‘sufficient sites to deliver the strategic priorities of the area’<sup>2</sup>.

2.14. Allocating sites helps to ensure that land will be available to meet the citywide requirements for employment land and housing (see **Policies SP1** and **H1** in Part 1). But sites may also be allocated where there is a local case for requiring a particular use. This might be due to the site occupying a prominent location, for example on a gateway route, or to meet a local need (e.g. reserving land for local shops or community facilities).

2.15. The required use(s) takes precedence over the ‘preferred’ or ‘acceptable’ uses for the Policy Zone in which the allocated site lies. Most of the Allocated Sites would, however, allow a proportion of the site to be developed for other uses

<sup>1</sup> NPPF (2021), paragraph 23.

<sup>2</sup> NPPF (2021), paragraph 23.



so that, for example, local facilities and services can be provided close to where people live or work.

- 2.16. Some sites already have planning permission and allocation is proposed in order to reserve the land in the event that the permission is not taken up. Where planning permission has expired, the previous granting of permission should not be taken as evidence that the site is still suitable for that use as the Sheffield Plan may introduce a new policy approach.

#### **POLICY AS1: DEVELOPMENT ON ALLOCATED SITES**

On the allocated sites where a specific use or mix of uses is required, the required uses should cover at least 80% of the site area or, in the case of Office Sites, at least 60% of the gross floorspace. Ancillary uses should conform to the provisions of acceptable uses for the Policy Zone in which the site is located.

Particular importance will be attached to the delivery of the required uses on Strategic Sites.

#### **Definitions**

For '**Policy Zones**' – see the introduction to Chapter 2 above.

'**Allocated sites**' – see Glossary.

'**Strategic Sites**' – sites which, due to their size or location, are regarded as particularly important to the delivery of the spatial strategy. For Housing Sites, this means sites of at least 200 homes or 4 hectares. For Employment Sites, this means sites of at least 1 hectare or 3,000sqm of office space.

#### **Further information**

For Development on Strategic Housing Sites, see also Policy NC1.



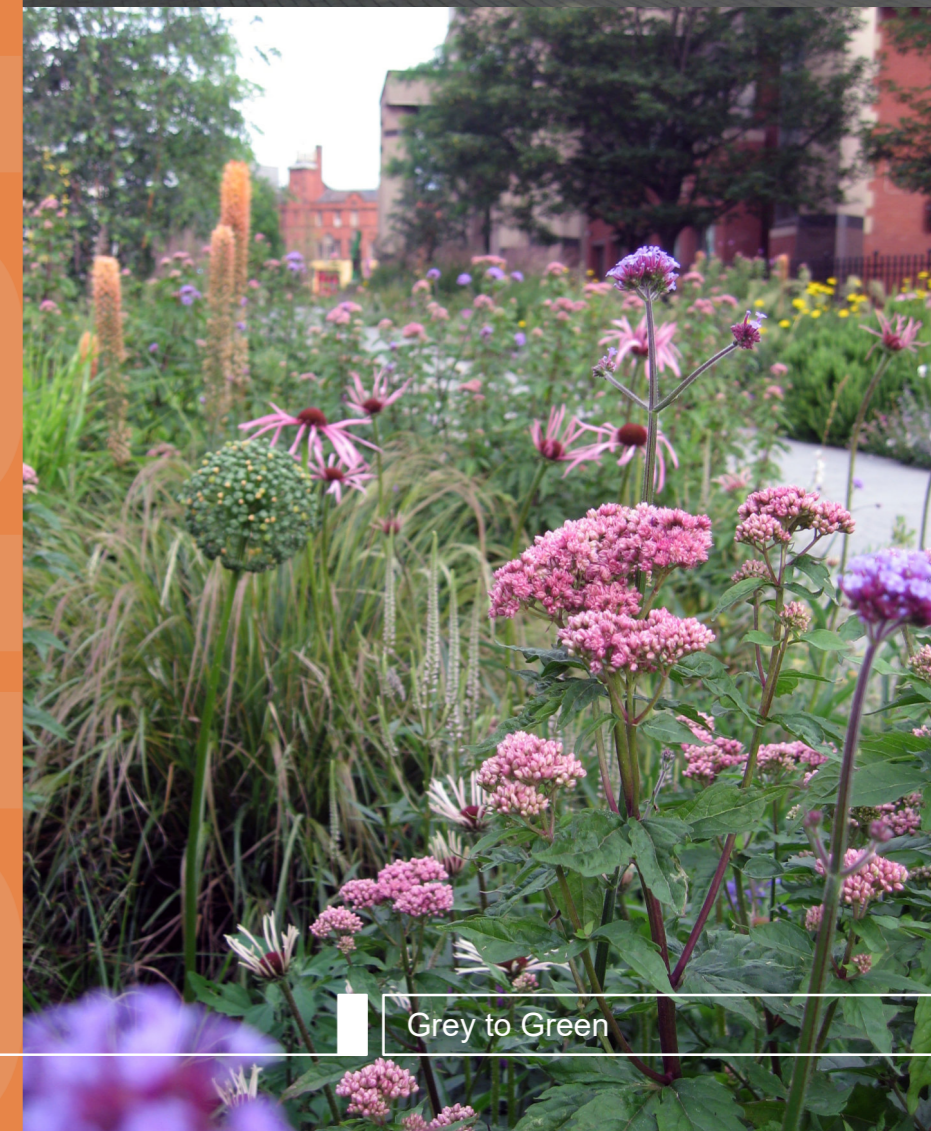
### 3 An Environmentally Sustainable City - Responding to the Climate Emergency

#### Responding to the Climate Emergency

- 3.1. Global warming of 1.5°C and 2°C is expected to be exceeded during the 21st century unless unprecedented reductions in carbon dioxide (CO<sub>2</sub>) and other greenhouse gas emissions occur in the coming decades. Such changes in the climate will have a significant impact on our society, the natural environment and how we will live and work. Sheffield declared a Climate Emergency in February 2019 and committed to working towards becoming a net-zero carbon city by 2030.
- 3.2. Part 1 of the Plan highlights the role that the overall spatial approach plays in responding to the Climate Emergency; reducing the need to travel and promoting sustainable modes of travel by maintaining a compact city, reusing sustainably located previously developed land, minimising further sprawl and focussing on delivering higher density development in the Central Sub-Area, in particular.
- 3.3. This section includes policies that aim to help tackle the Climate Emergency by guiding how development takes place; in terms of design, layout and so on – as well as tackling some of the problems that arise from climate change. Many of the measures that address the climate emergency will also benefit health and wellbeing and make homes more affordable to heat and run.
- 3.4. The policies deal with those matters over which the planning system has control. Matters such as the removal of gas boilers or internal insulation of existing buildings do not require planning permission.



Sustainable housing, Little Kelham



Grey to Green

## Measures Required to Achieve Reduced Carbon Emissions in New Development

- 3.5. The Plan sets new standards that will ensure that new development in the city receiving planning permission from 2030 onwards is net-zero carbon. Building Regulations were tightened in 2022 and are due to be tightened again in 2025 when the Government has indicated it intends to introduce the 'Future Homes Standard'. The percentage reductions in carbon emissions referred to in Policy ES1 relate to reductions against the levels permitted by the Building Regulations 2013. The Climate Change Act 2008 provides the basis for the UK's approach to tackling and responding to climate change.
- 3.6. Policy ES1 encourages the reuse of existing buildings wherever possible because this is one of the best ways of reducing the consumption of natural resources. Many new buildings will, however, be needed so these need to be designed to deliver higher levels of energy efficiency.
- 3.7. It is unlikely that the national grid will be net zero carbon by 2030 so, from 1 January 2030, Policy ES1 means that developments in Sheffield will need to either generate their own renewable energy onsite or connect to a renewable energy network such as the District Energy Network.
- 3.8. Further guidance on how applicants can estimate a building's future operational energy use of both regulated and unregulated energy will be provided in a supplementary planning document. This will also provide guidance on how developers can show the collective impacts of both operational and embodied carbon emissions over the course of a building's whole life cycle and eventual disposal.

### POLICY ES1: MEASURES REQUIRED TO ACHIEVE REDUCED CARBON EMISSIONS IN NEW DEVELOPMENT

Developments that result in new dwellings or new non-residential buildings will be expected to reduce their carbon emissions by at least 75% from 1 January 2025 and be net zero carbon from 1 January 2030. In order to achieve this, developments should:

- a) adopt a 'fabric first' approach, achieving minimised energy demand through the use of efficient services and low carbon heating before maximising potential for onsite renewables; and
- b) generate renewable energy and/or provide low carbon heating in accordance with **Policies ES2 or ES3**; and
- c) reuse existing buildings wherever possible; and
- d) use sustainable and/or recycled materials wherever possible; and
- e) create and restore habitats that absorb carbon, such as wetlands and woodlands wherever possible and in accordance with **Policies GS5-GS7**; and
- f) improve soil management to enable better storage of carbon within soils wherever possible

### Definitions

'**Net zero carbon**' - no net release of carbon dioxide and other greenhouse gas emissions into the atmosphere as a result of the building being in use (i.e. through heating and cooling, hot water, ventilation, fans, pumps and lighting (regulated energy) or through unregulated energy consumption from systems that are not controlled by the Building Regulations (e.g. electrical appliances)).

## Renewable Energy Generation

- 3.9. The use of renewable and low carbon energy to heat and power buildings will help to deliver a net zero carbon city. It reduces the need for fossil fuels, which are a finite resource, as well as mitigating climate change by reducing greenhouse gas emissions. It also reduces the city's reliance on the National Grid enabling the city to generate a secure local energy supply.
- 3.10. The 'Investment Potential of Renewable Energy Technologies in Sheffield' report (2014)<sup>3</sup> identified two suitable locations (Hesley Wood and Greenland, north of Darnall) for standalone grid-connected wind turbines. The locations are shown on the Policies Map.

### POLICY ES2: RENEWABLE ENERGY GENERATION

All new developments will be expected to use low-carbon energy sources and where feasible, avoid the onsite combustion of fossil fuels.

Renewable energy generation schemes will be supported where the individual or cumulative impacts of such schemes on the following issues are acceptable or can be sufficiently mitigated:

- a) the impact on landscape character and local topography; and
- b) visual amenity including any impacts on the Peak District National Park, townscape and heritage assets; and
- c) the impact on biodiversity, geodiversity and best and most versatile agricultural land (including any protected areas); and
- d) flood risk; and
- e) highways safety impacts; and
- f) the impact on the amenity of any sensitive neighbouring uses

#### Wind energy

Developments of one or more standalone wind turbines will be permitted in the following locations if it can be demonstrated that the planning impacts

<sup>3</sup> NPPF (2021), paragraph 183-185.





identified by affected local communities have been fully addressed:

- Within the existing urban area: smaller turbines
- Hesley Wood – capacity for one larger turbine of up to 2.5 megawatts
- Greenland, north of Darnall – capacity for one larger turbine of up to 0.5 megawatt

Applicants will be expected to submit a decommissioning strategy at the planning application stage, for standalone grid-connected wind turbines.

#### Definitions

**‘Avoid the onsite combustion of fossil fuel’** – relates to use the onsite use of fossil fuels used to provide energy and heating to the development.

**‘Smaller turbines’** - up to 35m from ground to tip of blade.

**‘Larger turbines’** - more than 35m from ground to tip of blade.

For **‘heritage assets’**, **‘biodiversity’**, **‘geodiversity’**, **‘renewable and low carbon energy’** – see Glossary.

### Renewable Energy Networks and Shared Energy Schemes

- 3.11. Sheffield’s District Energy Network uses power generated from the burning of un-recyclable waste to provide heat to over 125 buildings in Sheffield City Centre. EON also operate a biomass Combined Heat and Power Network in the east of the city. There is potential to connect new developments to the networks which can also help developers comply with the requirements for minimised energy demand set out in Policy ES1. This is often a more cost-effective option than onsite renewable energy generation.

#### **POLICY ES3: RENEWABLE ENERGY NETWORKS AND SHARED ENERGY SCHEMES**

Decentralised renewable and low carbon energy networks will be promoted by:

- a) requiring connection to either the District Energy Network, the Biomass Combined Heat and Power Network or other renewable energy networks, where feasible; and
- b) protecting existing networks and safeguarding potential network routes; and

- c) for significant developments, requiring an assessment into establishing a new network where it is unfeasible to connect to an existing network; and
- d) supporting community energy schemes that are in full or part community ownership

Shared energy schemes within significant developments or between neighbouring developments (new or existing), will also be encouraged. Any new energy networks should avoid the use of fossil fuels.

The design and siting of new development should seek to minimise the impact on existing renewable or low carbon energy installations.

#### Definitions

**‘Decentralised renewable and low carbon energy networks’** – energy produced close to where it is used, for heating, power or a combination of both.

**‘Significant developments’** – developments of 1 hectare or more.

For **‘renewable and low carbon energy’** – see Glossary.

### Other Requirements for the Sustainable Design of Buildings

- 3.12. Policies ES1 to ES3 above set out the requirements in relation to carbon reduction and renewable energy generation. Policy ES4 below deals with a number of other issues relating to building design and use of natural resources that can help to reduce adverse impacts on the environment or which are needed to help cope with the impacts of climate change. This includes effects that can impact on health; overheating of buildings, availability of daylight, indoor carbon dioxide levels and levels of harmful chemicals.
- 3.13. Given the severity of the forecast for the city’s future water supply, the policy adopts the optional requirement on water efficiency for new dwellings, as set out in the Building Regulations Approved Document G: ‘Sanitation, hot water safety and water efficiency’ or any subsequent updates. Developments can help to conserve water by incorporating measures to reduce water usage like water efficiency fixtures, grey water recycling and rainwater harvesting.
- 3.14. Green, blue and brown roofs, and green walls provide several benefits, which include increasing biodiversity, reducing surface water run-off and improving air quality by absorbing pollutants and particulates. Their contribution in helping to minimise the urban heat island affect can also reduce the need for heating and cooling in buildings, while their inclusion within the cityscape helps strengthen Sheffield’s unique greenness.



- 3.15. Further, more detailed, guidance on how developments can safeguard health will be provided in a supplementary planning document.

#### **POLICY ES4: OTHER REQUIREMENTS FOR THE SUSTAINABLE DESIGN OF BUILDINGS**

All developments (including changes of use) will be expected to maximise the incorporation of sustainable design features including (as relevant):

- a) making the best use of the site's natural features (including topography to respond to natural surface water flow paths, river water flow paths, elevation, orientation and sun path); and
- b) use of natural light; and
- c) passive and active ventilation measures to avoid overheating and maintain good air quality; and
- d) passive solar design, while ensuring appropriate shading measures are provided where needed; and
- e) flood resistance and resilience measures with an allowance for climate change are incorporated if located in, or adjacent to, flood risk areas both now and in the future; and
- f) requiring the use of Sustainable Drainage Systems in accordance with **Policy GS11**; and
- g) flexibility for alternative future uses and the ability for a building to be adapted, converted or extended in future to meet the changing needs in people's lifestyles; and
- h) requiring compliance with Building Regulations Approved Document G: 'sanitation, hot water safety and water efficiency' (and therefore limiting the consumption of wholesome water in new buildings to 110 litres per person per day); and
- i) minimising waste and maximising recycling during construction and operation; and
- j) where viable and compatible with other design and conservation considerations, providing green, blue or brown roofs which cover at least 80% of the total roof area on:
  - residential developments comprising 10 or more dwellings in a single block; and
  - non-residential developments of more than 1,000 square metres gross internal floorspace

#### **Definitions**

'**Passive solar design**' – designing buildings and incorporating materials to use the sun's energy for heating and cooling.

'**Water recycling**' – cleaning and reusing rainwater and/or waste water used within buildings for other processes such as toilet flushing.

For '**green, blue or brown roofs**', and '**residential developments**' – see Glossary.

#### **Further information**

More advice on health target metrics in new buildings is available in the RIBA 2030 Climate Challenge metrics.

#### **Managing Air Quality**

- 3.16. The whole of the built-up area of the city is an Air Quality Management Area (AQMA) and action is therefore needed to ensure that sensitive uses are protected from poor air quality. [Sheffield's Air Quality Action Plan \(2015\)](#) specifies the actions required to improve air quality.
- 3.17. Sheffield has been identified in the National Air Quality Plan as an area in exceedance for Nitrogen Dioxide (NO<sub>2</sub>) gas. This means that we will need to tackle vehicle emissions in order to become compliant with the European health-based limits for this air pollutant in the 'shortest possible time'. [Sheffield's Clean Air Strategy \(December 2017\)](#) sets out the scale of the challenge the city faces and the actions that will be taken to improve air quality.
- 3.18. [Sheffield's Transport Strategy \(March 2019\)](#) and Clean Air Strategy both put emphasis on modal shift away from the private car towards less polluting modes of transport, improvements to the vehicle fleet and its use, and a move towards zero emission vehicles, to achieve ongoing improvement once compliance with EU legal limits is achieved.
- 3.19. New developments can result in a reduction in air quality, usually as a result of increased traffic generation. Consequently, it is important that impacts are mitigated and where possible provisions are made to improve air quality. This could include (but is not limited to), installing zero and ultra-low emissions vehicle refuelling infrastructure, providing bicycle parking, adopting an appropriate Travel Plan or supporting a local car club. Where an Air Quality Impact Assessment is required, impacts on designated sites beyond Sheffield, such as Special Protection Areas and Special Areas of Conservation should be examined. These considerations should include ammonia emissions generated by road transport, alongside other pollutants.



**POLICY ES5: MANAGING AIR QUALITY**

Developments that include sensitive uses should be located in areas where air quality objectives in the Sheffield Clean Air Strategy are achieved or where sufficient measures to protect air quality are incorporated.

Where appropriate, an environmental buffer must be provided to protect sensitive uses and development should not lead to the loss of an existing buffer that provides protection for such uses.

For significant development, an Air Quality Impact Assessment must be submitted by the applicant which demonstrates that any resulting reduction in air quality (including from the cumulative impacts of development) can be appropriately mitigated and where possible improved.

**Definitions**

**‘Significant development’** – for the purposes of this policy, as set out in the table ES5 below.

**‘Cumulative impacts’** – taking account of the combined impacts of both new and existing development on air quality.

For **‘environmental buffer’** and **‘sensitive uses’** see Glossary.

**TABLE 1: DEFINITION OF ‘SIGNIFICANT DEVELOPMENT’**

Type of Development	Site Area* (hectares)	Gross Floorspace/Dwellings
General industry (B2)	1.5	4,000m <sup>2</sup>
Warehousing (B8)	2.0	6000m <sup>2</sup>
Housing (C3)	-	80 dwellings
Commercial, Business and Service Uses (Class E)	0.2	1,000m <sup>2</sup>
Local Community and Learning (Class F)	0.8	1,000m <sup>2</sup>
Other	60+ vehicle movements in any hour	
Any industrial activity outlined in the Pollution Prevention and Control (England and Wales) 2000 giving rise to emissions to atmosphere		

\*Note: site areas only will be used when floorspace figures are unavailable.

**Further information**

See also Policy NC14: Safeguarding Sensitive Uses from Noise, Odours and Other Nuisance and Policy CO1: Development and Trip Generation.

**Contaminated and Unstable Land**

3.20. Much of the new development that is proposed in the Sheffield Plan is on previously developed land. Such land can be contaminated or be unstable as a result of previous uses, including coal mining activity. A large area of Sheffield is classed as a Coal Mining High Risk Area. Redevelopment of contaminated land offers an opportunity to reduce or remove existing contamination; so the plan needs to set out how any risks to human health or the environment will be mitigated<sup>4</sup>.

**POLICY ES6: CONTAMINATED AND UNSTABLE LAND**

Where land contamination or land instability is identified as a significant risk, developers must provide an appropriate assessment which:

- a) demonstrates that the site is suitable for the intended use(s); and
- b) applies a risk-based approach to assessing land contamination; and
- c) assesses the risk to surface water and groundwater (controlled waters) receptors from land contamination (in accordance with Policy GS10); and
- d) where necessary, sets out requirements for remediation/mitigation to reduce unacceptable risks to the environment

**Definitions**

**‘Land contamination’** – pollution of land, or other harm that renders land unfit for safe development and most practical uses without prior remediation.

**‘Land instability’** – where land is prone to movement due to the existence of ground compression, slopes or underground cavities. It may be natural or the result of human activity, such as mining, excavating or land filling.

**Further Information**

See also Policy GS10: Protection and Enhancement of Water Resources

<sup>4</sup> NPPF (2021), paragraph 183-185.



## Managing Natural Resources

### Safeguarding of Mineral Resources and the Exploration, Appraisal and Production of Fossil Fuels

- 3.21. New development and the redevelopment of sites may provide opportunities to extract minerals before construction commences. A number of surface minerals, such as building stone, are present across Sheffield, although there has been no recent working of any of these resources. It is likely that there will be few (if any) applications for mineral extraction across the duration of the Plan.
- 3.22. Much of Sheffield is covered by Petroleum Exploration and Development Licences (PEDLs). The extent of the licences is shown on the Policies Map and on Map 13. A PEDL allows companies to explore and appraise the potential for onshore oil and gas extraction for a specified period of time but does not give consent, permission or authorisation to carry out development activities. This includes the extraction of oil and gas from shale through the technique commonly referred to as 'fracking'. Any development activity, such as drilling, would require further consents, including planning permission and an environmental permit.
- 3.23. Some of the investigative work that may need to take place prior to the exploration phase, such as seismic surveying, is permitted development under the planning legislation (Town and Country Planning (General Permitted Development) Order 2015), which can therefore be undertaken without the need for planning permission. However, the companies must notify the Council of their intention to undertake survey work. The City Council will publish any such intentions.
- 3.24. This policy will ensure that any exploration, appraisal or production activities involving development that requires planning permission are properly managed and that any impacts satisfactorily mitigated. This approach will also enable wider concerns, such as the relationship of shale gas supplies and climate change, to be taken into consideration.

#### **POLICY ES7: SAFEGUARDING OF MINERAL RESOURCES AND THE EXPLORATION, APPRAISAL AND PRODUCTION OF FOSSIL FUELS**

Where a site is likely to have surface mineral resources, applicants should investigate the economic potential of the site for extraction of these resources before development. Extraction of non-fossil fuel mineral resources will be permitted where it is practicable, where it would not have unacceptable environmental impacts and where appropriate plans are made for the restoration of the site.

Development proposals for the exploration, appraisal or production of oil and gas must:

- a) locate well sites and associated facilities in the least sensitive areas from which the target reservoir can be accessed; and

- b) demonstrate that any adverse impact can be avoided or mitigated to the satisfaction of the City Council, with safeguards to protect environmental and amenity interests put in place, as necessary; and
- c) demonstrate that there would no adverse impact on the underlying integrity of the geological structure; and
- d) provide an indication of the extent of the reservoir and the extent of the area of search within the reservoir; and
- e) be for an agreed, temporary length of time; and
- f) make provision for the restoration of well sites and associated facilities at the earliest practical opportunity if oil and gas is not found in economically viable volumes, or if they are developed within an agreed time-frame; and
- g) demonstrate that, following public consultation, the planning impacts identified by the affected local community have been fully addressed and the proposal has their backing.

#### **Definitions**

**'Fossil fuel resources'** – coal, oil, gas and peat resources.

**'Surface mineral resources'** – mineral resources which may be extracted through surface mining methods.

### Use and Production of Secondary and Recycled Aggregates

- 3.25. Reuse of secondary and recycled aggregates in developments helps to reduce the need to import aggregate into the city and conserves mineral resources.
- 3.26. Aggregates are used in the construction of all types of buildings and also in infrastructure such as roads. Due to its geological makeup, Sheffield is an importer rather than a producer of aggregates. These aggregates are generally imported from elsewhere in the Yorkshire and Humber and East Midland regions. Growth in house building and business developments will further increase aggregate import volumes into the city.
- 3.27. Recycled aggregates are reprocessed materials that have previously been used in construction, for example, parts of demolished buildings. Secondary aggregates are usually by-products from other industrial processes; for example, the city's Energy from Waste facility produces incinerator bottom ash, which can be used as an aggregate.
- 3.28. The use of secondary and recycled aggregates in developments would reduce the need to import aggregate into the city, helping to conserve aggregate resources. It could also help reduce the amount of construction traffic moving



into and around the city which reduces congestion and helps to improve air quality. Aggregate recycling centres within the city would also reduce the amount of waste created from demolitions that would need to be disposed of elsewhere or sent to landfill.

#### **POLICY ES8: USE AND PRODUCTION OF SECONDARY AND RECYCLED AGGREGATES**

The use and production of secondary and recycled aggregates will be supported by:

- a) encouraging developers to use secondary and recycled aggregates in construction wherever possible; and
- b) allowing facilities for the handling, processing and distribution of substitute, recycled and secondary aggregates within Industrial Zones, subject to compliance with **Policy EC4**.

#### **Definitions**

For '**aggregates**' and '**recycled and secondary aggregates**' – see Glossary.



## 4 Thriving Neighbourhoods and Communities

- 4.1. All neighbourhoods in Sheffield should be great places to live, with excellent access to local services, open spaces and centres. New homes should meet people's needs and contribute to enabling them to live full lives within their communities.
- 4.2. Where new homes are being built, we have the opportunity to shape places that work well and support sustainable lifestyles. This means designing attractive neighbourhoods that provide the facilities needed to support new residents. People should be able to walk, cycle or use public transport to access shops and facilities that meet their daily needs. Open space will be created within larger housing developments, reflecting the health benefits of being able to access outdoor spaces.
- 4.3. It is vital we ensure that, in Sheffield, housing meets the needs of different groups of people, including older people, disabled people and those who struggle to access the housing market. New homes need to be built to good space standards and have private outdoor space to support good mental health.
- 4.4. Local and District Centres play an important role in meeting people's needs close to home and often incorporate vital community resources such as libraries, pubs and community centres. The Plan will reinforce the role of centres. The Plan will also establish the importance of making sure that new homes are within close reach of local services and schools as well as public transport routes to other parts of the city.



