Core Document CD5.12

Sheffield A CITY FOR PEOPLE

SHEFFIELD UNITARY DEVELOPMENT PLAN

Adopted March 1998

Narendra Bajaria, B.Arch, DipTP, MRTPI. Head of Planning, Transport and Highways. Sheffield City Council. Town Hall. Sheffield S1 2HH. Telephone (0114) 2734215 Facsimile (0114) 2735002



Development Environment & Leisure



CONTENTS

INTRODUCING THE UDP	
What is the Unitary Development Plan ?	3
How to Use the Plan	5

PART I

The Strategy	9
The Policies and Proposals- A Summary	

PART II

The Strategy

How the Strategy Developed	29
The Strategic Policies	35
What the Plan does for Disadvantaged People	41

The Policies and Proposals

Built Environment	59
Green Environment	87
Industry and Business	121
Housing	143
Community Facilities and Institutions	169
Shopping	181
Mixed Use Areas	203
Leisure and Recreation	219
Minerals, Waste and Reclamation	237
Transport	249

Putting the Plan into Action

Appendices

١.	Acceptable Land Uses	311
2.	Land Use Classes	
3.	Other Strategies and Programmes for Sheffield	319
4.	List of Policies	321
5.	Supporting Documents	327
6.	Glossary	333
Inde	x	337

LIST OF MAPS AND FIGURES

FIGURE	A Framework for Regeneration	34

facing page

page

MAP I	Areas covered by the UDP	6
MAP 2	Areas of Known Poverty	64
MAP 3	Conservation Areas and Areas of Special Character	78
MAP 4	The Green Network	98
MAP 5	Proposed Local Nature Reserves and the Area covered by the	
	South Yorkshire Forest Plan	102
MAP 6	Water Quality of Waterways	116
MAP 7	Industry and Business Areas	128
MAP 8	Major Vacant Industrial Sites	134
MAP 9	Housing Sites	160
MAP 10	Areas without nearby Community Centres	170
MAP	Areas without nearby Unemployment Drop-in Centres	170
MAP 12	Areas without nearby Youth Centres	170
MAP 13	Shopping Areas	184
MAP 14	Development Sites in or at the Edge of the Central Shopping Area .	186
MAP 15	Development Sites in or at the Edge of District Shopping Centres	190
MAP 16	Mixed Use Areas	204
MAP 17	District Park Catchment Areas	230
MAP 18	Total Recreation Space Provision	230
MAP 19	Provision of Formal Recreation Space	230
MAP 20	Provision of Informal Recreation Space	230
MAP 21	Areas Needing Community Parks	234
MAP 22	Pot Clay Reserves	240
MAP 23	Land Reclamation Sites and Recycling Centres	244
MAP 24	Public Transport Network	254
MAP 25	Strategic Road Network	270
MAP 26	Priority Regeneration Areas	304

INTRODUCING THE UDP



UNITARY DEVELOPMENT PLAN

• What is the Unitary Development Plan (UDP)?

• How to use the Plan

Sheffield Unitary Development Plan - A City for People

WHAT IS THE UDP ?

÷

WHAT IS THE UNITARY DEVELOPMENT PLAN (UDP)?

This Plan is about the land and buildings in Sheffield. It's about getting around in the City. It's about Sheffield's environment. But, most importantly, it's about how all this can benefit the people who live and work in Sheffield, and those who visit the City.

The UDP is Sheffield's first statutory City-wide Development Plan for 40 years. It covers all of the Metropolitan District except the area in the Peak Park (looked after by the Peak Park Planning Board).

The Plan deals with new development and conservation and with changes in the use of land and buildings. It will affect the lives and environment of everyone in Sheffield. In particular, it will:

- help shape what Sheffield will look like into the next decade
- set out the general direction in which change will be encouraged and allowed
- guide decisions on planning applications.

WHY HAS THE CITY COUNCIL PRODUCED THE UDP?

There are three main reasons why the City Council has produced the UDP:

We had to -

Abolition of the metropolitan counties, including South Yorkshire, left a gap in planning. The Government had got rid of structure plans in these areas. So, they introduced a new type of plan bringing together strategic and local plan making. All metropolitan districts, including Sheffield, now have to produce a Unitary Development Plan.

We needed to -

Sheffield had few existing statutory plans. The Central Area Local Plan and Green Belt Plan were the main ones. So, most of the City wasn't covered by an up-to-date Development Plan. This means we did not have a clear formal framework for making planning decisions and promoting new development.

We wanted to -

The UDP, along with other strategies of the City Council, will help to create a better City. It will help to turn the visions of many of these strategies into reality on the ground.

WHAT WAS INVOLVED IN PREPARING THE UDP?

The Government gave the City Council the official go-ahead to prepare the Plan in November, 1989. At about the same time it issued Strategic Guidance for South Yorkshire. This was prepared with the help of Sheffield, Rotherham, Barnsley and Doncaster Councils. It provides a framework for each District's UDP.

The City Council then produced its Draft for Public Consultation (February 1991). Consultation extended from April to September with follow-up meetings in November. Comments were received from a wide range of organisations and individuals and, as a result, significant changes were made to the Draft. More detailed information about the public consultation and these changes are in the Consultation Report.

WHAT IS THE UDP ?

A revised Draft Plan marked the first stage of the formal process to make the UDP official. It was known as the 'Deposit Version' because it went 'on deposit' which means it was formally available for public inspection and comment for six weeks (June and July 1993).

Objections and statements of support were made during this period and these are described in the Deposit Report, along with the Council's response. A report on the resulting Proposed Changes set out all the revisions to the Plan which were then put forward by the Council and this report, in turn, was placed on deposit (September and October 1994). Comments on this are described in the Report on the Deposit of Proposed Changes. The Council then issued its Further Proposed Changes which were also placed on deposit (February and March 1995).

These changes did not resolve all the objections and a public inquiry was held (March 1995 to March 1996) during which all the outstanding matters were considered by independent Planning Inspectors. The Inspectors completed their report in February 1997 and the City Council accepted all their recommendations with only very minor exceptions.

A full set of formal proposed modifications to the Deposit Version was issued by the City Council in the light of the Inquiry and placed on deposit (September and October 1997). These modifications are incorporated into the present and final version of the Plan.

HOW DOES THE UDP AFFECT EARLIER PLANS?

The UDP replaces all the former development plans for Sheffield outside the Peak Park:

- the South Yorkshire Structure Plan (1979), as it applied to Sheffield
- the Green Belt Local Plan (1983)
- Darnall District Plan (1984)
- Stocksbridge District Plan (1984)
- the Central Area Local Plan (1988)
- the County Minerals Local Plan (1989), as it applied to Sheffield

HOW DOES THE UDP FIT IN WITH OTHER INITIATIVES FOR SHEFFIELD?

A series of strategies and action programmes is being prepared for Sheffield. These include Sheffield -Growing Together, the Sheffield Economic Development Plan and Healthy Sheffield 2000. (For a fuller summary, see pages 30-31 and Appendix 3). Each one deals with different aspects of the regeneration of the City.

The UDP is about the environment, the development and use of land, the design of buildings, and transport. As the legal framework for all future planning decisions it says where and how the developments proposed in the other strategies and programmes may take place.

HOW TO USE THE PLAN

The Unitary Development Plan (UDP) is made up of this book and the accompanying 10 sheets of the Proposals Map.

It may seem a complicated document, but it's not generally meant to be read from cover to cover. There are several ways of getting into it. You can begin with any of the following chapters or the map.

PART I gives the general picture. It sets out what kind of city Sheffield could be at the start of the new decade and the thinking behind the Plan. It pulls out the major policies. If you want the overall view, this is your best starting point (see pages 7-26).

PART II sets out the Policies and proposals in greater detail and explains the reasoning behind the Plan.

The first Chapter in Part II outlines **HOW THE STRATEGY DEVELOPED** and how it fits with the Government's guidance and the Council's vision for the City (see pages 29-34). There is a summary of other strategies and programmes for the City in Appendix 3.

If you want to know **WHAT THE PLAN DOES FOR DISADVANTAGED PEOPLE** in the community, there's a separate chapter on this (see pages 41-58). It's mainly about ways in which the Plan provides for the needs of people who have often lost out when planning decisions have been made in the past, like ethnic minorities, people with disabilities, women, and those with children. It shows how the Plan is aiming to make things better for these people.

The **POLICIES AND PROPOSALS** chapters are the more technical part of the UDP. They will guide planning decisions on all kinds of development. They also give some idea of how each Policy and proposal can be made to work. If you are involved in development, a planning application, a public inquiry or something similar you will need to use these chapters (see pages 59-297). The main Policies appear in Part I of the Plan. All the Policies are listed in Appendix 4.

Many of the Policies apply across the whole City. Others apply just to certain **POLICY AREAS**. These Areas are shown by different colours on the Proposals Map. They include:

Green Belt	- pale green
Industry and Business Areas	- purple
Housing Areas	- brown
Institution Areas	- pink
Shopping Areas	- blue
Mixed Use Areas	- yellow
Open Space Areas	- green

In all areas except for the Green Belt and Open Space Areas, **various mixes of land uses are possible.** For example, in the Housing Areas, housing is the main use but other uses are also allowed. The Policies and Proposals chapters include all the Policies that tell you which uses are acceptable in the Areas on the Proposals Map and which are unacceptable.

This does not mean that they will be applied inflexibly. They are statements of principle and planning applications must still be considered on their merits. Where there are other material considerations these must be weighed in reaching a decision.

The way in which these Policies work is described more fully in Appendix 1. The Appendix also contains a summary, in table form, of acceptable and unacceptable uses for each Area.

HOW TO USE THE PLAN

Throughout the document, references to land uses relate to the types defined in the **USE CLASSES ORDER.** This is produced by the Government and used by all planning authorities. Land uses are named with their code in brackets, for example, Housing (C3). Appendix 2 explains this more fully and gives details of what is included under each heading.

The Policies and Proposals chapters also tell you about any conditions which must be met before new development will be permitted. Some of these Policies relate only to certain of the areas on the Proposals Map. Others, including most of those in the chapters on the Built Environment and Green Environment, on Minerals, Waste and Reclamation and on Transport, apply across the whole City.

The chapter on **PUTTING THE PLAN INTO ACTION** tells you, in general terms, how the UDP will be made to work and lists its main targets. It also outlines how it will be kept up-to-date (see pages 299-307).

There is a **GLOSSARY** in Appendix 6. This provides definitions of some frequently used words in the Policies and a brief description of some planning terms which may not be familiar. Key terms referred to in the Policies are explained in a Definitions section at the relevant point in the text.

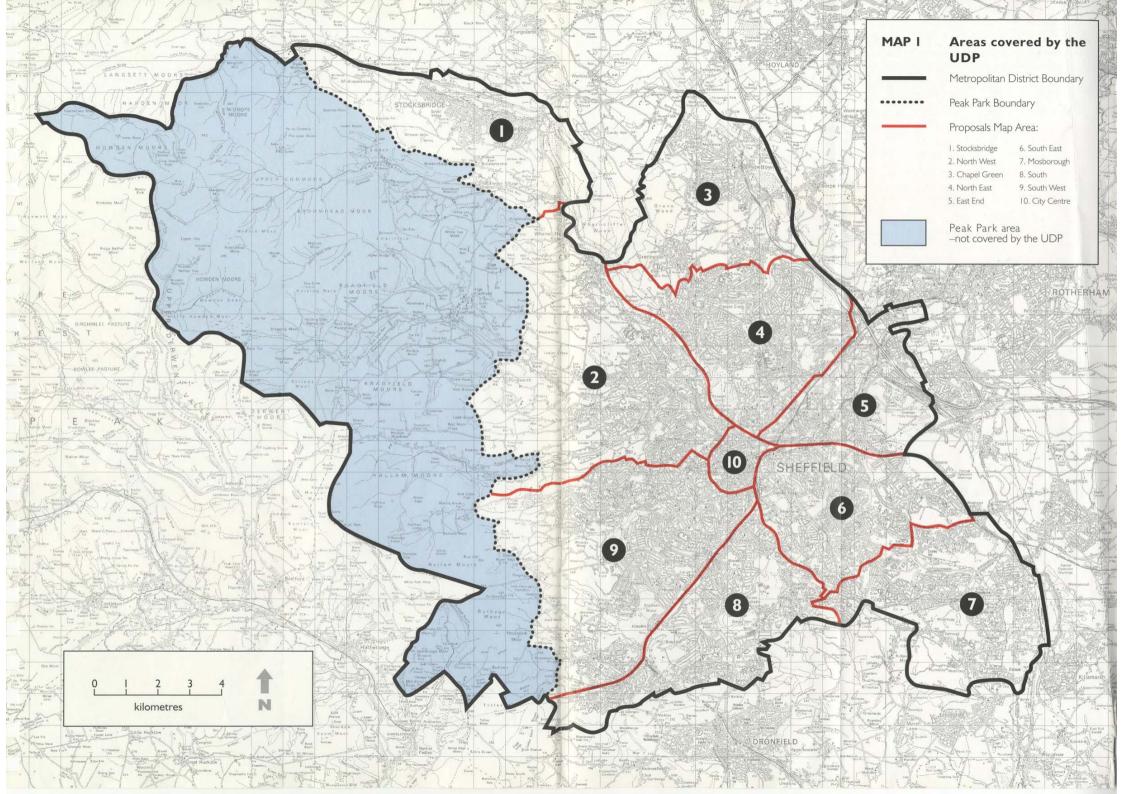
There's also an **INDEX** at the back of the document.

