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Cc: [REDACTED]
Subject: Sheffield Plan - Our City, our future - Feedback
Date: 30 January 2023 10:03:41
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Dear Sheffield City Council (Strategic Planning),

Re: Sheffield Plan our city, our future.

You are asking for feedback and thoughts with regard to draft local plan (the 'Sheffield Plan'), I visited the public consultation display that took place 21 January 2023 Public drop-in event:

Moor Market, City Centre 10am - 4pm, Moor Market, 77 The Moor, Sheffield City Centre, Sheffield S1 4PF

I will comment on the display and my overall experience at this event later in my letter.

As far as the report is concerned I downloaded the report and have read through and made comments throughout as you can see in the attached document. The comments are in my hand writing- I hope you are able to read it.

In general the draft report has many positive traits/features, however, I have summarised some additional thoughts, comments and feedback below.

I have highlighted issues/areas that are not included in the draft report but are sufficiently important to warrant inclusion (in my opinion).

My comments and feedback mainly concentrate on section '2 Vision, Aims, and Objectives' - I hope you find my feedback helpful.

Having read through the report I thought the vision statement for Sheffield city needed re-wording. I thought the original vision statement needed to capture the central theme 'a sustainable city' with more emphasis or higher priority. I have changed the wording of the Vision from:

"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 the its region, with thriving neighbourhoods and communities, and have a distinct urban and rural identity."

Changed to:

"Our vision is that, by 2039, Sheffield will be a sustainable 'Outdoor City', that will be economically buoyant, fair, and inclusive. Sheffield City will become known as a catalyst for a diverse economic growth at the heart of and throughout its region both nationally/internationally. Sheffield will support thriving neighbourhoods and communities that will have distinct urban and rural identity."

The section 3 Growth Plan and Spatial Strategy is clear and well written. As is the rest of the draft report.

**Issues not included:
Meadowhall And Sheffield**

Sheffield city centre's relationship to Meadowhall. My question is should the draft report include a section to what Sheffield City Centre's relationship is with Meadowhall. Meadowhall has had a dramatic impact on the centre of Sheffield particularly the retail aspect and this will continue and as must be acknowledged and referenced within the draft report. Surely any future plan for Sheffield needs to address and understand how Meadowhall and Sheffield city centre can coexist? And offer differing experiences? These are some of my thoughts:

Encouraging, developing and presenting an enjoyable retail day out (in the centre of Sheffield).

To develop features that retail experience within Sheffield City centre can positively contrasts with the retail experience at Meadowhall.

To develop features that improve and support visitors.

To develop a better, improved transport structure to Sheffield City centre.

Areas for free parking (to compete with Meadowhall).

Improved transport network to Sheffield City centre: currently the super tram only supports half of Sheffield (south of Sheffield is not supported).

The recently created Moor Market is not well supported by transport (from the main train station, or from all areas by the super tram - these are long walks). The report states "a shift away from private car journeys towards more sustainable ways of travelling..." This is a crude statement that is not inclusive (not all people can walk great distances and need to use their private vehicle) also in future, as more people buy electric vehicles they will be more environmentally (in terms of clean air) - these need to be supported particularly for business development within the city centre. (and visitors to compete with Meadowhall) Electric charging points supported by electricity generated from solar power (supporting Sheffield as an Outdoor City). These details are important and contribute to the 'Outdoor' city.

City Centre Parking

Parking is covered in the report but it only refers to parking from the perspective of future commercial developments from the aspect of potential employers. Parking is not covered in terms of a retailer/visitor. One can not ignore the fact that the use of vehicles is not likely to significantly reduce (more people will buy electric vehicles) so the report should include a section for this issue, to support the city centre retail- note parking at Meadowhall is free and well provided and not, as far as I am aware be subject to the clean air charge - parking in the centre of Sheffield is extremely expensive. The notion that the 'Outdoor City' Sheffield supports parking and charging of electric cars where the energy generated is from sustainable sources (solar power & wind power, etc.) where these sources are prominent in order to raise awareness and generate a 'feel good' factor. Could new business proposals for Sheffield be encouraged to support electric charging points?

Maintenance:

The report doesn't mention a strategy for maintenance of buildings, (important for historically important buildings and structures), transport infrastructures: roads, the reputation as the 'Outdoor City' public parks and social/community important buildings within 'Outdoor' areas, to maintain the green character of the city. I can appreciate that many planning applications will be private, independent/commercial proposals - maintenance in this context is for features and existing buildings developed and owned by Sheffield City Council. It's one thing to develop and grow but as Sheffield grows so does the cost for maintenance. Should this aspect not be included? The proposal needs a policy in place for maintenance, indeed private or commercial business proposals will not thrive if the local environment is not of a high well maintained standard.

Public libraries -

From "The Vision- Our City in 2039"

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. P. 11 Vision, Aims, and Objectives

The report doesn't appear to include the library service throughout the city and regions. The report states first objective for a strong economy is as follows:

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). P. 12 Objectives for a strong economy

Libraries have a huge resource available.

Libraries have an employee structure.

Libraries are based in some of the most iconic historic buildings across the city along with a rich resource and staff structure that should compliment and support the vision of Sheffield. What will the library of the future be? How could this resource/structure develop to support (from the The Vision - Our City in 2039): the use and function of libraries need to be reviewed to the vision of this draft report. Such a review should include the function of a modern library not just from the perspective of public users but from the development and relationship to commercial business development.

21 January 2023 Public drop-in event -

(Moor Market, City Centre 10am - 4pm, Moor Market, 77 The Moor, Sheffield City Centre, Sheffield S1 4PF)

Public Consultation on the draft local plan (the 'Sheffield Plan'). In order to collect information and feedback a number of events have been arranged for the public to attend to gain knowledge and understanding. The event I attended was appalling and failed on a number of levels for the following reasons:

Poor Quality of Presentation

The overall poor quality of the display presenting the 'Sheffield Plan' was at such a low level as to be all but useless. The outline map that was stuck up was so badly creased, and not flat enough to easily read. No care was taken to organise the key points or principles and structure of the plan to ease viewers understanding. With little or no introduction to the Sheffield Plan provided the map was effectively meaningless (other than the paper leaflets). Or indeed gain an understanding of where feedback would be most helpful/useful.

This was a missed opportunity - this display could have been more visually organised and enabled a complex document/plan to be much more understandable and visually interesting as to encourage people to engage.

In addition the 'key of symbols and colours' used within the map, was positioned at ankle level - so was useless for viewers to read

unless they kneeled but even then it was virtually impossible to see.

I was amazed how bad this was! In short this display was not fit for purpose and presented an extremely low level of professionalism from Sheffield City Council. I would expect a professional standard from Sheffield City Council whose vision states 'will be playing a nationally significant economic role at the heart of the its region' - this event did not reflect this!

Little or no briefing for representatives

Representative at this event was not helpful, I am not mentioning names, I don't think that would be helpful, an apparent lack of enthusiasm, very defensive (for what reason I am not sure?). Indeed I was not convinced that the staff member had been briefed how to respond at these events at all. If the intention of this event and subsequent events was and is to present the Sheffield Plan and raise awareness in order to gain feedback and comments then this event was a failure.

Collecting feedback/information

There didn't appear to be a system in place for people to leave feedback at the event. Is this a missed opportunity? At the very least it should have links to data collection sites via mobile phones (possibly QR codes)- most people now have smart phones. If the display was more engaging and easily understood followed by a quick, immediate method to give feedback QR codes then more feedback could be collected at these events.

In short the consultation event certainly did not reflect the ambitions and vision outlined within the draft Sheffield Plan. The event was an example of how not to do it!

Please I would hope in future that such events present a high standard of professionalism I would expect to see from city councils. These events are outward facing and you as councillors are democratically voted into post - attending this event did not present me with a positive outlook for future Labour Councillors if indeed the representative was labour?

I would like to finish on a slightly better note stating that I hope you find my feedback useful, it is intended to be helpful. Please remember there are more comments hand-written on the attached PDF document. As I have explained I feel that the draft report is generally quite good and I wish you all the success with the application.

I look forward to hearing your reply/comments.

Yours sincerely,



Mr G.Hawley



Email: [Redacted]

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Sheffield Plan Feedback.pdf
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**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 35,530 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. *What does more accessible and adaptable mean?*

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. *plan embrace economic development but economic development that steers from environ ment & social impacts? **

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. ** This would provide a much clearer vision for Sheffield **

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

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1 Introduction *Q-what are the objectives? - where are these outlined?*

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 otherwise¹.

Q- what is meant meant by "important infrastructure"?

what challenge

This paragraph is very confusing - it is not clear, what is being said?

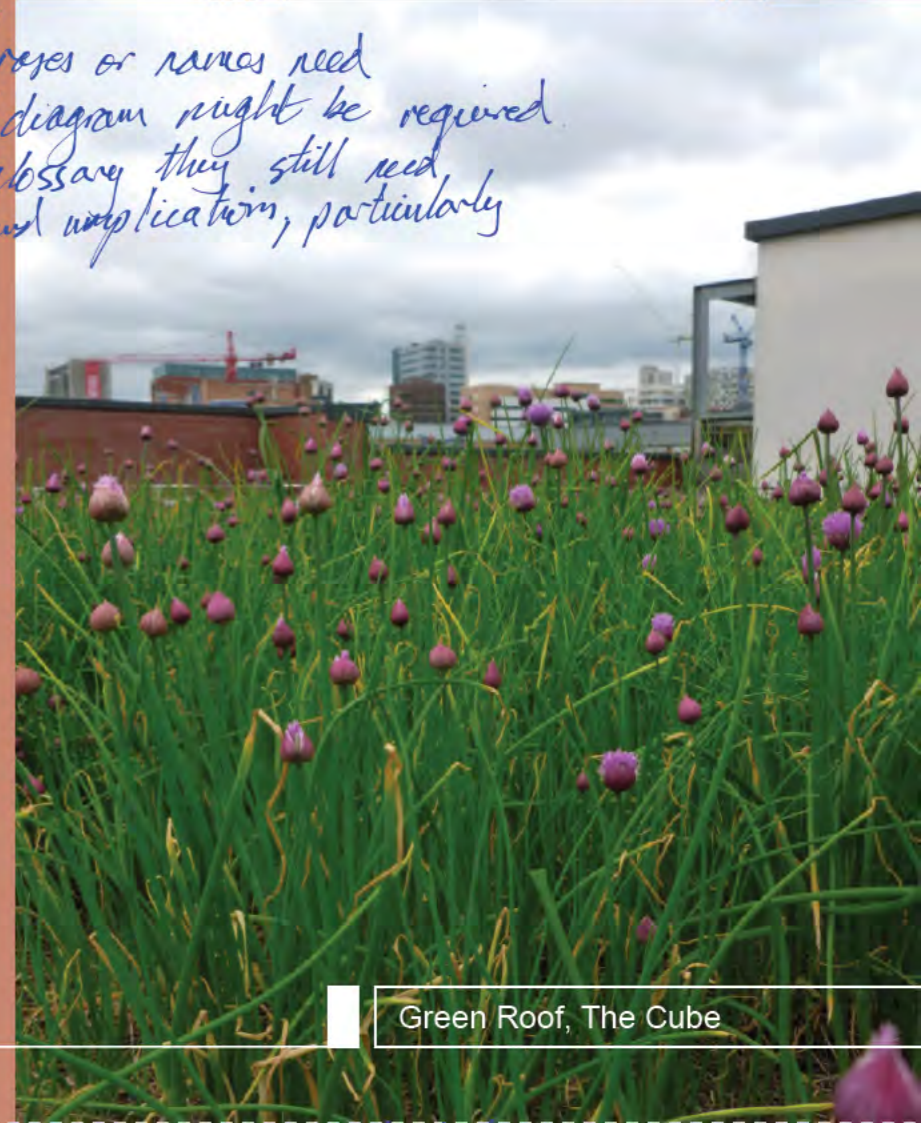
What opportunities - needs to point to where this information can be found.