Castle College



New homes under construction

Principles Guiding the Development of Strategic Housing Sites

- 4.5. In the Sheffield Plan, we are referring to larger-scale major housing developments as ‘Strategic Housing Sites’. These sites are important in terms of delivering the housing requirement (see Policy SP1 and Policy H1). These sites have capacity to provide at least 200 new homes or would involve the development of at least 4 hectares of land. They usually require the provision of new infrastructure to make a sustainable development.
- 4.6. The sub-area sections in Part 1 of the Plan provide more detail on Strategic Housing Sites. These have been selected as appropriate locations based on factors such as their suitability, land ownership and economic viability.
- 4.7. In order to deliver sustainable development, the policy requires that developers of Strategic Housing Sites produce a masterplan prior to planning permission being granted. This would also take into account the cumulative impact of other sites nearby and the need for additional infrastructure.
- 4.8. There may also be other significant clusters of sites (i.e. not including Strategic Housing Sites) that, cumulatively, generate a need for additional infrastructure. Policy DC1 proposes that site promoters should work collaboratively to produce a single infrastructure delivery plan where clusters of sites (with and without a Strategic Housing Site) have a combined capacity of 200 or more new homes.
- 4.9. As well as the masterplan, delivery plans that involve landowners, developers and the Council, will need to be drawn up for each Strategic Housing Site. The delivery plans will ensure that all relevant matters are addressed and that the sites are developed comprehensively in accordance with sound planning principles.

**POLICY NC1: PRINCIPLES GUIDING THE DEVELOPMENT OF STRATEGIC HOUSING SITES**

In order to deliver sustainable development, promoters of Strategic Housing Sites will be required to produce an appropriate masterplan prior to the granting of planning permission. The masterplan should be produced in consultation with key stakeholders and be capable of being implemented regardless of land ownership patterns.

The masterplan should consider the cumulative impact of all development within the local area.

The development of Strategic Housing Sites should therefore:

- a) enable delivery of an attractive, locally distinctive neighbourhood vision with high quality sustainable and inclusive design at its core; and
- b) be designed to be a ‘lifetime neighbourhood’ and dementia friendly; and
- c) provide an appropriate range of housing types, tenures, sizes, densities,

styles, and values that reflect the needs and aspirations of the existing population and future residents, particularly families with young children, and older and disabled people; and

- d) create walkable neighbourhoods with an efficient highway network that incorporates key transport corridors and movement networks dedicated to public transport, cycling, and walking and which enable easy access to key destinations and form structuring elements of the neighbourhood layout (in accordance with Policy DE4); and
- e) manage the demand for travel by incorporating neighbourhood-wide measures which determine and enable the levels of use of sustainable and active transport modes (in accordance with Policy CO1); and
- f) be planned and phased to ensure the efficient and timely provision of essential neighbourhood infrastructure and services, including schools, shops, health and leisure facilities, in mixed-use District or Local Centres or other locations easily accessible on foot, by cycle and by public transport (in accordance with **Policy NC11**); and
- g) provide easy access to utilities and communications infrastructure, with minimal disruption and need for future reconstruction, whilst allowing for future growth in services and not precluding any appropriate further expansion; and
- h) provide a multi-functional and strategically planned network of high-quality green spaces, water bodies and watercourses, and other environmental features that structure the development and mitigate significant visual and landscape impacts whilst enabling integration with the surroundings (in accordance with **Policy DE3**); and
- i) provide a management and maintenance plan, including mechanisms, appropriate delivery and long-term revenue sources, for the landscape, public realm and any other facilities proposed to be maintained by the community or public bodies; and
- j) ensure flood water management and Sustainable Drainage Systems (SuDS) are provided (in accordance with **Policies GS9 and GS11**) and, wherever possible, are designed as multi-functional open space; and
- k) ensure that air, water and ground quality is protected and land is used efficiently (in accordance with **Policies ES5, ES6, NC9 and GS11**); and
- l) provide neighbourhood-wide energy infrastructure and delivery mechanisms to enable decentralised renewable or low carbon energy generation (in accordance with **Policies ES2 and ES3**)

**Definitions**

**‘Strategic Housing Sites’** – sites with capacity for at least 200 new homes or involving development of at least 4 hectares of land.



For 'District Centres' and 'Local Centres' – see the Policies Map.

For 'masterplan', 'inclusive design', 'lifetime neighbourhood', 'dementia friendly design', 'sustainable transport modes', 'easily accessible on foot', 'green infrastructure', 'sustainable drainage systems' and 'renewable and low carbon energy' – see Glossary.

## Residential Zones

### Development in the Residential Zones

- 4.10. The Residential Zones cover the areas where residential uses are dominant.
- 4.11. This policy aims to ensure that the living environment of existing and new residential areas is protected (including on allocated housing sites once they have been developed). It allows for infill development or redevelopment to take place for the preferred and acceptable uses that are listed.
- 4.12. Unclassified uses such as scrap yards create noise that would harm living conditions, whilst uses such as concert halls or venues for live music performance create a lot of visitors that would not be appropriate in a residential area.

#### POLICY NC2: DEVELOPMENT IN THE RESIDENTIAL ZONES

In the Residential Zones, the following uses will be:

##### Preferred

- Residential institutions (Class C2)
- Housing (Class C3)

##### Acceptable

- Houses in multiple occupation (Class C4) – subject to compliance with Policy NC5(c)
- Houses in multiple occupation with more than 6 residents (sui generis) – subject to compliance with **Policy NC5(c)**
- Commercial, business and service uses (Class E) – where they comply with **Policy EC5**
- Learning and non-residential institutions (Class F1)
- Local community uses (Class F2)

##### Unacceptable

- General industrial (Class B2)

- Storage or distribution (Class B8)
- Unclassified uses that would be incompatible with residential use due to the noise, pollution or traffic that they would generate

#### Definitions

For 'Residential Zones' – as shown on the Policies Map.

For 'Unclassified uses' – see Glossary

## Meeting Different Housing Needs

### Provision of Affordable Housing

- 4.13. Affordable housing is defined in the National Planning Policy Framework (NPPF)<sup>5</sup> and includes different affordable housing tenures such as 'affordable housing for rent' and 'discounted market sales housing' (the full definition is reproduced in the Sheffield Plan Glossary). The NPPF sets out further guidance on affordable housing delivery, including placing the emphasis on applicants to justify the need for any site-specific viability assessments. National policy should be referred to alongside policy NC3.
- 4.14. Affordable housing is delivered by a variety of means through public subsidies. But even with these delivery mechanisms in place there is a shortfall that could at least partly be delivered through the planning system.
- 4.15. The Strategic Housing Market Assessment (SHMA)<sup>6</sup> identifies a need for 902 additional affordable homes per year. The SHMA also sets out the type of affordable housing needed and Policy NC3 translates this need into requirements that have been viability tested. The SHMA divides the city into 12 Affordable Housing Market Areas (see Map 1). The required developer contributions in each area take account of development viability in different parts of the city. The SHMA shows there is a high level of need for social rented accommodation in Sheffield.
- 4.16. Sheffield is investing to improve housing markets across the city where property values are currently lower. This is particularly true in the City Centre and wider Central Sub-Area where it is expected that the delivery plans set out in the City Centre Strategic Vision and associated Priority Framework Area Plans will improve the strength of this housing market. It is anticipated that, as a result of this, incremental increases in affordable housing delivery towards the set percentage target of affordable housing can be delivered on sites within these areas over the lifetime of the Sheffield Plan, partly as a result of public sector support.

<sup>5</sup> NPPF (2018), Annex 2: Glossary.

<sup>6</sup> Sheffield Strategic Housing Market Assessment, 2019 <https://www.sheffield.gov.uk/home/housing/strategic-housing-market-assessment>





**POLICY NC3: PROVISION OF AFFORDABLE HOUSING**

A contribution towards the provision of affordable housing will be required from the following housing developments:

- sites with capacity for 10 or more dwellings;
- sites with a capacity of less than 10 dwellings which would provide 10 or more dwellings when combined with an adjoining allocated site or vacant site.

The following principles will apply when requiring developer contributions towards affordable housing:

- a) The developer will be required to provide a specified percentage of the gross internal floor area of the development for transfer to a Registered Affordable Housing Provider as follows:

Affordable Housing Market Area	Minimum Required contribution
City Centre	10%
Manor/Arbourthorne/Gleadless	
East	
Northeast	
Urban West	
Southeast	
Stocksbridge & Deepcar	
Chapelton/Ecclesfield	
Rural Upper Don Valley	
Northwest	
South	
Southwest	

- b) The tenure mix should be:
- 25% affordable housing for First Homes
  - 25% affordable housing for Social Rented or equivalent affordable tenures
  - 50% affordable rent or housing for Intermediate or equivalent affordable tenures
- c) Where the full affordable housing contribution is not proposed to be delivered, the applicant will be expected to provide evidence through a

financial appraisal to demonstrate why it is not possible

- d) For development schemes led by Registered Providers for social and affordable rented housing, the Council will take a flexible approach to determining the appropriate quantity and type of affordable housing taking into account the needs of the area and the wider benefits of development.
- e) Provision will be required on-site unless off-site provision or a financial contribution can be robustly justified.
- f) The affordable units should be to the same specification as market units unless otherwise agreed by the Council and the purchasing provider, and they should be suitably integrated throughout the development site.

**Definitions**

For ‘affordable housing’ – see Glossary.

‘Evidence to demonstrate why it is not financially viable’ – viability information relating to the scheme to be provided for scrutiny at appropriate points in the planning application process, including post completion when final sales values are known.

‘First Homes’ – discounted market sale units which: a) must be discounted by a minimum of 30% against the market value; b) are sold to a person or persons meeting the First Homes eligibility criteria; c) on their first sale, will have a restriction registered on the title at HM Land Registry to ensure this discount (as a percentage of current market value) and certain other restrictions are passed on at each subsequent title transfer; and, d) after the discount has been applied, the first sale must be at a price no higher than £250,000.

‘Housing developments’ – all types of housing falling in Use Classes C2 or C3<sup>7</sup> giving rise to new dwellings (it does not apply to institutional uses such as care homes). This including specialist housing designated for older or disabled people. It covers both new build and conversions.

‘Transfer price’ – this is a set price paid for affordable housing by Registered Affordable Housing Providers. The price varies according to the tenure and size of the property.

<sup>7</sup> The Town and Country Planning Use Classes Order (1987) <http://www.legislation.gov.uk/uksi/1987/764/contents/made>



Map 1: Affordable Housing Market Areas



## Housing for Independent and Supported Living

- 4.17. The population of older people is forecast to increase significantly by 2039 and more often this will be with long-term illness and disability (e.g. dementia). As part of the policy approach in the Sheffield Plan, the Council is committed to the 'social model of disability'. The model says that disability is caused by the way society is organised, rather than a person's impairment or difference. It looks at ways of removing barriers that restrict the life choices for disabled people. When barriers are removed, disabled people can be independent and equal in society, with choice and control over their own lives.
- 4.18. Improved availability of appropriate accommodation enables older and disabled people to live as independently as possible within their communities. But it is important that such accommodation is close to public transport and local services; this benefits both residents and people providing care (who are often low paid and who often have to work unsociable hours).
- 4.19. In August 2022, the Government stated its intention to make it a requirement for all new homes to be 'accessible and adaptable', though the timetable for implementing this change has not yet been published. The policy below therefore confirms this requirement. Accessible and adaptable homes are designed to meet the Building Regulations Optional Technical Standard M4(2). This means they must be designed to meet the needs of occupants with differing needs including some older and disabled people, whilst allowing adaptation of the dwelling to meet the changing needs of the occupants over time.

### POLICY NC4: HOUSING FOR INDEPENDENT AND SUPPORTED LIVING

#### General needs housing

All new homes should be designed to enable independent living. This means:

- a) in developments of fewer than 50 new homes, 100% should be designed to be accessible and adaptable dwellings;
- b) in developments of 50 or more new homes, 98% should be designed to be accessible and adaptable dwellings and the remaining 2% should be wheelchair adaptable dwellings.

Wheelchair adaptable homes should be located on the flattest part of a site and, where feasible, as close as possible to local facilities.

Exceptions to the required gradients for driveways to wheelchair accessible and adaptable dwellings may be made where it can be demonstrated that the topography of the site makes this impractical.

#### Specialist housing designated for older or disabled people

Specialist housing designated for older or disabled people will be promoted in



areas of need. Proposals will be acceptable where:

- c) local health facilities would have sufficient capacity to cater for additional needs arising from the development; and
- d) the accommodation would be close to essential services, particularly public transport, shops, and health services

All specialist housing designated for older or disabled people, including supported accommodation (including hostels providing an element of care), and non-supported accommodation should be wheelchair adaptable or fully wheelchair accessible throughout. The provision of secure internal storage for mobility aids will be required.

**Definitions**

**‘Accessible and adaptable dwellings’** – homes that meet the needs of occupants with differing needs including some older and disabled people whilst allowing adaptation of the dwelling to meet the changing needs of the occupants over time. This means they should be designed to meet the Building Regulations Optional Technical Standard M4(2).

**‘Wheelchair adaptable dwellings’** – homes that can be easily adapted to meet the needs of a household which includes wheelchair users. This means they should be designed to meet the Building Regulations Optional Technical Standard M4(3)(2)(a).

**‘Close to local facilities’** – distances will vary depending on the mobility of the intended residents of the new homes and will usually be less than 400 metres.

**‘Specialist housing designated for older or disabled people’** – includes age-restricted housing, sheltered housing, extra care housing or housing with care and residential care homes and nursing homes.

**‘Areas of need’** – as set out in the Older Persons and Independent Living Strategy.

**Creating Mixed Communities**

4.20. The Strategic Housing Market Assessment (SHMA)<sup>8</sup> identifies a higher density of smaller households within the City Centre when compared to the rest of the city. They are generally made up of younger households and fewer families, although there are increasing numbers of older households looking to downsize from larger family homes. This reflects the fact that a large proportion of the housing in the City Centre comprises smaller apartments and student flats.

4.21. One of the objectives of the Sheffield Plan is to create neighbourhoods that work for everyone, with a mix of housing tenures and types. The City Centre Strategic Vision envisages a broader mix of housing in the City Centre and

<sup>8</sup> Sheffield Strategic Housing Market Assessment, 2018 - <https://www.sheffield.gov.uk/sites/default/files/docs/housing/housing%20strategy/sheffield-and-rotherham-shma-july-2019.pdf>

wider Central Sub-Area, including homes suitable for families, older people and people with disabilities. Providing a better mix of homes will support the wider City Centre economy and lead to growth in new jobs by providing choice for people on different incomes.

4.22. Where excessive concentrations of particular types of households occur, they can create problems for others in the community or place pressures on local services.

4.23. An Article 4 Direction<sup>9</sup> was declared for parts of Sheffield in 2011; the area covered is shown on Map 2 below. This withdrew normal automatic permitted development rights (under national planning law) which allow the conversion of ordinary houses to Houses in Multiple Occupation (HMOs). This has been successful in limiting further increases in the concentration of student housing and HMOs in those areas.

**POLICY NC5: CREATING MIXED COMMUNITIES**

Mixed communities will be created and maintained by encouraging the development of housing to meet a range of needs including providing a mix of values, sizes, types and tenures. This will be achieved by:

- a) requiring that, in developments of 30 or more homes in the City Centre and other highly accessible locations, no more than half the homes consist of one-bedroom apartments and studios; and
- b) requiring a greater mix of house types on developments of 30 or more homes in other locations, including homes for larger households; and
- c) continuing to apply an Article 4 Direction to the areas shown on the Policies Map where new (or conversions to) Houses in Multiple Occupation (HMOs), hostels and shared housing, will be not be permitted where the combined concentration of these uses, when compared with the number of all residential properties within 200m of the site (as the crow flies), exceeds 20%

**Definitions**

**‘Highly accessible locations’** – within, or at the edge (within 400 metres) of, the City Centre or a District Centre; within 800 metres of a tram stop; or within 400 metres of a high frequency bus route (see Glossary for ‘high frequency bus routes’). All distances are as the crow flies.

**‘A single house type’** – one with the same number of bedrooms and of the same design or similar characteristics (e.g. 4-bedroom houses, 2-bedroom houses, 1-bedroom flats, studios, cluster flats.). Note: 1-bedroom flats/ studios will be considered to have the same design or similar characteristics.

**‘Residential properties’** – this includes sites with planning permission or that are under construction.

For **‘shared housing’** and **‘HMOs’** – see Glossary.

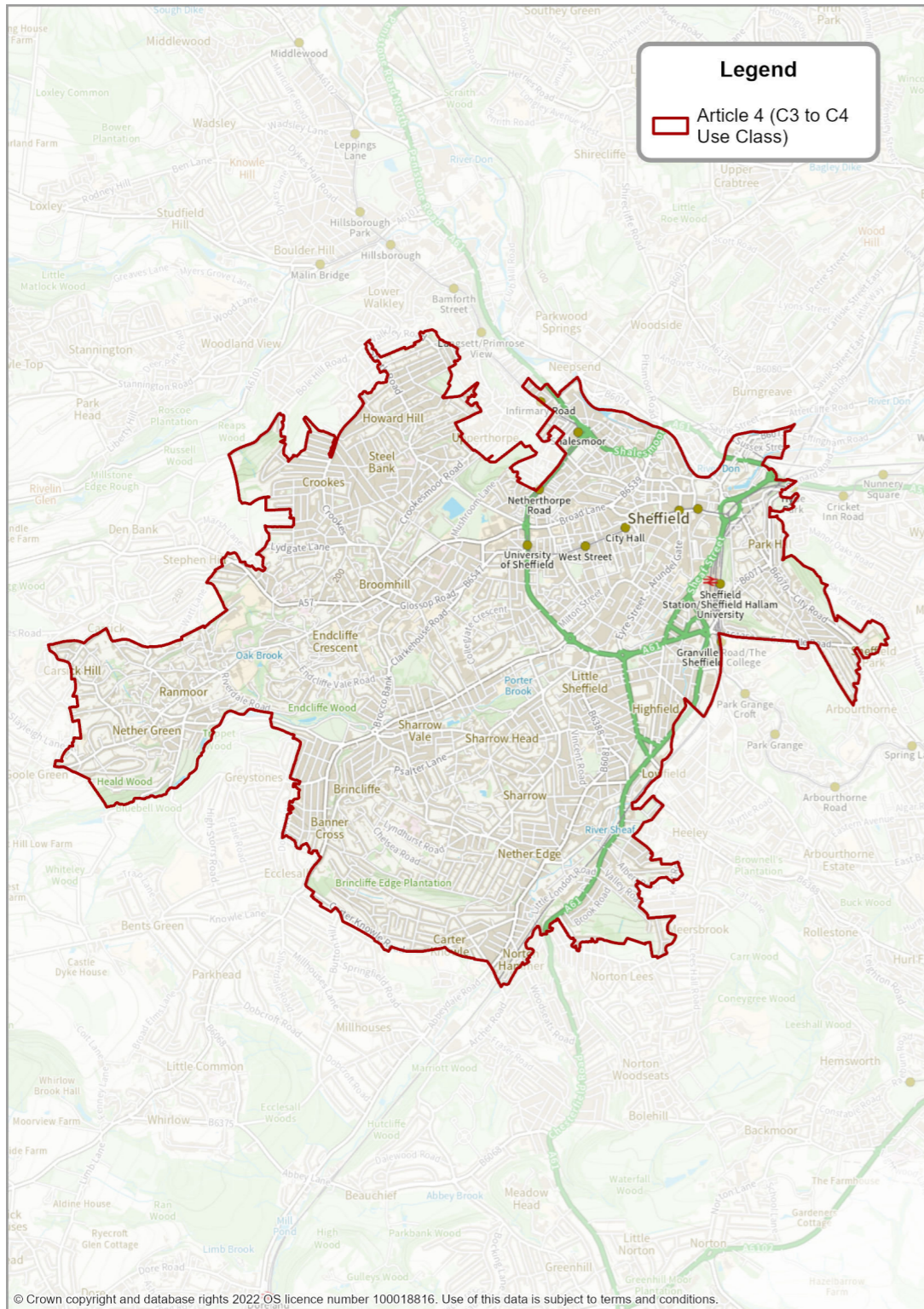
<sup>9</sup> Details of the Article 4 Direction (HMO) can be found here: <http://www.sheffield.gov.uk/content/sheffield/home/planning-development/planning-permission-hmo.html>



**Further information**

For the purposes of the calculations in part c) of the above policy, each unit within any purpose-built student accommodation development will be considered to be shared housing, irrespective of their individual size (e.g. studio apartments/1-bed flat, or cluster unit).

**Map 2: Area Covered by the Article 4 Direction (C3 to C4 use class)**



**Purpose-Built Student Accommodation**

- 4.24. Sheffield's student population brings many benefits, such as adding life and vitality to the areas in which they live and contributing to the city's economy. Sheffield has approximately 48,000 full time students, the majority of whom will live within the boundaries of Sheffield. Purpose-built student accommodation (PBSA) constitutes an important portion of the homes students will live in whilst they are studying. PBSA developments in the city can reduce the need for students to rent open market private accommodation (e.g. flats and Houses in Multiple Occupation (HMOs)), freeing up these homes for rental by the general population, or enabling them to convert back into privately owned family homes.
- 4.25. PBSA has previously aided in the regeneration of parts of the City Centre, bringing abandoned buildings back into use, allowing the redevelopment of vacant sites and acting as a catalyst for attracting other businesses and services into an area. However, an over-concentration of PBSA (along with other types of shared housing) can have a detrimental effect in areas where there are established residential communities, or where residential communities are developing.
- 4.26. The Sheffield PBSA Market Study (2021)<sup>10</sup> showed that Sheffield has the third largest market for PBSA in the UK (behind London and Liverpool). 43% of current bed spaces had been built over the previous 6 years. The study identified an over-supply of PBSA within Sheffield; with a student to bed ratio<sup>11</sup> of 1.4:1 in Sheffield (one of the lowest in the U.K.), whereas a "healthy" market, based on national averages, should be in the region of 1.8 – 2.0:1. The ratio is projected to continue to fall further based upon continued current levels of development.
- 4.27. The study also identified a potential oversupply in studio bed spaces; at the time of the study, 22% of bed spaces in Sheffield were studios, which is much higher than the national average (13%). The study questions the long-term sustainability of such a high level of this type of bed space.
- 4.28. It is recognised that there are areas within the City Centre and wider Central Sub Area which could be more suitable for PBSA schemes, primarily owing to their proximity to the university campuses. While there are other areas where an overdominance in the PBSA market could have a negative effect, most notably by limiting the delivery for other types of housing, and wider regeneration ambitions.

**POLICY NC6: PURPOSE-BUILT STUDENT ACCOMMODATION**

Purpose-Built Student Accommodation (PBSA) will be permitted where it is within an area identified as being suitable for such accommodation. Developers will also be expected to provide evidence of demand for the specific type of PBSA accommodation that is proposed.

<sup>10</sup> Purpose-Built Student Accommodation Market Study, Cushman & Wakefield, 2021.

<sup>11</sup> Based on the number of students compared against the number of available bed spaces. Not all students will want to (or be able to afford to) live in PBSA accommodation. Some will choose to study from home or live in other types of accommodation such as HMOs or privately rented/owned homes. This is why a "healthy" market ratio is higher than the 1:1 ratio that would be required if all students were expected to live in PBSA accommodation.



New PBSA should also:

- a) provide for active ground floor uses (where appropriate); and
- b) provide a significant mix of different bed spaces with sufficient communal spaces for the occupants; and
- c) provide access for wheelchair users throughout all communal facilities, circulation areas and accessible bed spaces; and
- d) include 2% wheelchair accessible bed spaces; and
- e) be capable of later conversion to other types of residential accommodation

### Definitions

**‘An area identified as being suitable for [Purpose Built Student Accommodation]** – see Policies Map.

**‘Evidenced demand for the specific type of PBSA accommodation’** – applicants will be expected to demonstrate further demand for PBSA development by evidencing:

- a) that the student to bed ratio (SBR) in the city does not exceed 1.8:1. This should be calculated based on the number of full-time university students in the city (discounting any regional students who are unlikely to require accommodation) and the total number of PBSA beds within the city (including any under construction or with planning permission but not yet under construction); or
- b) through the provision of a letter of support and/or a nomination agreement from one of the city’s universities; or
- c) that the proposed scheme provides a significantly different accommodation offer (e.g. through innovative room types or design) than is currently available (or is under-represented) in the City.

**‘Access to wheelchair users’** and **‘wheelchair accessible bed spaces’** – designed to comply with BS 8300-2:2018 'Design of an Accessible and Inclusive Built Environment – Part 2: Buildings – code of practice' or any successor document.

### Gypsy and Traveller and Travelling Showpeople Sites

- 4.29. It is recognised that Gypsies and Travellers and Travelling Showpeople often have different needs than the settled communities and that communities should be located where their needs are best met.
- 4.30. The proposed site for Travelling Showpeople is set out in Sub-Area Policy SA6

(in Part 1 of the Sheffield Plan).

### POLICY NC7: CRITERIA FOR ASSESSING NEW GYPSY AND TRAVELLER AND TRAVELLING SHOWPEOPLE SITES

All permanent sites for Gypsies and Travellers and Travelling Showpeople should:

- a) be located in Policy Zones where housing (Use Class C3) is an acceptable or preferred use but, exceptionally, in other areas where neighbouring uses would not harm living conditions for residents of the site; and
- b) provide pitches that are an appropriate size and layout for the households needing to be accommodated; and
- c) be well designed, inclusive to all, have a good standard of facilities and be landscaped to give privacy and protect amenity between pitches and between the site and adjacent users; and
- d) be within easy walking distance of a bus or tram stop on a route providing the minimum service frequency standard and, ideally, meet the guidelines for access to important local services and community facilities set out in **Policy NC11**; and
- e) have reasonable access to the Strategic Road Network.