The **PROPOSALS MAP** is made up of 10 separate sheets. These cover the following areas of Sheffield and are shown on Map 1:

- Stocksbridge (Map 1)
- North West (Map 2)
- Chapel Green (Map 3)
- North East (Map 4)
- East End (Map 5)
- South East (Map 6)
- Mosborough (Map 7)
- South (Map 8)
- South West (Map 9)
- City Centre (Map 10)

When referring to the Proposals Map, the key will show you which chapters you need to look at.

It has not been possible to include all the background information and local detail in the Plan. If you need more information on reasons for the Policies and proposals you should consult the relevant Policy Background Papers. These supporting documents are all listed in Appendix 5.



PART I



UNITARY DEVELOPMENT PLAN

Part I contains the overall aims and strategy of the Plan and it lists the main Policies.

The background is explained in more detail in Part 11.

Sheffield Unitary Development Plan - A City for People

.

THE STRATEGY IN OUTLINE

Sheffield's vision is of A City for People. This means a thriving city on a human scale and a City where the differing demands of both urban and rural living are balanced to the best advantage of its people.

The UDP Strategy is to achieve this by promoting:

- a better environment;
- a more thriving City;
- a more accessible environment;
- a more caring environment.

Balancing these aims means a City which:

- · looks after the needs of disadvantaged people;
- · develops in a way that is environmentally sustainable;
- encourages regeneration before growth generation.

The rest of the chapter expands on these themes and then outlines what the strategy will mean on the ground.

A CITY FOR PEOPLE - WHAT DOES IT MEAN?

The underlying aim of the Plan is to help make Sheffield a better place for people to live, work, visit or spend their spare time.

A city for people means that:

- Everyone has an equal and basic right to:
 - opportunities for enjoying a good quality of life;
 - a safe, healthy, convenient and attractive environment;
 - the benefits which planning can bring.
- These rights are shared with future generations. Their needs are respected as much as our own.
- Planning balances the differing interests of individuals, communities and organisations in decisions affecting their surroundings.
- The environment is planned to meet the needs of everybody in the community people without access to power as well as the privileged, people in poverty or on low incomes as well as the well off, people with disabilities as well as able-bodied, and whatever their gender, age, race or creed.

THE STRATEGY - WHAT ARE ITS AIMS?

To help achieve a city that will meet the needs of people into the next decade and in future generations, the Plan aims to promote:

A Better Environment ... built and natural surroundings that raise the quality of life for people, improving what has been neglected or misused.

This means:

- run-down areas of the City improved;
- buildings and spaces well sited, well designed and well landscaped;
- Sheffield's heritage and character conserved;
- areas where people live protected or improved;
- green and open areas provided, safeguarded or improved;
- wildlife and water features conserved;
- · countryside and attractive landscape protected;
- derelict land restored and re-used;
- pollution and the impact of traffic reduced;
- · damage to the global environment minimised.

A More Thriving City providing for the economic regeneration of the City, and creating opportunities for everyone in Sheffield to lead a full life.

This means:

- innovation and economic development promoted;
- · opportunities created for new jobs;
- older industrial and commercial areas given new life;
- sufficient new land released for homes, jobs, leisure and services;
- environment and infrastructure improved to attract investment;
- shops and cultural, educational and leisure facilities provided to bring people to Sheffield;
- tourism opportunities exploited;
- · facilities provided for health, community and educational needs of the City;
- variety of development encouraged;
- mineral resources released;
- air, rail and road links to Sheffield improved.

A More Accessible Environment which makes it easier for people and freight to get to their destinations and does not increase the need to travel.

This means:

- new houses, workplaces, shops and other facilities located conveniently;
- the distances people need to travel reduced;
- major developments sited near major routes;
- · efficient layout and use of roads encouraged;
- access provided for people needing to use a car, especially outside peak times;
- public transport improved and fuller use by all encouraged;

- appropriate parking provided;
- pedestrians' and cyclists' needs met;
- getting about made easier for people with pushchairs, for older people and for people with disabilities;
- access to the countryside improved.

A More Caring Environment which is healthy and safe, feels good and works well.

This means:

- buildings and their surroundings made healthier and cleaner;
- the environment made safer;
- noise and disturbance reduced or prevented;
- positive action taken to help less well-off people;
- links broken between being poor and suffering from a poor environment;
- provision made for people with special or minority needs;
- buildings located conveniently for people finding it difficult to travel;
- communities encouraged to develop;
- the City planned and designed to reflect how individual people experience it.

HOW WILL THE AIMS BE BALANCED?

The Plan brings the four major aims together wherever it can. For example:

- improving the environment will help attract the new business and investment needed to achieve a more thriving city;
- more use of public transport will help reduce pollution, conserve energy and contribute to a better environment; and
- a thriving economy will provide resources needed for improving the environment.

But, in practice, it is not always possible to have everything and choices sometimes have to be made between the different aims. For example:

- conserving the environment means that there will be some areas where development is discouraged; and
- reducing the impact of vehicles in some areas may mean that others suffer a worse environment due to the increased traffic.

Making choices like this means there will be winners and losers from many planning decisions.

Three guiding principles help in arriving at a balance between the Plan's different aims.

The outcome should satisfy as many of the aims as possible.

This means that as many people as possible will benefit in as many ways as possible.

The outcome should result in a more caring environment.

Particular attention should be paid to the needs of people who already have more than their

fair share of problems. In fact, decisions that work well for disadvantaged people often work well for everyone.

The outcome should meet the needs of future generations as well as our own.

The people of tomorrow should not be denied the best of today's environment. This means not depriving them of necessary resources or leaving them a legacy of pollution or dereliction. In other words, planning decisions must be environmentally sustainable.

These guiding principles all point to a central theme of the Plan which is regeneration. This means bringing new life to the City, especially to the run-down areas. Regeneration gives the City a positive and progressive image and balances the aims of the Plan by:

- focusing investment into areas and communities which have lost out in the past, so contributing to a more caring environment;
- promoting equally the aims of a better environment, a more thriving City and a more accessible environment; and
- treating land as a resource that can be re-used, which is essential to a sustainable strategy.

The Plan emphasises regeneration before growth generation. This means:

- the aim of a more thriving City is achieved, where possible, by revitalising the existing fabric and activity of the City;
- growth is not acceptable where it would leave dereliction elsewhere in the City;
- a higher quality environment is used in a positive way to encourage higher quality, value-added economic activities; and
- Sheffield's long-term competitive position is improved by making it an attractive City which is sustainable in both economic and environmental terms.

The background to the strategy is explained in Part II, How the Strategy Developed, pages 29-34.

The rest of this chapter outlines how it will affect what happens on the ground.

WHAT WILL THE STRATEGY MEAN ON THE GROUND?

Changes large and small all contribute to the future shape of the City. The Plan provides the framework for Sheffield to change and develop over the next ten years or so.

The Shape of the City

The emphasis on regenerating the built-up areas means keeping a firm Green Belt and so the outer limits of the urban areas will not change much in most parts of the City. Development will be encouraged on unused and under-used sites within the main urban area and in the smaller towns and villages.

In all built-up areas of the City a range of land uses will be acceptable. This will add to the variety and vitality of each neighbourhood, increase the local opportunities for jobs and services and help reduce the need to travel.

The Mosborough townships will continue to be developed in the south-east of the City with land for homes, jobs and services. Most of Sheffield's growth on previously undeveloped land will be in this area.

The City Centre

The City Centre will continue to be promoted as the regional centre with shopping, offices, public services, education, leisure, culture, entertainment and tourism. It will be an important source of jobs for people in Sheffield and its region, and industrial development will be encouraged here too.

As the heart of the City, the Centre belongs to everyone living in Sheffield and symbolises the City for many visitors. As the heart of inner Sheffield it also plays an important part in the life of people in the Inner City. So the City Centre will continue to be a focus for regeneration, promotion of investment, and improvements to the environment.

The City Centre is the focus of Sheffield's public transport and road network and the place that can be reached most readily by people from throughout the City and region. Better public transport will be the key to bringing more people into the City Centre without adding to peak-hour congestion and pollution. Otherwise congestion will limit the amount of new development that could take place here.

A network of improved public transport into the City Centre will include bus priority routes, Supertram and better rail services. Park-and-ride schemes will encourage people to leave their cars outside the Centre.

The environment and image of the City Centre will be improved for the benefit of people visiting it and to encourage further investment. This will mean keeping through traffic out of the City Centre and directing it onto more suitable routes including the Inner Ring Road. The northern and eastern routes of the Inner Ring Road will be completed. Access loops will enable cars to get into the Centre and additional short-stay car parking will be provided.

The Centre itself will consist of a series of distinctive quarters. These will include a high quality shopping core, surrounded by modern commercial and office developments and the two universities and interlinked with cultural and entertainment facilities and housing areas.

Each quarter will have as a focus at least one of a network of public space which will be linked by pedestrian-dominated routes and the River Don.

Areas for Economic Expansion

Industrial and business development will continue in the Sheaf and Upper and Lower Don Valleys. Expanses of derelict land once occupied by steelworks and other factories will be re-used. Other industrial development will take place in the Mosborough and Chapeltown/Ecclesfield areas.

The economic life of the valleys will be promoted by good accessibility and a better environment. Landscaping and improvements to the water frontages will help to attract new growth industries. On the east side of the City, advantage will be taken of the nearness of the M1 motorway and new City Airport. The improvements to Penistone Road will help open up the Upper Don Valley.

Some commercial and leisure development may happen in areas such as the Lower Don Valley. This could help reduce congestion in the City Centre. But, wherever possible, further major shopping development should be in the Central Shopping Area and District Shopping Centres to promote their regeneration.

Housing Areas

Most of the housing areas of the City will remain as they are, though some development will occur, mainly of new houses. The emphasis will be on continuing to make them pleasant places to live and on carrying out improvements to the environment where they are most needed.

The main supply of new housing land will continue to be in the south-east of the City in the

Mosborough area. An increasing share of sites will be in the Inner City, including the East End, and in the City Centre. There will be little further expansion at Stocksbridge and Chapeltown/High Green.

Shops, community facilities and other local services will be encouraged throughout the City, wherever possible, to help reduce the need to travel. Playing fields and other areas of open space will be protected to prevent overcrowding in the built-up area and to provide for leisure and sport.

Through traffic will be discouraged from using housing areas. A network of strategic routes will take heavy through traffic. Traffic calming will be used to improve the environment both in housing areas where the problems are serious and in new housing areas.

In inner areas of south-west Sheffield where the residential character is threatened by the number of offices and institutions, further non-housing uses will be checked. But they will be allowed and encouraged in other nearby areas.

Parks and Countryside

The parks, woods, valleys and views that contribute to Sheffield's distinctive natural environment will be protected and enhanced. Areas of wildlife interest will be protected and new open space created where opportunities arise.

A network of green routes will be developed across the built-up area linking open spaces, woodland, water areas and the countryside. Rivers and streams will be improved and footpaths opened up along them. The landscape of the northern and eastern sides of the City will be transformed by establishing the South Yorkshire Forest. The aim is to allow people to enjoy something of the natural environment near to where they live and work.

In the surrounding rural areas land in the Green Belt will always be used in ways that are appropriate to the countryside. Special protection will continue to be given to areas which are particularly attractive, such as on the edge of the Peak National Park. So far as it can within its planning powers, the City Council will endeavour to support the protection and management of the special qualities of the National Park.