The differences between these two phrases or names need explaining - perhaps a flow-chart / diagram might be required. (Although these phrases are within the glossary they still need clarification in terms of the process and application, particularly at this early stage of the report).

This paragraph needs clarification.



Development under construction



Green Roof, The Cube

¹ 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).



this is good - it should form some of the introduction

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).

** Again a diagram would help with understanding of the application and approval process.*

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 permission² 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.

Where are the objectives outlined?

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.

Confusing - needs clarification/re-writing

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.

² 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 Park³. Map 1 below shows the geographical area covered by the Sheffield Plan.

Map 1: Geographical area covered by the Sheffield Plan



³ 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 authorities⁴. 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 area⁵. 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.

⁴ 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.

⁵ 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 2020⁶. This consultation was carried out in accordance with the Council's Statement of Community Involvement (SCI)⁷.
- 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.

⁶ 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>

⁷ 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>

- 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 Report⁸.

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)⁹. 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 produced¹⁰. 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 website¹¹.
- 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

⁸ Issues and Options - Sheffield Plan (2020) - Consultation Report.

⁹ National Planning Policy Framework (NPPF) (2021) - paragraph 22.

¹⁰ National Planning Policy Framework (NPPF) (2021).

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



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 development¹². 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).

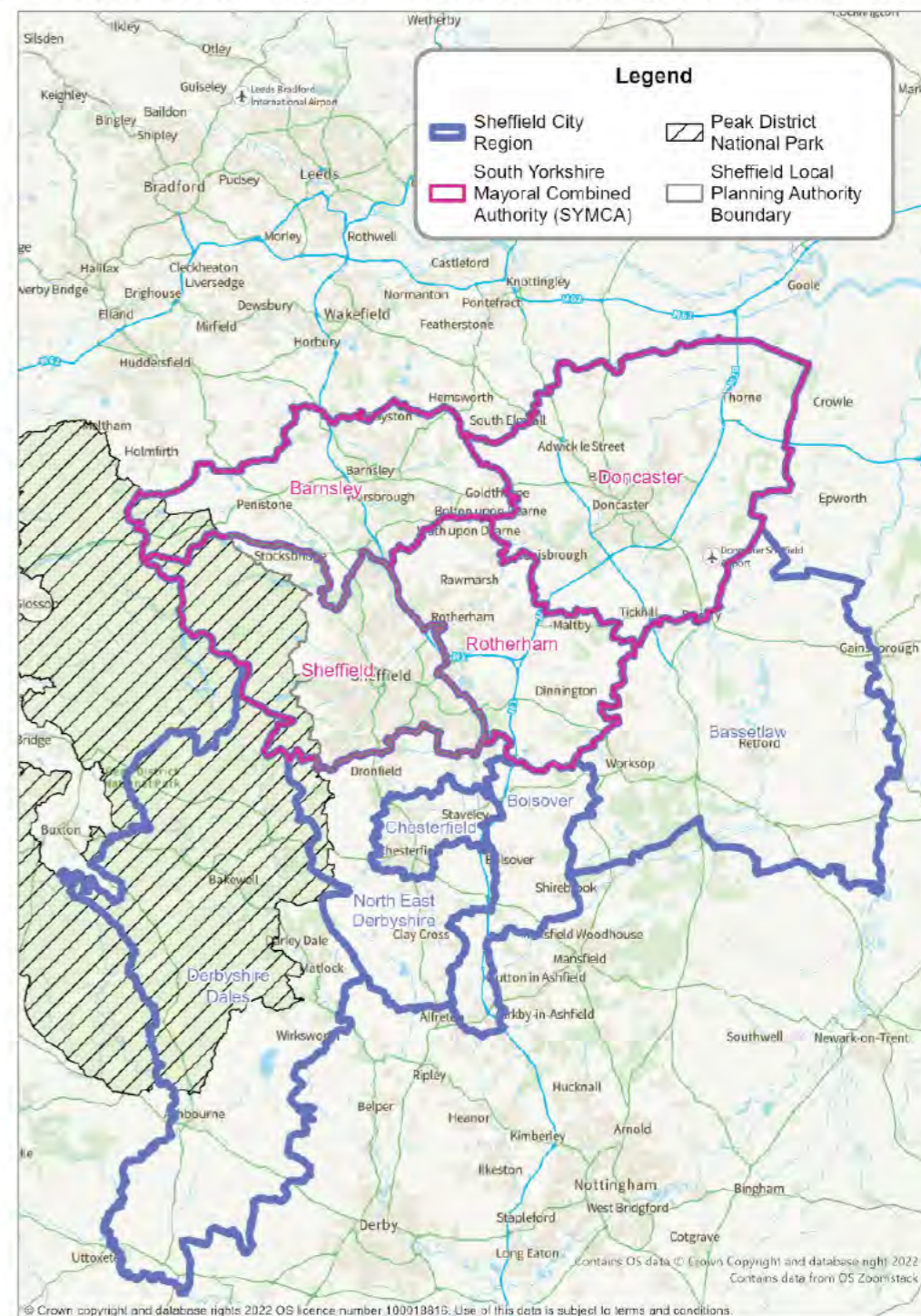
1.46. The CA local authorities have identified a number of strategic cross boundary issues with cross-boundary implications¹³. These are:

- 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



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

¹³ 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. ** Should this be two points?*

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, ^{and region} major employment centre and academic and cultural heart of the city region ^{create}

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. *is interesting but needs explaining.*

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

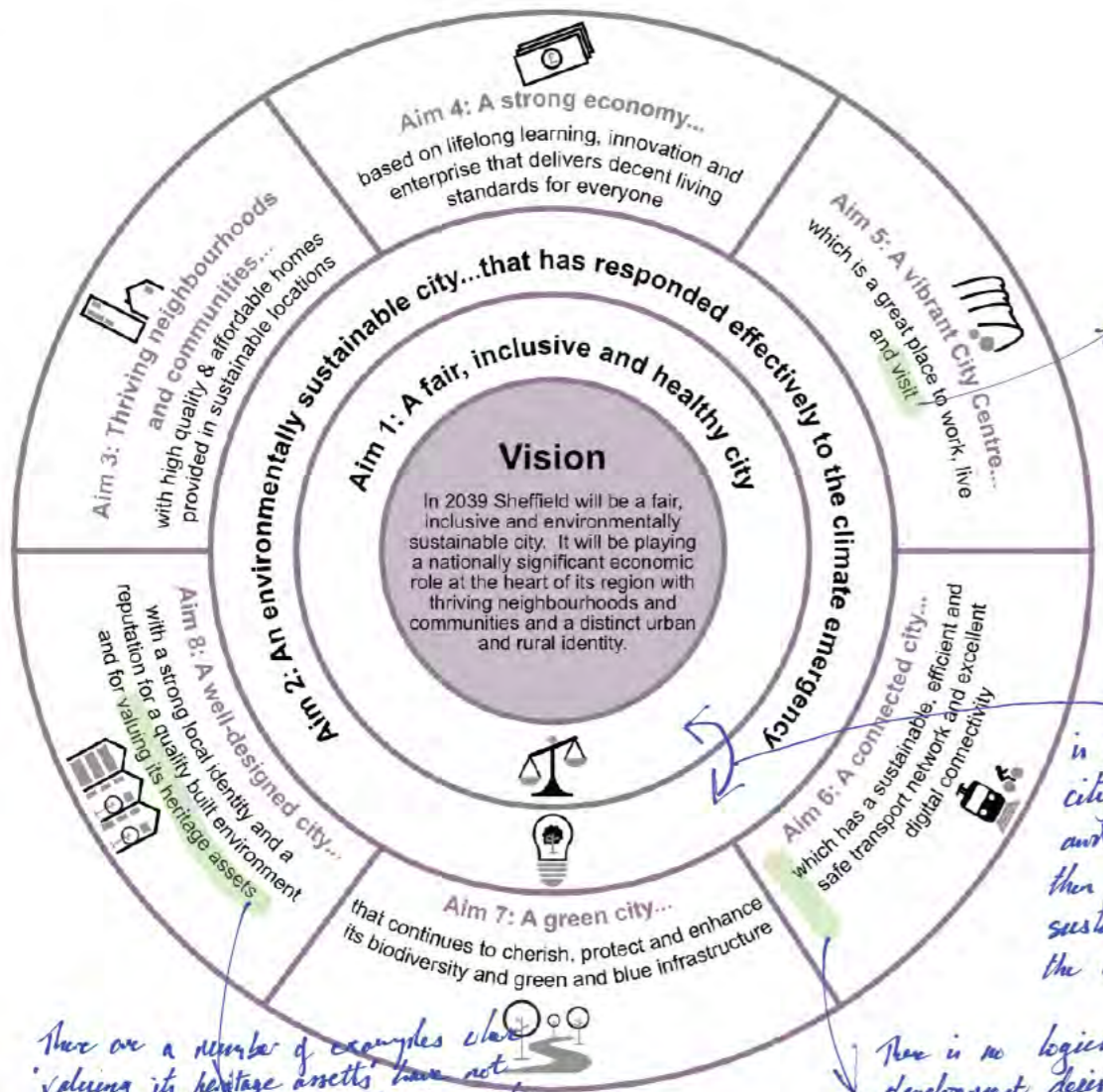


Sheffield Railway Station

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



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

Outside 'to develop and grow the city in a way which is fair and inclusive'. What the rest of the paragraph adds in unclear?

City centre parking should be included - there are a number of issues:
 - Places to park
 - Cost of parking in City centre (compared to Meadowhall)
 - Keeping a thriving city centre - the impact on business.

If the main priority is to move towards a sustainable city - where can the environment and climate underpins everything then surely 'an environmentally sustainable city.....' must be at the centre?

There are a number of examples where 'valuing its heritage assets' have not been met and still are not being met:
 - The del market centre
 - The Rose Cafe in Graves Park (on-going)

There is no logical thinking looking at past development decisions that present



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.

This needs expanding to capture and indicate the type of industries/businesses where growth will take place. To indicate issues that at present are preventing growth/development.

Under what does this mean?