In addition, sites for Travelling Showpeople should:

- f) be in areas where ancillary plots for business use would be acceptable; and
- g) provide appropriate separation between the residential plots and any storage, maintenance and repair areas.

Development that would result in the loss of a permanent site for Gypsies and Travellers or Travelling Showpeople, will only be permitted where:

- h) the site is surplus to requirements; or
- i) the site is no longer considered fit for purpose and its refurbishment is not financially viable; and
- j) adequate replacement pitches/plots are provided either on the site, or elsewhere in the city.

### Definitions

**‘Pitch’** – an area of a Gypsy and Traveller site designed to accommodate a single Gypsy or Traveller household.



For 'Gypsies and Travellers', 'New Age Travellers', 'Travelling Showpeople', 'easy walking distance', 'important local services', 'Strategic Road Network' and 'minimum service frequency standard' – see Glossary.

## Housing Space Standards and Density

### Housing Space Standards

- 4.31. In March 2015, the Government published space standards for new housing development. The national standard deals with internal space within new dwellings and is suitable for application across all tenures. It sets out requirements for the gross internal (floor) area of new dwellings at a defined level of occupancy as well as floor areas and dimensions for key parts of the home, notably bedrooms, storage and floor to ceiling height. This policy confirms that housing development in Sheffield should comply with the optional nationally described space standards as well as setting out requirements for other types of residential use and for the provision of outdoor private amenity space and gardens.

#### POLICY NC8: HOUSING SPACE STANDARDS

New housing developments should:

- comply with the Government's nationally described space standard and any subsequent updates; and
- demonstrate adequate living space is provided for any residential accommodation not within the dwellinghouses (C3) Use Class, including Purpose Built Student Accommodation; and
- be flexible and adaptable to meet the changing needs of occupants during their lifetime; and
- provide appropriate outdoor private amenity or garden space as part of the overall layout, delivering it in a way that uses land efficiently and develops distinctive character areas; and
- not result in an unacceptable loss of an existing garden or shared outdoor space.

#### Definitions

'Appropriate private amenity or garden space' – this means at least:

- 50 square metres for 1 or 2-bedroom houses or bungalows;

- 60 square metres for houses or bungalows with 3 or more bedrooms;

For apartments, it means:

- A minimum of 5 square metres of private outdoor space for each 1-2 person apartment and an extra 1sqm for each additional occupant. This may be provided either as a balcony, terrace or private garden;
- A minimum depth of 1,500mm for all balconies;
- A minimum depth of 1,500mm for any private external space for apartments.

The requirements exclude areas provided for off-street car parking.

'Unacceptable loss' – this will take into account the character of the local area and whether the remains of the pre-existing garden would not be below the appropriate level of private amenity or garden space (see above).

#### Further information

For requirements relating to homes for independent and supported living, see **Policy NC4**.

### HOUSING DENSITY

- 4.32. The spatial strategy (see **Policy SP1**) includes the objective of making effective and efficient use of land within the urban areas. But a further policy is needed to explain what this means for housing density.
- 4.33. Building at higher densities helps to make more varied and vibrant places. It also contributes to making more viable local service centres and other local facilities by increasing footfall, whilst reducing the need to travel, and promoting the use of public transport services.

#### POLICY NC9: HOUSING DENSITY

Housing development will be required to make efficient use of land. Densities will vary according to the accessibility of the location and take into account the need to support development of sustainable, mixed communities.

New housing development should be within the following density ranges:

- within or near to the Central Area – at least 70 dwellings per hectare;
- within or near to District Centres – 50 to 80 dwellings per hectare;
- within easy walking distance of tram stops and high frequency bus routes – 40 to 70 dwellings per hectare;
- in remaining parts of the urban area – 35 to 50 dwellings per hectare;
- in rural areas – 30 to 40 dwellings per hectare (except infilling of small



gaps – see **Policy GS2**).

Densities outside these ranges will be permitted where the proposals:

- a) reflect the character of a Conservation Area or protect a heritage asset; or
- b) create different density character areas on a larger development site, whilst ensuring that the overall required density is achieved across the whole site; or
- c) are necessary to protect an environmentally sensitive area, such as a designated ecological site or a rural landscape character area.

### Definitions

**'Near to'** – within 400 metres.

**'Rural areas'** – for the purposes of this policy, this means areas designated as Green Belt and the Larger Villages (see Policies Map).

For **'density'**, **'Central Area'**, **'District Centres'**, **'high frequency bus routes'**, **'easy walking distance'**, **'Conservation Area'**, **'heritage asset'** and **'landscape character area'** – see Glossary.

## Creating Sustainable Communities

### Development in District and Local Centres

- 4.34. Policy SP3 in Part 1 of the Plan sets out the hierarchy of centres in the area covered by the Local Plan and these are shown on Map 3 (in Part 1) and on the Policies Map. This policy aims to ensure that District and Local Centres include an appropriate mix of uses that supports their function and size.
- 4.35. District Centres provide retail, leisure, community and other facilities for residential areas within Sheffield. They usually comprise groups of shops containing at least one supermarket or superstore, as well as a range of non-retail services, such as banks, building societies and restaurants, as well as local facilities such as a library. They are key shopping centres, highly accessible by public transport, that should be supported in their role at the heart of the community.
- 4.36. Local Centres are smaller and more likely to serve a walk-in catchment. They provide a more basic range of community facilities and shops for top-up rather than weekly shopping.
- 4.37. The catchment areas of District Centres, and particularly Local Centres, are important in developing a network of '20-minute neighbourhoods' across the city. The idea is that most of peoples' daily needs can be met within a 10-minute walk or cycle ride (so 10 minutes to travel there and 10 minutes to return); the objective is for residents to have easy, convenient access to many

of the places and services they use daily including shops, health and community facilities, open spaces, pubs, restaurants without relying on a car. It is therefore important to have a sufficient number of centres and they must be evenly distributed around the whole of the city, reflecting population distribution and densities. The 20-minute neighbourhood has multiple benefits including boosting local economies, improving people's health and wellbeing, increasing social connections in communities, and tackling climate change.

- 4.38. All preferred or acceptable uses will be required to comply with other relevant policies in the plan, as appropriate.

### POLICY NC10: DEVELOPMENT IN DISTRICT AND LOCAL CENTRES

In District Centres and Local Centres, the following uses will be:

#### Preferred

- Commercial, business and service uses (Class E) on street level frontages, except for offices (Class E(g)(i)) and industrial processes (Class E(G)(iii))
- Local community uses (Class F2)

**Acceptable** (provided that they do not harm the dominance of the preferred uses)

- Hotels (Class C1)
- Dwellinghouses (Class C3) – except on ground floor street frontages
- Learning and non-residential institutions (Class F1)
- Taxi businesses
- Launderettes
- Pub or drinking establishment (with or without expanded food provision)
- Hot-food takeaways – subject to compliance with Policy NC12
- Theatres
- Cinemas
- Bingo halls

#### Unacceptable

- General industrial (B2)
- Storage and distribution (B8)
- Other unclassified uses that would be incompatible with residential uses due to the noise, pollution or traffic that they would generate.

The scale of development should be appropriate to the scale and type of the centre.

Development leading to the loss of short-term publicly available parking in District and Local Centres will be permitted where:



- a) it would not lead to or worsen over-occupancy of on-street parking; or
- b) on-street parking controls and charges or other controls are introduced to manage demand for remaining parking provision

#### Definitions

'**Dominance**' – at least 50% of the individual units in the centre.

For '**Unclassified uses**' – see Glossary

'**Over-occupancy of on-street parking**' – available space being filled to more than 80% occupancy.

### Access to Key Local Services and Community Facilities in New Residential Developments

- 4.39. The main purpose of this policy is to further reinforce the concept of the '20-minute neighbourhood' (see Policy NC10 above). Not every new housing development will be within 10 minutes' walk of a District or Local Centre so this policy aims to ensure that minimum accessibility standards are met. Sustainable communities have good access to a range of services and facilities like shops, meeting places, sports venues, cultural buildings, public houses and places of worship.
- 4.40. Requirements for open space in residential developments are set out in **Policy NC15**.

#### **POLICY NC11 ACCESS TO KEY LOCAL SERVICES AND COMMUNITY FACILITIES IN NEW RESIDENTIAL DEVELOPMENTS**

Residential developments comprising 10 or more new homes should be within:

- a) a 10-minute walk (800 metres) of a convenience shop and at least 3 other types of community facilities or important local services; and
- b) a 5-minute walk (400 metres) of a bus route providing minimum service frequency standard or a 10-minute walk of a tram stop or a railway station; and
- c) 2 miles (3.2 kilometres) of a primary health care centre and primary school; and

- d) 3 miles (4.8 kilometres) of a secondary school.

Developers of schemes of 10 or more new homes will be expected to fund new or expanded education and health facilities in accordance with Policy DC1.

Developments that do not meet the criteria will be expected to provide mitigation to ensure that new residents are able to access appropriate services and facilities within a reasonable distance of their homes.

#### Definitions

For '**residential development**', '**community facilities**', '**convenience shop**', '**important local services**', '**minimum service frequency standard**', and '**primary health care centre**' – see Glossary.

### Hot Food Takeaways

- 4.41. The Council's Food and Wellbeing Strategy identifies that poor diet contributes toward increasing chronic ill health conditions, such as diabetes and/or chronic high blood pressure, and this is influenced by the environment in which we live<sup>12</sup>. Childhood obesity rates continue to increase, particularly in the most disadvantaged areas, and at a higher rate than the national average<sup>13</sup>.
- 4.42. Higher concentrations of food outlets, including takeaways tend to be found in more disadvantaged areas of Sheffield. They are also often clustered near to schools making them easy to access at lunch breaks and after school, especially for secondary school children. This provides an obstacle to school children eating healthily<sup>14</sup>. As part of the whole systems approach our Food Strategy takes towards impacting on obesity and associated ill health, limiting the development of hot food takeaways close to schools will assist in children and the wider community making healthier food choices.
- 4.43. An overconcentration of hot food takeaways also negatively impacts on the vitality and viability of District and Local Centres and other locations by reducing the diversity of the types of shops and services they offer.

#### **POLICY NC12: HOT FOOD TAKEAWAYS**

New hot food takeaways, extensions to, or increases in the opening hours to existing hot-food takeaways, will not be permitted where the application is:

<sup>12</sup> The Council's Food and Wellbeing Strategy

<sup>13</sup> The Public Health toolkit "Strategies for Encouraging Healthier" Out of Home" Food Provision (2017)

<sup>14</sup> The Public Health toolkit "Strategies for Encouraging Healthier" Out of Home" Food Provision (2017)





- a) within 800 metres of a secondary school and where it would be open for business anytime between 8am and 5pm: and
- b) in a District or Local Centre where existing hot food takeaways already make up more than 25% of the units within the centre

All hot food takeaways should provide suitably sized, screened waste storage systems, appropriate extraction systems for the removal of odours and public waste bins when these are lacking within the vicinity.

**Definitions**

**‘Hot food takeaways’** - where a unit is operating as a hot food takeaway due to:

- The presence of an ordering counter for hot food takeaways and the proportion of space given over to food preparation in relation to customer circulation.
- The number of tables and chairs to be provided for customer use.

**Safeguarding Local Services and Community Facilities**

- 4.44. Local services and community facilities are provided by both the public and the private sectors but are frequently threatened by redevelopment proposals due to competition for land and premises from more financially lucrative uses. The Council is keen to safeguard valued facilities, particularly in locations where there are few similar facilities and where their loss would reduce the community’s ability to meet its day-to-day needs. This will help to establish the aim of the ‘20-minute city’ referred to in policy NC10.
- 4.45. When determining whether a ‘use’ constitutes a local community facility, the extent to which the community benefits from the facility, or the nature and extent of the need for that facility within a community, are relevant considerations. Evidence would normally be required to show that there has been public consultation to ascertain the value of the facility to the local community to determine whether removal of that facility is supported. In the case of Assets of Community Value (see Glossary), the local community can have an opportunity to bid for the property, though that process is subject to viability considerations.

**POLICY NC13: SAFEGUARDING LOCAL SERVICES AND COMMUNITY FACILITIES**

Development which would result in the loss of a valued community facility will be permitted where:

- a) it has been shown that continued use as that community facility would be unviable;
- Or
- b) adequate equivalent alternative facilities would be available within 10 minutes walk (800 metres) of the site; or
- c) a commuted sum is paid to enable the facility to be provided elsewhere within 10 minutes walk (800 metres) of the site; or
- d) the facility is replaced as part of the new development.

**Definitions**

**‘Valued’** - where there is evidence to indicate that in the past five years it is has been well-used by the local community.

For **‘community facility’** – see Glossary.

**Safeguarding Sensitive Uses from Noise and Nuisance**

- 4.46. Noise pollution can have significant adverse impacts on people’s health and mental well-being. It is therefore important to ensure that people’s living conditions are not disturbed by excessive noise and nuisance (including fumes and odours). Noise and nuisance mitigation measures, including restrictions on times of opening for late night uses may be a condition of planning permission. Outdoor seating areas have less opportunity for mitigation and therefore may have greater restrictions.
- 4.47. The Policy Zoning approach described in Section 2 above helps separate noise and nuisance-creating uses, such as general industry, from sensitive uses, such as housing. However, these uses often have to co-exist in the same area. For example, historic industrial uses may be well-established in residential areas where they would not now be acceptable. Also, the Plan promotes higher-density housing in the City Centre, around District Centres, and along high-frequency public transport routes, yet the City and District Centres are also the focus for evening entertainment. All these areas can experience higher levels of noise and disturbance than other parts of the city.
- 4.48. This policy will help to ensure that an appropriate balance is struck between the needs of commercial uses, transport and the conditions for people living or staying nearby.



- 4.49. Further guidance on appropriate opening hours in different parts of the city will be provided in a supplementary planning document.

#### **POLICY NC14: SAFEGUARDING SENSITIVE USES FROM NOISE, ODOURS AND OTHER NUISANCE**

New development (excluding construction activity) should not cause residents to suffer from noise, odours or other nuisance that would be harmful to living conditions or general wellbeing.

The development of noise-sensitive uses should incorporate appropriate design features to reduce the effects of noise within the building to an acceptable level within areas with significant background noise, including the City Centre, District and Local Centres, adjoining Trunk Roads/Strategic Roads and near to industrial areas.

At application, the closing time of drinking establishments, hot-food takeaways, nightclubs, amusement centres, casinos and music performance venues may be limited to:

- a) 12:30am in the City Centre Night-time Quiet Areas; and
- b) 11.30pm in all District and Local Centres and in Residential Zones

In determining appropriate opening hours, consideration will be given to the opening hours and concentration of similar uses in the area.

All uses must ensure conditions for nearby residents and people working in the area will not be harmed by noise breakout, traffic, parking on nearby streets, odours, street noise, or general disturbance.

#### **Definitions**

**'Noise-sensitive uses'** – includes hotels (Class C1), residential institutions (Classes C2 and C2A), housing (Classes C3 and C4), some office (Classes E(c) and E(g)(i)) uses, certain services (medical or health, (Class E(e)), nurseries or creches (Class E(f)), community and learning and community uses (Class F1), halls or meeting places (Class F2(b)), theatres, hostels and cinemas.

**'Appropriate design features'** – could include double-glazing, sound insulation to walls or floors, physical barriers such as mounds or fences, and works to the noise source itself.

**'Acceptable level'** – a level that would not disturb normal patterns of life or activity for that type of development. This will be assessed against the British Standard BS 8233:2014 'Sound insulation and noise reduction for buildings Code of Practice', and World Health Organisation (WHO) 'Guidelines for Community Noise; 1999'.

**'Significant background noise'** – sound that is unwanted by the hearer and harms their quality of life. This means averages of more than 55 decibels between 7am and 11pm, and more than 40 decibels between 11pm and 7am.

For **'City Centre Night-time Quiet Areas'**, **'District Centres'**, **'Local Centres'** and **'Residential Zones'** – see the Policies Map.

For **'nuisance'**, **'Trunk Roads'** and **'Strategic Roads'** – see Glossary.

#### **Further information**

The Night-time Quiet Areas are shown on the Policies Map and on Map 5.

#### **Creating Open Space in Residential Developments**

- 4.50. In large new housing developments, providing open space on-site is often the best way to cater for the immediate recreational needs of new residents that could not be met by existing open space. Integrating open space within development sites also provides broader environmental benefits and it can help to contribute significantly to improving health and wellbeing as well as meeting the requirement of providing Biodiversity Net Gain (see **Policy GS6**).
- 4.51. Open space to support housing developments of less than 100 homes will mainly be funded through the Community Infrastructure Levy (CIL) or other developer contributions (see policy DC1) and is more likely to be in the form of off-site provision. However, for larger sites new open space may need to be provided on-site by the developer. This will usually be where existing open space provision is below the minimum quantity, quality or accessibility and development would cause a localised requirement for additional open space due to the increase in population from new housing.
- 4.52. The Council published a citywide Playing Pitch Strategy in 2022 which will be used to inform decisions on planning applications affecting playing pitches.

#### **POLICY NC15: CREATING OPEN SPACE IN RESIDENTIAL DEVELOPMENTS**

For residential developments with a capacity for 100 or more dwellings, at least 10% of the site should be laid out as open space except where:

- provision of open space within the local area would continue to exceed the minimum standards in terms of quantity, quality and accessibility after the development had taken place, taking into account the additional population arising from the development; or
- it would be more appropriate to provide or enhance open space off-site within the local area

For residential developments with a capacity of less than 100 dwellings, provision of open space off-site will usually be acceptable but amenity



greenspace and landscaped areas should be provided on-site in order to create an attractive layout and/or protect and enhance areas of ecological or landscape value.

Play space for children should also be provided on-site on sites of 50 or more new homes.

Any new open space that is provided should be:

- a) appropriate for the development and of a high standard, having regard to the type of open space required and the type of accommodation being provided (see Table 2 below); and
- b) large enough and appropriately sited to cater effectively for the intended recreational use; and
- c) publicly accessible, safe and follow the principles of inclusive and dementia friendly design; and
- d) integrate the sustainable drainage system (SuDS) for the site, where appropriate; and
- e) supported by a management and maintenance plan, including where necessary, a funding strategy for longer term maintenance.

**Definitions**

‘**Local area**’ – within the walking distances set out in Table 4 (page 106).

‘**Minimum quantity**’ – meeting the thresholds for different types of open space as set out in Table 4 (page 106).

For ‘**open space**’, ‘**residential developments**’, ‘**sustainable drainage systems (SuDs)**’ and ‘**inclusive and dementia friendly design**’ – see Glossary.

**Table 2: Types of Open Space Required for Different Types of Residential Development**

Category	Housing Developments (Use Class C3 or C4, including student ‘cluster’ flats (except for play space))	Residential Institutions (Use Class C2)	Purpose-Built Student Accommodation (Sui Generis)
Allotments	✓	✓	✓
Amenity Green Space	✓	✓	✓
Parks and Recreation Grounds	✓	✓	✓
Play Space (Children & Youth)	✓	✗	✗
Accessible Natural Green Space	✓	✓	✓

- ✓ **Required**
- ✗ **Not required**

**Further Information**

Policy NC15 should be read in conjunction with the relevant Green Infrastructure policies as they relate to the creation of new open space, including **Policy GS1** (Development in Urban Green Space Zones) and **Policy GS6** (Biodiversity Net Gain) and **Policy DC1** (The Community Infrastructure Levy and Other Developer Contributions). This includes ensuring that all development provides net gains in biodiversity - new areas of accessible open space could be created within new housing developments to help achieve this aim. The policy should also be read in conjunction with **Policy DE3** Public Realm and Landscape Design.

**Development in the Flexible Use Zones Outside the Central Area**

- 4.53. These Flexible Use Zones cover the areas outside the Central Sub-Area where a mix of residential and commercial uses can take place. Typically, these areas have developed near to District Centres or along the city’s main arterial roads. Several of them are within the ‘Broad Locations for Growth’ shown on the Key Diagram; these are areas where opportunities for additional housing development are expected to come forward in the future as a result of redevelopment.
- 4.54. As in Residential Zones, an important objective is to ensure that the living environment of existing and new residential areas is protected.



## POLICY NC16: DEVELOPMENT IN THE FLEXIBLE USE ZONES (OUTSIDE THE CENTRAL SUB-AREA)

In the Flexible Use Zones outside the Central Area, the following uses will be:

### Acceptable

- Hotels (Class C1)
- Residential institutions (Class C2)
- Housing (Class C3)
- Houses in multiple occupation (Class C4) – subject to compliance with **Policy NC5(c)**
- Commercial, business and service uses (Class E) – where they comply with **Policy EC5**
- Local community and learning uses (Class F)
- Houses in multiple occupation with more than 6 residents – subject to compliance with **Policy NC5(c)**

### Unacceptable

- General industrial (Class B2)
- Storage or distribution (Class B8)
- Unclassified uses that would be incompatible with residential use due to the noise, odours, pollution or traffic that they would generate

### Definitions

For 'Flexible Use Zones' – as shown on the Policies Map.

For 'Unclassified uses' – see Glossary.

### Further information

For the Central Area Flexible Use Zones, see Policy VC3.

## Development in the Hospital Zones

- 4.55. Sheffield Teaching Hospitals NHS Foundation Trust is one of the UK's largest NHS foundation trusts. It runs five individual hospitals, the Northern General, Royal Hallamshire, Charles Clifford Dental Hospital, Weston Park Cancer Hospital and the Jessop Wing Maternity Hospital and employs around 17,000 people, making it one of the biggest employers in the city. The Children's Hospital is also a regionally important facility.
- 4.56. The plan needs to support these hospitals in order to ensure they can continue

to operate and, if necessary, expand in order to ensure the continued delivery of high-quality medical care to the people of Sheffield and beyond. This will help to improve the health and wellbeing of city residents and visitors. They are also major contributors to the local economy through direct employment, as well as support industries in health technology and equipment and the local supply chain. The expansion and enhancement of these facilities is strongly supported and proposals that prejudice this will be resisted.

- 4.57. Development that helps to deliver and enhances the provision of these health facilities (including directly related infrastructure and support services) in Hospital Zones will be supported.
- 4.58. The aim of the Policy is to support the continued operation of hospitals in a relatively small number of highly accessible locations.

## POLICY NC17: DEVELOPMENT IN THE HOSPITAL ZONES

In the Hospital Zones, the following uses will be:

### Preferred

- Medical or health services (Class EI)

### Acceptable

- Hotels (Class C1)
- Residential institutions (Class C2)
- Secure residential institutions (Class C2A)
- Other commercial, business and service uses (Class E) – where they would comply with **Policy EC5**
- Learning and non-residential institutions (Class F1)
- Local community uses (Class F2)

### Unacceptable

- General industrial (Class B2)
- Storage or distribution (Class B8)
- Other uses that would be incompatible with the use of the zone for health or medical services

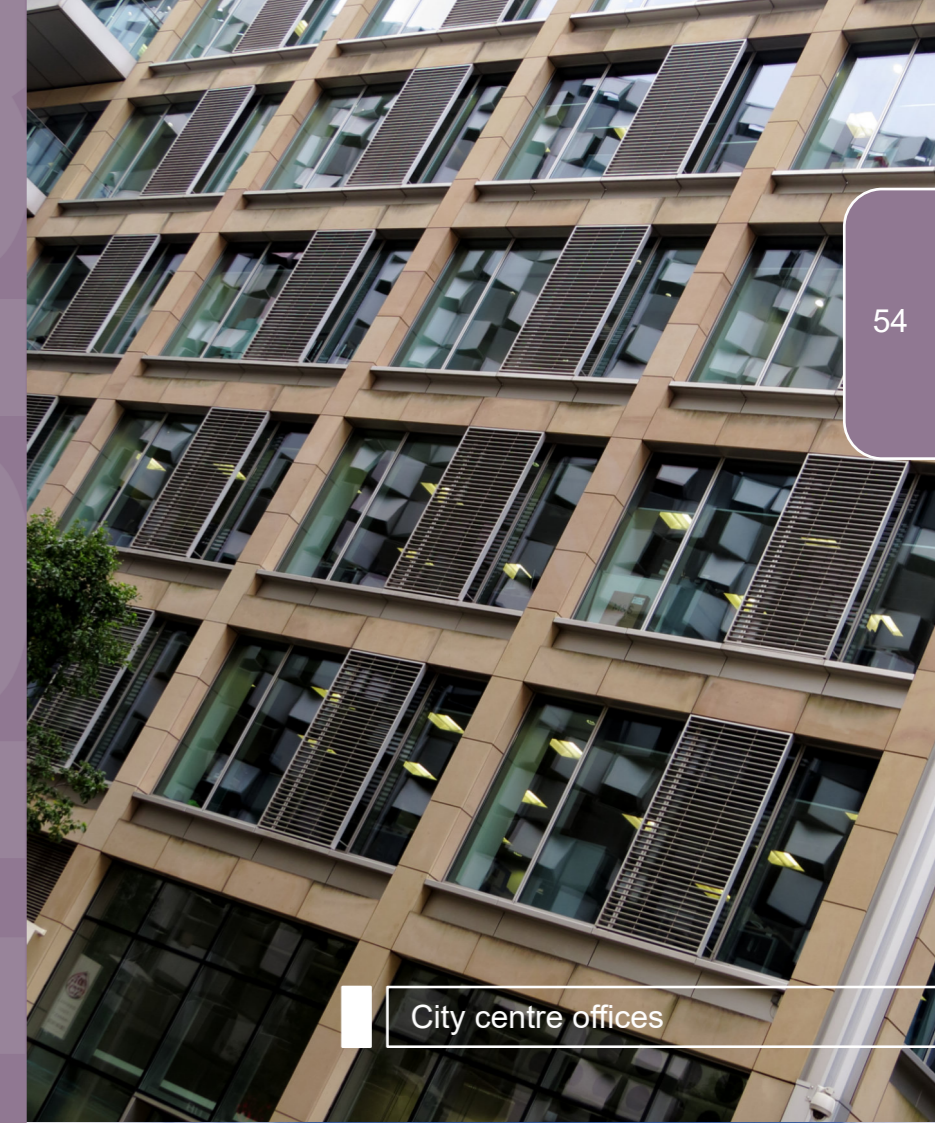
### Definitions

For 'Hospital Zones' – as shown on the Policies Map.