POLICIES AND PROPOSALS - A SUMMARY

The Policies and proposals of Part I provide the strategic overall framework for the Plan. They are listed here without explanation or commentary. For further details you should look up the relevant chapter of Part II where the Policies are repeated.

STRATEGIC POLICIES

SPI A CITY FOR PEOPLE (see pages 35-36)

A balance will be struck between competing land uses, and between new development, conservation and transport, which would:

- (a) best meet the needs of the people of the City for houses, jobs, leisure and services; and
- (b) meet the needs of the present without compromising the ability of future generations to meet their own needs; and
- (c) give priority, wherever possible, to run-down areas and to meeting the needs of disadvantaged people; and
- (d) lead to a healthier, safer, more convenient and more attractive environment; and
- (e) protect and enhance the natural and built heritage of the City; and
- (f) promote the re-use of urban land for development wherever practicable while allowing greenfield developments on allocated sites; and
- (g) lead to a high quality environment which would promote economic development; and
- (h) integrate land use and transport to reduce the distances people need to travel wherever possible; and
- (i) allow public transport to be operated efficiently; and
- (j) contribute to the social, economic and environmental regeneration of the City.

SP2 SHEFFIELD AS A REGIONAL CENTRE (see pages 36-37)

Sheffield will be promoted as a regional centre for jobs, shopping, commerce, public services, higher education, leisure, culture, entertainment and tourism by making the most of opportunities available in different parts of the City. The City Centre and Lower Don Valley will have important complementary roles and a balance will be maintained which would:

(a) promote the regeneration of the City Centre as the major commercial and cultural centre of the City; and

- (b) promote the regeneration of the Lower Don Valley, through the development of industry, business and large-scale uses which could not be accommodated in the City Centre; and
- (c) lead to a more efficient and effective use of roads and public transport; and
- (d) locate facilities where they would be most accessible for potential users.

SP3 A CITY CENTRE FOR PEOPLE (see pages 37-39)

The City Centre will be:

- (a) promoted as the principal commercial centre of South Yorkshire with a wide range of jobs and facilities serving the larger region; and
- (b) developed in a way that caters for disadvantaged people; and
- (c) made safer and more accessible for pedestrians and cyclists and people using public transport; and
- (d) made more attractive as a place to live in and visit; and
- (e) encouraged as a focus for the social, economic and environmental regeneration of the City.

BUILT ENVIRONMENT

BEI TOWNSCAPE DESIGN (see pages 60-61)

A high quality townscape will be promoted with a positive approach to conservation and a high standard of new design. The best of Sheffield's buildings will be kept and refurbished, and their settings improved.

BE4 ENVIRONMENTAL IMPROVEMENTS (see pages 62-64)

Priority for environmental improvements will be given to areas where the environment is unsatisfactory in:

- (a) areas of known poverty;
- (b) areas for housing renewal;
- (c) the City Centre;
- (d) District and Local Shopping Centres;
- (e) run-down industrial and commercial areas;
- (f) the MI Corridor, and along the Strategic Road Network, passenger railway lines, Supertram routes, rivers and the Canal;
- (g) areas which have existing or potential value for nature conservation or informal recreation.

BE15 AREAS AND BUILDINGS OF SPECIAL ARCHITECTURAL OR HISTORIC INTEREST (see pages 76-78)

Buildings and areas of special architectural or historic interest which are an important part of Sheffield's heritage will be preserved or enhanced. Development which would harm the character or appearance of Listed Buildings, Conservation Areas or Areas of Special Character will not be permitted.

GREEN ENVIRONMENT

GEI DEVELOPMENT IN THE GREEN BELT (see pages 89-90)

In the Green Belt, development will not be permitted, except in very special circumstances, where it would:

- (a) lead to unrestricted growth of the built-up area; or
- (b) contribute towards merging of existing settlements; or
- (c) lead to encroachment of urban development into the countryside; or
- (d) compromise urban regeneration.

GE2 PROTECTION AND IMPROVEMENT OF THE GREEN BELT LANDSCAPE (see pages 90-91)

In the Green Belt, measures will be taken to:

- (a) maintain and enhance those areas with a generally high landscape value; and
- (b) improve poor landscapes in priority areas.

GEI0 GREEN NETWORK (see pages 98-99)

A Network of Green Corridors and Green Links will be:

- (a) protected from development which would detract from their mainly green and open character or which would cause serious ecological damage; and
- (b) enhanced by encouraging development which increases their value for wildlife and recreation; and
- (c) extended by creating new open space in areas of Desired Green Links.

GEII NATURE CONSERVATION AND DEVELOPMENT (see pages 99-100)

The natural environment will be protected and enhanced. The design, siting and landscaping of development should respect and promote nature conservation and include measures to reduce any potentially harmful effects of development on natural features of value.

GE14 SOUTH YORKSHIRE FOREST (see pages 103-104)

Support will be given for the creation of part of the South Yorkshire Forest on the northern and eastern sides of the City.

GE22 POLLUTION (see page ||2)

Development should be sited so as to prevent or minimise the effect of any pollution on neighbouring land uses or the quality of the environment and people's appreciation of it.

GE29 ENERGY CONSERVATION (see page 117)

Measures to conserve energy will be expected in:

- (a) the design, orientation and layout of buildings; and
- (b) the location of development; and
- (c) improvements to the transport network and in the management of traffic.

INDUSTRY AND BUSINESS

IBI EMPLOYMENT AND ECONOMIC DEVELOPMENT (see pages |23-|24)

Employment and economic development will be promoted by:

- (a) providing for land for industrial and business development in suitable areas of the City; and
- (b) the establishment and growth of innovative industry; and
- (c) improving older industrial and business premises and areas; and
- (d) creating a better environment for industry and business and providing for its infrastructure needs.

IB2 LOCATIONS FOR INDUSTRIAL DEVELOPMENT (see pages 124-125)

New industrial development will be promoted in suitable locations, particularly near to the MI motorway, Strategic Roads, bus and Supertram routes, railways and the City Airport.

The main locations will be:

- (a) the City Centre;
- (b) the Lower Don Valley;
- (c) the Upper Don Valley;
- (d) the Sheaf Valley;
- (e) Stocksbridge;
- (f) Smithywood and Ecclesfield; and
- (g) Oxclose.

IB3 LOCATIONS FOR BUSINESS DEVELOPMENT (see pages | 25-| 26)

The City's role as a regional office centre will be enhanced by promoting major development in:

- (a) The City Centre;
- (b) The Savile Street and Nunnery Sidings areas;
- (c) Meadowhall and Carbrook; and
- (d) other defined Business Areas.

Small-scale business development will be permitted in most parts of the City to support local employment and the setting up of small firms.

IB4 LAND FOR INDUSTRY AND BUSINESS (see pages | 26-127)

Action will be taken to ensure that there will be enough readily available land for industry and business for the next five years. Land will be made available by:

- (a) releasing sites in suitable areas where industrial and commercial buildings have been demolished; and
- (b) releasing allocated sites which have not previously been developed; and
- (c) reclaiming derelict, despoiled and contaminated land; and
- (d) providing access and utility services.

HOUSING

HI LAND NEEDED FOR NEW HOUSING (see page 145)

Land will be provided to allow 10,700 dwellings to be completed in the period 1991-2001 (10 years).

H2 LOCATIONS FOR HOUSING DEVELOPMENT (see pages 145-146)

The main locations for housing development will be:

(a) Inner Sheffield and the City Centre;

(b) Mosborough.

Opportunities will be taken to provide more land for housing in other parts of the City where this would not significantly harm the built or natural environment.

H3 LAND FOR HOUSING (see pages 146-148)

Action will be taken to ensure that there will be enough readily available land for housebuilding for the next five years. Land will be made available by:

- (a) releasing sites in suitable areas where housing or other buildings have been demolished; and
- (b) releasing allocated sites which have not previously been developed; and

- (c) in exceptional cases, releasing recreation space, but only if an equivalent replacement is provided in an appropriate location; and
- (d) providing access and utility services.

H4 HOUSING FOR PEOPLE ON LOW INCOMES (see pages | 48-|49)

The development of affordable housing for people on relatively low incomes will be promoted. When a need is identified, the provision of affordable housing will be encouraged as a proportion of large housing schemes, the scale and means of provision to be negotiated with the developer.

H7 MOBILITY HOUSING (see pages 151-152)

In all new or refurbished housing the provision of a proportion of mobility housing to meet local need will be encouraged except where the physical characteristics of a site or existing buildings make it impracticable.

COMMUNITY FACILITIES

CFI PROVISION OF COMMUNITY FACILITIES (see pages 170-171)

The provision of community facilities which are readily available to all Sheffield people will be promoted, particularly where they would:

- (a) be for disadvantaged people; or
- (b) be located where there is a shortage;

and would:

- (c) be easily accessible by public transport; and
- (d) be located within the community they are intended to serve; and
- (e) comply with Policy BE7.

SHOPPING

SI THE CITY CENTRE AND THE LOCATION OF MAJOR SHOP DEVELOPMENTS (see pages 183-185)

Major retail development will be promoted in Sheffield's Central Shopping Area where it would encourage regeneration of the City Centre and help to develop and consolidate its role as the principal commercial centre of South Yorkshire.

Major non-food retail development will be concentrated within the Central Shopping Area and the District Shopping Centres and, if the development is for the sale of mainly bulky goods, in Retail Parks.

Major food retail development will be concentrated within and at the edge of the Central Shopping Area and District Shopping Centres.

S4 (part) DISTRICT CENTRE SHOPPING (see pages 188-190)

Retail development will be promoted in the District Shopping Centres. Food retail development will be promoted within District Shopping Centres and, where there are no suitable sites within such Centres, at their edges.

S5 SHOP DEVELOPMENT OUTSIDE THE CENTRAL SHOPPING AREA AND DISTRICT CENTRES (see pages 191-193)

Edge-of-Centre Development

Retail development for food will be permitted at the edge of the Central Shopping Area or District Shopping Centres only where there is no suitable site within them.

Major retail development for non-food will be permitted at the edge of the Central Shopping Area or District Shopping Centres where for the sale of mainly bulky goods in Retail Parks.

Other development for non-food will be permitted at the edge of the Central Shopping Area or District Shopping Centres only where there is no suitable site within them.

In all edge-of-centre development the criteria set out below must be satisfied.

Other Development

Retail development other than within or at the edge of the Central Shopping Area or District Shopping Centres will be permitted where the criteria set out below are satisfied and the development is:

- (a) of a small shop; or
- (b) in, or at the edge of, a local centre, for appropriately sized food stores and other facilities to serve the day-to-day needs of the local population; or
- (c) in a Retail Park, subject to Policy S9; or
- (d) in Meadowhall, subject to Policy S8.

The Criteria

In addition, all retail development outside the Central Shopping Area and District Shopping Centres must satisfy the following criteria:

- (a) it would not undermine the vitality and viability of the City Centre or any District Shopping Centre as a whole, either taken alone or cumulatively with other recent or proposed development; and
- (b) it would not jeopardise private-sector investment needed to safeguard the vitality and viability of the Central Shopping Area or District Shopping Centres or put at risk the strategy or proposals for promotion and regeneration of those areas; and
- (c) it would be easily accessible by public and private transport and provide satisfactory access for people with disabilities and people arriving by foot, cycle or public transport; and
- (d) it would not have a significant harmful effect on public transport services or priority measures or on other movement on the surrounding road network as existing or, where appropriate, as proposed to be improved; and
- (e) the traffic generated would not result in a significant increase in the number and length of customer trips; and

- (f) it would not take up land where other uses are required nor give rise to shortages of land for those uses which are preferred; and
- (g) it would comply with Policies IB9, H14, CF8, S10 or MUII as appropriate.

MIXED USE AREAS

MUI MIXED USE AREAS (see pages 204-205)

In defined Mixed Use Areas, a variety of land uses will be preserved and created. A mixture of developments will be encouraged by not allowing any single land use to dominate.

LEISURE AND RECREATION

LRI TOURISM (see pages 220-221)

Sheffield's growing tourism industry will be encouraged by:

- (a) generally supporting developments which promote tourism where they would be in keeping with the environment and character of an area; and
- (b) improving the environment in areas where it is unsatisfactory; and
- (c) conserving areas and buildings of architectural, historic, nature conservation or landscape interest

LR2 NEW LEISURE USES AND FACILITIES (see pages 221-223)

New leisure uses and facilities, and improvements to existing ones, will be promoted, particularly where they would:

- (a) be in areas with few facilities or in areas of known poverty; and
- (b) be small-scale local facilities; and
- (c) be easily accessible by public transport;

or where they would:

- (d) encourage tourism in the City Centre; or
- (e) facilitate appropriate farm diversification.