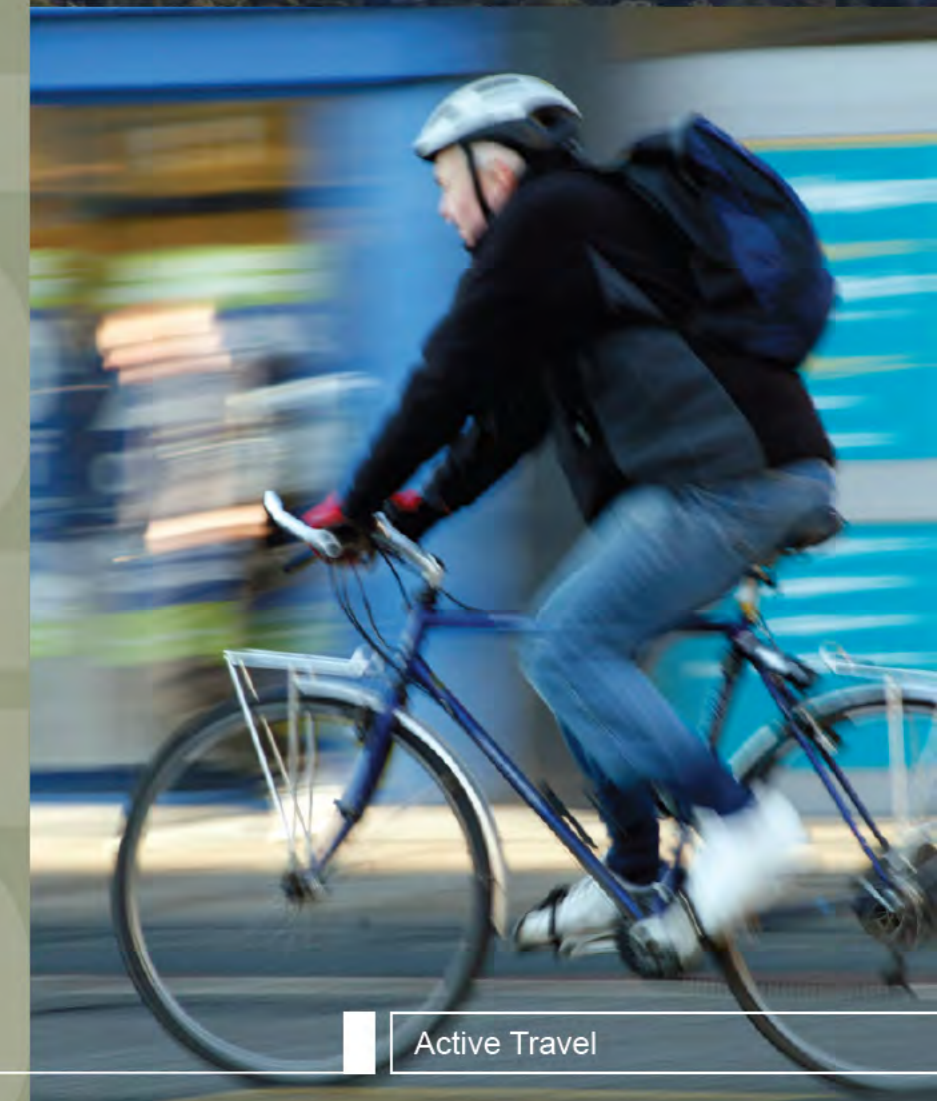
3 Growth Plan and Spatial Strategy

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*)¹⁴. The economic growth and employment land figures in Policy SP1 are derived from evidence including

the *SYMCA Strategic Employment Land Appraisal*¹⁵, 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 Wharnccliffe 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)¹⁶. 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

¹⁵ 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>

¹⁶ 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)

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



long-term requirements¹⁷. Existing planning permissions and proposed site allocations identified in the plan provide over 171 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) 35,530 new homes by 2039 (2,090 homes per annum from 2022 to 2039) (see Policy H1)
- b) 12.9 hectares of employment land per year, which includes 2.9 hectares for office development; and 10 hectares for industrial development (see **Policies EC1 to EC7**).
- c) 372 Site Allocations¹⁸ - including 297 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.

¹⁷ NPPF 2021, paragraph 22.

¹⁸ 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.

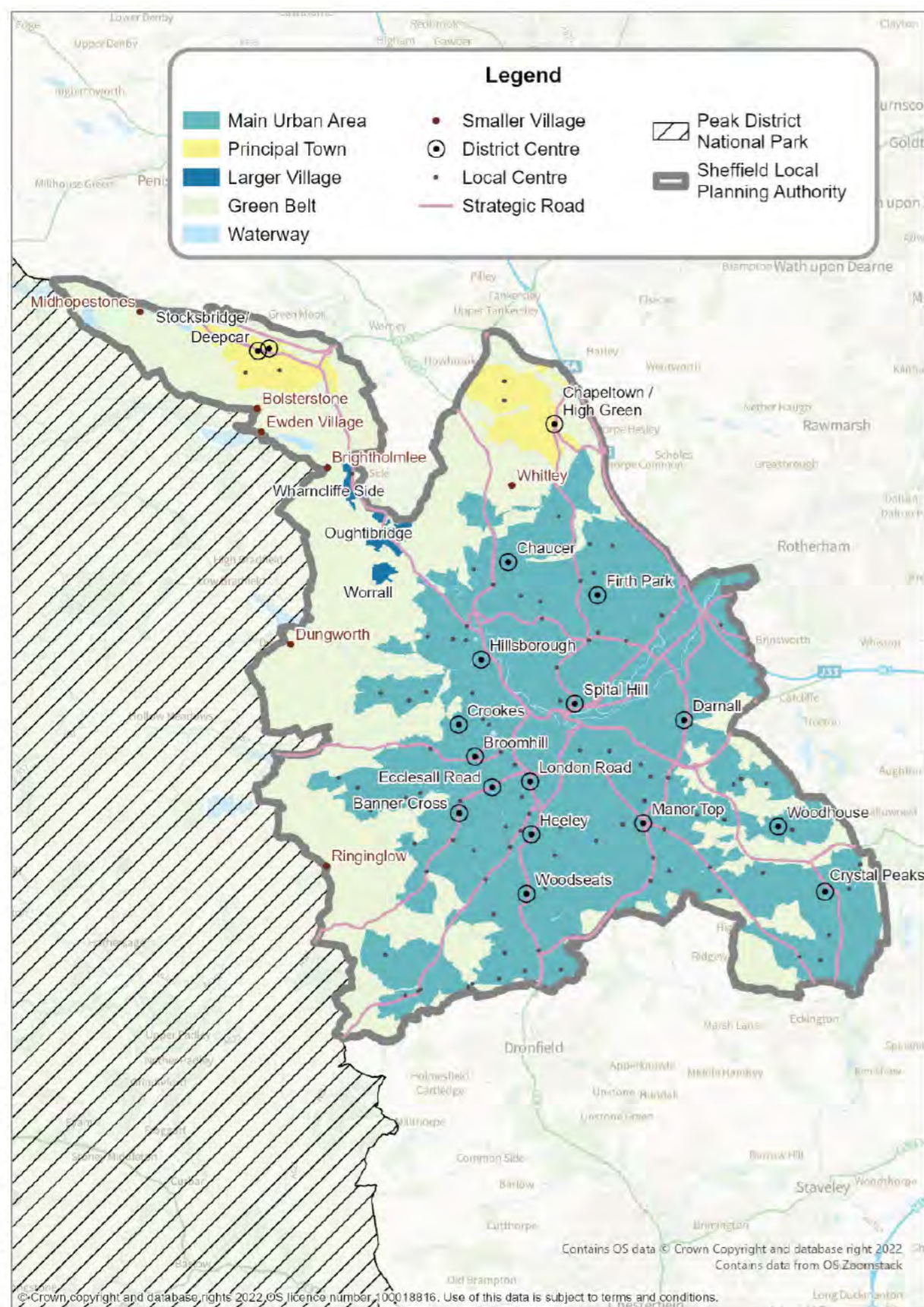
Definitions

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 evidence¹⁹ 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

¹⁹ <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



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.



Map 5: Sheffield Plan Sub-Areas

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**^{20 21}.
- 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
1. Kelham Island, Neepsend, Philadelphia and Woodside	a. Neepsend	i. Between Penistone Road, the River Don, and Rutland Road
2. Castlegate, West Bar, The Wicker, Victoria	b. Wicker Riverside	n/a
	c. Castlegate	n/a
3. St Vincent's, Cathedral, St George's and University of Sheffield	d. Furnace Hill	ii. Gateway between Scotland Street, Smithfield, and Snow Lane
4. City Arrival, Cultural Industries Quarter, Sheaf Valley	e. Moorfoot	iii. Junction between St. Mary's Gateway, The Moor Street, and London Road
5. Heart of the City, Division Street, Springfield, Milton Street, The Moor and Hanover Street		
6. London Road and Queen's Road	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**).

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

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



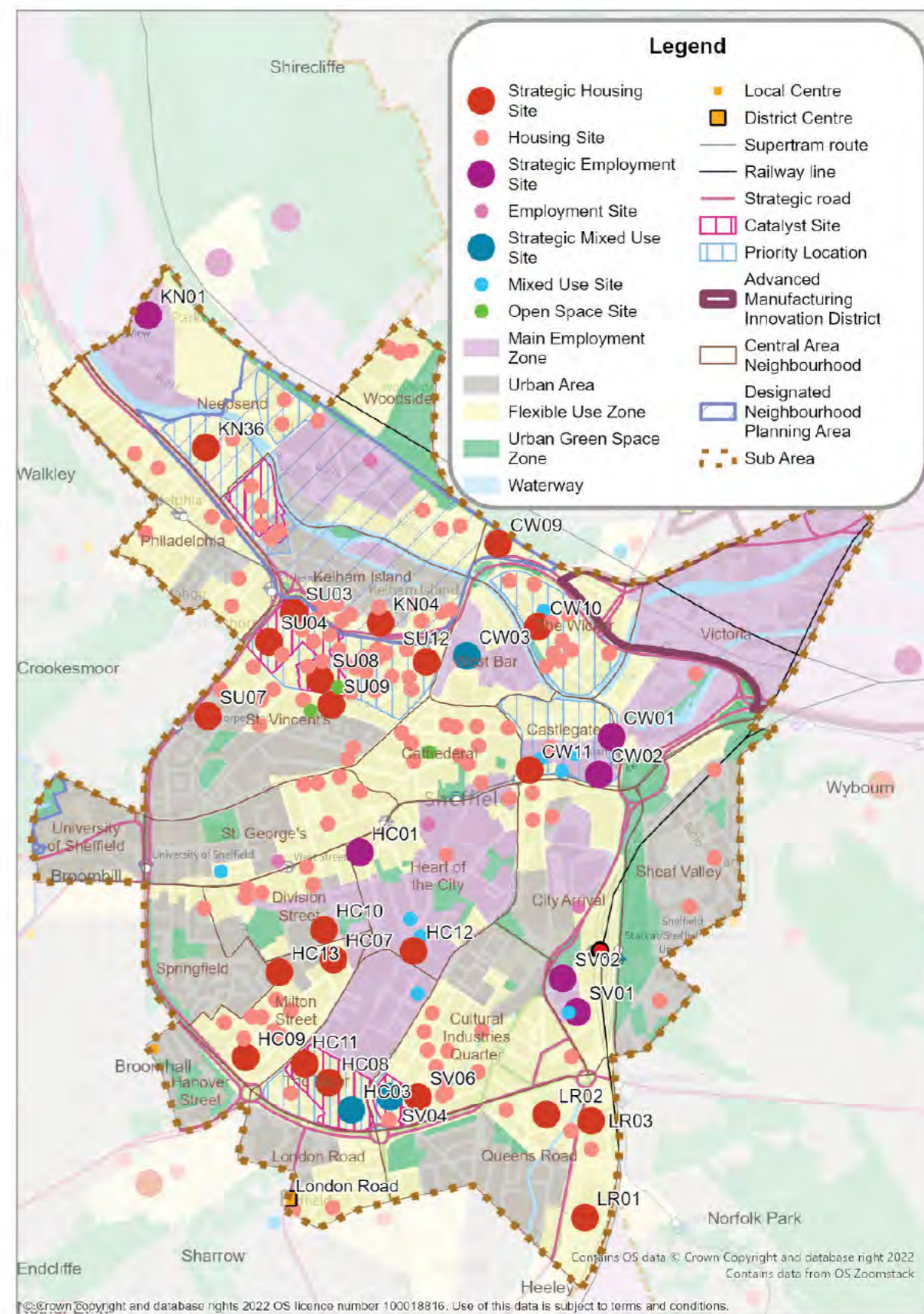
- c) Deliver approximately 10.1 hectares of employment land, including being the main focus for new office development through the identified City Centre Office Zones (see **Policy EC2**). Other forms of commercial activity and employment land/floorspace should be delivered within the identified General 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)²².