## 5 A Strong Economy

- 5.1. There is a need to ensure jobs are located where the maximum economic, environmental and social benefits can be achieved. The City Centre presents the best opportunities in respect of this, so is a particular focus. Clearly, certain parts of the City Centre are more suited to some types of businesses than others. Offices, retail and leisure have different locational requirements, so will need promoting in specific Policy Zones.
- 5.2. Part 1 of the Plan highlights the importance of the Advanced Manufacturing Innovation District (AMID) to Sheffield's economic growth ambitions (see Part 1, information box on page 76). The AMID is home to the UK's largest research-led advanced manufacturing cluster and boasts developing centres of innovation in health and wellbeing as well as vital energy research focussed on net-zero carbon processes. There are ambitious plans for further expansion, so it is important that the objectives of the AMID are not undermined by other development proposals.
- 5.3. Along with the City Centre and AMID, one of the Sheffield Plan's objectives is to support the vitality and viability of District Centres and Local Centres, so commercial, business, service and community uses should normally be located in existing Centres (see Policies SP3, NC10 and VC1).
- 5.4. The Plan needs to ensure that all local people and communities share in the economic, employment and social benefits that new development brings to their area as far as possible and the economic benefits are inclusive, by making full use of local recruitment and training programmes. There is a skills shortage in the city that must be addressed and we also need to take maximum advantage of our excellent universities and further education colleges.
- 5.5. The city's universities and colleges make an important contribution to the city's economy; in terms of the student spend, the number of people employed (around 7,000) and the support given to local industry. The policies in this section enable them to develop and expand where necessary, whilst maintaining the education and research functions of the areas where the universities and colleges are already well established.
- 5.6. Heavy industry is still hugely important in terms of value and employment for the city. Along with storage and distribution (which has seen a huge increase in demand recently), it needs to be provided with suitable land and premises in the right locations in order to operate effectively.



City centre offices



Sheffield Hallam University

5.7. The Plan will ensure that businesses can operate, develop and grow in appropriate areas without being constrained by the presence of sensitive uses that could hold back current and future economic activity.

**The Advanced Manufacturing Innovation District (AMID)**

- 5.8. Part 1 of the Plan (**Policy SA4**) identifies the AMID as being central to the city's and the region's economic strategy. The AMID initiative has been developed to build on a critical mass of unique assets and competitive advantages, creating a global centre of innovation excellence that connects industry-academic partners to growing national and international markets.
- 5.9. AMID is recognised as the region's greatest opportunity to deliver transformational economic development. The Innovation District is a key location where local innovation capabilities present unique opportunities to deliver significant economic growth in emerging and growing international sectors; specifically, advanced manufacturing and advanced health & wellbeing which utilise and commercialise the Research & Development and technological expertise of Sheffield's two universities.
- 5.10. Examples of more specific sub sectors where AMID has a distinct advantage include modern methods of construction, advanced materials such as intelligent mobility/light weighting (new technology in transport), clean energy, digital manufacturing, health and zero carbon processes. These types of manufacturing need to be encouraged in order to deliver the vision for the AMID.
- 5.11. Improving access to the emerging economic opportunities will also involve connecting to local communities and neighbourhoods. The AMID will act as a catalyst for place-based regeneration including improving local amenities, creation of attractive public spaces to encourage interaction and the creation of a significant number of new homes within the AMID and its surrounding communities within the plan period - creating sustainable neighbourhoods for the next generation.

**POLICY EC1: DEVELOPMENT IN THE ADVANCED MANUFACTURING INNOVATION DISTRICT (AMID)**

Proposals for development on key sites (including significant windfall sites) within the AMID will be supported and encouraged where they reflect the innovation-focussed economic development objectives relating to the delivery of advanced manufacturing, innovation in advanced health and wellbeing or energy research focussed on net-zero carbon processes.

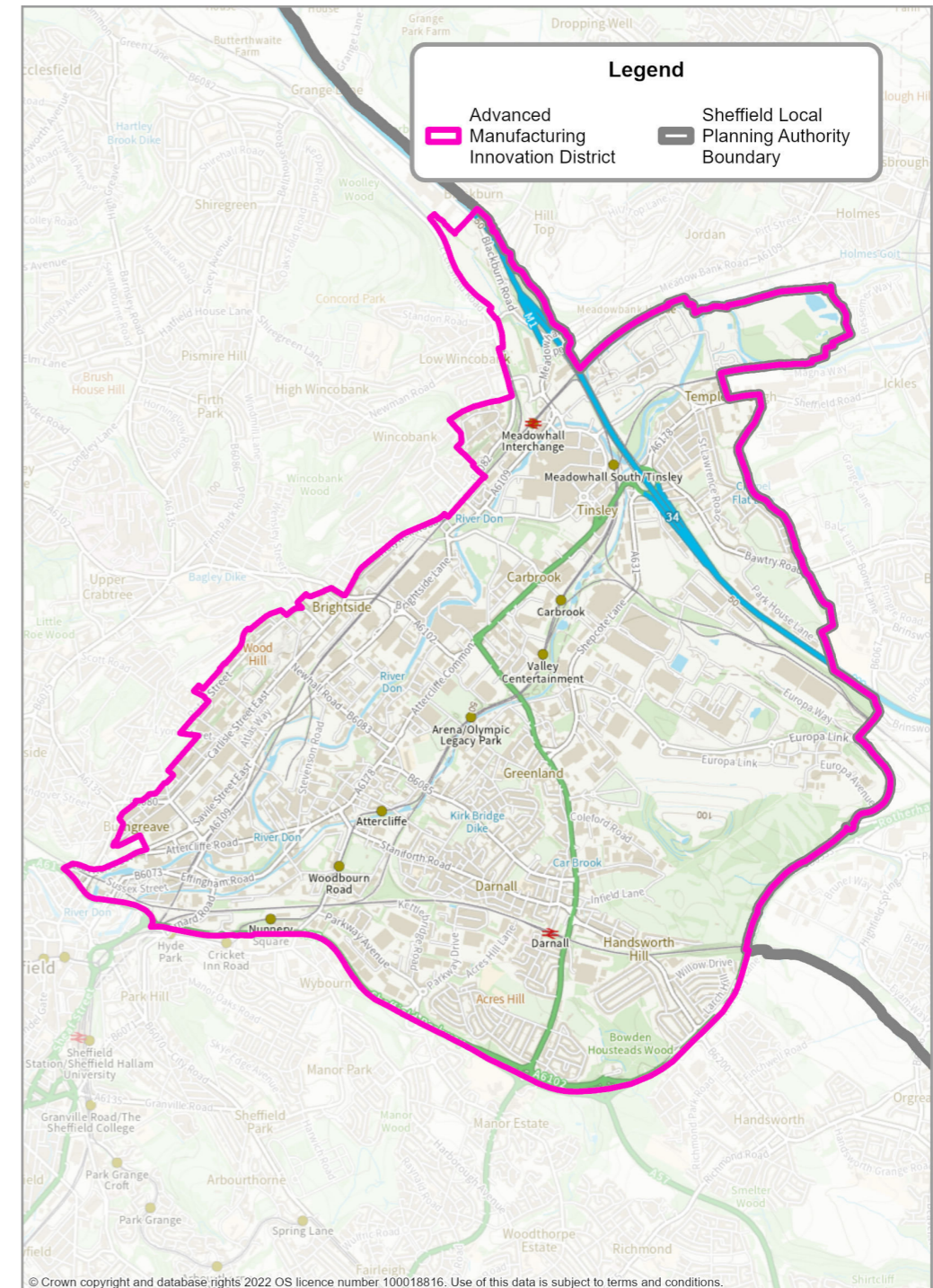
Development proposals on key sites that do not support the AMID objectives for economic development, or delivery of complementary new homes or place-making, are likely to be resisted.

**Definitions**

'Key sites' – as identified in Sheffield Plan, Annex A and windfall sites over 0.5 hectares.

For 'AMID' – see the Glossary and boundary on Map 3 and the Policies Map.

**Map 3: AMID**



## Employment Zones

### Development in the City Centre Office Zones

- 5.12. There is a need to identify a location where offices should be the dominant use. The Employment Land Review and the more recent Update (ELRU)<sup>15</sup> have confirmed increasing demand for office floorspace over the Plan period and the strength of Sheffield City Centre as an office location.
- 5.13. Recently there has been significant new (Grade A) office development in Sheffield City Centre. Given the new E Use Class and permitted development rights, there is a need to ensure that these high-quality offices remain in office use, through a designated Office Zone, with appropriate limits on other uses.

#### POLICY EC2: DEVELOPMENT IN THE CITY CENTRE OFFICE ZONES

In City Centre Office Zones the following uses will be:

##### Preferred

- Offices (Class E(g)(i))

**Acceptable** (provided that they do not harm the dominance of the preferred use)

- Residential Uses (Class C)
- Other Class E Uses

##### Unacceptable

- General industrial (B2)
- Storage and distribution (B8)
- Other unclassified uses that would be incompatible with residential uses due to the noise, pollution or traffic that they would generate

Other unclassified uses will be considered on their individual merits but will not be permitted where they would undermine the suitability of the Zone for the preferred uses or would not comply with **Policies EC5 and EC6**.

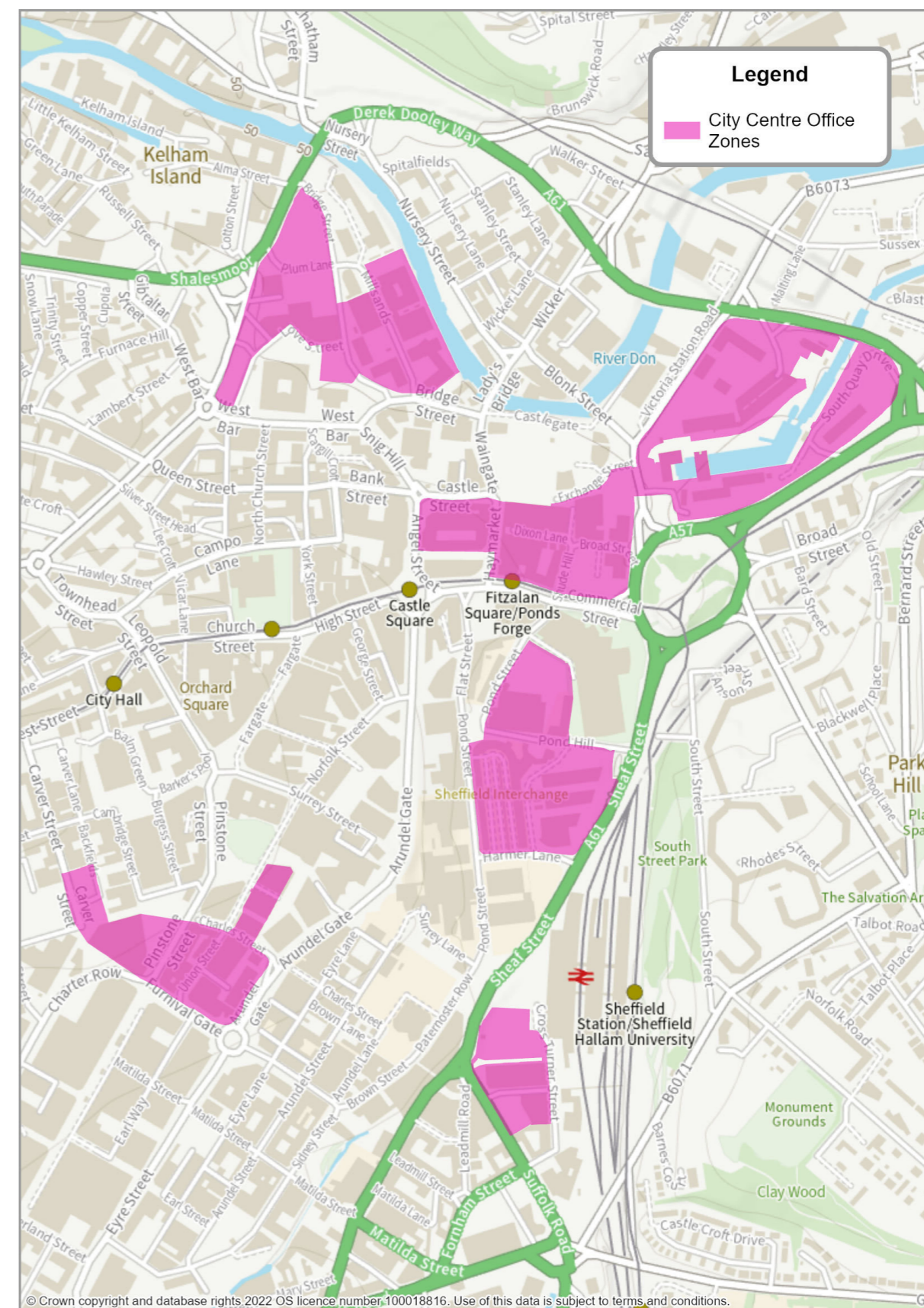
##### Definitions

For 'City Centre Office Zones' – see the Policies Map.

'Dominance' – at least 60% of the total gross floor area.

For 'Unclassified uses' – see Glossary.

Map 4: City Centre Office Zones



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<sup>15</sup> <https://www.sheffield.gov.uk/home/planning-development/sheffield-plan-background-studies-reports>

## Development in General Employment Zones

- 5.14. The General Employment Zones provide opportunity and flexibility for a wide range of business to expand, locate and relocate. However, residential uses and other sensitive uses are not appropriate in these areas due to noise, traffic or other disturbance.

### POLICY EC3: DEVELOPMENT IN GENERAL EMPLOYMENT ZONES

In General Employment Zones the following uses will be:

#### Acceptable

- Storage and distribution (Class B8) not including open storage
- Hotels (Class C1) where they would comply with **Policy EC6**
- Commercial, business and service uses (Class E) – where they would comply with **Policy EC5**
- Learning and non-residential institutions (Class F1) and local community uses (Class F2) – only in locations that are accessible and where they would comply with **Policies EC5 and EC6**

#### Unacceptable

- Residential institutions (Class C2)
- Secure residential institutions (Class C2A)
- Dwellinghouses (Class C3)
- Houses in multiple occupation (Class C4)
- Purpose built student accommodation

Other uses will be considered on their individual merits but will not be permitted where they would undermine the suitability of the Zone for the acceptable uses or would not comply with **Policies EC5 and EC6**.

#### Definitions

For 'General Employment Zones' – see the Policies Map.

'Accessible' – within 800 metres of the Core Public Transport Network

'Leisure developments' – see Glossary.

## Development in Industrial Zones

- 5.15. Industrial Zones will be those areas where large sites for industrial and similar uses already exist or can be created. Sites and areas must be of good quality and attractive to occupiers, which means they need to be accessible, relatively flat and free from constraints of operation, such as proximity to sensitive uses like housing. There should be a range of choice of sites and location to enable expansion, relocation or for businesses wishing to move into the city.
- 5.16. Other uses could be appropriate in these areas, especially where they could support the operation of the businesses and provide services and amenities to workers and visitors.

### POLICY EC4: DEVELOPMENT IN INDUSTRIAL ZONES

In Industrial Zones, the following uses will be:

#### Preferred

- General industrial (Class B2)
- Storage or distribution (Class B8), including open storage

#### Acceptable

- Hotels (Class C1) where they would comply with **Policy EC6**
- Commercial, business and service uses (Class E) – where they would comply with **Policy EC5**
- Scrapyards, or a yard for the storage/distribution of minerals or the breaking of motor vehicles
- Waste disposal installations for the incineration, chemical treatment or landfill of hazardous waste

#### Unacceptable

- Residential Institutions (Class C2)
- Secure Residential institutions (Class C2A)
- Dwellinghouses (Class C3)
- Houses in multiple occupation (Class C4)
- Local community uses (Class F2)
- Houses in multiple occupation for more than 6 residents
- Purpose built student accommodation

Other unclassified uses will be considered on their individual merits but will not be permitted where they would undermine the suitability of the Zone for the preferred uses or would not comply with **Policies EC5 and EC6**.





### Definitions

For 'Industrial Zones' – see the Policies Map.

For 'Unclassified uses' – see Glossary.

## Assessment of Commercial Proposals Outside Centres

### Assessment of Proposals for Commercial, Business and Service Uses, Retail Warehouse Clubs and Leisure Developments Outside Centres

- 5.17. One of the Sheffield Plan's objectives is to support the vitality and viability of the City Centre which includes the Primary Shopping Area. Collectively, the City Centre, District Centres and Local Centres are known as 'town centres'. Firstly, this means proposals for larger scale commercial, business and service uses, retail warehouse clubs and leisure developments should be located in existing town centres (the sequential approach). Secondly, if the proposal is outside a town centre and is of a certain scale, the impact on existing town centres should be assessed.
- 5.18. A number of factors should be agreed before applications are determined, including: the various scenarios for its retail offer; its catchment area; the town centres whose health might be affected (including those in neighbouring authority areas); the pattern of trade draw and trade diversion; and any restrictions that may be placed on the proposed retail floorspace.

### POLICY EC5: ASSESSMENT OF PROPOSALS FOR COMMERCIAL, BUSINESS AND SERVICE USES, RETAIL WAREHOUSE CLUBS AND LEISURE DEVELOPMENT OUTSIDE CENTRES

When assessing proposals for commercial, business and service uses (Class E), retail warehouse clubs and other unclassified retail and leisure developments, the following criteria will apply:

- Developments that attract large numbers of visitors should be located in 'town centre' locations;
- If there are no suitable and available sites in town centre locations – taking into account the need for flexibility in scale and format – then edge-of-centre and out-of-centre locations can be considered;
- Edge-of-centre and out-of-centre sites should be accessible and well-connected to a town centre;
- Developments that attract large numbers of people should be located as close as possible to other such facilities and where they would be most accessible for local users of public transport, pedestrians and cyclists;

- Developments with more than 500 square metres gross internal floorspace should be within 400 metres of a bus stop on a route providing the minimum service frequency standard or within 800 metres of a tram stop;
- Proposals will be permitted if, combined with recent commitments and developments in its catchment area, they are unlikely to have a significant adverse impact on:
  - existing, committed and planned investment in a centre in the catchment area of the proposed development; or
  - the vitality and viability of any centre in the catchment area of the proposed development.
- Where proposals are permitted, conditions may be attached to appropriately manage the impact of a particular use;
- Retail impact assessments will be required for:
  - proposed edge-of-centre and out of centre commercial, business, leisure and service uses that have a gross floorspace of 500 square metres or more;
  - proposed edge-of-centre and out of centre commercial, business, leisure and service uses that have a gross floorspace of 300 square metres or more, and are within 800 metres of a District Centre;
  - proposed edge-of-centre and out of centre commercial, business, leisure and service uses that have a gross floorspace of 200 square metres or more, and are within 800 metres of a Local Centre.

### Definitions

'Retail warehouse clubs' - retail stores selling a variety of goods where customers may buy large, bulk quantities of the store's products, in order to purchase goods at a lower price than normal retail outlets. Customers are required to pay annual membership fees in order to shop and membership may only be available to certain groups of professional people. They are classed as 'main town centre uses' in the National Planning Policy Framework.

For 'Edge-of-centre' – see Glossary.

'Out-of-centre' – outside the centre and not edge-of-centre.

'Available' – available for the type of development proposed rather than available for the landowner or developer hoping to carry out the development.



**‘Significant adverse impact’** – might include directly leading to the relocation of those forms of retailing fundamental to the continuing vitality and viability of the Centre. Alternatively, significantly and harmfully:

- reducing turnover in existing Centres; or
- expanding forms of retailing out-of-centre that are fundamental to the continuing vitality and viability of existing Centres; or
- affecting the requirements of retailer locational decisions in a Centre; or
- increasing the direct and indirect retail draw of an out-of-centre facility; or
- decreasing the number of visitors to a Centre

For **‘leisure development’**, **‘sequential approach’**, **‘community facilities’**, **‘gross floorspace’**, **‘City Centre’**, **‘District Centre’**, **‘Local Centre’**, and **‘minimum service frequency standard’**– see Glossary.

### Economic Development and Sensitive Uses

- 5.19. In the City Centre, a wide range of businesses, such as small-scale production, technology and design companies, contribute to the mix and diversity of uses which help make it a thriving centre. As such, they should be encouraged to remain and not be constrained by new uses that may be affected by them. The responsibility will be on the sensitive uses that are being introduced to an area to ensure that the existing and new uses can operate together effectively and not adversely impact on each other. Well-designed buildings and improved environments for residents will help reduce potential conflicts.
- 5.20. Developers may need to submit a Noise and Nuisance Impact Assessment to demonstrate that the requirements of the Policy are being met.

#### **POLICY EC6: ECONOMIC DEVELOPMENT AND SENSITIVE USES**

The development of housing and other sensitive uses should take account of the operations and growth aspirations of nearby businesses in Industrial Zones and General Employment Zones

Development should mitigate the impact of noise and other potential nuisance on its occupants to avoid restrictions being placed on businesses, or their possible closure.

#### **Regulated Sites**

Where new development is permitted within the proximity of an existing Regulated Site, then it should not impose unreasonable restrictions on the permitted facility. In cases where this may occur new development will need to provide appropriate mitigation measures and/or provide financial contributions to the operator of the facility to support measures that minimise any adverse effects.

#### **Definitions**

**‘Industrial employment areas’** – Policy Zones in which general industry (B2) and/or storage or distribution are preferred or acceptable uses, i.e. Industrial Zones and General Employment Zones (see **Policies EC3** and **EC4** and the Policies Map).

**‘Regulated Site’** – a facility or operation that is regulated under an environmental or health and safety law (typically facilities associated with utilities infrastructure and waste management).

For **‘sensitive uses’** and **‘nuisance’**– see Glossary.

### Promoting Local Employment Opportunities

#### Promoting Local Employment in Development

- 5.21. New development often takes place in areas of high deprivation and there is a danger that the benefits of development are not fairly shared with these local communities. It is important that they are given improved access to employment and training opportunities created by new development, both during the construction phase and, where practical, when the development becomes operational. In this way the economic and social benefits of inward investment into the city can be shared equitably.

#### **POLICY EC7: PROMOTING LOCAL EMPLOYMENT IN DEVELOPMENT**

Local sustainable employment will be secured by major employment-generating developments providing employment and training opportunities, to be taken up by local people during both the construction phase and, when practical, the occupation phase.

#### **Definitions**

**‘Sustainable employment’** – an employment opportunity that is intended to be available for a minimum period of 26 weeks but preferably in excess of 52 weeks.



**‘Major employment-generating developments’:**

Type of Development	Threshold
Residential development	25 residential units
Commercial development	1,000 square metres gross internal floorspace
End-user (future occupiers of buildings)	25 full-time equivalent employees or more

**‘Employment opportunities’** – includes jobs, apprenticeships, training opportunities and work placements, both during construction and on occupation.

**‘Local people’** – those living within the Ward or neighbouring Wards in which the development takes place or if not possible, within Sheffield.

**Development in University/College Zones**

**University/College Zones**

5.22. Uses such as higher and further education, research and development and information and communication technology facilities, will be promoted in these Zones. Other, ancillary uses such as accommodation and catering facilities for staff and students, and other supporting facilities and services will also be acceptable.

**POLICY EC8: DEVELOPMENT IN UNIVERSITY/COLLEGE ZONES**

In University/College Zones, the following uses will be:

**Preferred**

- Learning and non-residential institutions for the provision of education (Class F1a)
- Research and development of products or processes (Class E(g)(ii))

**Acceptable**

- Hotels (Class C1)
- Residential institutions (Class C2)
- Dwellinghouses (Class C3)
- Houses in multiple occupation (Class C4) – subject to compliance with **Policy NC5**

- Commercial, business and service uses (Class E other than E(g)(ii)) – where they would comply with Policy EC5
- Learning and non-residential institutions (Class F1) other than for the provision of education (Class F1a)
- Local community uses (Class F2)
- Houses in multiple occupation with more than 6 residents – subject to compliance with **Policy NC5**
- Purpose built student accommodation

**Unacceptable**

- General industrial (Class B2)
- Storage and distribution (Class B8)
- Secure residential institutions (Class C2A)
- Unclassified uses that would be incompatible with residential use due to the noise, pollution or traffic that they would generate

**Definitions**

For **‘University/College Zones’** –as shown on the Policies Map.

For **‘Unclassified uses’** – see Glossary.