All new leisure developments or improvements to existing facilities will be expected to be accessible for people with disabilities or with young children and must therefore comply with Policy BE7.

For entertainment and leisure developments which affect a lot of people, the development must:

(f) not undermine the vitality and viability of the evening economy of the City

Centre; and

- (g) comply with the conditions of Policy S5.
- LR4 OPEN SPACE (see pages 224-225)

Open space will be protected from built development where it is needed for outdoor recreation, or where it makes a valuable contribution to the natural environment, urban heritage or quality of life.

As opportunities arise, open space will be:

- (a) improved, where it is of poor quality; and
- (b) created, where there is a shortage.

MINERALS, WASTE AND RECLAMATION

MWI MINERAL WORKING (see pages 239-240)

Mineral working will be permitted where:

- (a) it would help meet local, regional or national need for the mineral and:
 - (i) alternative supplies (including synthetic and waste materials) could not reasonably be obtained from other sources; or
 - (ii) it would help to ensure adequate and secure energy supplies; and
- (b) the mineral deposits would be worked in an efficient and comprehensive way; and
- (c) it would not cause irreparable or unacceptable damage to the environment; and
- (d) the operator accepts an agreed scheme of working which would minimise local disturbance as the deposit is being worked, and makes provision for adequate restoration and aftercare of the land.

Proposals which would lead to unprogrammed and piecemeal working of mineral deposits will not be permitted.

Where appropriate, mineral working will be encouraged where it would also help to meet the need for waste disposal facilities once mineral extraction has ceased.

MW3 WASTE MANAGEMENT (see pages 241-242)

When catering for waste materials, all recycling and disposal options will be examined so that:

- (a) the amount of tipping space would be kept to a minimum; and
- (b) sufficient waste, recycling and disposal sites and facilities would be available; and
- (c) the best techniques and highest possible standards could be achieved at all times.

MW8 (part) LAND RECLAMATION (see pages 246-248)

Derelict and despoiled land within the City will be reclaimed.

TRANSPORT

TI PROMOTING PUBLIC TRANSPORT (see pages 252-254)

Greater use of public transport will be encouraged and promoted, especially for journeys to work, by:

- (a) developing a network of bus priority routes; and
- (b) supporting Supertram proposals and improvements to local rail services; and
- (c) promoting park-and-ride facilities; and
- (d) improving public transport access into and within the Central Shopping Area; and
- (e) ensuring that road layouts facilitate the efficient provision of public transport services; and
- (f) encouraging development to locate where it can be served adequately by the existing public transport network; and
- (g) promoting and supporting improvements to the quality of public transport services including improvements to access for people with disabilities.

T7 PROMOTING WALKING AND CYCLING (see pages 259-260)

Walking and cycling will be promoted as alternatives to car travel by providing better facilities to make them safer and more attractive activities. In assessing transport and development proposals, particular attention will be given to the needs of pedestrians and cyclists.

T12 TRAFFIC CALMING (see pages 266-267)

Traffic calming measures will be introduced to reduce the impact of traffic. Priority will be given to new developments and to existing parts of Housing Areas, Shopping Centres and other locations where pedestrians come or would come into significant conflict with motor transport. This may include parts of the Strategic Road Network.

TI5 STRATEGIC ROAD NETWORK (see pages 269-271)

Traffic will be concentrated onto a limited number of roads whose main purpose will be to carry large volumes of both public and private traffic. These roads form the Strategic Road Network.

The Strategic Road Network will be designed to balance the need to:

- (a) create priority routes for through traffic; and
- (b) remove through traffic from the City Centre; and
- (c) accommodate large volumes of local traffic; and

- (d) encourage greater use of public transport; and
- (e) protect and enhance the environment.

TI6 MANAGEMENT OF TRAFFIC DEMAND (see page 271)

When and where the demand for trips by car exceeds the capacity of the Strategic Road Network, controls on car parking and access to roads will be used to regulate private traffic and reduce congestion.

TI7 ROAD SCHEMES (see pages 271-274)

Road schemes may be proposed where they would:

- (a) enable more existing traffic to concentrate on the Strategic Road Network, reducing the impact on housing, shopping or other environmentally sensitive areas; or
- (b) improve the movement of public transport, cyclists or pedestrians; or
- (c) increase road safety; or
- (d) reduce the impact of heavy goods vehicles; or
- (e) open up land for development.

Any road scheme proposed will:

- (f) be designed not to increase peak-hour traffic; and
- (g) comply with Policies for the Built and Green Environment as appropriate; and
- (h) be the most appropriate way to achieve the Plan's transport objectives.

The following road schemes are proposed (in priority order):

- (1) Inner Ring Road, north and east of the City Centre;
- (2) Broadfield Road;
- (3) A6102 Outer Ring Road, Stage 4 (Prince of Wales Road);
- (4) Moss Way Extension;
- (5) Oakham Drive, Parkwood Springs.

T21 CAR PARKING (see pages 276-277)

Provision will be made for car parking where it would:

- (a) meet the operational needs of businesses; or
- (b) be essential for the viability of a new development; or
- (c) enable ready access to the City outside peak hours; or
- (d) improve the environment or safety of streets; or
- (e) meet the needs of people with disabilities; or
- (f) be needed by visitors to the countryside;

and provided that it would comply with Policies T22 to T25 and the Parking Guidelines. Levels of parking will be regulated to prevent excessive peak-hour congestion.

T26 NATIONAL AND INTERNATIONAL TRANSPORT (see pages 282-284)

Improved links by rail, road and air to international, national and regional transport networks will be sought where this would help the economic regeneration of Sheffield and where it would comply with Policies for the Built and Green Environment, as appropriate.

T27 FREIGHT (see pages 284-285)

The environmental impact of moving freight by road will be reduced by:

- (a) concentrating lorries onto the Strategic Road Network; and
- (b) banning heavy goods vehicles from sensitive areas; and
- (c) encouraging the use of smaller freight vehicles, particularly within the High Amenity Zone; and
- (d) encouraging the development of rail-freight facilities; and
- (e) using the Canal, if this proves feasible.

T28 TRANSPORT INFRASTRUCTURE AND DEVELOPMENT (see pages 285-287)

New development which would generate high levels of travel will be permitted only where it could be served adequately by:

- (a) existing public transport services and infrastructure; or
- (b) additions or extensions to such services linked directly to the development; or
- (c) proposed extensions to the Supertram network;

and

(d) the existing highway network;

and will be promoted where it would be best served by public transport, and where its location would reduce the need to travel, especially by car.

Where transport improvements will be needed to enable the proposal to go ahead, these should normally be provided, or commitment entered into to secure their provision, before any part of the development comes into use.

PART II



UNITARY DEVELOPMENT PLAN

Part II sets out the Policies and proposals in more detail. It explains the background to the Plan and the reasons for the Policies. HOW THE STRATEGY DEVELOPED

HOW THE STRATEGY DEVELOPED

LOOKING FORWARD

Sheffield's Unitary Development Plan (UDP) has to look ahead ten years and more. It must try to manage changes taking place now and others we do not know about yet.

Over the past ten years:

- the number of people living in Sheffield, as in other cities, has gone down;
- many traditional industries have collapsed;
- parts of the Inner City have become run down;
- the gap between rich and poor has got bigger;
- traffic jams have increased;
- there has been pressure to build on green fields rather than vacant inner-city land;
- there has been a building boom in shopping, sport and leisure followed by recession;
- knowledge-based industries have developed, such as at Sheffield Science Park and the Universities.

In future we face some major challenges:

- more older industries will go;
- new industries, services and office-based work will take their place;
- the North-South gap will not go away and Yorkshire will find itself on the edge of Europe;
- local industries will not automatically gain from the single European market and could well lose;
- the City Centre will face continued competition from Meadowhall;
- the Universities will expand further;
- some schools will not be needed any more, while other, new facilities will need to be provided;
- many households will be smaller and special housing needs will increase;
- the gap between rich and poor in Sheffield will get harder to close;
- more people will own cars and, unless action is taken, congestion will get worse;
- people will want increasingly clean, healthy, safe, crime-free and attractive surroundings as a right; and
- concern over global pollution and the natural environment will grow.

But Sheffield, England's fourth largest City, has a lot to offer:

- its friendly people, a skilled workforce and 'village' communities;
- a unique countryside setting of hills and valleys with one of the greenest city environments in Europe;
- its position on the edge of the beautiful Peak District National Park;
- its rich industrial heritage;
- buildings and areas of historic and architectural interest;

HOW THE STRATEGY DEVELOPED

- a major City Centre with a wide range of shops and excellent entertainment facilities;
- Meadowhall one of the largest out-of-town shopping centres in Europe;
- the excellence of its universities;
- its long sporting tradition;
- active partnership between the public, private and voluntary sectors;
- commitment to regeneration;
- a wide variety of opportunities for industrial and commercial development.

Against this background of trends, problems and opportunities the UDP concentrates on things that planning can control or influence.

GOVERNMENT GUIDANCE

The Government has issued guidance for the UDP and the City Council is required to have regard to this. It includes:

- the Town and Country Planning Act;
- national planning guidance (published in the Department of the Environment, Transport and the Regions' Planning Policy Guidance (PPG) Notes);
- strategic planning guidance for South Yorkshire (published as one of the Department's Regional Planning Guidance Notes, Strategic Guidance for South Yorkshire).

The national guidance says that "plans must make adequate provision for development and at the same time take account of the need to protect the natural and built environment". This approach is supported by the European Commission. The effect of planning policies on different groups of people also needs to be taken into account.

The Strategic Guidance for South Yorkshire has a similar balance. It sets four main objectives for the UDP:

- to foster economic growth;
- to revitalise the built-up areas;
- to conserve the countryside;
- to conserve the urban heritage.

The City Council has to show that it has taken this guidance into account.

The Government has since published its Regional Planning Guidance for Yorkshire and Humberside. This supersedes the Strategic Guidance for South Yorkshire insofar as it relates to periods beyond 2001 and to future reviews of UDPs. But the Strategic Guidance continues to provide the framework for the present plan.

THE COUNCIL'S VISION

The UDP is one of a series of strategies and action programmes being prepared for Sheffield by the City Council and other agencies. These share aspects of the aim of A City for People and actively promote the social, economic and environmental regeneration of Sheffield.

They include:

- Sheffield Growing Together: an integrated economic and social regeneration strategy and plan for the City produced by the City Liaison Group;
- Sheffield Economic Development Plan: setting out the City Council's contribution to economic regeneration;
- Healthy Sheffield 2000: the public health strategy for the City;
- Sheffield Draft Charter for the Environment;
- Waste Management Plan for Sheffield;
- Sheffield Tourism Initiative;
- Parks Regeneration Strategy;
- Sheffield Nature Conservation Strategy;
- South Yorkshire Forest Plan;
- Sheffield's Children's Service Plan;
- Sheffield's Plan for Schools;
- Sheffield's Community Care Plan;
- Housing Strategy;
- Transport Policies and Programme;
- South Yorkshire Joint Transport Bid ;
- Improving Health in Sheffield and Rotherham: The Transport Challenge.

The UDP deals with developments and proposals contained in all these strategies when they involve the development or use of land. It has, therefore, been drafted in consultation with those responsible for preparing them.

SUPPORT FOR THE AIMS OF THE STRATEGY

The aims of the Plan, and the balance it strikes, reflect both the Government guidance and the other strategies for the City. The aims, outlined in Part I (see pages 9-12), are:

- a better environment
- a more thriving City
- a more accessible environment
- a more caring environment

The rest of this section outlines some of the reasons for these aims.

A Better Environment

The Government's national planning guidance says that local planning authorities should take account of the environment in the widest sense in plan preparation. Development plans should help to achieve the vision in the White Paper, This Common Inheritance, and in the Government's UK Strategy for Sustainable Development (1994).

Environmental issues raised by the Government include Green Belt, landscape and environmental

HOW THE STRATEGY DEVELOPED

quality, nature conservation, pollution-control planning, environmental improvements and the newer concerns such as global warming and using up non-renewable resources. These are also matters of urgency with the European Commission and are influencing Government policy.

The Government's Strategic Guidance for South Yorkshire states that UDP's should continue to conserve what is best in both urban and rural environments. This includes the architectural, archaeological and historic heritage and areas of ecological and wildlife value.