²² This figure includes 2,648 homes on large sites and 5 homes on small sites with planning permission as at 1st 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 Infirmary 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 Infirmary 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

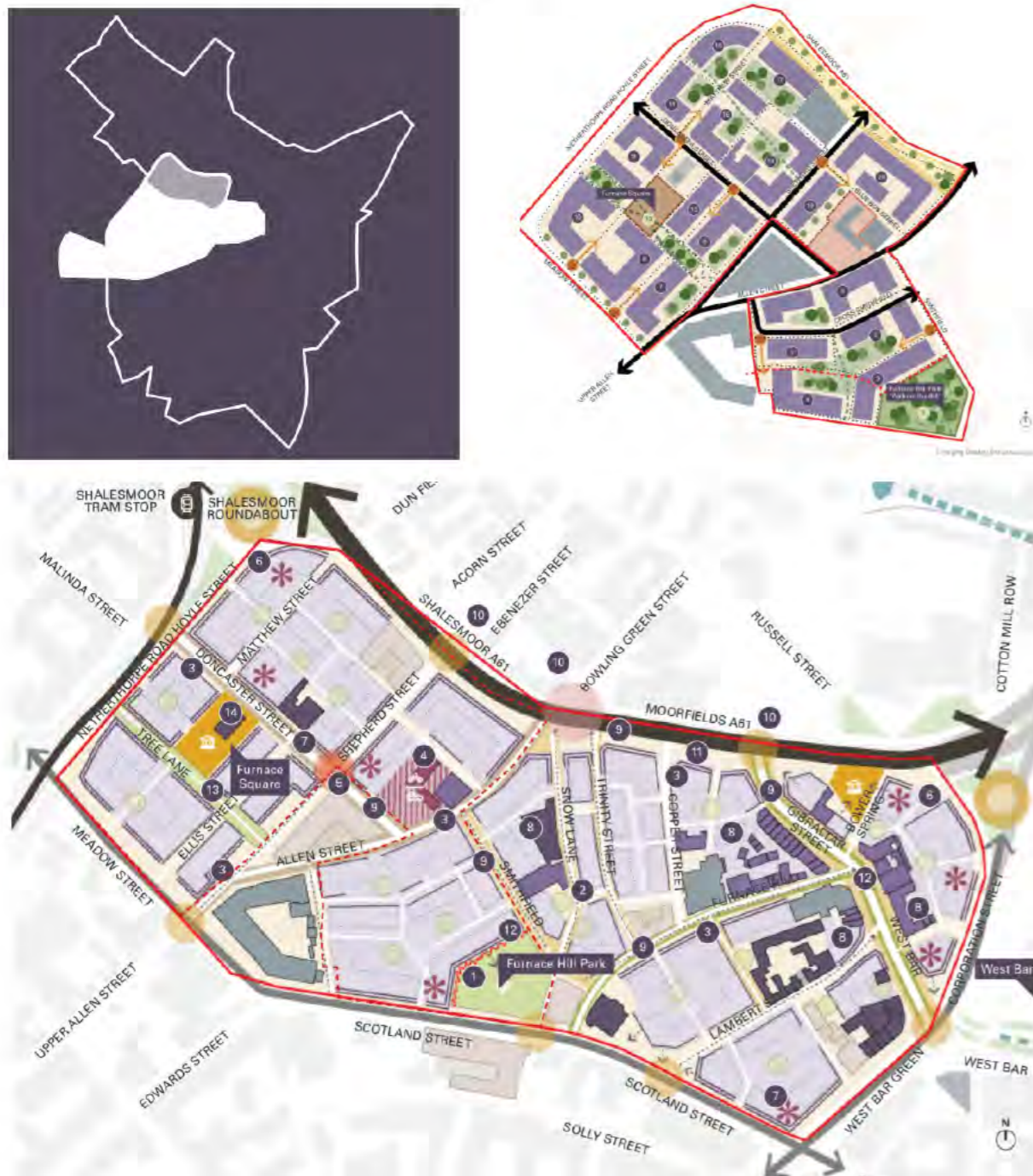
Development proposals will deliver Site Allocation(s) CW05, CW10, CW12 to CW17, and CW20 to CW23 and help realise:

- 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)

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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

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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 Queens 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 Queens 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 Queens 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 Queens Road

Development proposals in this Character Area will:

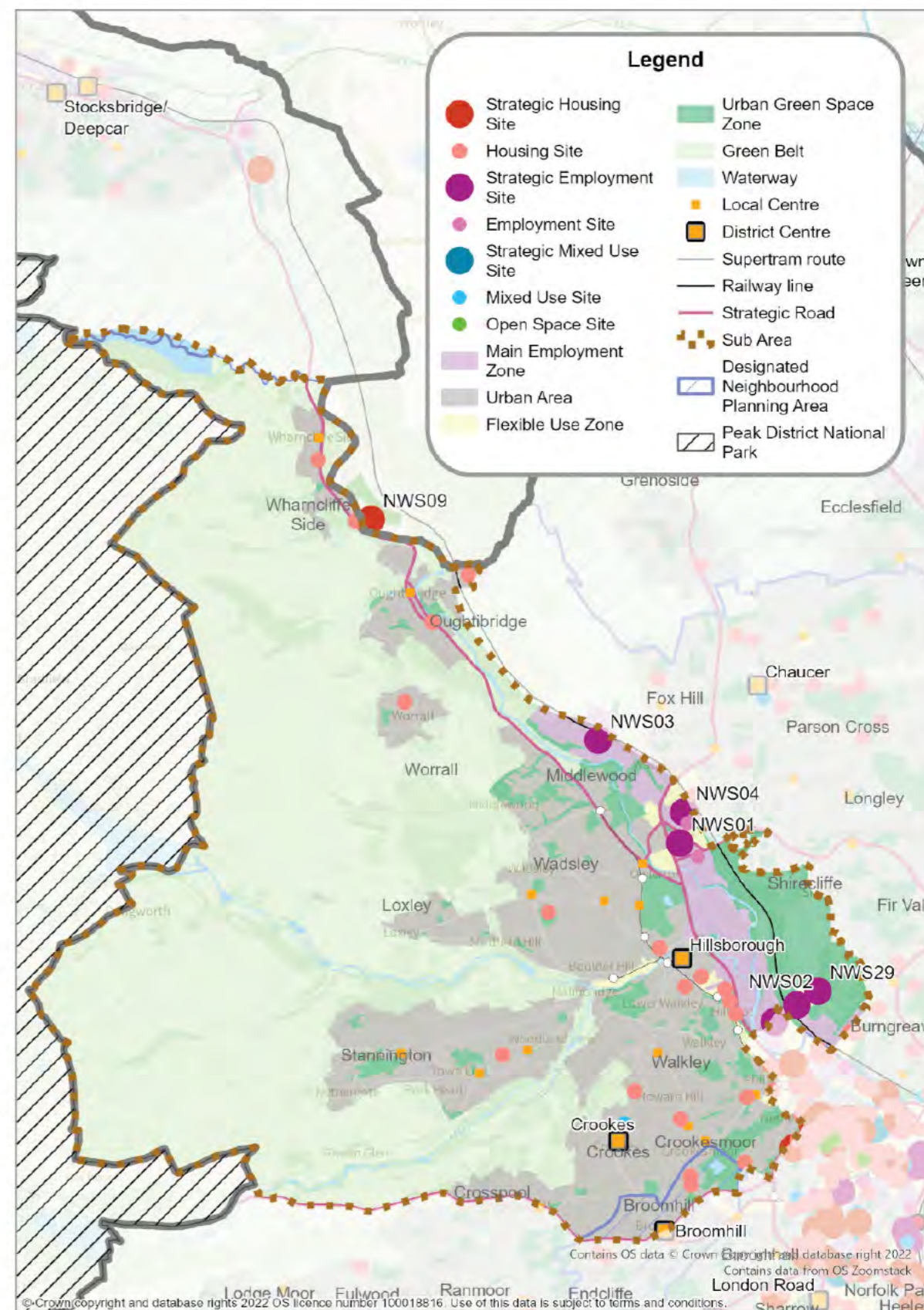
- a) Deliver approximately 1,495 homes (through a combination of existing planning permissions and new site allocations).
- b) Deliver **Site Allocations LR01 to LR08**, with a focus on integrating with the development proposals set out in Sheffield Midland Station and Sheaf Valley Development Framework, 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



- 65
- 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:

- 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).
- Deliver **Site Allocations NWS01 to NWS29**, including **strategic sites: NWS01 to NWS04, NWS09 and NWS29**.
- 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**).

- Consider the Upper Don Valley as the location to accommodate leisure developments serving smaller catchment areas.
- 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**).
- 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**".
- 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.

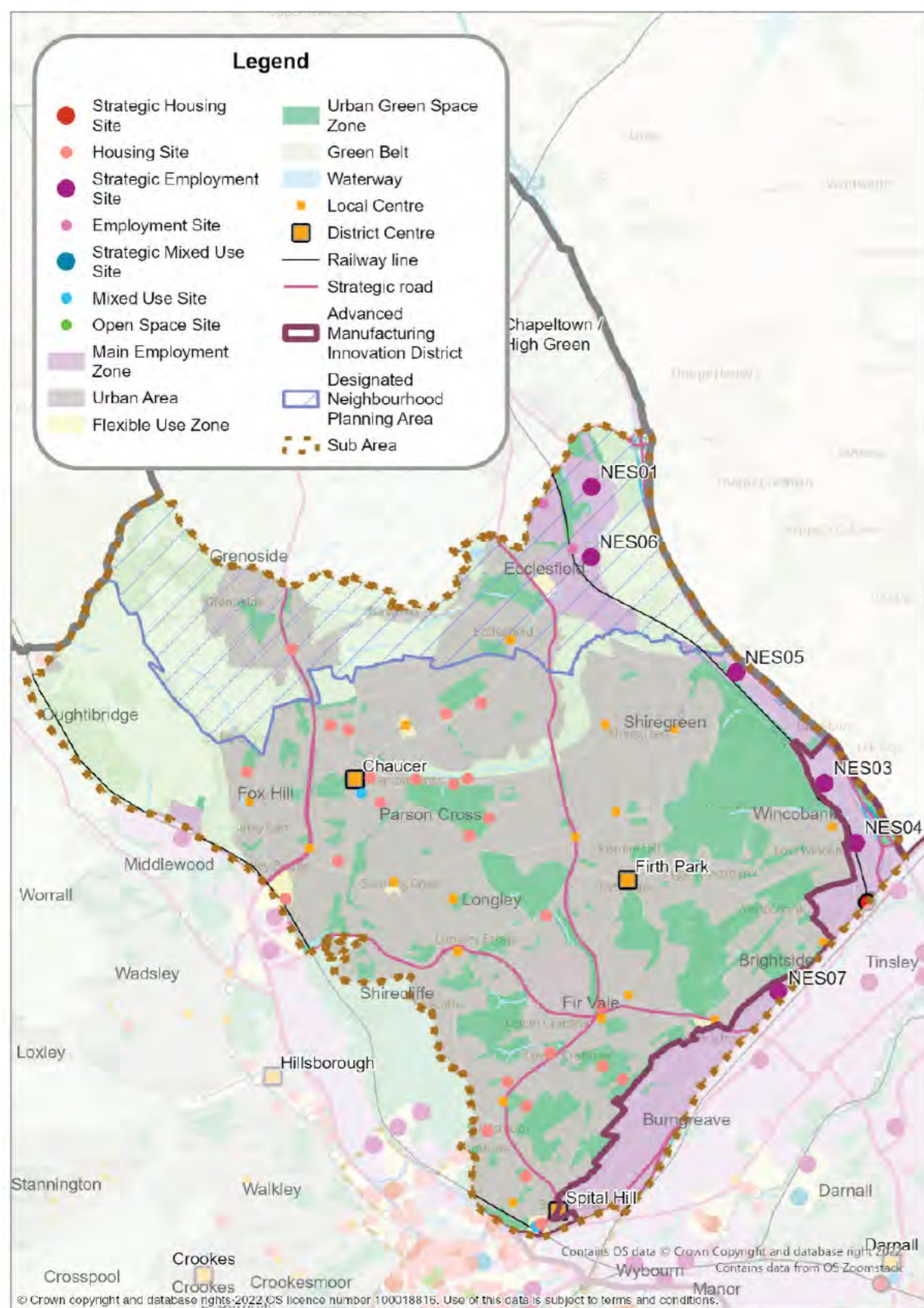
Further information

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.