## 6 A Vibrant City Centre

### The City Centre

- 6.1. Our vision is for a well-connected, high profile city centre with a quality environment that supports business, employment, residential and cultural opportunities. It will be a hub for learning, employment, and highly skilled jobs but also a liveable, sustainable place where people can make their home.
- 6.2. We will have a vibrant concentration of shops, services and leisure facilities in the primary shopping area, which includes the Heart of the City Developments, Fargate, the Moor, alongside the independent shops around Division Street and Devonshire Street.
- 6.3. The City Centre will remain the focal point for showcasing Sheffield's exciting and diverse cultural scene, with the Cultural Zones including the nationally significant Sheffield Theatres venues; the Crucible, the Lyceum and the Playhouse – as well as the renowned Winter Gardens, Millennium Galleries and the Central Library.
- 6.4. Delivering on our Strategic Vision for the City Centre will see significant transition over the Plan period, with new communities developing. This will further reinforce our spatial strategy by maximising opportunities offered on underutilised brownfield sites in highly sustainable locations. These residential communities will also act as the 'glue' to help sustain existing City Centre businesses and give confidence for new businesses to open and flourish. To enable this to happen, outside the City Centre Primary Shopping Area (see Policy VC1) and Office Zones (see Policy EC2 above), there will be a greater degree of flexibility in terms of uses that will be permitted.



Peace Gardens



The Moor

## Commercial, Business and Service Uses and Leisure Developments in the Primary Shopping Area

- 6.5. Policy SP3 defines the City Centre, District Centres and Local Centres as ‘town centres’<sup>14</sup>. Development management policies are needed to support the vitality of these centres and ensure that development outside centres does not harm them.
- 6.6. This policy prioritises the attractiveness and vitality of the City Centre. Shops, services and leisure uses should dominate the street frontage in the City Centre Primary Shopping Area because they attract lots of people and ensure street vitality but other non-retail uses may be acceptable subject to meeting certain conditions.
- 6.7. Offices should be concentrated in the Office Zone as they are the best location in terms of accessibility and amenities and services for office occupiers. Other locations within the boundary of the City Centre may be suitable for leisure uses and shops serving a local need. This is particularly relevant in the neighbourhoods detailed in Part 1.

### POLICY VC1: COMMERCIAL, BUSINESS AND SERVICE USES AND LEISURE DEVELOPMENTS IN THE CITY CENTRE PRIMARY SHOPPING AREA

Within the City Centre Primary Shopping Area, the following uses will be:

#### Preferred

- Commercial, business and service uses (Class E) on street level frontages, except for offices (Class E(g)(i)) and industrial processes (Class E(G)(iii))

**Acceptable** (provided that they do not harm the dominance of the preferred uses)

- Hotels (Class C1)
- Dwellinghouses (Class C3) except on ground floor street frontages
- Houses on Multiple Occupation (Class C4) or larger HMOs – except on ground floor street frontages or where they would conflict with **Policy NC5**
- Offices (Class E(g)(i))
- Local community uses (Class F2)
- Public houses, wine bars or drinking establishments (with or without expanded food provision) – subject to compliance with **Policy NC14**
- Leisure developments - subject to compliance with **Policy NC14**
- Hot food takeaways – subject to compliance with **Policy NC12**

#### Unacceptable

- General industrial (Class B2)

- Storage or distribution (Class B8)
- Residential institutions (Class C2)
- Secure residential institutions (Class C2a)
- All other uses that would harm the vibrancy and vitality of the City Centre or that would be incompatible with residential uses

Both within and outside the Primary Shopping Area, development will be permitted provided that (either individually or in combination with other developments) it would not prejudice or delay the delivery of the Heart of the City 2 scheme.

#### Definitions

**‘Dominance’** – at least 50% of the individual units in the Area.

For **‘leisure developments’**, **‘Heart of the City 2’** and **‘sequential approach’** – see Glossary.

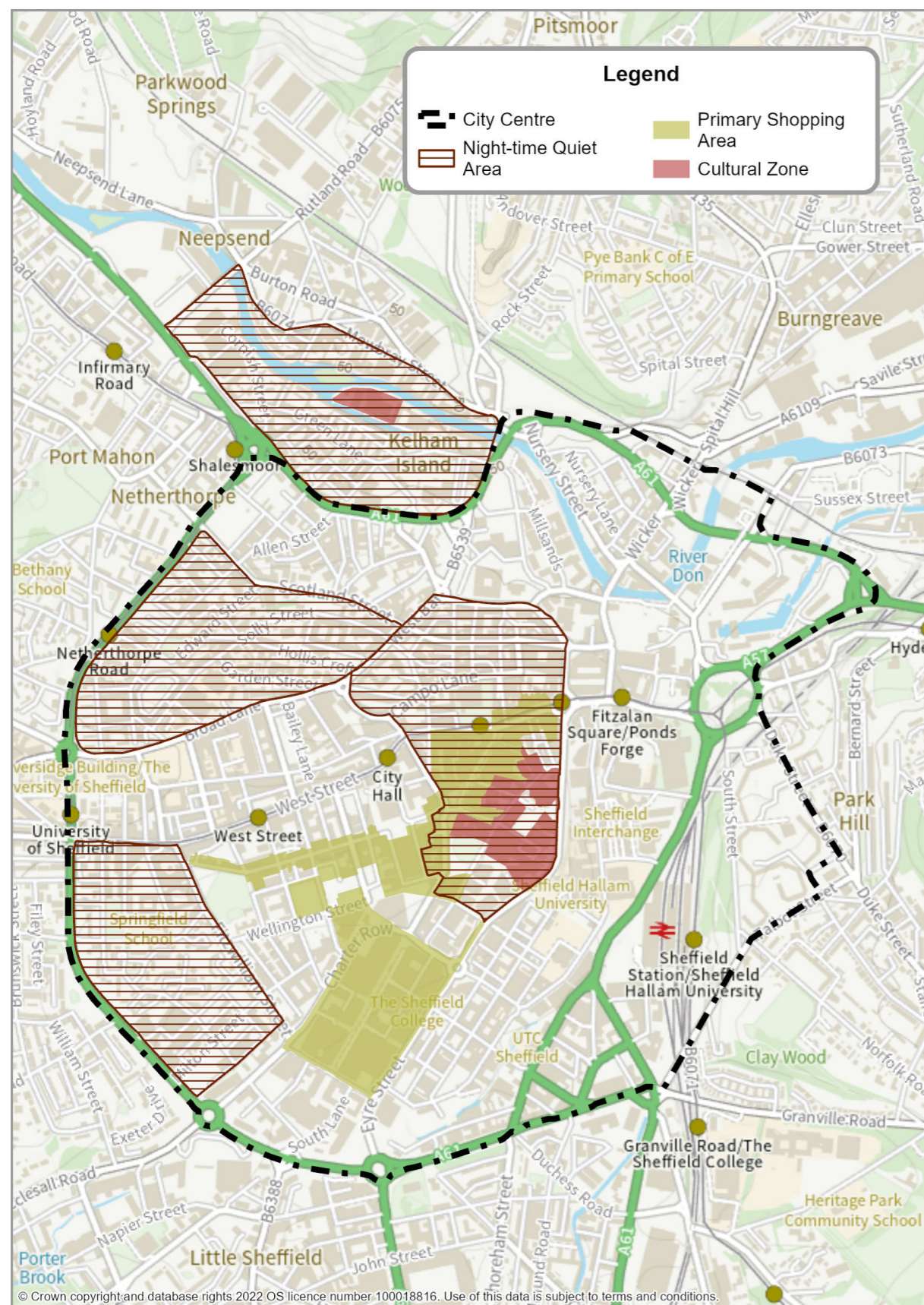
#### Further information

For further information on shopping and leisure needs, see the Sheffield Retail and Leisure Study (2022).

<sup>16</sup> NPPF Annex 2: Glossary



Map 5: Shopping, Leisure and Cultural Development



### Development in the Cultural Zones

- 6.8. The Cultural Zones lies within the Central Sub-Area and includes the Lyceum and Crucible Theatres, as well as the Winter Gardens and Central Library. Kelham Island Museum is also identified as a Cultural Zone.
- 6.9. There are benefits of clustering cultural and entertainment uses close to each other as they become more of a single destination that can encourage multiple uses and visits. It will also encourage supporting services, such as hotels, restaurants, bars and pubs to locate in the same area and will benefit those uses by providing a large customer base. All of this will help to improve the vibrancy of the City Centre, especially at night-time, and make the Core of the City Centre a more attractive place to visit, work and live.

#### POLICY VC2: DEVELOPMENT IN THE CULTURAL ZONES

In the Cultural Zones, the following uses will be

##### Preferred

- Learning and non-residential institutions (Class F1)
- Theatres
- Concert halls

**Acceptable** (provided that they do not harm the dominance of the preferred uses)

- Hotels (Class C1)
- Commercial, business and service uses (Class E)
- Local community uses (Class F2)
- Cinemas
- Public houses, wine bars or drinking establishments (with or without expanded food provision)

##### Unacceptable

- All other uses

##### Definitions

**‘Dominance’** – at least 70% of the ground floor area.



## Development in the Central Area Flexible Use Zones

- 6.10. The Central Area Flexible Use Zones cover a large part of the Central Sub-Area and allow for a mix of residential and commercial uses. These areas are likely to see significant increases in the number of new homes over the plan period.
- 6.11. In the City Centre, the Central Area Flexible Use Zones are secondary compared to other Zones that are more suited to specific types of use (Office Zones and the City Centre Primary Shopping Area). They are often located between these specific Policy Zones and tend to be more on the edge of the Sub-Area. They are therefore suited to a wide range of uses and would benefit from a mixing of uses. They can be very flexible in accommodating not only a range of uses but some that may not be suitable in parts of the City Centre.

### POLICY VC3: DEVELOPMENT IN THE CENTRAL AREA FLEXIBLE USE ZONES

In the Central Area Flexible Use Zone, the following uses will be

#### Acceptable

- Hotels (Class C1)
- Dwellinghouses (Class C3) – where the scale and mix of new homes would comply with **Policy NC5**
- Houses in multiple occupation (Class C4) – subject to compliance with **Policy NC5**
- Houses in multiple occupation with more than 6 residents – subject to compliance with **Policy NC5**
- Commercial, business and service uses (Class E) – where they comply with **Policy EC5**
- Learning and non-residential institutions (Class F1)
- Local community uses (Class F2)
- Public houses, wine bars or drinking establishments (with or without expanded food provision) - where they comply with **Policy NC14**
- Leisure developments – where they would comply with **Policies EC5 and NC14**

#### Unacceptable

- General industrial (Class B2)
- Storage or distribution (Class B8)
- Secure residential institutions (Class C2a)
- Other uses that would be incompatible with residential use due to the noise, pollution or traffic that they would generate

#### Definitions

For 'Leisure developments' – see Glossary.

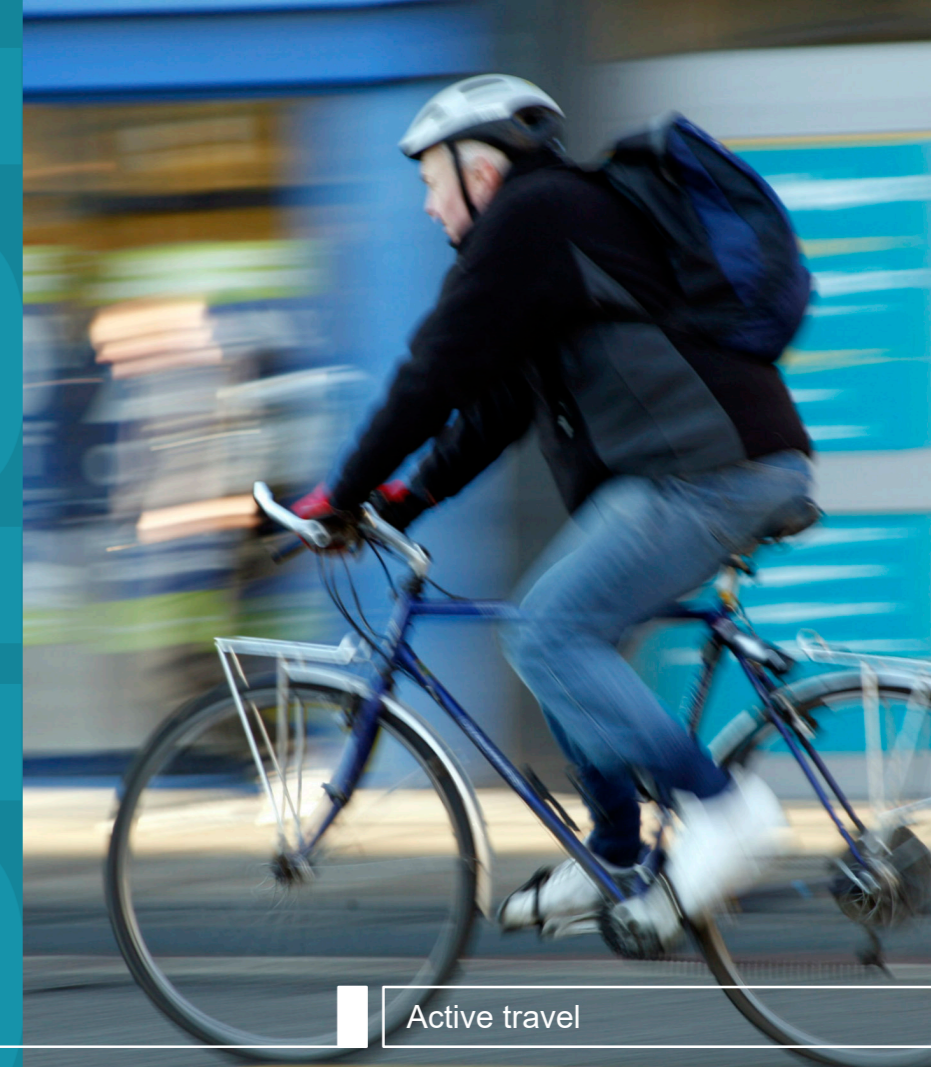


## 7 A Connected City

- 7.1. Excellent, sustainable transport connectivity will be essential in supporting our growing city and ensuring we achieve our air quality and net-zero carbon goals. This also helps Sheffield to be an inclusive, healthy city where everyone can access the jobs, services and leisure opportunities that the city offers, where access to a car is not a necessity, and where new developments are connected by sustainable active travel networks and public transport.
- 7.2. The policies in this section help to ensure that the transport and travel impacts of new development are carefully managed to support a less car dependant future. This includes requirements for parking provision (including accessibility considerations and cycle parking), especially in highly accessible areas such as the City Centre where many new homes and jobs will be focussed.
- 7.3. Measures to reduce reliance on the car and increase options for active and sustainable modes can make a significant contribution to managing emissions, especially for journeys to work and business use. Provision for new technologies, such as electric vehicle charge points, will also be required within developments to support the uptake of zero emission vehicles.



Sheffield Railway Station



Active travel



Development and Trip Generation

- 7.4. Enabling communities to access the things they need to live locally, reducing their need to travel, and providing for increased active and sustainable travel, will contribute to the development of accessible '20-minute neighbourhoods' (see **Policy NC10**), support improved health and wellbeing, and contribute towards decarbonising transport systems which is essential in addressing the climate emergency and achieving net zero carbon by 2030.
- 7.5. Locating new development close to existing centres and local facilities including public transport services, allows people to access the things they need within walking distance, by cycle, or public transport for longer journeys.
- 7.6. All developments should include provisions and incentives to increase sustainable and active travel and reduce reliance on the car.

**POLICY CO1: DEVELOPMENT AND TRIP GENERATION**

New development should support the delivery of net zero transport carbon emissions.

Proposals should prioritise travel by public transport, cycling, and walking and incorporate inclusive infrastructure which provides connections to and within the development. This should focus on making the most efficient use of existing highway, including where appropriate reallocation of space to more sustainable modes.

Provision will also be required to support the increased uptake of electric and zero emissions vehicles, in accordance with the Parking Guidelines (see Policy CO2).

Development proposals will be expected to include a proportionate package of measures that will:

- a) minimise the number of trips (all modes) that users of the development need to make, reduce car reliance and enable users to choose active and sustainable travel modes; and
- b) maximise opportunities for cycling and walking to, from and within the development, in ways that provide safe, inclusive, attractive, direct, coherent and comfortable travel, and in which cycling and walking become the most convenient way of getting around the development; and
- c) minimise and mitigate the impact of the development on the transport network, especially on routes into the City Centre and on the Inner Ring Road, and on the Strategic Road Network, its junctions and routes feeding main junctions onto the M1 motorway; and
- d) maximise access to and use of public transport to the development through a variety of measures and enable at least minimum service frequency standards to be achieved; and

e) support implementation of the Clean Air Zone.

Significant trip generating developments (as set out in Table 3) will require a Travel Plan.

**Definitions**

'Parking Guidelines' – see policy CO2.

For 'Travel Plan' and 'minimum service frequency standard', 'Clean Air Zone' – see Glossary.

**Table 3: Significant Trip-Generating Developments Requiring a Travel Plan or Travel Plan Statement**

Requirement	Exceeding one or a combination of the following*			Travel Plan Statement
	Travel Plan			
Land Use	Trip Generation in any 1 hr	No. of Employees	Gross floor space/ Units/ Trip Generation	Gross floor space
<b>Shops (Ea) food retail</b>	>30 vehicle movements	> 50 staff	>800m <sup>2</sup>	250m <sup>2</sup> - 799m <sup>2</sup>
<b>Shops (Ea) Non food</b>			>1,500m <sup>2</sup>	800m <sup>2</sup> – 1,449m <sup>2</sup>
<b>Financial and Professional services (Ec)</b>			>2,500m <sup>2</sup>	1,000m <sup>2</sup> – 2,499m <sup>2</sup>
<b>Offices (Eg)</b>			>2,500m <sup>2</sup>	1,500m <sup>2</sup> – 2,499m <sup>2</sup>
<b>Community Facilities and Institutions (F2) Leisure and Recreation Facilities (F2/Ed)</b>			>1,000m <sup>2</sup> >1,500m <sup>2</sup>	500m <sup>2</sup> - 999m <sup>2</sup> 500m <sup>2</sup> – 1,499m <sup>2</sup>
<b>General Industry (B2)</b>	>30 vehicle movements	>50 staff	>4,000m <sup>2</sup>	2,500m <sup>2</sup> – 3,999m <sup>2</sup>
<b>Hotels (C1)</b>	>30 vehicle movements	>50 staff	>100 beds	75-99 beds



Exceeding one or a combination of the following*				
Requirement	Travel Plan			Travel Plan Statement
Land Use	Trip Generation in any 1 hr	No. of Employees	Gross floor space/ Units/ Trip Generation	Gross floor space
Housing (incl purpose-built student accom) (C3)	Car free or limited car parking	N/a	>80 units	50-79 units
All other development	>30 vehicle movements	>50 staff	> 30 vehicle movements in any one hour	

Note \* Where a development below the threshold is proposed on a site that is already covered by an area or framework travel plan, that development will be expected to produce and implement an organisation-specific Travel Plan in accordance with that already approved.

### Parking Provision in New Development

- 7.7. Part of the spatial strategy (see **Policies SP1** and **NC9**) is to make efficient use of land within the built-up areas and attractive places for people. The provision of car parking impacts on development densities and excessive provision can be wasteful of valuable land. It can also encourage unnecessary car use. The accessibility of places by public transport, walking and cycling will be taken into account when considering parking provision. However, under provision of car parking can result in inappropriate and uncontrolled on-street parking which can result in obstruction and safety issues. Where it is not designed into the street, it can also be unattractive and impact on active travel.
- 7.8. Where parking is required, it is important that opportunities are taken to enable greater use of zero emission vehicles by providing charging points and appropriate infrastructure to enable future expansion. It is also important to provide infrastructure to support shared mobility options within developments, such as car club parking, and mobility hubs, which can support a reduction in car ownership and reduce the need for car parking.
- 7.9. Robust standards for secure cycle parking enable more journeys to be made by bicycle and encourage a form of travel that has the least impact on road space, relieving congestion and lowering emissions. Electric charging infrastructure for electric bikes and cargo cycles are also required to support increased uptake of this mode.
- 7.10. The Council published the **Sheffield Parking Strategy**<sup>17</sup> in February 2018. The Strategy sets out the ways in which parking will be managed in order to achieve the Council’s wider aims in transport, land use planning, improving air quality and reducing carbon emissions. Policy CO2 below helps to deliver elements of the overall Strategy.
- 7.11. In accordance with the National Planning Policy Framework, a flexible approach will be taken when assessing how car parking guidelines will be applied. An important aim is to minimise the demand for levels of on-street parking beyond which there would be detrimental impacts to the operation of the highway which is a place for people as well as vehicles.

<sup>17</sup> Sheffield Parking Strategy, February 2018 - <http://democracy.sheffield.gov.uk/ieDecisionDetails.aspx?id=1974>

### POLICY CO2: PARKING PROVISION IN NEW DEVELOPMENT

New development (including extensions) should comply with the Parking Guidelines set out in Annex B. The following principles will apply:

- a) Residential development in the Central Sub-Area should be car-free or provide 1 space per dwelling where a clear need can be demonstrated. In other areas general parking provision below the Guidelines may be permitted where the site is within easy walking distance of a District Centre on a high frequency bus route or tram route and where it would:
  - encourage the use of more sustainable transport modes; and
  - be necessary to achieve the minimum density guidelines set out in **Policy NC9**; and
  - not lead to increased demand for on-street parking which results in unacceptable impacts on highway safety and the operation of the highway; and
  - include facilities for shared mobility, and where appropriate, designated parking for car club or car share vehicles with electric charging points
- b) Contributions towards improved public transport and active travel connections may be sought where parking provision is below the Guideline figure;
- c) Sufficient, and appropriately sited, accessible parking and drop-off facilities must be provided for disabled people;
- d) Car and cycle parking must be secure and appropriately designed, suitable for the use and location and be accessible and convenient for all users;
- e) Facilities for zero emission vehicles (including as a minimum, electric vehicle recharging infrastructure), must be appropriately designed, suitable for the use and location and accessible to all users in design and operation;
- f) Car parking, or the provision of facilities for zero emission vehicles associated with new development, should not unacceptably impact neighbouring streets by:
  - reducing highway capacity (including for pedestrians, cyclists and public transport); or
  - adversely affecting highway safety or existing on-street parking; or
  - obstructing the movement of cyclists, service vehicles or public transport vehicles

Developers may be expected to provide on-street controls where necessary to achieve this.
- g) New development should, wherever possible, minimise the loss of existing on-street parking spaces within Controlled Parking Zones.



### Definitions

**'Service vehicles'** – buses and emergency, waste collection, delivery and maintenance vehicles.

**'Controlled Parking Zone'** – areas where on-street parking is controlled or restricted (e.g. to provide permit-only parking and/or time limits on parking).

**'High frequency bus routes'** - see Glossary.

For **'sustainable transport modes'** – see Glossary.

**'Shared mobility'** – shared modes of transport for individual or joint use, for example car sharing, bike hire, car club, demand responsive services.

## Telecommunication Masts and Digital Connectivity

### Broadband and Telecommunications

- 7.12. Full-fibre networks and 5G are fundamental to future economic prosperity. As more services are provided on-line and more people work at home (including 'live/work' arrangements), improved digital connections are becoming increasingly necessary in homes and businesses. There are significant commercial and economic benefits in enabling full-fibre broadband connections in all new developments. It is an important way of future-proofing developments.
- 7.13. The National Productivity Improvement Fund has been set up to support the provision of full-fibre connections and 5G communications. The 'Future Telecoms Infrastructure Review 2018' outlined the Government's plans for 15 million premises to have full fibre by 2025, with nationwide coverage by 2033. High quality electronic communications include super-fast, ultra-fast and gigabit fibre broadband networks and any potential future new technology that may be introduced to the market.
- 7.14. Many broadband providers will now provide fibre networks free of charge to most sizes of housing and commercial developments and subsidies are often available.
- 7.15. The National Planning Policy Framework<sup>18</sup> sets out a number of criteria that must be met when new communications infrastructure is proposed – those criteria are not repeated here.

### POLICY CO3: BROADBAND AND TELECOMMUNICATIONS

All new build developments will be required to have the physical infrastructure to support gigabit-capable, full fibre connections.

Developers will be required to work with network operators so that gigabit-capable full fibre broadband is installed in new developments. Consideration

should be given to installing gigabit-capable full fibre infrastructure from multiple network operators in order to provide choice and competition to consumers. Developers should also consider the ability to upgrade the infrastructure in the future in order to minimize disruption to occupiers/users.

Proposals for the installation of telecommunications equipment should demonstrate that:

- technologies to miniaturise and camouflage any telecommunications apparatus have been explored; and
- the equipment is appropriately designed, coloured and landscaped to take account of its setting and there is no adverse impact on visual amenity

Development involving the construction of new buildings or other structures should not cause interference to broadcasts or telecommunication services.

### Definitions

**Gigabit-capable, full-fibre broadband** - or Fibre to the Premises (FTTP) or Fibre to the Home (FTTH) – means that fibre optic cabling is used from the local exchange all the way to the end-user premises, relying on no copper-based telephone lines. Fibre optic cabling can transmit large amounts of data at very high speeds, greater than 1 gigabit per second (Gbps; 1 Gbps is equal to 1000 Mbps).

**'Telecommunications equipment'** – includes satellite dishes, microwave antennae, radio masts, cabinet boxes, and other types of telecommunications apparatus which require planning permission.