The Government's national planning guidance also discourages the release of playing fields and other open spaces - "There can be no question of sacrificing the green spaces which all towns and cities need for recreation and amenity."

Sheffield - Growing Together also aims to promote a quality environment in the City. The Council further affirms its commitment to a better environment in the Draft Charter for the Environment and the Nature Conservation Strategy.

One of the strategic objectives of the South Yorkshire Joint Transport Bid and the City Council's Transport Policies and Programme is to protect and enhance the quality of the environment.

A More Thriving City

The Government's national planning guidance requires local planning authorities to take account of economic considerations such as revitalising and broadening the local economy, stimulating employment opportunities, catering for changing technology and enabling national economic growth.

The Government's Strategic Guidance for South Yorkshire sets the objectives of fostering economic growth and revitalising the built-up areas.

The European Commission's reports Europe 2000 and Europe 2000 + aim to redress economic imbalances in the European Community. Funds are therefore made available to assist long-term economic development in regions like Yorkshire and the Humber.

The City Council's Economic Development Plan aims to:

- increase Sheffield's ability to compete in the global economy in a way that enhances the quality of life for the people of the City;
- take action to overcome the multiple disadvantages which many people in the City experience.

The UDP aims to promote opportunities for development and provide land and an environment where these aims can be achieved.

A More Accessible Environment

The Government's national planning guidance requires the UDP to show the strategic transport network and deal with traffic management and related land use. The Plan must set out policies to reduce the need for motorised travel and to revitalise and improve accessibility to town centres.

The Government's Strategic Guidance for South Yorkshire underlines the importance of having road and public transport systems which are efficient and effective.

A key objective of Sheffield - Growing Together is an integrated transport strategy. Because car ownership in Sheffield is relatively low, affordable public transport is particularly important for the guality of life of people in the City.

Among the strategic objectives of the South Yorkshire Joint Transport Bid and the City Council's Transport Policies and Programme are:

- to meet the needs of people who are socially or physically disadvantaged;
- to reduce the demand for travel;

- to provide a genuine choice of methods of travel other than the private car;
- to improve transport in areas with poor accessibility or where jobs are being created.

The Draft Charter for the Environment encourages transport accessible for use by all people which is least likely to damage the environment or people's health. This aim is shared by Improving Health in Sheffield and Rotherham: The Transport Challenge.

A More Caring Environment

The Government's national planning guidance requires UDPs to take account of social considerations and acknowledges the relationship of planning policies and proposals to social needs and problems.

The guidance specifically refers to the needs of people in ethnic minorities, religious groups, elderly people and people with disabilities, single-parent families, students, gypsies and disadvantaged and deprived people in inner urban areas. The UDP takes special account of such groups.

Sheffield - Growing Together also aims at social as well as economic regeneration through initiatives targeted at women, black people and people with disabilities. The Sheffield Community Care Plan and Children's Service Plan provide for the full range of care services for children and adults who need them.

The strategy Healthy Sheffield 2000 aims to increase people's well-being as well as to reduce illness. It outlines some of the ways in which health is affected by the physical environment and in which it can be improved through land-use planning.

The City Council's Road Safety Plan (included in its Transport Policies and Programme) gives special emphasis to increasing safety for vulnerable road users (pedestrians, cyclists, children, the elderly and people with disabilities).

SUPPORT FOR THE BALANCE OF THE STRATEGY

The City Council aims to promote change and growth whilst balancing the needs of environment, development and transport. The Government's national planning guidance requires UDPs to show how the balance between development and conservation has been struck.

The themes of sustainability and regeneration are particularly important to the balance of the strategy for Sheffield and have much support in the Government's guidance and in other Council strategies.

Sustainable Development

The Government has stated its intention to work towards ensuring that development and growth do not deny future generations the best of today's environment. They see development plans as contributing to this.

The European Commission Green Paper on the Urban Environment concludes that the conflict between protecting the environment and promoting the economy is a false one - "In the long term the protection of environmental resources is a basic condition for sustained economic growth, which can itself contribute to environmental improvement."

Projected future patterns of growth point to severe environmental problems related to transport, energy and waste unless action is taken. So the Commission's Action Programme, Towards Sustainability, calls for measures to conserve the environment in the fields of energy, industry, transport, tourism and agriculture.

Sheffield - Growing Together pursues sustainability and environmental issues as integral parts of the regeneration of the City.

Concern about the sustainability of transport is expressed in the Government's White Paper, This Common Inheritance, and in the UK Sustainable Development Strategy - "it is simply not possible to cater for unrestricted growth of traffic in our city centres, nor would it be right to accept a situation in which traffic congestion found its own level, with inefficient use of road space and increased fuel consumption."

The Government's national planning guidance broadly supports the Plan's strategy on how the location of new development affects travel patterns with their effects on carbon dioxide emissions. It requires development plans to aim to reduce the need to travel, especially by car. This means:

- promoting development where it is highly accessible by means other than the private car;
- · protecting the viability and vitality of existing centres which meet everyday needs;
- making it easier for people to live nearer their work;
- increasing opportunities for walking, cycling or using public transport;
- limiting parking provision to discourage reliance on the car when there are effective alternatives.

Regeneration and Land Use

The Government's strategic guidance for South Yorkshire emphasises the revitalising of the built-up area. The recycling of vacant and derelict land for industrial and other purposes should be given a high priority. Greenfield sites should be released for development only when enough recycled land cannot be made available in reasonable time.

The Government sees the Green Belt as helping the process of regeneration. Its Strategic Guidance envisages changes to Green Belt boundaries only in exceptional circumstances when economic regeneration may be constrained by the lack of suitable industrial sites. The Secretary of State regards Green Belt as an overriding factor in Sheffield and has said that any shortage of housing land should be met elsewhere in South Yorkshire.

The Government, in drawing attention to the role of the City Centre as the principal commercial centre of South Yorkshire, says it should be developed and expanded to assist in the regeneration of inner Sheffield.

The City Council is committed to rebuilding Sheffield's economy for the benefit of the community, especially those areas and groups of people who could be left behind in the development process.

The Plan's strategy contributes to the initiatives taken by the Sheffield City Liaison Group to bring the City's organisations together to focus and accelerate the process of urban regeneration.

It also provides the physical framework within which economic and social regeneration may occur and develops the complementary theme of

SOCIAL

REGENERATION

environmental regeneration. The relationships between the different aspects of Council strategy are summarised in Fig. 1. PLACE

PHYSICAL / ENVIRONMENTAL REGENERATION

FIGURE 1. TOTAL REGENERATION STRATEGY

Other Information

For details of the reports quoted in the chapter, see Appendix 5.

PEOPLE

ECONOMIC REGENERATION

WORK

THE STRATEGIC POLICIES

- SPI A City for People
- SP2 Sheffield as a Regional Centre
- SP3 A City Centre for People

The three Strategic Policies outline the main balances between different aims of the Plan.

Policy SP1 sets out the strategic issues for the City as a whole. Policy SP2 is about Sheffield's regional role and the contribution that different areas like the City Centre and Lower Don Valley can make to this. Policy SP3 focuses on what the strategy means in the City Centre with its key role in the life and regeneration of the City.

SPI A CITY FOR PEOPLE

A balance will be struck between competing land uses, and between new development, conservation and transport, which would:

- (a) best meet the needs of the people of the City for houses, jobs, leisure and services; and
- (b) meet the needs of the present without compromising the ability of future generations to meet their own needs; and
- (c) give priority, wherever possible, to run-down areas and to meeting the needs of disadvantaged people; and
- (d) lead to a healthier, safer, more convenient and more attractive environment; and
- (e) protect and enhance the natural and built heritage of the City; and
- (f) promote the re-use of urban land for development wherever practicable while allowing greenfield developments on allocated sites; and
- (g) lead to a high quality environment which would promote economic development; and
- (h) integrate land use and transport to reduce the distances people need to travel wherever possible; and
- (i) allow public transport to be operated efficiently; and
- (j) contribute to the social, economic and environmental regeneration of the City.

STRATEGIC POLICIES Other Information For further information on the strategy and the reasons for it, see pages 9-14 and 29-34.

Shelfield Unitary Development Plan - A City for People

Reasons for the Policy

The Policy draws on the main themes of the strategy and the ways in which the different aims may complement each other (see pages 9-14, 29-34).

How it will be put into practice

By:

Deciding planning applications.

Providing advice to developers, which could include supplementary planning guidance or planning briefs.

Identifying and promoting sites suitable for development.

Consulting with local residents, community groups and developers.

Evaluating all proposed developments in terms of their impact on the environment and on disadvantaged people and taking account of such impact in making planning decisions.

Putting into practice the more detailed Policies and proposals of the Plan.

SP2 SHEFFIELD AS A REGIONAL CENTRE

Sheffield will be promoted as a regional centre for jobs, shopping, commerce, public services, higher education, leisure, culture, entertainment and tourism by making the most of opportunities available in different parts of the City. The City Centre and Lower Don Valley will have important complementary roles and a balance will be maintained which would:

- (a) promote the regeneration of the City Centre as the major commercial and cultural centre of the City; and
- (b) promote the regeneration of the Lower Don Valley, through the development of industry, business and large-scale uses which could not be accommodated in the City Centre; and
- (c) lead to a more efficient and effective use of roads and public transport; and
- (d) locate facilities where they would be most accessible for potential users.

Reasons for the Policy

Sheffield is the largest centre in South Yorkshire and also attracts people from north Derbyshire and north Nottinghamshire. The Plan aims to promote the City's regional role in order to create a more thriving City, stimulate regeneration and provide a better service for the people who come to Sheffield.

The City Centre is the focal point of public transport routes in the City and the wider region. It also offers a wide range of shops, offices, public buildings, cultural facilities, entertainment and other attractions in a fairly compact area so that visits for several purposes can be combined.

The Lower Don Valley is very convenient for car users, especially those travelling on the motorway. The Meadowhall Interchange makes it the most accessible location outside the City Centre for users of public transport and the Meadowhall centre attracts shoppers from a wide area. But the future emphasis in the Valley should be on industrial and business development in order to take advantage of the extensive sites and proximity to existing firms. These and other areas of the City each have a distinctive part to play in Sheffield's developing regional role. This role can be strengthened if they complement each other rather than duplicate facilities.

Regeneration of the City Centre is necessary to stimulate the City's regional role and bring new life to the inner areas. The Government's strategic guidance states that the role of Sheffield City Centre as the principal commercial centre of South Yorkshire should be developed and expanded to assist in the regeneration of inner Sheffield.

Other areas, like the Lower Don Valley, will attract development which would not go to the City Centre and could help to relieve peak-hour traffic congestion there. But expansion should not be allowed to cause further congestion, for example on motorway approach roads at Meadowhall.

The aim of a more accessible City means that facilities should be located where a majority of potential users can get to them most easily. So, planning decisions must take account of how development of the City Centre and other areas would cater for different groups of people.

How it will be put into practice

By:

Deciding planning applications.

Identifying and promoting sites suitable for development.

Improving access and parking through measures such as Supertram and park and ride (see Policies T3 and T6, pages 255 and 259).

SP3 A CITY CENTRE FOR PEOPLE

The City Centre will be:

- (a) promoted as the principal commercial centre of South Yorkshire with a wide range of jobs and facilities serving the larger region; and
- (b) developed in a way that caters for disadvantaged people; and
- (c) made safer and more accessible for pedestrians and cyclists and people using public transport; and
- (d) made more attractive as a place to live in and visit; and
- (e) encouraged as a focus for the social, economic and environmental regeneration of the City.

Reasons for the Policy

The needs and opportunities of the City Centre are often different from those in other parts of Sheffield. But its location and the importance of its facilities mean it has a vital role in achieving the aims of A City for People.

Sheffield Unitary Development Plan - A City for People

Other Information

For the Government's Strategic Guidance, see Regional Planning Guidance Note RPG5, Strategic Guidance for South Yorkshire, Department of the Environment, 1989, Paragraph 9.

Other information

For the Government's Strategic Guidance, see Regional Planning Guidance Note RPG5. Strategic Guidance for South Yorkshire, Department of the Environment, 1989, Paragraph 9.

For further information on the strategy for the City Centre, see page 13. The City Centre has considerable potential for commercial investment. The Government's strategic guidance affirms its role as the principal commercial centre of South Yorkshire. Its shopping turnover has decreased in recent years for a number of reasons including inherent weaknesses in the layout of the shopping area, limited investment in new shopping floorspace, the impact of Meadowhall and the effects of recession. Nevertheless, the potential for new investment in high quality shopping facilities remains. As well as providing services and jobs in its own right, a strong retail sector will help underpin the wide range of social, cultural and entertainment facilities which the City Centre should provide.