Northeast Sheffield Sub-Area

Map 8: Northeast Sub-Area



- 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

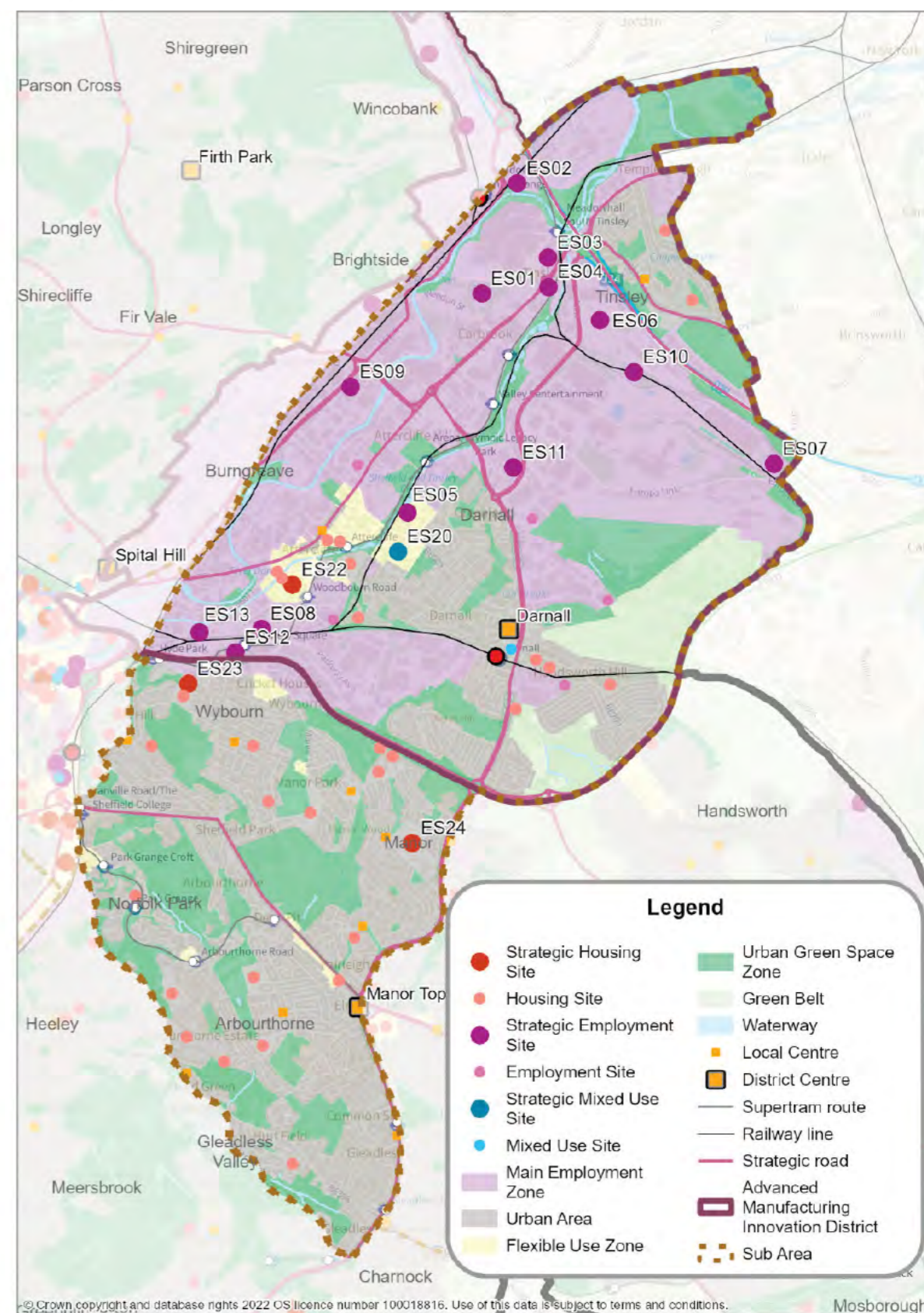
‘**Health and Well-being District Hub**’ – a building or buildings providing a range of health care facilities and services.

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



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- 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 majority²³ 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.

²³ 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.

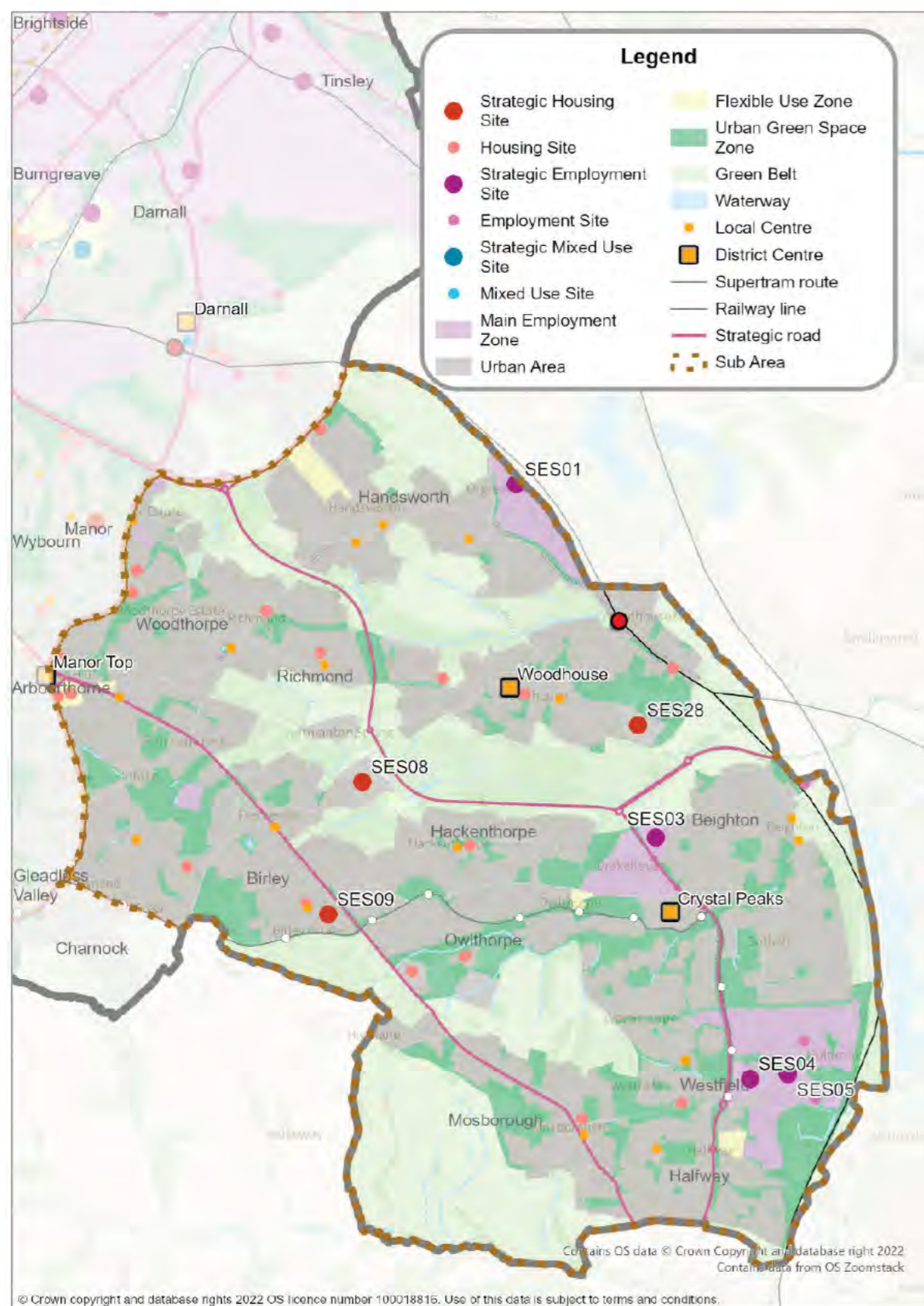
Definitions

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**).



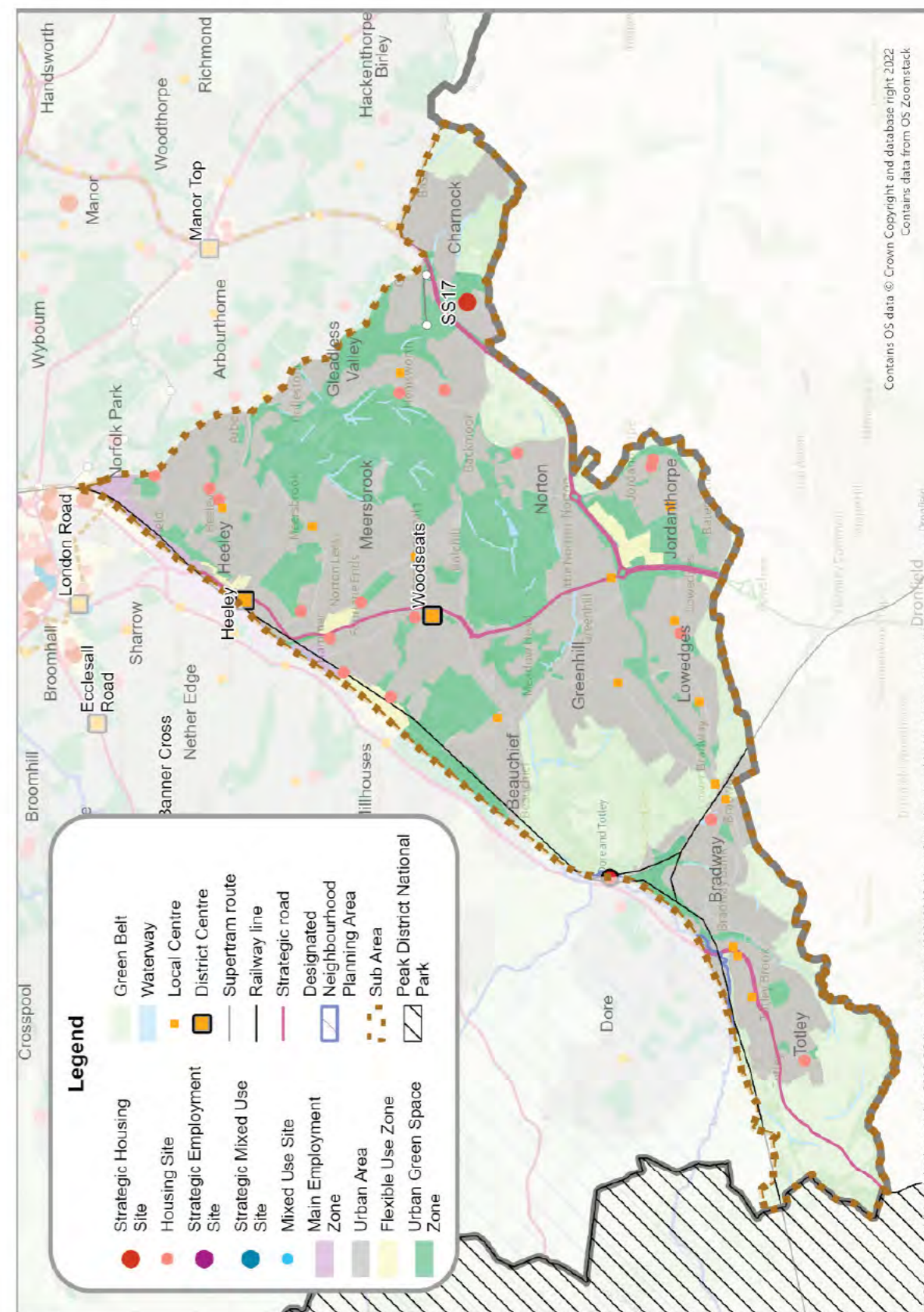
- e) Provide a Gypsy & Traveller Site as part of the employment site allocation **SES3 - Land East of Eckington Way, Beighton** (see **Policy H1** and **Policy NC7**).
- f) Designate a Local Green Space at Owlthorpe Fields (**Policy GS1**).
- g) Deliver sustainable transport improvements, including:
 - 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



- 79
- 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).