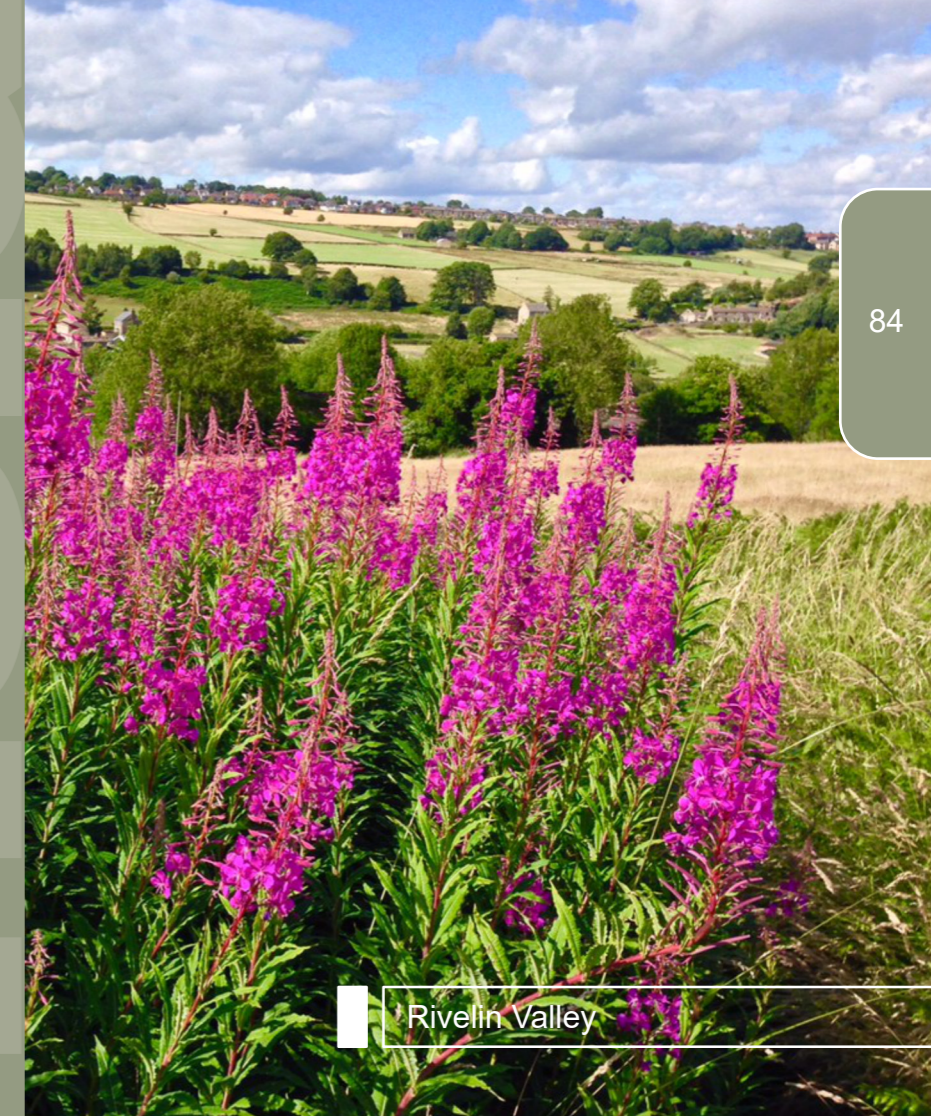
<sup>18</sup> National Planning Policy Framework (2021), paragraphs 114-118.



## 8 A Green City – responding to the Biodiversity Emergency

- 8.1. The UK is one of the most nature depleted countries in the world, with species declining at alarming rates from loss of habitat, changes in land use, agricultural practices, and climate change. In response to this catastrophic decline, Sheffield declared a Biodiversity Emergency<sup>19</sup> in May 2021 and aims to address this crisis within the city by working with a variety of organisations and partners to restore nature.
- 8.2. The creation and enhancement of habitats, together with the implementation of nature-based solutions to issues such as land drainage, will deliver wider environmental, social and economic gains for the city. It helps reduce carbon emissions, flooding, pollution and the urban heat island effect, making the city more resilient to the increasing pressures of climate change. It also benefits our own health and well-being by creating opportunities for recreation and equal access to nature and the outdoor environment for all, while ensuring any negative impacts on biodiversity are avoided.
- 8.3. Part 1 of the Plan (Policy BG1) identifies the important green and blue infrastructure in the city. The policies in this section set out how those important features will be protected and enhanced as part of new development.
- 8.4. The implementation of other local and national strategies will also help to address the loss of nature and help create, restore and connect a range of habitats to provide a network of places for wildlife to thrive.

<sup>19</sup> The Biodiversity Emergency is also sometimes referred to as the Nature Emergency).



Rivelin Valley



Old Mill Pond, Endcliffe Park

## Development in Urban Greenspace Zones

- 8.5. The Urban Greenspace Zones shown on the Policies Map cover a range of private and public land which is valuable for recreation or ecology, landscape, heritage, visual amenity, functional floodplain or local food production (allotments). The areas are predominantly green in character or are in use for outdoor recreation. They include areas of 'open space' (as defined in the National Planning Policy Framework<sup>20</sup>).
- 8.6. Only Urban Greenspace Zones of 0.4 hectare and above (and 0.2 hectare and above in the City Centre) are shown on the Policies Map but Policy GS1 also applies to smaller greenspaces of less than 0.4 hectares (except private gardens) within other Policy Zones.
- 8.7. Providing access to a range of open spaces of a sufficient quality and quantity is an important part of contributing to the health and wellbeing of communities. Planning policies should aim to achieve healthy, inclusive and safe places including high quality public space, the provision of safe and accessible green infrastructure and plan positively for the provision and use of shared spaces.
- 8.8. Local Green Spaces that have been formally designated by local communities in neighbourhood plans are shown on the Policies Map. Two further Local Green Spaces are designated in this Plan; details are included in Part 1 of the document (see **Policies SA5** and **SA6**).
- 8.9. Development proposals affecting open space in the Green Belt will be considered against national Green Belt policy and policy GS2.

### POLICY GS1: DEVELOPMENT IN URBAN GREEN SPACE ZONES

In Urban Greenspace Zones, development should:

- a) not result in the loss of open space unless:
  - (i) an assessment has been undertaken which clearly shows the open space and any associated recreational buildings are surplus to requirements; or
  - (ii) the open space that is lost would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
  - (ii) the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use
- b) not cause or increase a break in the city's network of blue and green infrastructure; or
- c) safeguard, or not otherwise adversely affect, a greenspace of high amenity value; or
- d) not result in loss of access to a local park or to smaller informal public space that is valued or well used by people living or working in the local area; or

- e) not make a greenspace ineffective as an environmental buffer (in locations where it performs that role); or
- f) maintain important views or vistas; or
- g) not conflict with national policies relating to designated Local Green Spaces.

Open space or sports and recreational facilities of regional or national importance will be safeguarded and development or redevelopment will be permitted only where it would improve the quality of facilities provided in the city.

### Definitions

For '**outdoor sports provision**' and '**informal greenspace**' – see box below.

'**High amenity value**' – where the green space or open space makes a valuable contribution to the character or enjoyment of the local area due to its openness, quality of planting/landscaping or visual quality.

For '**green infrastructure**' – see introduction to **Policy BG1**.

For '**open space**' and '**Local Green Space**' – see Glossary.

### Definitions of Informal Open Space and Outdoor Sports Areas

'**Informal Open Space**' – this means:

- allotments, community gardens, and city (urban) farms.
- amenity greenspace and informal public spaces – open to spontaneous use by the public, but not laid out or managed for a specific function. Includes civic spaces, such as civic and market squares, and other hard surfaced areas designed for pedestrians. Also includes small green or landscaped areas (public or private) which provide a setting for built development and/or which may offer opportunities for informal recreation close to home or work.
- parks and recreation grounds – multi-functional spaces used for both formal and informal recreation, which contain at least 2 of the following: play space; formal pitches and fixed sports provision; informal recreation and sport; walking/cycling routes; areas of formal planting; events space; wildlife habitats; dog walking areas.
- play space – provision for children and teenagers including equipped and

<sup>20</sup> National Planning Policy Framework (2021), Annex 2: Glossary.



natural play areas, skate parks/BMX tracks, Multi-Use Games Areas (MUGAs), and teenage shelters.

- accessible natural greenspace – including meadows, heaths, wetlands, woodland, copses, rock exposures, river valleys and lakes all of which have natural characteristics, may have biodiversity value and are partly or wholly accessible for informal recreation.
- river and canal banks, cycleways, and rights of way.
- churchyards, cemeteries and gardens of rest (associated with crematoria).

‘Outdoor sports areas’ – this means:

- outdoor sports facilities (with natural or artificial surfaces and either publicly or privately owned) - including tennis courts, bowling greens, sports pitches, athletics tracks, school and other institutional playing fields, and other outdoor sports areas.

**Table 4: Standards for Assessing the Quantity of and Access to Informal Open Space and Outdoor Sports Provision**

Typology	Minimum Quantity Required (hectares/1000 population) for Analysing Existing Provision	Access Standard
<b>Informal Open Space</b>		
Allotments	0.32	15 minutes walk time (720 metres straight line distance)
Amenity Greenspace	0.6	10 minutes walk time (480 metres straight line distance)
Parks and Recreation Grounds	1.2	15 minutes walk time (720 metres straight line distance)
Play Space (children)	0.08	10 minutes walk time (480 metres straight line distance)
Play Space (youth)	0.08	15 minutes walk time (720 metres straight line distance)
Accessible Natural Green Space	1.0	ANGSt standards + 15 minutes' walk time (720m straight line distance)
<b>Total</b>	<b>3.28</b>	

**Further information**

For the biodiversity, geological, heritage and landscape value of urban greenspace, see policies GS5, GS6, GS7 and DE9.

**Development in the Green Belt**

- 8.10. Policy SP1 confirms that a Green Belt will continue to be maintained around the built-up areas of Sheffield.
- 8.11. National planning policy defines the uses that are appropriate in the Green Belt and the circumstances in which new buildings and other development might be considered appropriate. However, a policy is needed in the Sheffield Plan to enable certain aspects of the national policy to be applied consistently and clearly in Sheffield.

**POLICY GS2: DEVELOPMENT IN THE GREEN BELT**

In the Green Belt development that is not inappropriate will be permitted where it meets the tests set out in National Planning Policy and where:

- a) extensions or alterations to existing buildings would not result in disproportionate additions to the original building, taking into account the context of design, size and siting of the existing building, as well as the heritage and landscape character of the surrounding area;
- b) a replacement building is in the same use and is not materially larger than the one it replaces;
- c) any proposal for the re-use of buildings for other uses ensures that:
  - (i) the existing building is of permanent and substantial construction and it does not require significant structural re-building; and
  - (ii) it would not require disproportionate additions to the original building
- d) proposals for infilling of a small gap are proposed in the following locations:
  - (i) the villages of Bolsterstone; Brightholmlee; Dungworth; Ewden Village; Midhonestones; Ringinglow and Whitley; or
  - (ii) substantially developed road frontages at Chapeltown Road; Whiteley Wood Road; and Long Line (at Dore)

**Definitions**

‘Inappropriate’ – the construction of new buildings is inappropriate in the Green Belt except for the circumstances set out in the National Planning Policy Framework.

‘Not materially larger’ and ‘disproportionate addition’ – usually not more than 33% of the volume of the original building. Larger extensions may, exceptionally, be permitted where there would be no adverse impact on the character of the area or the openness of the Green Belt.



**‘Significant structural re-building’** – usually any development that requires the existing structure to be demolished or removed prior to re-building or where there is insufficient original material remaining to re-use.

**‘Small gap’** – a gap which fronts onto a highway and has a width of less than 20 metres between the existing buildings (i.e. excluding land or gardens to the rear of existing houses or at the end of a row of houses or buildings).

For **‘Green Belt’** – see Glossary.

## Landscape Character

- 8.12. We must ensure that our valued landscapes are protected and enhanced for future generations. Almost all the countryside in Sheffield is within the Green Belt, so it is protected from most forms of built development. It ranges from exposed moorland fringes and deep valleys to the west and north, to the rolling wooded farmlands and gentler slopes of the landscapes to the south and east. These landscapes have been shaped by variations in geology and landform as well as the city’s industrial heritage.
- 8.13. Many of the areas to the west of the district are highly visible from the Peak District National Park and form part of its fringe landscape. There is a statutory duty for adjacent authorities to have regard to the purposes of the National Park; to conserve and enhance the natural beauty, wildlife and cultural heritage of the Peak District and promote opportunities for understanding and enjoyment of the area. Development within Sheffield may impact these purposes and the policy takes this into account.
- 8.14. The Sheffield Preliminary Landscape Character Assessment (2011) identifies the different landscape character areas outside the existing built-up areas. This is supplemented by a Landscape Character and Green Belt Capacity Study (2022) which assesses the sensitivity of the different character areas to accommodate change.
- 8.15. A landscape and visual appraisal, appropriate to the scale and nature of development, should be submitted with planning applications that are likely to impact on the Peak District National Park and other valued landscape areas.

### POLICY GS3: LANDSCAPE CHARACTER

Development within, or affecting, the countryside will only be permitted where it would safeguard or enhance the identified character and features of the following relevant landscape character areas and sub-areas, including views into and out of those areas:

- a) Upland – Pennine foothills and ridges which have a distinct upland character.
- b) Valleys – steep sided valleys which incise the upland areas.

- c) Lowland – shallower valleys and more gently-rolling hills.

Development will be expected to protect and enhance the setting of the Peak District National Park, including views into and out of the National Park.

### Definitions

**‘Countryside’** – all land in the Green Belt and other undeveloped landscapes outside the existing built-up area, including small settlements.

**‘Landscape character areas and sub-areas’** – as described in the Sheffield Preliminary Landscape Character Assessment (2011)

For **‘Green Belt’** – see Glossary.

### Further information

For evidence on landscape character, see the Preliminary Landscape Character Assessment (2011) and the Landscape Character and Green Belt Capacity Study (2022)

## Safeguarding the Best and Most Versatile Agricultural Land

- 8.16. Soils are a finite resource and retaining higher quality agricultural land enhances future options for sustainable food production and helps secure other ecosystem services. The Agricultural Land Classification (ALC) system provides a framework for assessing the quality of farmland in England and Wales. The system classifies land into one of five grades, with Grade 1 land being of excellent quality, and Grade 5 land of very poor quality. Much of the land within Sheffield is likely to be Grade 3, 4 and 5.
- 8.17. The National Planning Policy Framework states that where significant development of agricultural land is demonstrated to be necessary, areas of poorer quality land should be preferred to those of higher quality<sup>21</sup>. Where Biodiversity Net Gain improvements are proposed on agricultural land, these will be on lower quality graded land.

### POLICY GS4: SAFEGUARDING THE BEST AND MOST VERSATILE AGRICULTURAL LAND

Development on the best and most versatile agricultural land will only be permitted where it can be demonstrated that:

- a) the need for the development clearly outweighs the need to protect such land in the long term; or

<sup>21</sup> NPPF (2021), paragraph 175.



- b) there are no suitable alternative sites on previously developed (brownfield) or poorer quality land; or
- c) the land would be reinstated to its pre-working quality, in the case of temporary or potentially reversible development (e.g. minerals extraction)

Where development is permitted on the best and most versatile agricultural land, it should be directed towards the lowest grade of land wherever possible.

#### Definitions

For 'best and most versatile agricultural land' – see Glossary.

### Development and Biodiversity

- 8.18. Sheffield contains a number of nationally important ecological sites that receive statutory protection including Sites of Special Scientific Interest (SSSI's) and Local Nature Reserves. Parts of the moorlands to the west of Sheffield are sites of international importance for birds and habitats (they have been designated as Special Protection Areas and Special Areas of Conservation).
- 8.19. The city also includes over two hundred and fifty Local Wildlife Sites, which despite being non-statutory designations, are areas of substantive nature conservation value and make an important contribution to Sheffield's ecological networks.
- 8.20. All the city's statutory and non-statutory ecological sites will be protected by policy from harm or loss, while measures to enhance and connect them will be driven by the wider South Yorkshire Local Nature Recovery Strategy.
- 8.21. This forms the baseline for the establishment of the Nature Recovery Network which will connect, expand, and enhance these habitats to create a network of places rich in wildlife across the city. This Network will also bring wider environmental benefits to Sheffield by helping to improve the city's resilience to climate change while providing greater opportunities for us to access nature. More detail on the Local Nature Recovery Network will be set out in a supplementary planning document.
- 8.22. Sheffield will be covered by Natural England's District Level Licensing (DLL) scheme for Great Crested Newts. More details on how this will operate this will also be provided in supplementary guidance.
- 8.23. Our native flora and fauna are now regularly under threat from pests, diseases, and invasive non-native species and when outbreaks occur these can have devastating impacts on our natural environment. As a city we need

to take every possible step to help reduce the risk of introducing these threats into our environment and minimise the impact of and potentially eradicate those already here.

#### POLICY GS5: DEVELOPMENT AND BIODIVERSITY

Development should avoid causing significant harm (directly or indirectly) to protected and priority species/habitats and to areas and sites designated for their ecological value. Where development is likely to affect priority species and/or designated sites:

- greatest weight will be given to the protection of priority species, Special Protection Areas and Special Areas of Conservation;
- very significant weight will be given to the protection of Sites of Special Scientific Interest and Local Nature Reserves;
- significant weight will be given to the protection of Local Wildlife Sites

Development will not be permitted where it is likely to result in the loss or deterioration of irreplaceable habitats unless there are wholly exceptional circumstances and losses are kept to a minimum with a suitable compensation strategy provided and implemented before any works proceed.

Where damage or neglect to designated sites or important habitats has occurred, this will not result in a presumption for development.

Wherever relevant, development should:

- a) protect, enhance, restore and implement appropriate conservation management of the biodiversity value of the land and buildings; and
- b) protect and retain key habitats within the city's Local Nature Recovery Network, while maximising opportunities to connect and extend their range through habitat creation and enhancement; and
- c) deliver a net gain for biodiversity in the area (as set out in **Policy GS6**); and
- d) provide opportunities for natural processes to occur; and
- e) prevent the loss of locally and nationally vulnerable species, instead creating opportunities for them to recover and thrive; and
- f) reduce human impact due to lighting, noise, trampling, or disturbance by domestic pets; and
- g) promote and support native species by safely removing and reducing problematic invasive non-native species; and
- h) prevent the risk of biosecurity hazards entering or leaving the environment, by ensuring rigorous practices and measures are taken and maintained to protect and build resilience within our native species; and
- i) restore substrate by breaking up sealed urban surfaces of concrete and conserve soil through measures to avoid erosion, leaching, and





degradation; and

- j) minimise habitat fragmentation and maximise opportunities to restore, enhance and connect natural habitats including provision of ecological 'stepping-stones' and links to habitats outside of Sheffield; and
- k) provide appropriate buffer-strips to designated sites and habitats; and
- l) incorporate design features that enhance biodiversity

### Definitions

**'Important or protected habitats or species'** – includes protected species, priority habitats and species, and significant populations or collections of national or local importance, or nationally scarce species.

**'Appropriate buffer-strips'** – Where buffers are required to protect designated sites and protected species they will be determined on a site-by-site basis, taking account of the type and scale of development, and the features to be protected.

**'Design features to enhance biodiversity'** – could include, for example, green roofs, bird and bat boxes, hedgehog holes in walls and fences, water features, planting native or wildlife-attracting trees, shrubs, wildflowers etc.

For **'biodiversity'**, **Biodiversity Net Gain**, **'habitat'**, **'Special Areas of Conservation'**, **'Special Protection Areas'**, **'Sites of Special Scientific Interest'**, **'Local Nature Reserves'**, **'Local Wildlife Sites'**, **'habitat'** and **'ancient woodland'** – see Glossary.

### Further information

See also the Sheffield Plan Habitat Regulations Assessment (2022)

### Biodiversity Net Gain

- 8.24. Biodiversity Net Gain (BNG) is an approach which aims to leave the natural environment in a measurably better state than it was prior to development. It does not supersede any existing wildlife or species legislation/guidance. It is simply an additional tool.
- 8.25. Monitoring will form a key part of the BNG process, as it will help to inform adaptive management and maintenance activities at a site level to ensure the successful delivery of habitat enhancements. Monitoring requirements will be clearly set out as part of planning conditions and obligations and be proportionate to the scale and type of habitat enhancements proposed.

- 8.26. The Environment Act 2021 requires that sites are managed and maintained for a minimum 30-year period. This is reflected in the policy wording.

### POLICY GS6: BIODIVERSITY NET GAIN

After evidencing no overall biodiversity loss (including through lost connectivity and increased human disturbance), an overall BNG is required for all developments where the Biodiversity Metric or Small Sites Metric are applicable. This will be a minimum of 10% gain from pre to post development and must be achieved for all habitat types evident on site.

BNG in excess of 10% may be required where:

- there is a particular ecological need in that location based on evidence in a biodiversity/nature recovery action plan or as part of the Local Nature Recovery Network mapping, or
- there is evidence of rare/protected species within, or close to, the development site; or
- the site starts with very low or nil existing biodiversity value.

To ensure BNG is achieved new developers will be required to:

- a) demonstrate how the mitigation hierarchy of avoid, minimise and compensate has been applied; and
- b) deliver BNG on-site through habitat retention, enhancement and creation but, where it is clearly justified that this is not possible, deliver BNG offsite on sites identified in the Local Nature Recovery Strategy as having particular potential for habitat creation or enhancement (with priority given to areas closest to the site); and
- c) ensure BNG is additional to any habitat creation and/or enhancement required to mitigate or compensate for impacts of development on biodiversity; and
- d) provide BNG even when no losses have occurred through development; and
- e) use the latest version of either the Biodiversity Metric tool (applying the UK Habitat Classification) or the Small Sites Metric to calculate a baseline figure and predict potential biodiversity losses and gains that would result from development proposals or land management changes; and
- f) provide a fully funded management plan, which covers a minimum period of at least 30 years that clearly sets out the legal requirements for how BNG proposals will be delivered, managed, and monitored.

BNG will not be applied to designated sites or irreplaceable habitats; any impacts on such habitats and sites will be assessed in accordance with planning policy and appropriate environmental assessments, with any necessary mitigation and/or compensation requirements dealt with separately from BNG provision.



The following criteria will apply when considering development proposals that affect trees, woodland and hedgerows and when assessing tree planting proposals:

- a) Developments should retain and integrate healthy, mature trees and hedgerows, and replace any trees that need to be removed on a basis greater than one for one using trees that are a minimum size of extra heavy standard.
- b) Development will not be permitted that would directly or indirectly damage existing mature or ancient woodland, veteran trees, or ancient or species-rich hedgerows, other than in wholly exceptional circumstances and where a suitable compensation strategy exists.
- c) Where existing trees are within or immediately adjacent to a development site, development proposals should give priority to retaining good quality trees and ensure that trees are adequately protected during the demolition and/or construction phases of the development;
- d) Tree planting should take place on site but, where it can be demonstrated that this is not possible, a contribution towards off-site provision will be permitted;
- e) New trees should be planted at a ratio of at least 1 tree per dwelling, of which a minimum of 10% should be street trees on all residential developments of 10 or more homes (where new streets are provided) and 1 tree per 100sqm of internal floorspace for non-residential development;
- f) Locally native species of local origin should be used and, where appropriate reflect similar habitat(s) of ecological importance and not conflict with other important habitats, natural features or archaeological remains;
- g) Street trees and other green infrastructure should be located so that they are integrated into the street scene avoiding potential conflict with other features or activities and they should not be removed or pruned excessively to facilitate development;
- h) Appropriate provision should be made for ongoing management of any trees, woodland and hedgerows that have been planted and appropriate measures should be put in place to minimise the risk of trees failing.

#### Definitions

For ‘ancient woodland’, ‘veteran trees’, ‘ancient or species-rich hedgerows’, ‘street tree’, ‘residential development’ – see the Glossary.

‘Good quality trees’ - identified in the tree survey as being of high or moderate value and capable of making a significant contribution to the area for 20 or more years.

#### Definitions

‘**Biodiversity Metric**’ – a tool developed by Natural England/DEFRA to be used for measuring biodiversity on development sites or changes in land use, which fall within the major planning application threshold.

‘**Small Sites Metric**’ – a tool developed by Natural England/DEFRA to be used for measuring biodiversity on development sites that are defined as sites where both of the following criteria are met:

- 1) Development sites where;
  - For residential developments the number of dwellings to be provided is between one and nine inclusive on a site having an area of less than one hectare
  - Where the number of dwellings to be provided is not known the site area is less than 0.5 hectares
  - For all other development types where the site area is less than 0.5 hectares or less than 5,000m<sup>2</sup>; and
- 2) Where there is no priority habitat present within the development area (excluding hedgerows and arable margins)

For ‘**Local Nature Recovery Strategy/Network**’ – see Glossary.

#### Further information

More detailed information for developers on how to achieve BNG can be found in [CIRIA/CIEEM/IEMA 'Biodiversity Net Gain Good practice principles for development'](#).

### Trees, Woodlands and Hedgerows

- 8.27. Sheffield’s trees, woodlands and hedgerows are an important part of the city’s green infrastructure and character. They form an important part of the city’s distinctive townscape and provide a setting for relaxation and community activity. Trees and woodlands also play an important role in mitigating climate change and managing flood risk.
- 8.28. This policy protects trees and woodlands from development that would harm them and ensures new trees are planted as part of development, wherever appropriate.

a)

#### **POLICY GS7: TREES, WOODLANDS AND HEDGEROWS**

Wherever possible, opportunities should be taken to plant new trees woodland and hedgerows as part of new development (and as part of delivering Biodiversity Net Gain (see Policy GS6)).



## Further information

The Sheffield Street Tree Strategy provides more advice and guidance on the considerations that need to be taken into account when planting and managing trees in the highway.

## Safeguarding Geodiversity

- 8.29. Sheffield has 48 sites designated as Local Geological Sites. This total includes 6 sites which are additionally designated as national Sites of Special Scientific Interest (SSSIs). Some sites of geological importance were originally quarries for building stone, which has been used in local buildings. Some further limited extraction of stone in order to repair buildings may be permitted in specific limited circumstances where another viable source cannot be found.

### POLICY GS8: SAFEGUARDING GEODIVERSITY

Development affecting geological Sites of Special Scientific Interest will be considered in accordance with the hierarchy of designated sites set out in Policy GS5. Local Geological Sites will be protected and enhanced where possible.