It is also the most accessible area for disadvantaged groups in the Inner City and for others depending on public transport whose needs are often not met by commercial forces. So promoting the more thriving City needs to be balanced with meeting the needs of the more caring City.

Because the City Centre is so accessible and the meeting point of many cross-town routes it could also get most congested. Traffic pollutes the environment, which becomes unattractive to visitors, residents and potential investors. To make the Centre more thriving, more attractive and more accessible, a balance must be struck which takes into account the benefits of public transport and the needs of pedestrians and cyclists.

The attraction of the City Centre is partly due to the wide range of land uses there. But some, like housing, have tended to get squeezed out and at some times of the day parts of the Centre are largely deserted. The aims of the Plan mean that the City Centre should be a place where more people not only work and visit but also live and feel they belong.

Regeneration of the City Centre is a vital part of regeneration of the City as a whole. It will provide jobs and services for people in the inner areas and enhance the image of the City for potential investors.

How it will be put into practice

By:

Promoting a series of distinctive quarters including a retail core, commercial and office developments, the two universities, cultural and entertainment facilities and residential areas (see for example, Policies IB2, IB3, H12, CF7, S1, MU10 and LR2).

Improving and conserving the environment (see for example Policies BE3, BE4, BE16, BE18 and \top 13).

Creating a network of public spaces linked by pedestrian-dominated routes and the River Don (see, for example, Policies BE12, GE17 and T9).

Completing the Inner Ring Road and creating access loops into the Centre (see for example, Policies T17 and T20).

Improving access into the Centre by public transport (see for example, Policies T I to T6).

Providing for additional operational and short-stay parking (see Policies

T21 to T24).

Carrying out other short and long-term actions proposed in the City Centre Business Plan.

Deciding planning applications.

Providing advice to developers, which could include supplementary planning guidance or planning briefs.

Identifying and promoting sites suitable for development.

Consulting with local residents, community groups and developers.

Co-ordinating management of the City Centre.

WHAT THE PLAN DOES FOR DISADVANTAGED PEOPLE

WHAT THE PLAN DOES FOR DISADVANTAGED PEOPLE

Planning deals with how land and buildings are used and as a result it affects the way people live their lives.

There are many people, who, because of poverty, racial or gender discrimination, the place where they live, disability, or caring responsibilities, or because they have special needs which may not be properly recognised, face particular disadvantages in getting good jobs and services or in enjoying facilities to which they should be entitled.

By addressing issues, such as housing layout, traffic congestion, lack of facilities and a run-down environment, with the needs of disadvantaged people in mind, the planning system can help tackle their particular problems.

One of the main aims of the Plan as set out in the Strategy on page 9 is to ensure that:

- proposals do not worsen the living conditions of disadvantaged people more than those of powerful, articulate or wealthy groups; and that
- wherever possible, positive action policies are used to assist particular groups of disadvantaged people.

Equal Opportunities legislation exists to ensure that services do not discriminate against any particular group of people.

The Race Relations Act 1976 states that it is the duty of every local authority to make appropriate arrangements to ensure that what it does is carried out in such a way as to eliminate unlawful discrimination and promote equality of opportunity and good relations between people of different racial groups.

No single Act of Parliament on disability exists. From the 1944 Employment Act to the 1980 Disabled Persons Act the patchwork of legislation places a duty on both individuals and businesses relating, for example, to access to buildings, rights to employment and for representation. The local authority fulfils the role of both regulator and provider.

Under the Sex Discrimination Act 1975 it is an offence for a local authority to discriminate against anyone because of gender, either by providing restricted access benefits, facilities or services or failing to facilitate unrestricted access to them.

Planning can:

- play an important part in achieving equal opportunities. The current legislation is the Disabled Persons Act 1986 and the National Health Service and Community Care Act 1990. The local authority fulfils the role of regulator, provider, assessor of the need for services, and purchaser.
- ensure that land for employment opportunities is made available in areas which are acceptable to disadvantaged groups of people.
- help ensure that new offices, factories and warehouses are built to the appropriate standards to enable people with disabilities to gain access to jobs.
- help ensure that major places of employment have facilities which enable people with children to have access to jobs.
- create an environment which helps to reduce crime.
- create an environment which helps to increase personal safety.

Many of the Plan's Policies and proposals will provide benefits for disadvantaged groups. For example:

- Providing and protecting green areas (e.g. public open space, recreation grounds, Local Nature Reserves and woodlands) improves life for everybody, but particularly when provided for people living in heavily built-up parts of the Inner City. Many of the Plan's proposed new or improved green areas will be close to where large numbers of disadvantaged people live. These improvements should help break links between being poor and suffering a poor run-down environment (see Policies GE1 to GE18, pages 89-109).
- Shopping Policies (see Policies S1 to S12, pages 183-202) aim to make the City Centre, District and Local Centres convenient and pleasant places for everyone to shop, including those without the use of a car and those who may depend on a car for access.
- Housing Policies (see Policies H1 to H18, pages 145-168), whilst catering for Sheffield's overall requirements, also specifically provide for affordable housing for people on low incomes, homeless people, people with disabilities, people in need of care, and travellers.
- Industry and Business Policies (see Policies IB1 to IB16, pages 123-141), help firms to set up, stay in
 operation or expand in Sheffield, secure existing jobs, and create some new jobs for those currently
 unemployed.
- Transport Policies (see Policies T1 to T28, pages 252-287) are designed to reduce the barriers to
 movement that often face disadvantaged people. These include the problem of access for people
 on low incomes. The Policies concentrate on improving public transport and other alternatives to
 the private car, including support for the access-friendly Supertram network. They will improve
 the pedestrian environment of the City Centre whilst maintaining access for car drivers and
 passengers with disabilities. And they also seek to reduce the amount of traffic within residential
 areas in order to give the streets "back to the people".

The remainder of this chapter sets out what the Plan does for particular groups of people. The chapter does not contain any Policy statement but it does include detailed cross references to help you find the relevant Policies.

CLIENT GROUP - PEOPLE WITH DISABILITIES

As many as 80,700 people in Sheffield in 1991 had some form of learning or physical disability (16.1%) and of these 13,000 are likely to be severely disabled. Nearly 30% of households contain at least one person with a disability. With more people living longer the percentage is likely to increase in the future. In the past, the environment has disabled people by creating barriers to access, making it difficult for people to move around, get in and out of shops, public buildings, leisure facilities or even live in ordinary housing like everybody else and visit friends and relatives. The Plan recognises that this needs to change.

POLICY

Built Environment:

Building Design

WHAT THE PLAN SAYS

The general needs of users of all new and refurbished buildings and extensions should include:

- promotion of all aspects of personal safety and security particularly at night-time;
- designs to meet the needs of users;
- covered walkways.

Design of Buildings Used by the Public BE7, pages 66-68

BE5 (i), (j) and (l), pages 64-65

The general access standards for buildings used by the public, including shops, public spaces, libraries, medical centres, theatres, cinemas and leisure centres, should ensure safe and easy access to the building.

To enable employers to comply with the 3% quota of people with disabilities, set out in 1944 and 1958 Employment Acts,

all developments which will cater for 20 or more jobs are to

Developers will be encouraged to provide:

- appropriate parking and toilets;
- childcare and baby changing facilities;

be suitable for people with disabilities.

• access to public transport.

Access to Workplaces BE8, page 68

Design for Vehicles BE9 (f) and (g), pages 69-70

Design of Streets, Pedestrian Routes, Cycleways and Public Spaces BE10, pages 70-71 New developments and refurbishments should provide parking, designed to minimise the risk of crime, suitably located for people with disabilities.

The design and environmental improvement of streets and pedestrian areas should be safe and convenient for people with disabilities to use.

Green Environment:

Sites of Special Scientific Interest and Local Nature Reserves GE12, pages 101-102 Access for people with disabilities will be provided.

Industry and Business:

Training Centres and Community Facilities in Industry and Business Areas IB12 (a), pages 137-138 The provision of training centres which will meet the needs of people with disabilities will be encouraged.

Housing

Short-term Accommodation for Homeless People H6, pages 150-151	The development of short-term accommodation for homeless people with facilities for people with disabilities will be encouraged.
Mobility Housing H7, pages 151-152	Housing for people with disabilities will be expected or encouraged in housing developments where there is a local need.
Housing for People in Need of Care H8 (c), pages 152-153	All new and refurbished housing in the form of supportive accommodation, sheltered accommodation, care homes and nursing homes should be suitable for people with disabilities.
Design of New Housing Developments H15 (a), pages 163-164	Easy access around sites will be expected.
Community Facilities	
Provision of Community Facilities CFI, pages 170-171	Suitable community facilities and meeting places will be promoted where there is a shortage.
Keeping Community Facilities CF2, pages 171-172	Existing community facilities should be protected from redevelopment or, if necessary, replaced.
Children's Nurseries CF4, pages 172-173	Purpose-built nursery facilities to be encouraged in all new major developments where people work or receive education or training.
Shopping:	
Design of Retail Development SII, pages 200-202	Retail development will be required to provide access for people with disabilities.
Leisure and Recreation:	
New Leisure Facilities LR2 (c) and (d), pages 221-223	New leisure uses and facilities as well as improvements to existing ones will be promoted where they would be easily available and accessible to disadvantaged people, with easy access by public transport, and accessible for people with disabilities.
Improving Open Spaces LR10, pages 232-234	Proposals for improvements to open space, as opportunities arise, which would improve access.
Transport:	
Promoting Public Transport T1, T2, pages 252-255	 Proposals to put the Policies into practice include: supporting policies on concessionary fares, tendered bus services, the integration of public transport services

and improved vehicle design and facilities;

supporting community transport initiatives.

Supporting and Promoting Supertram T3, pages 255-256

Promoting Rail Use T4, pages 256-257

Promoting Walking and Cycling T7 to T11, pages 259-265

Car Travel to the City Centre

T20, pages 275-276

pages 288-297

Car Parking Guidelines

Supertram will be a more accessible system than the bus for people with disabilities.

Proposals include liaising with the Passenger Transport Executive to ensure the maximum possible accessibility of the local rail network.

Improvements will be made by:

- creating safe routes;
- providing surface-level crossings wherever possible;
- taking into account the needs of people with various disabilities;
- giving high priority to footway maintenance;
- retaining access for vehicles of people with disabilities in High Amenity Zones

Traffic Calming MeasuresTraffic calming can reduce the risk and the severity of roadT12 to T14, pages 266-269accidents to vulnerable people and provide safe and
convenient routes for pedestrians. Schemes will be
introduced in the City Centre and in other specific areas of
the City.

Provision is made for travel and parking by people with disabilities needing to use the private car.

Developers will be expected to provide adequate short-stay parking to meet the needs of people with disabilities.

CLIENT GROUP - OLDER PEOPLE

The needs of older people have been recognised by the Plan. Sheffield's population of 528,000 has 42,100 people over 75 and 10,500 people over 85. These people rely more on local facilities, travel by public transport and want facilities which are easy to get around and comfortable.

POLICY

WHAT THE PLAN SAYS

Built Environment:The general needs of users for all new and refurbished
buildings and extensions should include:
• promotion of all aspects of personal safety and security
particularly at night time;
• designs to meet the needs of users;

Design of Buildings Used by Public BE7, pages 66-68

Design for Vehicles BE9 (f) and (g), pages 69-70

Design of Streets, Pedestrian Routes, Cycleways and Public Spaces BE10, pages 70-71

Industry and Business:

Training Centres and Community Facilities in Industry and Business Areas IB12 (a), pages 137-138

Housing:

Housing for People on Low Incomes H4, pages 148-149	The development of affordable housing for sale or rent for low-income people will be promoted where it is needed.
Short-term Accommodation for Homeless People H6, pages 150-151	The development of short-term accommodation for homeless people, with facilities for people with disabilities, will be encouraged.
Mobility Housing H7, pages 151-152	Housing for people with disabilities will be encouraged in housing developments where there is a local need.
Housing for People in Need of Care H8 (c), pages 152-153	All new and refurbished housing in the form of supportive accommodation, sheltered accommodation, care homes and nursing homes should be suitable for people with disabilities
Design of New Housing Developments H15 (a), pages 163-164	Easy access around sites will be expected.

· covered walkways.