- 80
- 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.

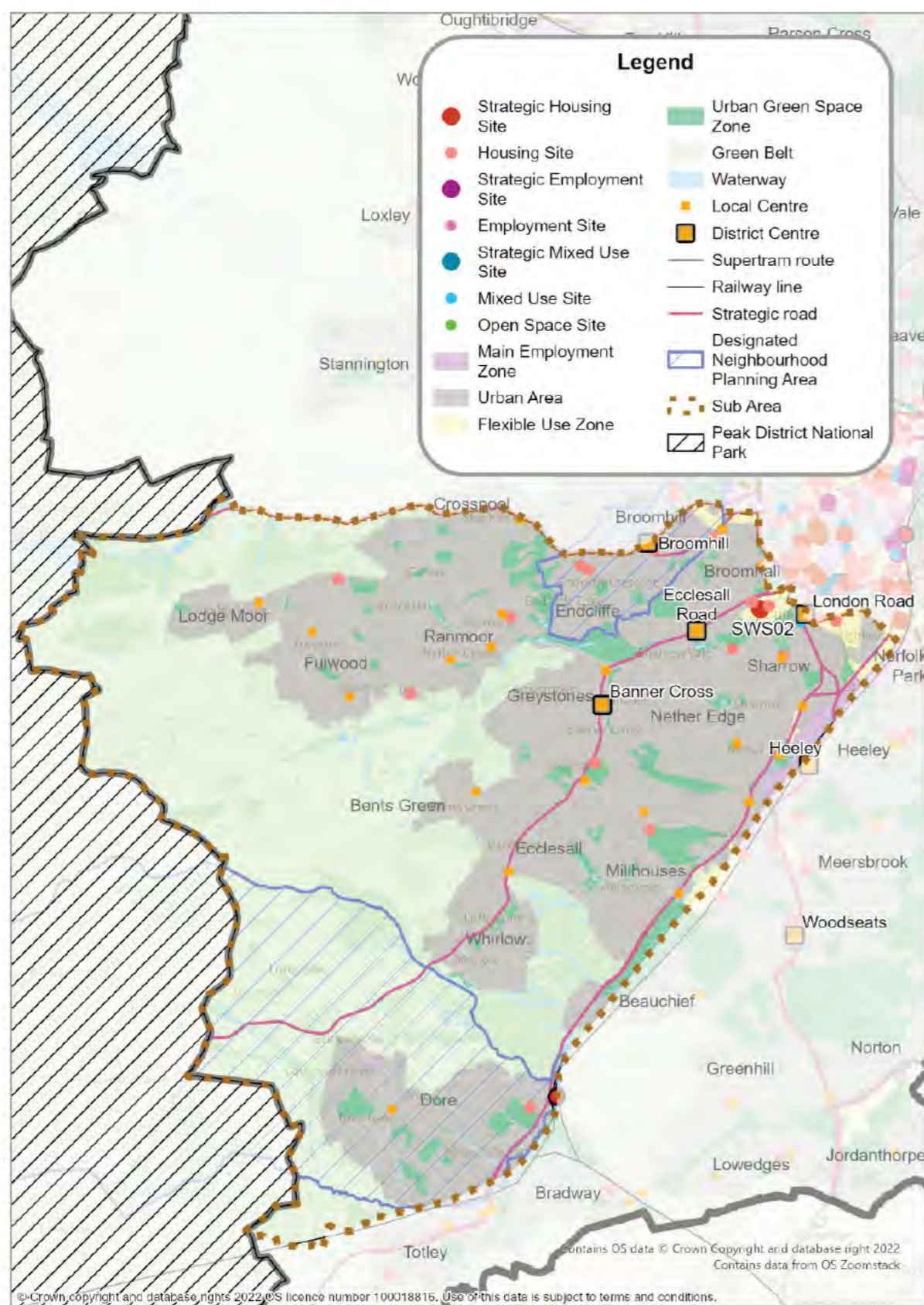
Definitions

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:

- a) Deliver approximately 755 new homes and 0.02 hectares of employment land (through a combination of planning permissions and new site allocations).
- b) Deliver a housing requirement figure for the two neighbourhood plan areas:
 - Dore - at least 40 homes²⁴ (including homes which already have

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



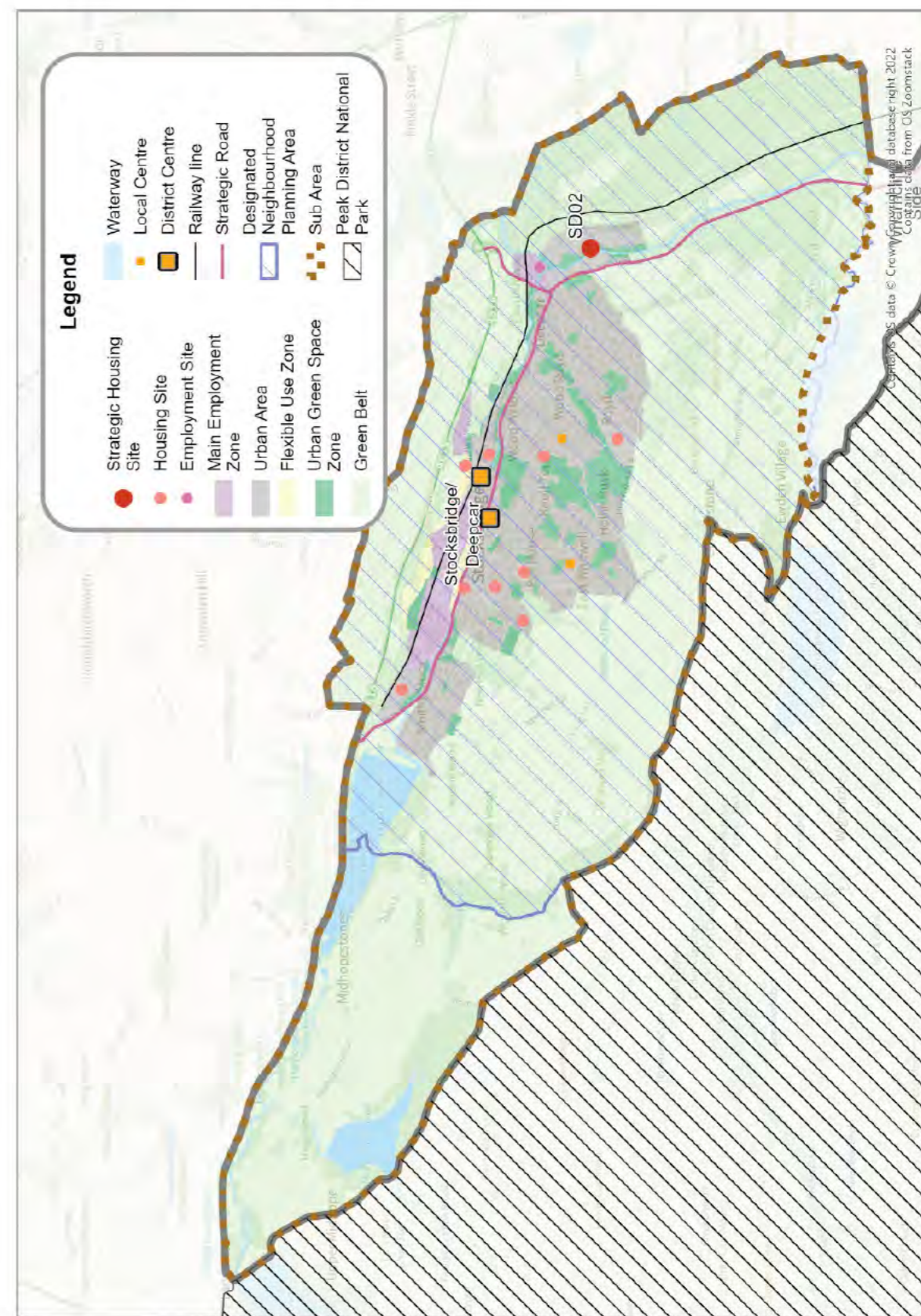
- planning permission and windfall sites); and
 - **Broomhill, Broomfield, Endcliffe, Summerfield and Tapton (BBEST) – at least 224 homes²⁵** (and will be limited to conversion or redevelopment of existing buildings and sites).
- c) Deliver Site Allocations SWS01 to SWS17 - including strategic site: 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, Broomhill, 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



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

- 85
- 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 **928 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 983 homes (including homes on small

sites which already have planning permission)²⁶.

- c) Deliver **Site Allocations SD01 to SD03 and SD05 to SD13** – including strategic sites: **SD02, SD03 and 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

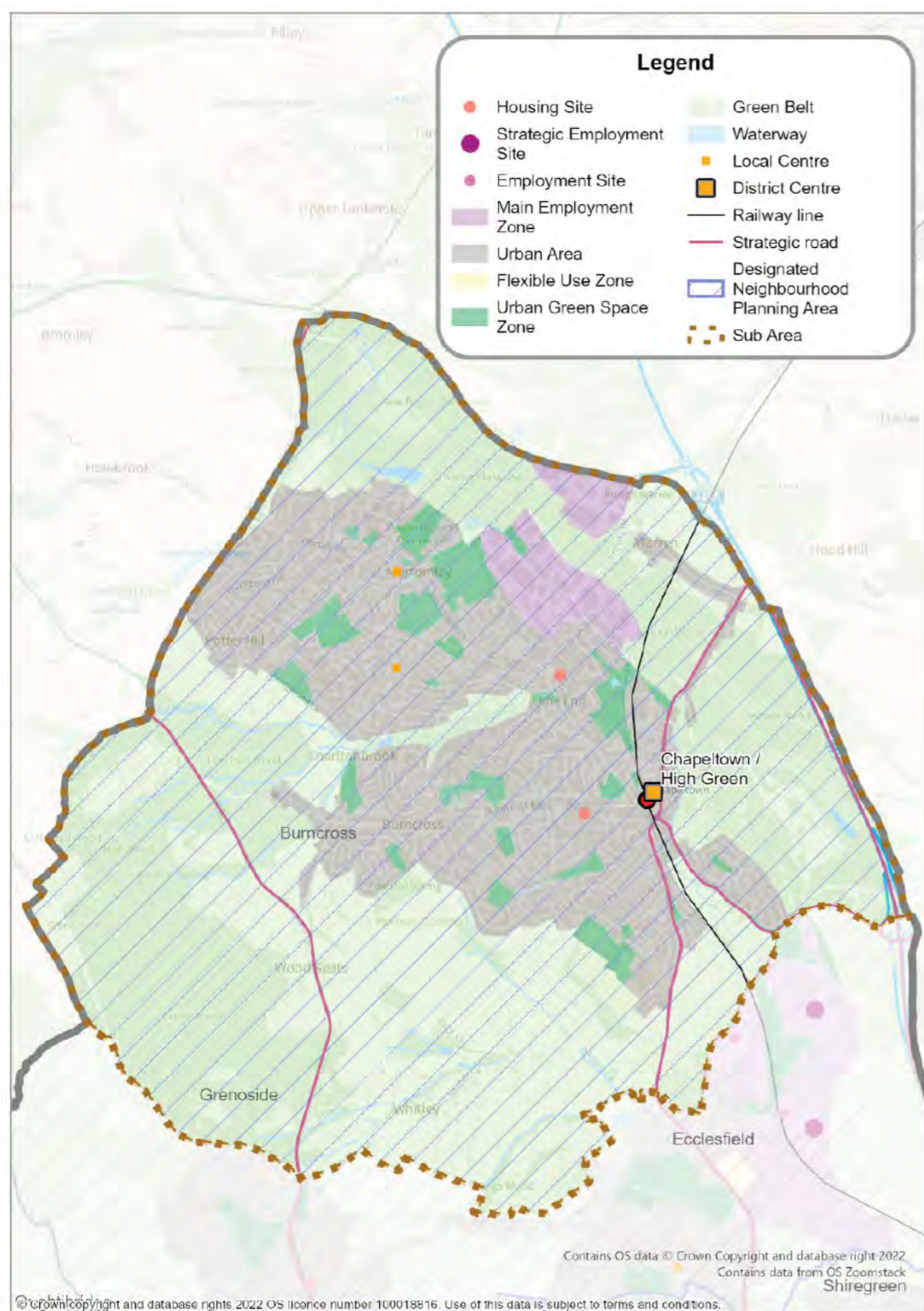
For **District Centres**', **Local Centres**', **'neighbourhood plan'** and **'Mass Transit Corridors'** - see Glossary.