Development should:

- a) protect rock outcrops and other landscape features that are of geological significance or are associated with the city's industrial heritage or character; and
- b) provide opportunities to record features of geological significance that would be unavoidably lost or damaged; and
- c) ensure features of geological significance are maintained through appropriate conservation management; and
- d) provide on-site information boards where rock exposures and features of geological significance are located and retained within a scheme.

Where stone from a site of geological importance is needed for the repair of historic buildings in the area, consideration will be given to the limited extraction of stone where there is no viable alternative source available.

### Definitions

For 'geodiversity', and 'Local Geological Sites', – see Glossary.

## Managing Flood Risk

- 8.30. In Sheffield, the risk of flooding comes from both rivers and surface water. Managing the risks is one of most important ways of adapting to a pattern of more intensive rainfall events that is predicted as a result of man-made climate change and global warming.
- 8.31. It is vital that development slows water from entering the main river systems and that sensitive uses are not developed in the areas with the highest risk of flooding. But where development does take place in areas at risk of flooding it must implement a range of mitigation measures to reduce the extent and impact of flooding.
- 8.32. Many of the measures required by the policy have dual benefits in terms of reducing flood risk and enhancing biodiversity. For example, removing canalised sections of watercourse makes them more attractive to wildlife, slows the rate of flow and increases the channel capacity.
- 8.33. Flood risk will be managed across the city in line with national planning policy and other relevant local guidance.

### POLICY GS9: MANAGING FLOOD RISK

#### Flood Risk Principles

All new development must:

- a) not increase and, where possible, reduce the occupied footprint in areas of Functional Floodplain (Flood Zone 3b); and
- b) not locate or subdivide properties in areas of Functional Floodplain (Flood Zone 3b) that would be used for more vulnerable uses; and
- c) develop only water-compatible uses in the Functional Floodplain (Flood Zone 3b) (with water-compatible uses designed and constructed to remain operational and safe during a flood, with no net loss in floodplain storage, no impeding of existing flow routes and no increase in flood risk elsewhere); and
- d) ensure any highly vulnerable uses are not located in areas at risk of flooding; and
- e) only develop areas with high probability of flooding for water-compatible uses where the benefits of it to the community outweigh any flood risk, and adequate mitigation measures can be provided; and
- f) not have an adverse impact on the ability of Land that is Safeguarded for Flood Storage to operate as flood storage.

#### Flood Risk Management for Development Sites

The extent and impact of flooding will be managed at site level by ensuring that flood risk is considered for all sites, taking into account the increased risks arising from climate change.



New development will be permitted where it:

- a) is set back from any watercourse (and/or any flood defences on the site) to allow for future maintenance and biodiversity:
  - for Main Rivers as agreed with the Environment Agency but a minimum 8 metres from top of bank (and any flood defences on the site) either side
  - for ordinary watercourses as agreed with LLFA but a minimum of 3 metres from top of bank (and any flood defences on the site) either side; and
- b) implements measures to sustainably manage flood risk including the use of Sustainable Drainage Systems or sustainable drainage techniques in accordance with **Policy GS11**; and
- c) minimises culverting and no building over open watercourses wherever practicable; and
- d) enables the removal of any existing culverts and structures over watercourses wherever practicable; and
- e) ensures safe access to and from any areas at risk of flooding; and
- f) ensures provision is made for the long-term maintenance and management of any flood protection and or mitigation measures.

In addition, when developing a site in a zone with a high probability of flooding, development will be permitted where:

- g) emergency plans are fully inclusive of flood risk and what to do in the event of a flood; and
- h) more vulnerable uses, including housing, would be above ground floor level; and
- i) the lower floor levels of any other development with vulnerable equipment would remain dry in the event of flooding; and
- j) the building would be resilient to flood damage; and
- k) adequate on and off-site flood protection measures would be provided

### Definitions

**‘Flood Zones’** and **‘areas of Functional Floodplain’** – see [Table 1: Flood Zones, National Planning Practice Guidance](#).

**‘Less vulnerable’**, **‘highly vulnerable’**, **‘more vulnerable’**, **‘water-compatible uses’** – see [Table 2: Flood Risk Vulnerability Classification, National Planning Practice Guidance](#).

**‘Land that is Safeguarded for Flood Storage’** – see Policies Map.

**‘Main Rivers’** – as defined on the Environment Agency’s Statutory Main River Map.

For **‘biodiversity’**, **‘Sustainable Drainage Systems (SuDS)’** - see Glossary.

## Protection and Enhancement of Water Resources

- 8.34. Local planning authorities (LPA) have an important role when it comes to the Water Framework Directive (WFD)<sup>22</sup> - making sure new development does not cause deterioration and whenever possible supports measures to improve water bodies. The Directive requires all water bodies to reach good status by 2027 but new development (including changes of use or mineral extraction) is a major pressure on water bodies that might prevent them reaching, or maintaining, that status.
- 8.35. Local planning authorities are required to ‘have regard to’ River Basin Management Plans (RBMPs)<sup>23</sup>. These are published by the Environment Agency and identify measures that will achieve the WFD requirements for all waterbodies in England and Wales. They provide a framework for protecting and enhancing the benefits provided by the water environment. Sheffield falls within the catchment area of the Humber River Basin Management Plan.
- 8.36. The Environment Agency can recommend when a Water Framework Directive assessment is needed for planning applications and require mitigation or other measures to meet the requirements of the Directive. A screening and scoping exercise will be used to determine whether the development represents a risk to either surface or ground water bodies.
- 8.37. Where the Environment Agency is not consulted as a statutory consultee, the City Council will assess the proposals to ensure compliance with the WFD.

### POLICY GS10: PROTECTION AND ENHANCEMENT OF WATER RESOURCES

New development must support the objectives of the Water Framework Directive and Humber River Basin Management Plan. This means development must:

- a) not result in the deterioration of water bodies and should conserve and enhance
  - (i) the natural geomorphology of watercourses; and
  - (ii) water quality; and
  - (iii) the ecological value of the water environment, including watercourse

<sup>22</sup> Water Framework Directive (2000/60/EC).

<sup>23</sup> Regulation 17 of the Water Environment (Water Framework Directive) (England & Wales) Regulations 2003 places a duty on public bodies including local authorities.



corridors.

- b) support positive progress towards achieving “good” status for ground water and surface waterbodies and be able to demonstrate that there would be no deterioration in the status of any surface or ground water body; and
- c) not increase the risk of any pollution entering a nearby water body through water run-off or discharge resulting in harm or deterioration to the aquatic ecosystem and any drinking water supplies; and
- d) not inhibit the ability of Sheffield’s waterbodies to meet their targets under the Water Environment Regulations 2017; and
- e) not present a potential risk of contamination to groundwater

#### Further information

For requirements relating to the efficient use of water, see Policy ES4.

### Sustainable Drainage Systems

- 8.38. The use of Sustainable Drainage Systems (SuDS) in developments can help to manage water sustainably and reduce the impacts of flooding and pollution. It can also provide opportunities to enhance biodiversity (for example, by the lining basins and planting with UK native wildflower species to ensure they hold some water all year round for additional wildlife value). SuDS work on the principle of managing the flow of surface water through a site in sequence: the overland flow routes must be defined and a proposal must ensure, as appropriate, that water is collected, conveyed, stored and treated to remove pollutants (known as a ‘SuDS management train’). Examples of how this can be achieved will be provided in a supplementary planning document.

#### **POLICY GS11: SUSTAINABLE DRAINAGE SYSTEMS**

The use of on-site Sustainable Drainage Systems (SuDS) will be required in all developments, where feasible, to ensure the appropriate disposal of surface water and improvements to water quality are achieved. SuDS should be designed to maximise benefits for biodiversity.

SuDS Statements will be required for applications for developments comprising 10 or more dwellings or 1,000 square metres or more gross internal floor space.

#### Definitions

For ‘sustainable drainage systems (SuDS)’ – see Glossary.



## 9 A Well-Designed City

- 9.1. Sheffield has a rich variety of local character, depending on the area's location which can be defined by a unique Pennine setting or pronounced by the local topographic variations, the rivers and the open views. The industrial heritage of the city is nationally important and recognised as fundamental to its identity, giving it a strong sense of place. Design of public spaces and streets that is not only sustainable but reinforces local materials, makes a valuable contribution to the distinctive identity of Sheffield.
- 9.2. As a result, it is not possible to guide development in the city with one singular rulebook or vernacular. Sheffield also strives to be a sustainable, inclusive, and climate conscious city, where 'good' growth is intrinsic to the development process.
- 9.3. Moreover, national planning policy seeks the creation of high quality, beautiful and sustainable buildings and places as a fundamental outcome of the Planning and development process. The following policies set out clearly the expectations about good design that should be considered when dealing with development in its specific setting. They should be considered alongside national requirements.
- 9.4. In meeting these policies, any development within the city will help to contribute to the local plan vision and objectives.



Sinclairs Building

Grey to Green

## Requirements for Good Design

### Local Context and Development Character

- 9.5. In any development, consideration needs to be given to the characteristics and context of the surrounding place in determining the appropriate design for a site. Many areas of the city have a strong sense of place which means that they have a clear identity and character that is recognised by local residents and visitors. In these areas new development needs to recognise and reinforce the existing distinctive qualities of the surrounding area.
- 9.6. There are parts of the city, however, which lack distinctiveness and where a more individual approach can be taken to realise more imaginative outcomes. The circumstances of individual locations will determine where this approach is appropriate, for instance where new residential neighbourhoods are being established.
- 9.7. In addition to character, the quality of District Centres and gateway routes into the city and City Centre are important in creating a positive first impression for visitors to the city. A distinctive design of the highest standard is therefore appropriate to reinforce and enhance arrival points into the city.
- 9.8. Further guidance on the approach to detailed site appraisals will be provided in supplementary planning guidance and in the Local Planning Application Requirements.

#### **POLICY DE1: LOCAL CONTEXT AND DEVELOPMENT CHARACTER**

Development proposals should be informed by detailed appraisals of the site, context and local character, so they positively help to enrich their surroundings and establish a strong sense of place in areas which currently lack a distinctive character. In particular, development should respect, take advantage of, and, where appropriate, enhance:

- a) the appearance of landforms, topography and natural features of the site; and
- b) views and vistas within, into, and out of the site and to landmarks and skylines; and
- c) the arrangement and hierarchy of buildings, spaces and streets in the area; and
- d) the height, scale, form, proportion and alignment of neighbouring buildings; and
- e) the continuity and enclosure of street frontages including the rhythm and grain of built form and the definition of public and private areas via quality, robust boundary treatments; and
- f) heritage assets, local building styles, materials, detailing and features

The highest standards of design will be expected:

- (i) in the City Centre Primary Shopping Area; and
- (ii) in District Centres; and
- (iii) in Conservation Areas; and
- (iv) along City Centre Gateway Routes; and
- (iv) along the Main Gateway Routes into the city

#### **Definitions**

**'Enclosure'** - the manner in which buildings, boundaries, trees and other vertical elements provide visual definition to a space.

**'Rhythm'** – the regular recurrence of design elements or details which help to provide a visual structure to a place. For example, the repetition of a vertical dividing line between properties or the inclusion of door openings every few metres may break a street frontage into a repeating series of recognisable elements.

For **'City Centre Gateway Routes'** and **'Main Gateway Routes'** – see Policy D1 (in Part 1).

For **'City Centre'** and **'District Centre'** – see Glossary.

### Design and Alteration of Buildings

- 9.9. The design of buildings and spaces is of critical importance to the image of Sheffield and has a significant impact upon making the city an attractive and desirable place to live, visit and work.

#### **POLICY DE2: DESIGN AND ALTERATION OF BUILDINGS**

All new buildings and alterations to existing buildings should be designed and constructed to a high standard. This means, where relevant:

- a) buildings should establish a positive relationship with the surrounding townscape, with principal elevations facing onto streets or areas of public open space; and
- b) entrances should be clearly defined, located in prominent positions with open sight lines and be designed inclusively to avoid the need for separate access arrangements, for example for disabled people; and
- c) character buildings should be retained and refurbished, bringing them back into use; and



- d) incorporating active ground floor uses and an appropriate mix of uses, with a greater variety around public squares and major routes and junctions; and
- e) the design, scale and ordering of new buildings should respond to, reinforce, and enhance the local hierarchy of streets, spaces and corner junctions; and
- f) the height and massing of new buildings should avoid slab-like proportions, responding to the topography and the surrounding townscape; and
- g) the scale of new development should respond sensitively to the scale of existing buildings; and
- h) the form of the building should be well defined with a distinct ground floor, well-detailed roofscape, and features clearly expressed in the elevations in accordance with the local hierarchy of building elements; and
- i) neighbouring residents should have a satisfactory outlook and sufficient daylight; and
- j) minimising problems of overlooking or loss of privacy by maintaining privacy distances (relative to the character of the area or using innovative design solutions to avoid negative impacts); and
- k) the design of fenestration, proportions, detailing and application of external materials should create visual richness and rhythm avoiding unsightly roof top plant or enclosures; and
- l) buildings should be designed to express their purpose and relative importance; and
- m) terraced housing will be required to provide an additional separate external access to individual rear gardens, which is direct, safe and secure; and
- n) appropriate toilets (including changing place toilets) and defibrillators should be provided in public buildings and places of employment; and
- o) all building servicing, including essential services, should be integrated within the overall building design, with minimal services on main elevations; and
- p) any external lighting provided as part of the development should not have unacceptable impacts on people living nearby, on biodiversity, or on the character of the countryside; and
- q) appropriate arrangements should be made for accessing waste and recycling bins, avoiding convoluted and poorly overlooked routes; and
- r) ensuring the design allows safe and secure access and minimises the risk of crime or threats from terrorism

### Definitions

**'Fenestration'** – the arrangement of windows in the exterior walls of a building.

**'Privacy distances'** – the distance between facing windows of neighbouring properties.

**'Changing place toilets'** – are larger accessible toilets for severely disabled people, with equipment such as hoists, curtains, adult-sized changing benches and space for carers.

For **'active ground floor uses'** and **'character buildings'** – see Glossary.

### Public Realm and Landscape Design

- 9.10. Landscape design and the public realm make a valuable contribution to the distinctive identity of Sheffield. From the open, expansive uplands which frame the city to the overwhelmingly green character of the suburbs and high-quality streets and civic spaces, the external environment is fundamental to the character of the city and its constituent parts.
- 9.11. It is vital that the public realm and landscape are treated as integral to development from the outset. Designs should be informed by a detailed site analysis and survey work to inform choices over facilities provided, layout, establishment of routes, views, selection of materials etc. They should also actively consider future management and maintenance.

### POLICY DE3: PUBLIC REALM AND LANDSCAPE DESIGN

Landscape proposals should be informed by detailed appraisals of the site, context and local character to help create multifunctional, attractive, legible, well-defined spaces around and between buildings. These should be designed in a manner that is inclusive, dementia friendly, improves vitality and safety, encourages active and healthy lifestyles and enhances biodiversity.

Development should therefore ensure that:

- a) public areas form part of a logical network which connects with the surroundings and has a clear sense of function and hierarchy, avoiding small 'left over' spaces; and
- b) opportunities are created for both active and passive recreation through the provision of vibrant and quieter spaces; and
- c) places are provided for people to meet and rest in locations where they live, visit or work, that offer a variety of choice including shade, shelter and protection from noise; and





- d) existing features that contribute to the character of the place (including landforms, built structures, boundary treatments, materials and mature trees) are incorporated as an integral part of the design; and
- e) a positive relationship is established between spaces and buildings with the design of the public realm incorporating opportunities to support active ground floor uses in appropriate locations such as street frontages within the City Centre Primary Shopping Area, District Centres and Local Centres; and
- f) new or re-used materials, street furniture, signage, lighting and planting contribute to local identity and the legibility of the area, are robust, of a high quality and will be suitably maintained; and
- g) the siting of street furniture and planting are appropriate to their location with regard to ease of movement, topography, microclimate, local character and people's sensory experiences to help create a safe and user-friendly environment; and
- h) the design of the public realm delivers an increase in biodiversity through habitat creation, enhancement and expansion; and
- i) natural surveillance is promoted through the establishment and maintenance of clear sightlines and positioning of windows to overlook streets and public areas; and
- j) exposed rear boundaries are kept to minimum by promoting back-to-back development to create a safer and more secure environment; and
- k) suitable provision is made for defining the transition between public and private space in a manner that reflects local character and context, such as clear gateways, thresholds and boundary treatments; and
- l) where appropriate, segregated pedestrian and cycle routes form an integral part of the layout accommodating identified desire lines; and
- m) provision for functions such as sustainable drainage systems (SuDS) (**Policy GS11**), parking (**Policy CO2**) and servicing is integrated, does not dominate and contributes to a clear sense of place; and
- n) public spaces are designed and laid out to help reduce the risk of crime and promote community safety.

### Definitions

**'Desire lines'** – the natural routes that would be taken between points, generally the shortest or most easily navigated. Desire lines radiate from popular destinations such as local shops, bus stops, street crossing points etc.

**'Legible'** - the quality that affects how easily people can understand and relate to the surrounding environment, using their full range of senses.

For **'sustainable drainage systems (SuDS)'**, **'inclusive design'**, **'dementia friendly design'**, **'active ground floor uses'**, **'City Centre'**, **'District Centre'** and **'Local Centre'** – see Glossary.

## Design of Streets, Roads and Parking

- 9.12. Streets are an important part of the city and have to be versatile. They provide a means of circulation, corridors for transport, a means of servicing, routes for utilities, accommodate parked vehicles, and their form and appearance are extremely influential in shaping perceptions of a place. Streets can also form valuable community spaces for local residents and workers, and sometimes it is appropriate to design them as 'play streets' for enjoyment, meeting people and other community activities for all users, as well as for more functional considerations.
- 9.13. Street trees contribute to the city's green infrastructure and the character of its urban streets and neighbourhoods. They bring a wealth of benefits to the city by helping to reduce air pollution and flooding, increase biodiversity, provide cooling, shade and shelter while also helping to reduce our stress levels. Policy GS7 provides more details on the planting and maintenance of street trees.

### POLICY DE4: DESIGN OF STREETS, ROADS AND PARKING

Roads, pedestrian routes and areas, cycleways, and public spaces should be well-connected, legible and permeable, providing safe and attractive travel choices, and should adhere to the principles of inclusive and dementia friendly design. Streets, routes and spaces should therefore be designed or improved to:

- a) provide levels and gradients that maximise access for disabled people, subject to the topography, including ramps and steps where needed; and
- b) ensure they are well-lit; and
- c) minimise conflict between users, with segregation of pedestrian and cycle routes (ideally by a change in level) except where a street is designed as a shared surface; and
- d) minimise potential terrorism or other security risks and help reduce the risk of crime to achieve safer places; and
- e) provide a clear hierarchy, ensuring they are legible and self-explanatory, with a clear purpose and function; and
- f) ensure buildings and trees create enclosed spaces where the height of



buildings and the width of streets and spaces is well proportioned and generates a sense of enclosure appropriate to the area; and

- g) provide a reduction in travel speeds, where relevant; and
- h) avoid over cluttering routes with street furniture, signage and advertising boards that adversely impact on the movement of pedestrians and cyclists; and
- i) meet current or anticipated operational requirements for buses and bus users, including appropriate arrangements for stops to meet the minimum service frequency standard; and
- j) if it is demonstrated that there is a clear need, provide appropriate and well-designed car parking that provides safe, secure and convenient access, is integrated into the development and which does not dominate the street scene; and
- k) provide fully accessible surfaces through the selection of robust, quality materials, with all pedestrian, cycle and vehicular areas fully surfaced in an appropriate slip resistant material that is bound or paved; and
- l) be easily, safely and sustainably maintained, operated, managed and regulated to meet existing and future needs; and
- m) protect and enhance existing public rights of way and access

#### Definitions

**‘Appropriate and well-designed car parking’** – see Policy CO2 and Parking Guidelines (Appendix 1).

For **‘inclusive design’**, **‘dementia friendly design’**, **‘minimum service frequency standard’**, and **‘street tree’** – see Glossary.

#### Further information

For the policy on street trees, see **Policy GS7**.

More guidance can also be found in the Sheffield Transport Strategy (March 2019) Sheffield City Council.

For further advice on the design, management and use of streets can also be found in ‘Healthy Streets Approach’ (developed by Transport for London)

## Design of Shop Fronts

- 9.14. Shop fronts are a particularly visible feature of the city and their design and quality can have a significant effect on the character and appearance of a building, street or area. In turn, this can affect how successful the business is and influence how the area functions and how safe people feel there.

### POLICY DE5: DESIGN OF SHOP FRONTS

New and replacement shop fronts should be designed so that:

- a) they respond positively to the context and architectural composition of the building as a whole and integrate features from upper floors through to ground level; and
- b) they reflect the overall character of the street scene; and
- c) they retain existing traditional features such as stall risers, transoms and pilasters; and
- d) the fascia is in proportion to the shop front and the building and adjacent buildings; and
- e) transparent glazing is used as much as possible on all windows and doors of principal elevations including upper floors where they are in use; and
- f) where possible they have the shutter box set within the building so that the fascia is flush to the main elevation of the building; and
- g) they integrate guide rails behind pilasters

On prominent street frontages, including busy pedestrian routes and within Conservation Areas, standard quality roller shutters should be avoided. Where this is not practicable, they should be integrated behind the glazing or should be of open lattice or a colour-coated, perforated, pierced or punched style.

#### Definitions

**‘Stall riser’** – the panels below a cill, providing additional protection for shop front glazing.

**‘Pilaster’** – the columns either side of the shop front, supporting the fascia.

**‘Transom’** – horizontal glazing bars breaking up a larger window, generally lining through with the top of the door.

**‘Prominent street frontages’** and **‘busy pedestrian routes’** – will be identified within the Sheffield City Centre Urban Design Compendium and other masterplans or similar documents.



## Design of Tall Buildings and Protection of Views in the City Centre

- 9.15. Part of the Plan's spatial strategy is to make more intensive use of land within the existing urban areas. This includes promoting higher densities (and therefore taller buildings) in the City Centre where that is appropriate.
- 9.16. Development proposals including tall buildings will be required to fully consider their impact on the character, heritage and environment of the City, including any cumulative impacts with existing, proposed and consented tall buildings. In order to contribute positively to Sheffield's townscape, they must relate well to the form, proportion, composition, scale and character of surrounding buildings, urban grain and public realm. Individually or as a group, tall buildings must enhance the skyline and not have an unacceptable harmful impact on their surroundings.

### POLICY DE6: DESIGN OF TALL BUILDINGS AND PROTECTION OF VIEWS IN THE CITY CENTRE

Tall buildings will be permitted in 'Tall Building Areas' within the City Centre. Where they are permitted, they should:

- a) enhance the city skyline and its distinctive features; and
- b) contribute to the local context, conserve heritage assets and their setting, and retain views of local landmarks; and
- c) be distinctive and striking, incorporating slender proportions; and
- d) be of exceptional architectural quality with a clearly defined ground floor, a middle and a top; and
- e) not create unacceptable impacts on the microclimate, such as wind tunnels, downdrafts or overshadowing; and
- f) be flexibly designed to easily allow for change of use if that becomes necessary in the future; and
- g) be proportional in height and massing and correspond to the significance of their location in the hierarchy of places, thereby improving the legibility of an area.

#### Definitions

'Tall Building Areas', 'Landmark Buildings' and 'City Centre' – as defined on the Policies Map.

## Advertisements

- 9.17. Advertisements and signs can, when well designed, contribute to a sense of vitality in the city and help enable business growth. It is important that their scale, proportions, position and illumination are carefully designed so that they do not detract from the building or area in which they are situated.

### POLICY DE7: ADVERTISEMENTS

Advertisements that require advertisement consent should be located and designed so that they:

- a) respond positively to the character and appearance of the area and the street; and
- b) do not adversely impact on the composition of the townscape or interrupt established vistas; and
- c) are in scale with the architectural composition of the building; and
- d) respect, are in harmony with, and do not cut across or obscure the architectural features of the building; and
- e) use, where necessary, a type and method of illumination that is appropriate to the building and the area; and
- f) provide, where necessary, associated landscaping, fencing and screening; and
- g) do not lead to an excessive, cluttered or uncoordinated display that would detract from the appearance of the building, site or locality; and
- h) do not create impede movements on key active travel routes or cause risks to highway safety or create hazards for disabled people, pedestrians or cyclists.

In addition, the following are applicable to specific types of advertisement:

- i) large banner advertising hoardings will not be acceptable in Conservation Areas or Housing Areas, or in or against open spaces or the Green Belt, except where they form a temporary screen to building works;
- j) internally illuminated fascia signs will not be permitted on shop fronts in Conservation Areas and will be discouraged in other areas;
- k) building wraps will only be acceptable for temporary periods as a screen to building works on active construction sites.



**Definitions**

**'Building wrap'** – large format banners which cover a significant proportion of the face of a building for the purposes of advertising, branding or promotion.

For **'Conservation Areas'** and **'Housing Areas'** – see Glossary.

**Public Art**

- 9.18. Public Art has a key role to play in the quality of the built and green environment, the celebration of culture and local distinctiveness and the engagement of local communities. Public Art is the work of artists, craftspeople or creative professionals that is unique and specially commissioned for a public, or publicly accessible, space. It encompasses a broad range of work that can include artist participation in design, standalone sculpture, the production of site-specific features, community arts projects and temporary installations and performances.
- 9.19. Experience within Sheffield has shown that Public Art is most successful when integrated as part of the public realm. This has set a strong precedent that has helped to define the city.
- 9.20. Where public art is a condition of development, there may be certain circumstances where that condition may be discharged through a legal agreement.