The general access standards for buildings used by the public, including shops, public spaces, libraries, medical centres, theatres, cinemas and leisure centres, should ensure safe and easy access to the building.

Developers will be encouraged to provide:

- appropriate parking and toilets;
- · childcare and baby changing facilities;
- access to public transport.

New developments and refurbishments should provide adequate parking for people with disabilities, designed to minimise the risk of crime.

The design and environmental improvements of streets and pedestrian areas should be safe and convenient to use for people with disabilities.

The provision of training centres which will meet the needs of people with disabilities will be encouraged.

Suitable community facilities and meeting places will be

Existing community facilities should be protected from

Provision of community benefits including meeting places,

seating, landscaped areas and covered areas will be

promoted where there is a shortage.

redevelopment, or, if necessary, replaced.

Community Facilities:

Provision of Community Facilities CF1, pages 170-171

Keeping Community Facilities CF2, pages 171-172

Community Benefits CF5, pages 173-175

Shopping:

Shopping:	
Development in Shopping Centres SI, S5, pages 183-185, 191-193	Maintains existing City Centre and District and Local Shopping Centres.
Design of Retail Development SII (a), (b), (e), (f), (g), pages 200-202	 Retail development should provide: access for people with disabilities; for safe and easy pedestrian movement at ground level; Facilities for the comfort and convenience of shoppers will be encouraged.
Leisure and Recreation:	

encouraged.

New Leisure Facilities New leisure uses and facilities, as well as improvements to existing ones, will be promoted where they would be easily available and accessible to disadvantaged people and easily accessible by public transport and accessible for people with disabilities.

Improving Open Spaces LR10, pages 232-234

Transport:

Promoting Public Transport TI, T2, pages 252-255 Proposals to put the Policies into practice include:

 supporting policies on concessionary fares, tendered bus services, the integration of public transport services, and improved vehicle design and facilities;

Proposes improvements to open space, as opportunities

- supporting community transport initiatives;
- measures to promote bus use.

arise, which would enhance access.

Supporting and Promoting Supertram T3, pages 255-256 Supertram will be more accessible than buses.

Promoting Rail Use T4, pages 256-257	Proposals include liaising with the Passenger Transport Executive to ensure the maximum possible accessibility of the local rail network.
Promoting Walking and Cycling T7 to T11, pages 259-265	 Improvements will be made by: creating safe routes; providing surface level crossings; taking into account the needs of elderly people; giving high priority to footway maintenance.
Traffic Calming T12 to T14, pages 266-269	Traffic calming schemes will be introduced in the City Centre and in other specific areas in the City to reduce the risk and severity of road accidents involving vulnerable people and provide safe and convenient routes for pedestrians.
Car Parking T21,T24, pages 276-277, 280- 281	Short-stay public car parking will be encouraged in shopping centres and at other appropriate locations.

CLIENT GROUP - ETHNIC MINORITIES

Sheffield has a rich diversity of peoples of different cultural and ethnic backgrounds. This is one feature that gives the City its unique character. In 1991 there was a total 25,500 (5.1%) people from ethnic minorities in Sheffield. The Pakistani community is the largest with 9,000 (1.8%) people. There are 8,000 Black/Afro-Caribbean people. There are also Indian, Bangladeshi and Chinese. People from ethnic minorities are more likely than white people to live in areas of poverty and deprivation and are more likely to be unemployed and have below-average incomes. Different ethnic and cultural groups have particular needs. These include the design of buildings and religious meeting places, the location of shops and open spaces and more local employment opportunities.

POLICY	WHAT THE PLAN SAYS
Built Environment:	
Building Design BE5 (k), pages 64-65	Designs which reflect the varied ethnic and cultural traditions of the City will be accepted but they will also need to be in keeping with other parts of the Plan.
Community Facilities and Institutions:	
Provision of Community Facilities CFI (a), pages 170-171 Community Benefits CF5 (c), pages 170-171	Community facilities and meeting places will be promoted where there is a shortage. The provision of workplace facilities and benefits such as training facilities and childcare nurseries will be encouraged.
Community Benefits CF5 (j), pages 170-171	The provision of workplace facilities and benefits such as training facilities and childcare nurseries will be encouraged.

Leisure and Recreation:

New Leisure Facilities LR2 (a), (d), pages 221-223	New leisure uses and facilities, as well as improvements to existing ones, will be encouraged particularly in areas with few facilities where they would be easily accessible and available to disadvantaged people.
Open Space LR4, pages 224-225	Open space will be provided where there is a shortage and improved where it is of poor quality, as opportunities arise.
Transport:	
Promoting Public Transport T1 to T4, pages 252-257	 Proposals to support public transport include: giving priority to buses; supporting policies on tendered bus services; supporting Supertram proposals; supporting community transport initiatives; improving the local rail network.
Promoting Walking and Cycling T7 to T10, pages 259-264	 Better facilities will be provided for walking and cycling by measure such as: providing surface-level crossings; providing routes and facilities for cyclists.
Traffic Calming T12 to T14, pages 266-269	Traffic calming which can improve the environment and reduce the risk and severity of road accidents will be introduced in specific areas.

CLIENT GROUP - WOMEN

Women make up 50.4% of Sheffield's population. The Plan recognises that women want a choice; women want to be able to have the same opportunities in the regular workplace as men, they want the facilities to enable childcare to be shared with a partner and they want plans to recognise that the majority of women and men live their lives in different ways, sometimes by choice but in many cases because of lack of choice.

POLICY	WHAT THE PLAN SAYS
Built Environment:	
Building Design BE5 (i), pages 64-65	The design of buildings, landscaping and lighting should promote all aspects of personal safety and security particularly at night-time.
BE5 (j), pages 64-65	Design should meet the needs of users.
BE5 (I), pages 64-65	Meeting the needs of users of shopping streets will be

Design of Buildings used by the Public BE7, pages 64-68

Design for Vehicles BE9, pages 69-70

Design of Streets, Pedestrian Routes, Cycleways and Public Spaces BE10 (a), (b), pages 70-71

vehicles by making all parts of each area visible by users. The design and environmental improvement of streets should

encouraged, including the provision of canopies, colonnades and covered walkways, provided they do not lead to a loss of

Developers will be encouraged to provide buildings used by the public with appropriate toilet facilities and safe and easy

New development and refurbishments should provide a safe

and efficient layout for all vehicles including parking areas designed to minimise the risk of crime against people and

safety or cause an obstruction.

access to and around the building.

make them convenient and safe to use and maximise personal safety, particularly at night.

Green Environment:

Green Belt GE1, pages 89-90

Green Network GE10, pages 98-99

The extension of the Green Network will be encouraged to give more local open space.

Areas of open land extending into the urban area which have

existing or potential recreational value enabling inner-city residents to walk to natural areas or open countryside should

Industry and Business

Training Centres and Community The provision of suitable training premises for women will be Facilities in Industry and Business encouraged. Areas IB12, pages 137-138

be preserved.

Housing:

Developers will be required to provide: Open Space in New • open space which is well designed and; Housing Development HI6, pages 164-165

Community Facilities and Institutions:

Provision of Community Facilities CF1, pages 170-171

· children's play areas visible from nearby houses.

The provision of community facilities which are readily available to all Sheffield people will be promoted and, in particular, facilities which would be easily accessible by foot or by public transport, located within the community they are intended to serve, and located where there is a shortage. Existing community facilities should be protected from

CF2, pages 170-172	redevelopment, or, if necessary, replaced.
Community Benefits CF5, pages 173-175	The provision of a wide range of community benefits including toilets, street furniture, community facilities and workplace facilities will be encouraged.
Shopping:	
Design of Retail Development SII (a), (b), (f), (g) and (j), pages 200-202	Retail development should provide access for pushchairs, safe and easy pedestrian movement at ground level, and short- stay shoppers' car parking. Developers will be encouraged to provide facilities for the comfort and convenience of shoppers and nursery facilities for staff members.
Leisure and Recreation:	
New Leisure Facilities LR2, pages 221-223	Small-scale local facilities and leisure facilities which are accessible by public transport will be promoted.
New Open Space LRII, pages 234-235	New open space will be created in areas where people do not have easy access to a community park.
Transport:	
Promoting Public Transport T1 to T4, pages 252-257	 Proposals to support public transport include: giving priority to buses; promoting Supertram, which will be accessible to people with disabilities; improving the local rail network; liaising with the Passenger Transport Executive to achieve maximum accessibility of the local rail network.
Promoting Walking and Cycling T7 to T11, pages 259-265	 Pedestrian and cycle routes will be created which will: be safe to use at night as well as during the day; have surface-level crossings; take into account the needs of women; provide cycle routes which are completely or partially segregated from motorised traffic.
Traffic Calming T12 to T14, pages 266-269	Traffic calming will be carried out to reduce accidents and improve the environment for local people. Measures will also improve access between the main shopping and office areas and the rail station/bus interchange.

Keeping Community Facilities

CLIENT GROUP - PEOPLE WITH CHILDREN

Sheffield has 33,300 children under 5 and 61,400 aged 5 to 14 years. People looking after young children want to be able to take them shopping and know that they will be safe and that there will be toilets and play areas. They want to know that new housing schemes take into account the needs of people with children.

POLICY

WHAT THE PLAN SAYS

Built Environment:

Building Design BE5, pages 64-65	Sets out the user standards for good design which include people with children.
Design of Buildings used by the Public BE7, pages 66-68	Developers will be encouraged to provide all buildings which are to be used by the public with facilities for people with young children, such as childcare and baby changing facilities.
Green Environment:	
Green Network GE10, pages 98-99	Extends Green Network to give more local open space.
Housing:	
Design of New Housing Development H15, pages 163-164	Design of new housing developments to provide easy circulation for people with pushchairs.
Open Space in New Housing Developments H16, pages 164-165	Developers to ensure that there would be sufficient open space to meet local needs including provision for children's play which is within the site and visible from nearby houses.
Community Facilities and Institutions:	
Community Benefits CF5, pages 173-175	Planning powers will be used to encourage the provision of a wide range of community benefits including recreation and play facilities and childcare facilities.
Shopping:	
Design of Retail Development SII, pages 200-202	Retail development should provide access for pushchairs and safe and easy pedestrian movement. Developers will be encouraged to provide facilities for the comfort and convenience of shoppers.

Leisure and Recreation:

Promoting Public Transport

TI to T4, pages 252-257

Improving Open Space LR10, pages 232-234 As opportunities arise, appropriate improvements will be made to public open spaces which would enhance access especially for disadvantaged people.

Transport:

Proposals to support public transport include:

- giving priority to buses;
- promoting Supertram, which will be accessible to people with disabilities;
- improving the local rail network;
- liaising with the Passenger Transport Executive to achieve maximum accessibility of the local rail network.

Promoting Walking and Cycling T7 to T11, pages 259-265 Pedestrian and cycle routes will be created which will:

- · be safe to use at night as well as during the day;
- have surface-level crossings;
- · take into account the needs of women;
- provide cycle routes which are completely or partially segregated from motorised traffic.

Traffic Calming T12 to T14, pages 266-269	Traffic calming will be carried out to reduce accidents and improve the environment for local people. Measures will also improve access between the main shopping and office areas and the rail station/bus interchange.
	areas and the rail station/bus interchange.

Car Travel to the City Centre T20, pages 275-276

Provision is made for access and parking by shoppers in the City Centre.

CLIENT GROUP - UNEMPLOYED PEOPLE, HOMELESS PEOPLE AND OTHER PEOPLE ON LOW INCOMES

According to the Department of Employment figures in December 1996, 9.1% of men and 3.6% of women were unemployed. The Sheffield Unemployment Unit estimates unemployment amongst men as 11.9% and women 4.4%.

Homelessness has been on the increase. In 1995/96 the Council dealt with 3,300 initial enquiries and 1,100 of these were about households in priority need. Planning itself can't solve people's homelessness but it can ensure that short-term accommodation is permitted and where appropriate it can enable temporary change of use from Industry, Business or Office to Housing to provide living space.

The European Commission's definition of low income is 68% of gross average earnings. People below this level are most dependent on public transport and local facilities and they want to be near to good quality open space and employment opportunities.

POLICY

Built Environment:

Environmental Improvements BE4 (a), (b), (c), pages 62-64

WHAT THE PLAN SAYS

Priority for environmental improvements will be given to areas where the environment is unsatisfactory in:

Maintains a strong Green Belt which preserves areas of open

land extending into the urban area which have existing or potential recreational value and enabling people living in the

Green Network to be extended and enhanced to improve

The establishment of the South Yorkshire Forest to be

encouraged, providing employment and new recreational

inner city to walk to the open countryside.

access to the natural environment.

space in the north and east of the City.