²⁶ 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)²⁷.
- 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**).

²⁷ 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 1st April 2022 there is additional capacity for 101 homes with planning permission on small sites.



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- 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 travellers²⁸.
- 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

- 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.
- The target for homes delivered on previously developed land is 85% across the period 2022 to 2039.
- 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).
- 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**.
- 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**.
- 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.
- 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.

²⁸ 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



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	26,853
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
TOTAL	35,558

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	18,465
Northwest	20	670	325	1,015
Northeast	180	300	485	965
East	45	1,175	1,720	2,940
Southeast	35	380	1,225	1,640
South	0	330	420	750
Southwest	55	620	80	755
Stocksbridge/Deepcar	15	640	273	928
Chapelton/High Green	0	25	0	25
Total	630	12,005	14,848	27,483

*As at 1st 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 report²⁹ 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^{30 31}. 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 2040³². 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 topography³³. 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

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

³⁰ 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

³¹ 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

³² SCR Transport Strategy (2019) and Implementation Plans: [https://southyorkshire-ca.gov.uk/getmedia/69c38b3f-1e97-4431-91f4-913acf315632/SCR_Transport_Report-v4-5-04-06-19-\(1\).pdf](https://southyorkshire-ca.gov.uk/getmedia/69c38b3f-1e97-4431-91f4-913acf315632/SCR_Transport_Report-v4-5-04-06-19-(1).pdf)

³³ 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" programme³⁴.
- 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,

³⁴ 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"> • Stannington • Wisewood • Stocksbridge • Grenoside 	<ul style="list-style-type: none"> • City Region Sustainable Transport Settlement - A61 bus priority corridor from Sheffield City Centre to Stannington, Wisewood, and Grenoside
City Centre to Chapeltown/High Green	<ul style="list-style-type: none"> • via Northern General Hospital • via Hillsborough 	<ul style="list-style-type: none"> • City Region Sustainable Transport Settlement - A6135 bus priority corridor from Sheffield City Centre to Chapeltown, Ecclesfield and Firth Park, via the NGH



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

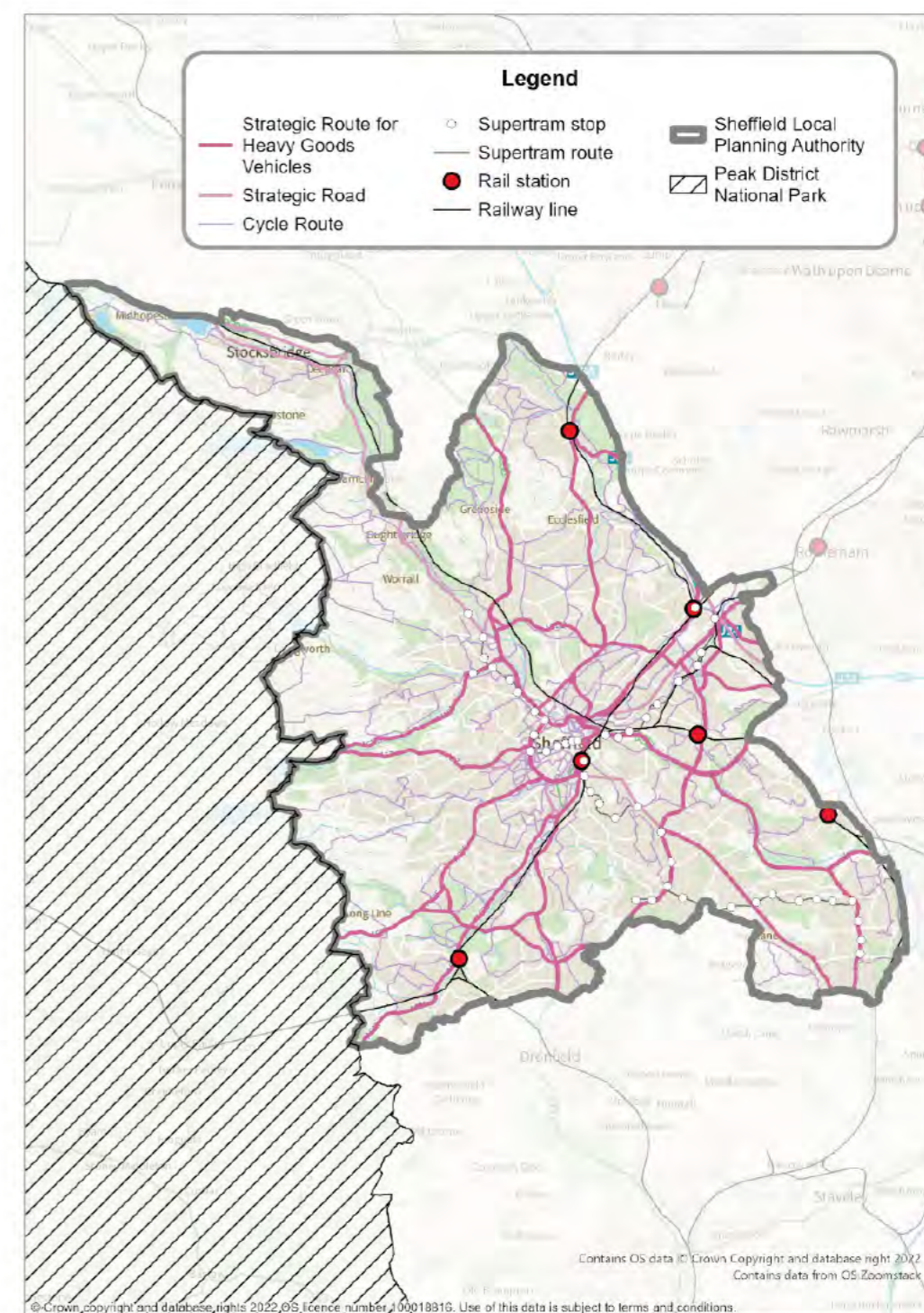
- Major multimodal improvements to junctions on the strategic and main highway network, including the Inner Ring Road.
- Delivering the Active Travel priorities as set out in the Sheffield Transport Strategy and SYMCA Active Travel Implementation Plan and including those progressed through the Connecting 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

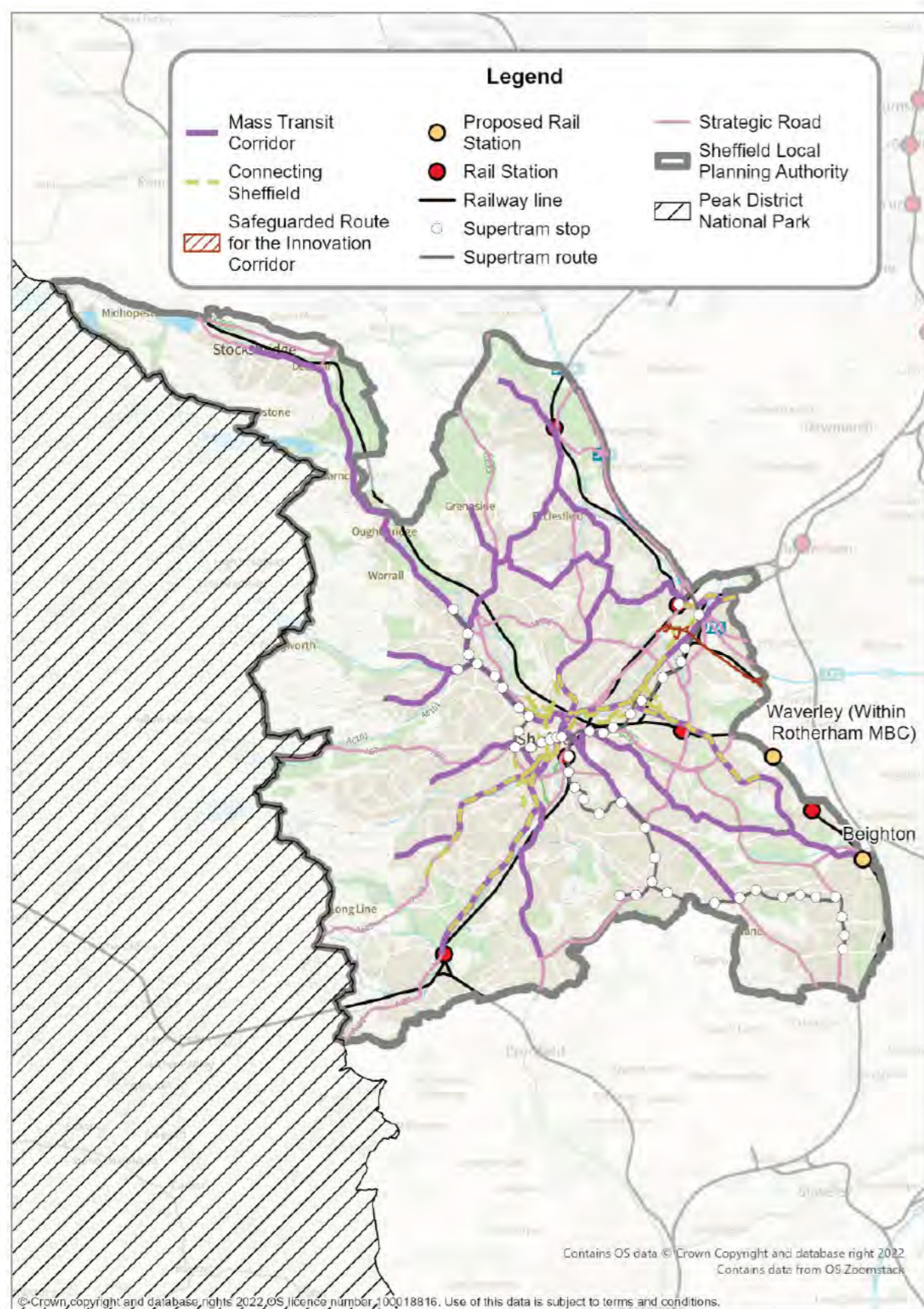
Map 15: Existing transport infrastructure



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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.
- 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)³⁵.
- 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.