**POLICY DE8: PUBLIC ART**

Public Art should be provided on all major development and should contribute to the local character and distinctiveness of the development, consisting of high-quality design, craft skills and materials. It should also:

- a) be specifically commissioned for the development and undertaken by artists, craftspeople or creative professionals; and
- b) be visible to the public, sited in publicly accessible areas of the building or landscape works; and
- c) wherever possible, be integrated as part of the development or associated public realm

**Definitions**

**'Major development'** - for housing, development where 10 or more homes will be provided, or the site has an area of 0.5 hectares or more. For non-residential development it means additional floorspace of 1,000m<sup>2</sup> or more, or a site of 1 hectare or more, or as otherwise provided in the Town and Country Planning (Development Management Procedure) (England) Order 2015.

**Further information**

Further guidance on Public Art will be provided in Sheffield's 'Public Art Strategy'

**Development Affecting Heritage Assets**

- 9.21. Heritage assets are an irreplaceable resource and should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations.
- 9.22. Part 1 **Policy D1** highlights some of the types of buildings, structures and settlement forms that contribute to Sheffield's distinctive historic environment. This policy sets out how new development should enable the conservation or enhancement of both designated and non-designated assets, securing their long-term sustainability and management.

**POLICY DE9: DEVELOPMENT AND HERITAGE ASSETS**

Development proposals should conserve and, where appropriate, enhance and secure a sustainable future for those elements that contribute to the significance of the city's heritage assets, including locally listed structures, sites and landscapes and other non-designated heritage assets. Particular regard will be paid to those aspects of the historic environment identified in Policy D1, which are of special importance to the distinctive character of the city.

Development proposals that would affect heritage assets or their settings will be permitted only where they:

- a) conserve those elements that contribute to the significance of heritage assets, whether designated or non-designated;
- b) demonstrate a thorough understanding of the elements that contribute to the significance of the asset and its setting, how this has informed the proposed development, and how the proposal would impact on the asset's significance (this will be proportionate to the importance of the heritage asset and the potential impact of the proposal);
- c) have special regard to the desirability of preserving a Listed Building or its

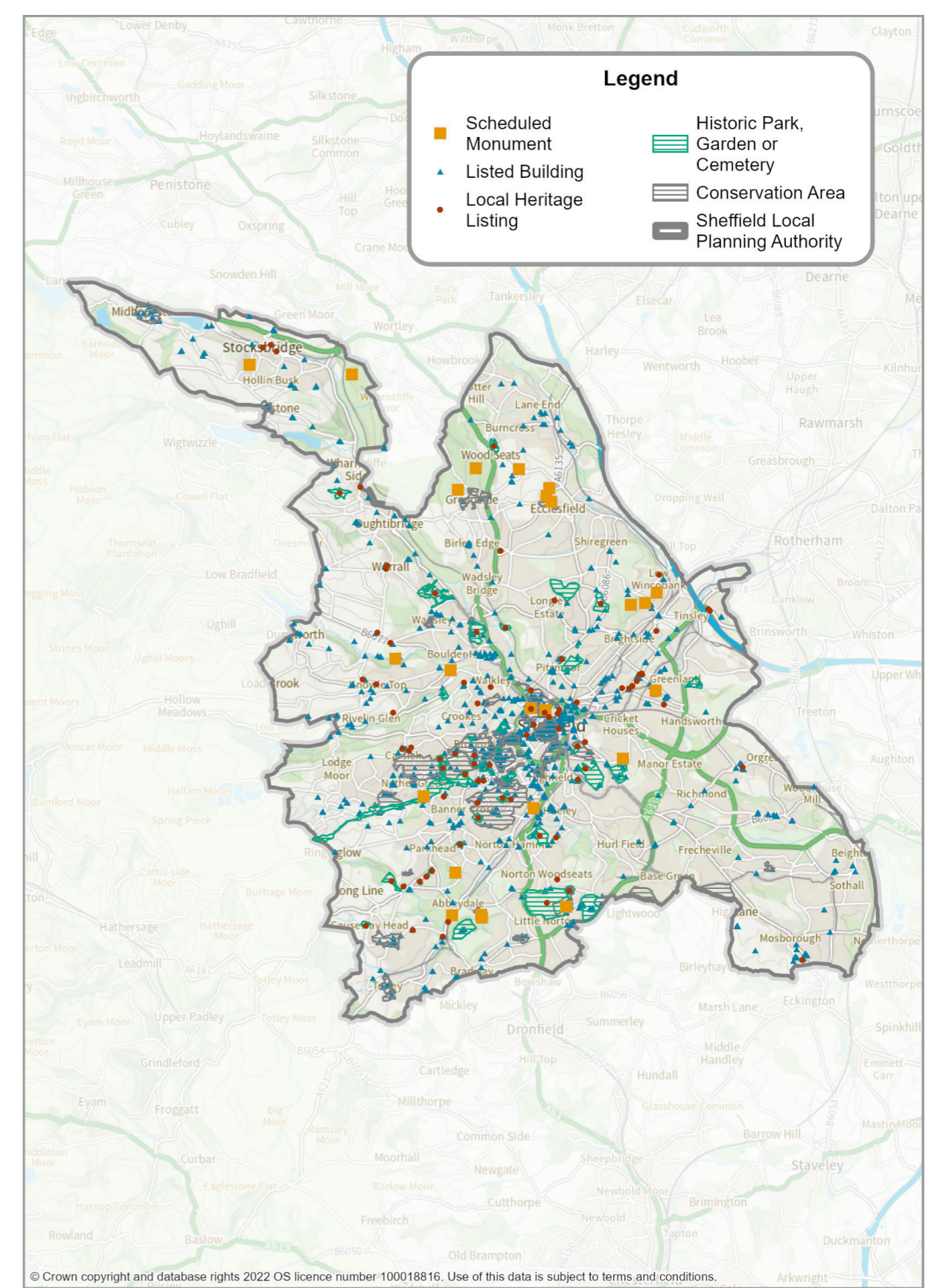


- setting or features of special architectural or historic interest which it possesses;
  - d) ensure that proposals affecting a conservation area preserve or enhance the character or appearance of the area;
  - e) make the most of opportunities to enhance or better reveal the significance of heritage assets;
  - f) reflect and enhance local character and distinctiveness with particular regard given to the prevailing styles of design and use of materials in a local area;
  - g) conserve elements that contribute to the significance of archaeological sites that are of less than national importance in line with the importance of the remains and that:
    - where development is acceptable, remains are preserved in situ or, where this is not justified, adequate provision for excavation and recording is made; and
    - there is subsequent analysis, publication and dissemination of the findings, leading to submission of reports on the results to the Historic Environment Record and deposition of the site archive in the relevant repository.
  - h) help to secure a sustainable future for heritage assets, especially those identified as being at greatest risk of loss or decay.
- Development that would harm the significance of a heritage asset will be permitted only where this is clearly justified and outweighed by other public benefits of the proposal. Substantial harm or total loss to the significance of a designated heritage asset will be permitted only in exceptional circumstances.

**Definitions**

For 'heritage assets', 'significance' and 'designated heritage asset' – see Glossary.

**Map 6: Heritage Assets**



## 10 Developer Contributions

- 10.1. Part 1 Policy I1 identifies the infrastructure priorities for supporting the growth set out in the Plan. The Sub-Area policies specify a range of infrastructure improvements that are needed in different parts of the city. Some of these already have funding whilst others are in the early stages of developing a business case. Others will happen later in the period covered by the Sheffield Plan.
- 10.2. In order to create sustainable communities, it will be particularly important that new infrastructure is phased to coincide with when significant new development is taking place. Some of this infrastructure will be funded through the Community Infrastructure Levy (CIL) or through the capital programmes of the Council or other infrastructure providers. However, developer contributions may also be needed to make development acceptable in planning terms; creating sustainable places that work for residents and for people working in or visiting the area.



SHC Housing, Norfolk Park

Grey to Green

## **POLICY DC1: THE COMMUNITY INFRASTRUCTURE LEVY (CIL) AND OTHER DEVELOPER CONTRIBUTIONS**

### **Community Infrastructure Levy (CIL)**

Developers will be required to contribute to the CIL in accordance with the current CIL Charging Schedule.

Developer contributions paid through the CIL will be invested primarily in infrastructure that is essential for delivery of strategic policies in the Sheffield Plan.

### **Other Developer Contributions**

Developers of housing schemes comprising 10 or more new homes will be required to contribute towards education facilities, health facilities, open space where needs are not being met through the CIL or other funded capital programmes and where further mitigation is necessary to make the development acceptable in planning terms.

Developers of non-residential schemes will be required to contribute to transport infrastructure in accordance with Policy CO1 or towards flood mitigation measures in accordance with Policy GS9.

Other developer contributions may also be required where necessary to make the development acceptable in planning terms but will be negotiated on a site-by-site basis.

### **Infrastructure Delivery Plans**

Promoters of strategic housing sites will be required to work collaboratively to produce and implement a single infrastructure delivery plan.

### **Definitions**

**‘Infrastructure delivery plan’** – a promoter-led document setting out the infrastructure needs for a strategic housing site. It identifies how and when these needs will be met, and who would be responsible for delivery.

### **Further information**

Additional guidance on the Community Infrastructure Levy and developer contributions will be set out in a Supplementary Planning Document.

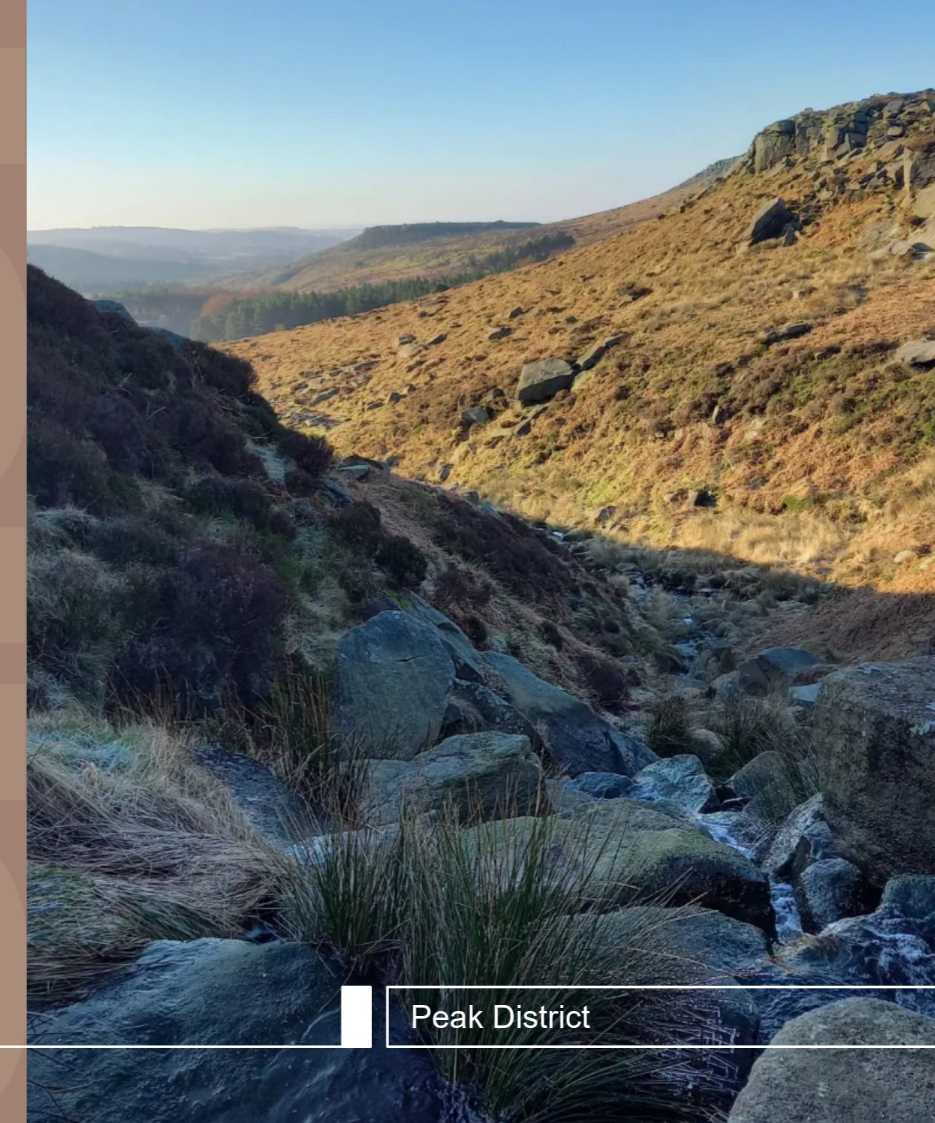


## 11 Implementation

- 11.1. The Sheffield Plan sets out how the city will develop over the period to 2039, identifying where the homes, jobs, services and infrastructure would be delivered and the type of places and environments that will be created. Having set out a clear direction for how the City will develop, and the planning policies and proposals that will help achieve this, it will be important that there are tools in place to help implement these and ensure the successful delivery of the overall vision for Sheffield.
- 11.2. Both the public and private sectors will have key roles to play in implementing the policies and proposals within the Sheffield Plan, both in terms of funding and delivery of development.
- 11.3. The City Council will equally have an important role to play and will make use of all appropriate mechanisms including:
- Providing development management and other regulatory functions.
  - Preparation of Local Development Orders (LDOs), masterplans, supplementary planning documents and other more detailed planning briefs to provide context and support for site specific delivery.
  - Working in partnership with other statutory delivery agencies (including the South Yorkshire Mayoral Combined Authority, the Environment Agency, Homes England, National Highways, Sport England and the water companies) to ensure that essential infrastructure is provided.
  - Working in partnership with landowners/developers and other private sector organisations including Business Improvement Districts to secure deliverable development proposals and investment.
  - The creation and maintenance of effective strategies such as a Housing Strategy, Transport Strategy and Investment Strategy.
  - Pro-active use of public land holdings to assist delivery.
  - Engaging with providers of education and health facilities and other organisations that support skills and training initiatives.
  - Support for Neighbourhood Planning and other local initiatives.
  - Use of the Council's Compulsory Purchase powers to assist with site assembly.
  - Use of Section 106 agreements to secure affordable housing and other benefits.
  - Use of the Community Infrastructure Levy for infrastructure



City centre living, St Pauls



Peak District



- delivery, where appropriate and in line with current statutory regulations.
- Use of Government grants and prudential borrowing.
- Use of other funding sources such as the landfill tax, the aggregates levy, the lottery fund, development incentives and other initiatives as they arise.

11.4. Over the lifetime of the Sheffield Plan, it is likely that new initiatives, partnerships and sources of funding will emerge, however the following provides examples of some of the current mechanisms:

### Development management

- 11.5. As the local planning authority, the City Council sets out Local Planning Application Requirements. These are updated at least every 2 years.
- 11.6. Design and Access Statement requirements are set nationally and expect applicants to provide information showing how their proposals comply with the Sheffield Plan policies.
- 11.7. Other assessments, evidence, statements and plans may also be needed depending on the scale and type of development proposed. These include:
- For Strategic Allocated Sites – a masterplan and an infrastructure delivery plan with an implementation strategy (see Policies NC1 and DC1)
  - An Affordable Housing Statement (see Policy NC3)
  - Noise and Nuisance Impact Assessments (see Policy EC6)
  - A Transport Assessment and a Travel Plan (see Policy CO1)
  - A Landscape and Visual Impact Appraisal (see Policy GS3) – for developments that may impact on the Peak District National Park
  - A Flood Risk Assessment (see Policy GS9) and a Sustainable Urban Drainage System Statement (see Policy GS11)
  - A Water Framework Directive Assessment (see Policy GS10)
  - An Air Quality Impact Assessment (see Policy ES5)
- 11.8. The Council will, where appropriate, use its planning enforcement powers to ensure development is compliant with the appropriate planning permission including any conditions. Submission of a planning application will be invited where breaches of planning control might be acceptable, possibly with an amendment to existing permissions. Unacceptable breaches of a permission will be enforced against quickly. The City Council has signed up to the 'Enforcement Concordat' which sets national best practice standards for planning enforcement.
- 11.9. Section 215 of the Town & Country Planning Act 1990 will be used by the City Council, in certain circumstances, to take steps requiring land, including any buildings within that land, to be properly maintained when the condition adversely affects the amenity of the area.

### Other planning guidance or plans

- 11.10. The preparation of more detailed plans to guide delivery in areas of change has proved to be successful in the past and will continue. Wherever possible

the City Council will aim to make use of supplementary planning documents (SPDs), masterplans, regeneration frameworks and planning briefs to promote local and site-specific policy and a comprehensive approach.

- 11.11. The Sheffield Plan will be supported by an Infrastructure Delivery Plan (IDP). This will provide detail of the essential infrastructure and the delivery issues in relation to key proposals. The City Council will keep the IDP under review to measure progress and ensure funding, initiatives and action are targeted.

### Developer financial contributions/legal agreements

- 11.12. Developers will be expected to provide, or make a contribution to the cost of providing, what is deemed necessary to make the development acceptable in planning terms.
- 11.13. Infrastructure and mitigation measures will be provided in a timely manner to support the objectives of the Sheffield Plan. This will be achieved through:
- **Planning Obligations** - such obligations under Section 106 of the Town and Country Planning Act 1990 (as amended) will continue to be used as a mechanism to make development proposals acceptable in planning terms, where they would not otherwise be acceptable. Section 106 agreements will continue to be used, for example, to secure affordable housing, and on site public open space in residential development. It will also be used to ensure the development or use of land occurs in specific ways and to require specified operations or activities to be carried out.
  - **Community Infrastructure Levy (CIL)** - contributions will be sought in line with the National Planning Policy Framework<sup>24</sup>. Money can be used to fund a wide range of infrastructure that is needed as a result of development. This includes new roads and public transport facilities, flood defences, schools, hospitals and other health and social care facilities, park improvements, green spaces and leisure centres. The City Council adopted the CIL in July 2015 to support the delivery of the sustainable growth agenda set out in the Sheffield Plan.

### Partnerships and Funding

- 11.14. One of the key aspects for the successful delivery of the Sheffield Plan will be the provision of infrastructure to enable and support development. There are a range of funding options that can be utilised to support the infrastructure and environmental improvements that are required to enable the delivery of the overall strategy and support sustainable growth.
- 11.15. While the City Council has a key role to play in delivering the policies and proposals, responsibility does not rest solely with the City Council and it will require the combined efforts and investment of a range of partners. The City Council will have a vital role in co-ordinating the actions and activities of private, public or third sector partners, including through;
- **Homes England and the Department for Levelling Up, Housing and Communities (DLUHC)**: are major partners supporting the delivery of new homes in the City Centre, as well as in other parts of the city utilising funding to assemble land, unlock brownfield housing sites and address infrastructure constraints
  - **Department for Transport (DfT)**: plan and invest in transport

<sup>24</sup> NPPF, 2021, paragraph 34.



infrastructure across the UK, including providing funding to the Mayoral Combined Authorities for local transport projects. The DfT are currently supporting several transport projects in Sheffield through the Transforming Cities Fund, Active Travel Fund and National Roads Fund.

- **South Yorkshire Mayoral Combined Authority Brownfield Housing Fund:** is being used to 'unlock' housing development on brownfield sites by investing in a range of measures such as on and off-site infrastructure, Neighbourhood infrastructure such as public realm and place-making interventions, Site Remediation and demolition and site acquisition and land assembly
- The **Sheffield City Region Mayoral Combined Authority** is a formal membership of councils. The constituent members of the Combined Authority are Sheffield, Rotherham, Barnsley and Doncaster councils. The councils of Bassetlaw, Chesterfield, Northeast Derbyshire, Derbyshire Dales and Bolsover are 'non-constituent' members (see Map 1 in Part 1 of the Sheffield Plan). The Combined Authority shapes policy and leads on decision-making. The Combined Authority Board members are also members of the LEP Board. Sheffield City Region Integrated Infrastructure Fund – is used to fund infrastructure projects identified in the SCR Integrated Infrastructure Plan. The City Region receives funding from the Government's Local Growth Fund as part of the Devolution Deal for the South Yorkshire Mayoral Combined Authority.
- The **Local Enterprise Partnership Board** (LEP) provides the strategic direction for South Yorkshire. As the custodian of the Strategic Economic Plan, the LEP sets out the economic blueprint for how South Yorkshire will grow its economy. The LEP supports the public sector decision-making process and the LEP Board Chair is a member of the Combined Authority Board.
- The **University of Sheffield** and **Sheffield Hallam University** have been working in partnership with the City Council to enhance the universities' campuses and help attract students and research investment to the city. This includes significant improvements to the public realm in the City Centre. The University of Sheffield has also led the creation of the Advanced Manufacturing Research Centre (AMRC) in the Advanced Manufacturing Innovation District. Sheffield Hallam University is a key partner in the development of the Olympic Legacy Park (OLP) with the establishment of the Advanced Wellbeing Research Centre.
- The **duty to cooperate** with neighbouring authorities and other statutory bodies (see Part 1 of the Plan) will be on-going and will feed into future reviews of the Sheffield Plan.

### Inward investment

- 11.16. Alongside securing funding for infrastructure, the ability to attract private sector investment will be central to the overall success of the Sheffield Plan. The City Council will continue to take a proactive and constructive approach to potential local, national and international investors. The City Council will continue to work actively in promoting Sheffield and the opportunities on offer (for example, as part of the Advanced Manufacturing Innovation District (AMID)).

### Compulsory Purchase Orders

- 11.17. Compulsory Purchase Powers are an important tool for local authorities and other public bodies to assemble land to help deliver social and economic change. The City Council has a strong track record in utilising these powers to support urban regeneration schemes and the delivery of infrastructure. It will not hesitate to apply these powers in the future where the acquisition of land is necessary to enable comprehensive schemes that deliver economic, social and/or environmental benefits.

### Other Council Powers

- 11.18. The City Council has a range of powers that are available to help support delivery. This will not just be confined to those of the planning system but also the housing, education, licensing and highway functions it provides.

### Use of Public Land and Resources

- 11.19. There are extensive public landholdings and other resources within Sheffield and the City Council will seek to use these to take forward the strategy. This could be through land sales and development promotion or through the protection and improvement of environmental assets. It could also include reserving certain allocated housing sites for self-build. The uplift in land values arising from the allocation of public land for development provides an opportunity to deliver a higher level of community benefits than might otherwise be the case for land in private ownership.



## 12 Monitoring

- 12.1. The Council will use a series of indicators to monitor progress against key policies in each of the chapters. The frequency that the data would be reported is specified for each indicator.
- 12.2. The Council will publish an Authority Monitoring Report on its website annually. Policies will be reviewed to assess whether they need updating at least every five years and will be updated as necessary.



Renewable energy generation



Butcher Works, Listed Building

## An Environmentally Sustainable City

- Percentage of new homes generating onsite renewable - annual (Policy ES2)
- Number and capacity of new renewable energy networks or shared energy schemes completed – annual (Policy ES2)

## Thriving Neighbourhoods and Communities

- Population change – annual (Policies SP1 and H1)
- Number of new homes completed – annual (Policies SP1 and H1)
- Number of years' supply of deliverable housing sites – annual (Policy H1)
- Number of new homes completed on previously developed (brownfield) land – annual (Policy H1)
- Number of dwellings granted permission on small windfall sites – annual (Policy H1)
- Number of dwellings granted permission on large windfall sites, within and outside Broad Locations for Growth – annual (Policy H1)
- Number of affordable homes completed (by tenure) – annual (Policy NC3)
- Completions of wheelchair adaptable/accessible homes completed – annual (Policy NC4)
- Numbers of different house types completed (apartments, houses, bungalows, by number of bedrooms) – annual (Policies H1 and NC5)
- Number of applications for HMOs granted permission in the area covered by the Article 4 Direction – annual (Policy NC5)
- Purpose-Built Student Accommodation completions by bed space and cluster – annual (Policy NC6)
- Average density of residential developments completed (by location type) – annual (Policy NC9)
- Amount and percentage of new retail/leisure floorspace developed in District Centres – annual (Policy NC10)
- Number of planning permissions for takeaways within/ more than 400m from a secondary school – annual (Policy NC12)

## A Strong and Growing Economy

- Employment land supply by type and location – annual (Policy SP1)
- Number of years' supply of deliverable employment sites – annual (Policy SP1)
- Amount of new office and industrial floorspace completed (sqm) – annual (Policy SP1)
- Number of major-employment generating schemes approved with local employment including number of jobs or training places where known – annual (Policy EC7)

## A Vibrant City Centre

- Amount and percentage of new retail/leisure floorspace developed the City Centre – annual (Policy VC1)

- Amount and percentage of new retail/leisure floorspace developed outside 'town centres' (Policy EC5)
- Amount and percentage of new office space developed in the City Centre and in the City Centre Office Zone – annual (Policies SP1 and EC2)
- Annual percentage of non-commercial (Use Class E) uses on ground floor frontages in the Central Primary Shopping Area – annual (Policy VC1)

## A Connected City

- Transport modal split – annual (Policy T1)
- Number of Travel Plans agreed – annual (Policy CO1)
- Number of developments that include provide gigabit-capable, full fibre connections – annual (CO3)

## A Green City

- Net change in the total area of open space – every 5 years (Policy GS1)
- Percentage of new developments providing at least 10% Biodiversity Net Gain – annual (Policy GS6)
- Number of permissions granted contrary to the advice of the Environment Agency on flood risk grounds – annual (Policy GS9)

## A Well-Designed City

- Number of tall buildings developed in the City Centre – annual (Policy DE6)
- Change in the number of designated heritage assets (Scheduled Ancient Monuments, Listed Buildings, Registered Parks and Gardens, Conservation Areas) – annual (Policy DE9)

## Infrastructure Provision

- Amount of developer contributions paid through the Community Infrastructure Levy and other developer contributions – quarterly/annually (Policy DC1)



This document can be supplied in alternative formats, please contact:

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