³⁵ 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)

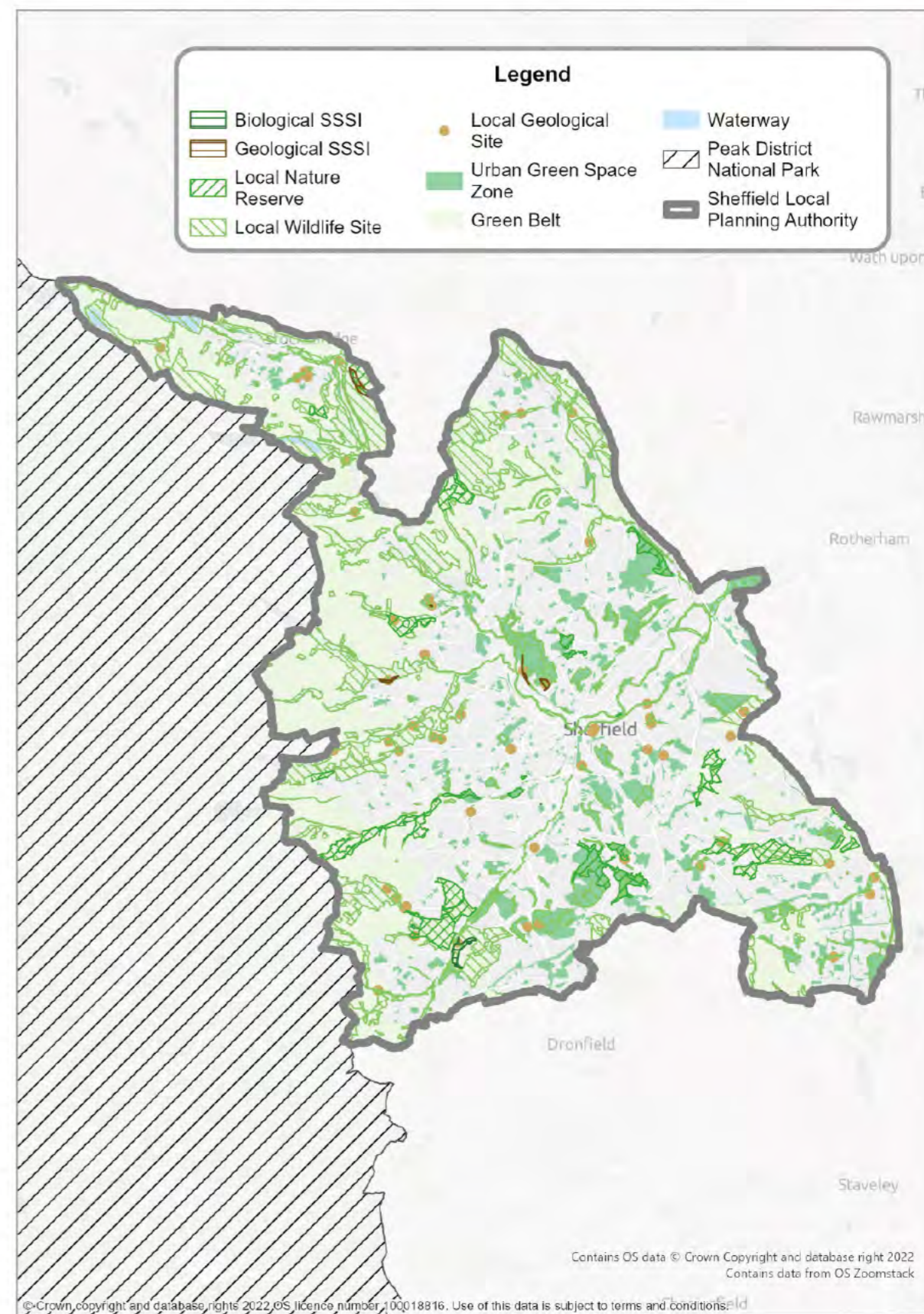
Valuable greenspaces will be protected from inappropriate built development and are shown on the Policies Map as either **Urban Green Space Zones** (see **Policy GS1**) or **Green Belt** (where they perform the purposes of Green Belt) (see **Policy GS2**).

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)³⁶ 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

³⁶ 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 District³⁷.
- 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

³⁷ 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.

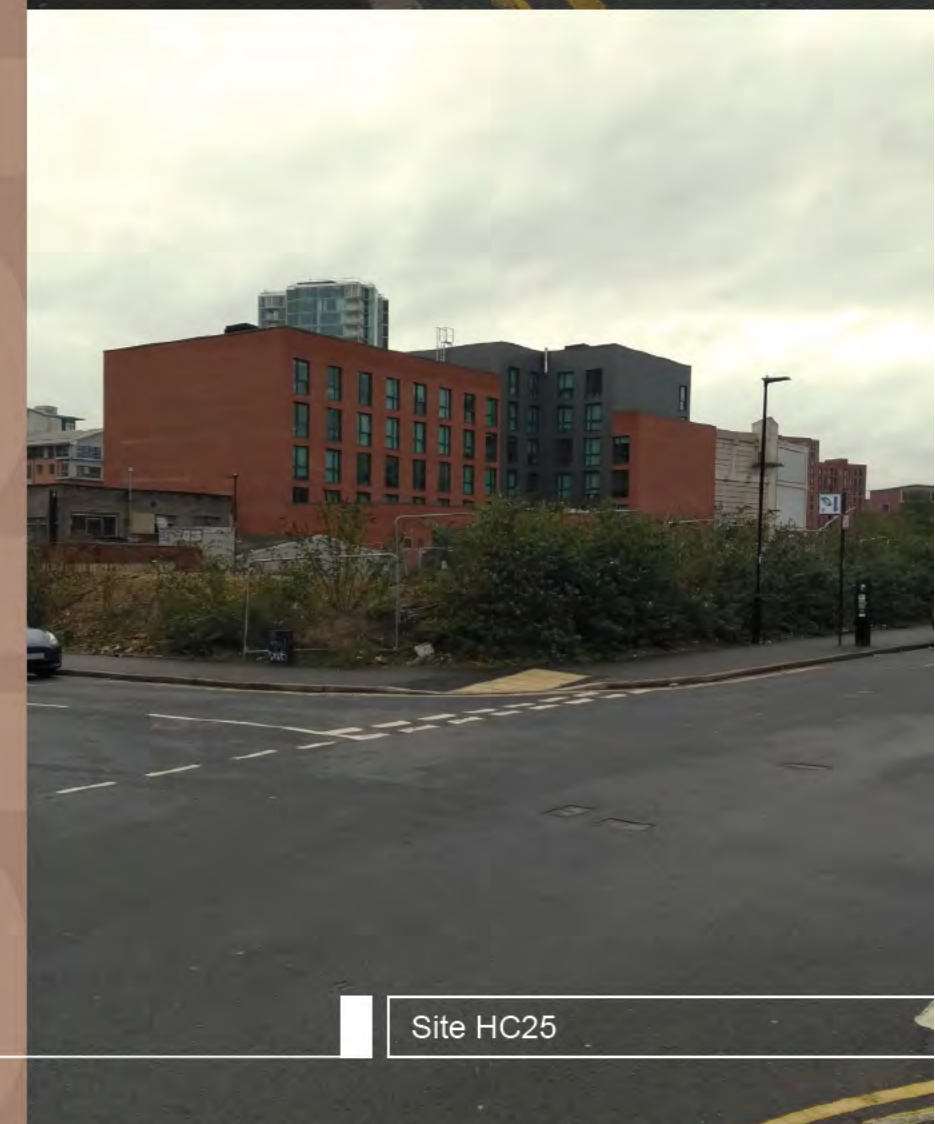
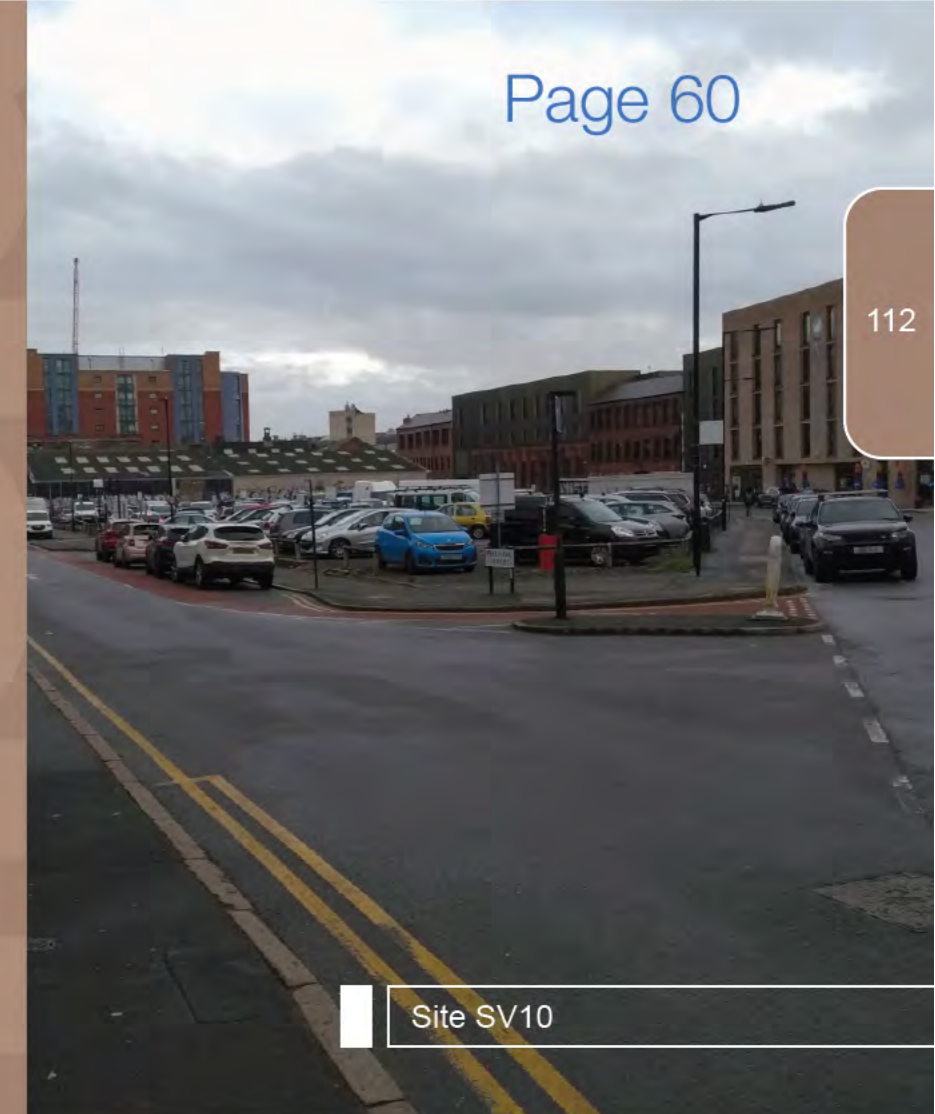
- **Health** - the provision of sufficient primary, secondary, and preventative care needs arising from planned housing and economic growth (see **Policy SP1**). Specific focus will be on ensuring there is sufficient provision in, or near, the City Centre to meet future needs.
- **Utilities** - working 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 - Chapelton/High Green Sub-Area Site Allocations



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 Queens 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	Industrial	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	Industrial	0	2.35
NWS05	Land to the northwest of Wardsend Road, S6 1RQ	Industrial	0	0.74
NWS06	Land at Wardsend Road, S6 1RQ	Industrial	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 Grimesthorpe 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	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

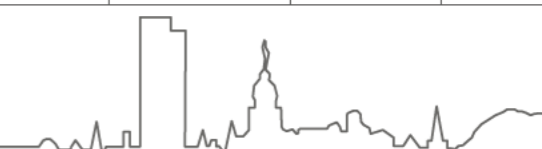
The following sites are allocated and outlined on the Policies Map

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	Industrial	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	Industrial 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
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

*Note: There is no site SD04.



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	Housing	10	0.26

Policy SA9 - Chapelton/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 Chapelton 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