- areas of known poverty;
- areas of housing renewal;
- the City Centre.

-		
Green	Environment	
Orecur	Enten onnient	••

Green Belt GEI, pages 89-90

Green Network GE10, pages 98-99

South Yorkshire Forest GE14, pages 103-104

Industry and Business:

Training Centres and Community Facilities in Industry and Business Areas IB12 (a), (b), pages 137-138 The provision of training centres and appropriate facilities will be encouraged especially where these would meet the needs of unemployed people and be safely and easily reached by foot and public transport.

Housing:

Housing for People on LowThe development of affordable housing for people on
relatively low incomes will be promoted where it is needed.H4, pages 148-149

Short-term Accommodation for Homeless People H6, pages 150-151 Appropriate development of short-term accommodation for people without a permanent home to be promoted.

Community Facilities:

Provision of Community Facilities CF1, pages 170-171 The provision of community facilities which are readily available to all Sheffield people will be encouraged and, in particular, facilities which would be easily accessible by foot or by public transport, located within the community they are intended to serve, and located where there is a shortage.

Keeping Community Facilities CF2, pages 171-172	Existing community facilities should be protected from redevelopment, or, if necessary, replaced.
Community Benefits CF5, pages 173-175	The provision of a wide range of community benefits including meeting places, street furniture and facilities for pedestrians, cyclists and public transport users will be encouraged.
Leisure and Recreation:	
New Leisure Facilities LR2, pages 221-223	New leisure uses and facilities as well as improvements to existing ones will be encouraged where they would be easily accessible by public transport and easily available and accessible to disadvantaged people.
Transport:	
Promoting Public Transport T1 to T4, pages 252 to 257	 Proposals to support public transport include: giving priority to buses; supporting policies on tendered bus services; supporting Supertram proposals; supporting community transport initiatives; improving the local rail network.
Promoting Walking and Cycling T7 to T11, pages 259 to 265	 Better facilities will be provided for walking and cycling by measures such as: providing surface-level crossings; providing routes and facilities for cyclists.
Traffic Calming T12 to T14, pages 266-267	Traffic calming which can improve the environment and reduce the risk and severity of road accidents, will be introduced in specific areas.

CLIENT GROUP - PEOPLE IN AREAS OF POVERTY

141,000 people in Sheffield live in households receiving Council benefits. This represents 26% of adults and 31% of children.

There are many people on low incomes in Sheffield who live in a relatively good quality environment. But a lot of people on low incomes live in areas where the environment needs improving. When implementing the Plan, emphasis will be given to these areas.

POLICY

WHAT THE PLAN SAYS

Built Environment:

Environmental Improvements BE4, pages 62-64 Priority for environmental improvements will be given to areas where the environment is unsatisfactory in areas of

Green Environment:	
Green Network GE10, pages 98-99	The Green Network will be extended to improve access to the natural environment.
Housing:	
Evironmental Improvements in Housing Areas H17, pages 165-166	Environmental improvements will be concentrated in housing areas in areas of known poverty, areas for housing renewal and the City Centre.
Transport:	
Promoting Public Transport T1 to T4, pages 252-257	 Proposals to support public transport include: giving priority to buses; supporting policies on tendered bus services; supporting Supertram proposals; supporting community transport initiatives; improving the local rail network.
Promoting Walking and Cycling T7 to T11, pages 259-265	 Better facilities will be provided for walking and cycling by measure such as: providing surface level crossings; providing routes and facilities for cyclists.
Traffic Calming T12 to T14, pages 266-269	Traffic calming which can improve the environment and reduce the risk and severity of road accidents will be introduced in specific areas.

Centre.

known poverty, areas for housing renewal and the City

CLIENT GROUP - YOUNG PEOPLE

Sheffield has 10,800 16 and 17 years olds and 67,300 children between 5 and 15. They represent the future of the City. Young people have their own specific needs whether it is for play space, sports facilities, leisure facilities or places to meet.

POLICY

WHAT THE PLAN SAYS

Built Environment:

Design of Streets, Pedestrian Routes, Cycleways and Public Spaces BEI0 (a), pages 70-71 The design of streets should make them convenient and safe to use for young people.

Green Environment:

Green Belt GEI, pages 89-90	A strong Green Belt will be promoted which preserves areas of open land extending into the urban area which have existing or potential recreational value and enabling people living in the inner City to walk to the open countryside.
Green Network GE10, pages 98-99	The extension of the Green Network to improve access to the natural environment will be encouraged.
Industry and Business:	
Training Centres and Community Facilities in Industry and Business Areas IB12, pages 137-138	The provision of suitable training premises for young people will be encouraged.
Housing:	
Flats, Bed-sitters and Shared Housing H5, pages 149-150	Planning permission will be granted for the creation of this type of housing where living conditions will be satisfactory for the occupants and neighbours.
Short-term Accommodation for Homeless People H6, pages 150-151	Appropriate development of good quality short-term accommodation for people without a permanent home will be encouraged.
Community Facilities:	
Provision of Community Facilities CFI, pages 170-171	The provision of community facilities which are readily available to all Sheffield people will be encouraged and, in particular, facilities which would be easily accessible by foot or by public transport, located within the community they are intended to serve, and located where there is a shortage.
Keeping Community Facilities CF2, pages 171-172	Existing community facilities will be protected from redevelopment or, if necessary, replaced.
Community Benefits CF5, pages 173-175	Where appropriate, planning powers will be used to encourage the provision of a wide range of community benefits including meeting places, street furniture and facilities for pedestrians, cyclists and public transport users.
Leisure and Recreation:	
Leisure Facilities LR2, pages 221-223	New leisure uses and facilities as well as improvements to existing ones will be encouraged where they would be easily accessible by public transport and easily available and accessible to disadvantaged people.

Open Space LR4, pages 224-225	Open space will be provided where there is a shortage and improved where it is of poor quality, as opportunities arise.
Transport:	
Promoting Public Transport T1 to T4, pages 252-257	 Proposals to put the Policies into practice include: giving priority to buses; supporting policies on tendered bus services; supporting Supertram proposals; supporting community transport initiatives; improving the local rail network.
Promoting Walking and Cycling T7 to T11, pages 259-260	 Better facilities will be provided for walking and cycling by measures such as: providing surface-level crossings; providing routes and facilities for cyclists.
Traffic Calming T12 to T14 , pages 266-269	Traffic calming which can improve the environment and reduce the risk and severity of road accidents, will be introduced in specific areas.

CLIENT GROUP - TRAVELLERS

There are up to 60 traveller families who live in or regularly come to Sheffield.

POLICY

WHAT THE PLAN SAYS

Housing:

Sites for Travellers H9, pages 153-154 Provides for high standard permanent sites with an acceptable environment

Other information

For population figures, see Mid - 1995 Population Estimate; Office of Population Censuses and Surveys, HMSO, 1996.

Photograph opposite courtesy of English Heritage

BUILT ENVIRONMENT

TOWNSCAPE AND DESIGN

- BEI Townscape Design
- BE2 Views and Vistas in the Built-up Area
- BE3 Views and Vistas in the City Centre
- BE4 Environmental Improvements
- BE5 Building Design and Siting
- BE6 Landscape Design
- BE7 Design of Buildings Used by the Public
- BE8 Access to Workplaces
- BE9 Design for Vehicles
- BE10 Design of Streets, Pedestrian Routes, Cycleways and Public Spaces
- BEII Public Spaces
- BEI2 Public Art
- **BEI3** Advertisements
- BEI4 Telecommunications

AREAS AND BUILDINGS OF ARCHITECTURAL INTEREST

- BEI5 Areas and Buildings of Special Architectural or Historic Interest
- BEI6 Development in Conservation Areas
- BE17 Design and Materials in Areas of Special Architectural or Historic Interest
- BE18 Development in Areas of Special Character
- BE19 Development affecting Listed Buildings
- BE20 Other Historic Buildings
- **BE21** Historic Parks and Gardens
- **BE22** Archaeological Sites and Monuments

BUILT ENVIRONMENT

The physical appearance of the City is, for many people, one of town planning's most important responsibilities. How buildings are designed, the ways they are grouped together, the spaces in between, trees, seats and paving - these all help to form the character of Sheffield. This is particularly true of the City Centre which creates the main image of Sheffield for many residents and visitors. Built up by changes over the centuries, this character still changes with new buildings and greenery. Our responsibility is to look after it for the benefit of present and future Sheffield people.

TOWNSCAPE AND DESIGN

The Unitary Development Plan (UDP) must protect and enhance the best features of the City's character. The special identity and history of Sheffield must not be lost. New buildings should be of high individual standard, but also fit in with their surroundings. Small-scale improvements can be carried out by the City Council through Environmental Improvement Schemes and developers should be encouraged to include works of art in their schemes.

The quality of the physical environment affects the quality of life and well-being of everyone in the community. It should be sensitive to the needs of specific groups, particularly people with disabilities, elderly people, women, children, young people and those in ethnic minorities. An environment that works better for disadvantaged people works better for everyone.

Development should also be sustainable, with an emphasis on conserving natural resources and energy.

BEI TOWNSCAPE DESIGN

A high quality townscape will be promoted with a positive approach to conservation and a high standard of new design. The best of Sheffield's buildings will be kept and refurbished, and their settings improved.

Reasons for the Policy

The essential character of the City is a legacy of its long history, but particularly of the industrial revolution.

But its character is by no means fixed. There are many features and buildings that are worth keeping but there are others which are ready for replacement. Replacement creates an opportunity for improving the

Definitions

'Townscape' - refers to the physical appearance of the urban environment. It includes the design of buildings, the spaces between the buildings and the relationship between them. City's townscape and developing its character. This means having both a positive approach to conservation and a high quality of new development.

How it will be put into practice

By:

Deciding planning applications.

Providing appropriate advice to developers, which could include supplementary planning guidance or planning briefs.

BE2 VIEWS AND VISTAS IN THE BUILT-UP AREA

New development will be expected to respect the skylines, roofscapes and views that are particularly visible within the City.

Reasons for the Policy

The hilly landscape of Sheffield makes it one of the most richly endowed cities in Britain for views and vistas. This unique and distinctive natural heritage should be protected and further enhanced by new development in the City.

Because Sheffield is hilly, roofs are more visible than usual in many parts of the City and skylines are particularly prominent.

How it will be put into practice

Deciding planning applications.

Providing appropriate advice to developers, which could include supplementary planning guidance or planning briefs.

BE3 VIEWS AND VISTAS IN THE CITY CENTRE

Development will not be permitted to damage the traditional City Centre skyline or views and vistas which are important to the Centre's character. In particular, protection will be given to:

- (a) views into the City Centre from:
 - (i) Pitsmoor Road;
 - (ii) Sheffield Parkway;
 - (iii) Park Hill;
 - (iv) Park Grange Road.

(b) views within and looking out from the City Centre:

(i) up and down the Moor;

Other information

For countryside Areas of High Landscape Value, see Policy GE8 , page 95. BUILT ENVIRONMENT

- (ii) towards the Town Hall along Division Street and Leopold Street;
- (iii) down Fargate;
- (iv) from High Street along Church Street;
- (v) along Wicker towards the railway arches;
- (vi) from Campo Lane across the Don Valley;
- (vii) from the City Centre across the Sheaf Valley;
- (viii) from West Street to the Solly Street ridge at Rockingham Street and Bailey Lane.

Tall buildings will be discouraged in the Don and Sheaf Valleys between Kelham and the Railway Station.

Reasons for the Policy

The City Centre is particularly important in creating people's impression of Sheffield. It is also under most pressure for new development and this could obscure important features of its townscape.

Control of high-rise development is needed to protect the exciting traditional skyline, including the cathedral spires and Town Hall tower, particularly when viewed from the north and east.

Pedestrians in the City Centre are often made aware of Sheffield's dramatic form by views out to the suburbs.

Within the Centre many cherished vistas focus on buildings which are important to the City's image and character.

High buildings in the Don and Sheaf Valleys, north and east of the City Centre, could interrupt or obliterate the landforms creating the exciting views into and out of the Centre.

How it will be put into practice

By:

Deciding planning applications.

Providing appropriate advice to developers, which could include supplementary planning guidance or planning briefs.

BE4 ENVIRONMENTAL IMPROVEMENTS

Priority for environmental improvements will be given to areas where the environment is unsatisfactory in:

- (a) areas of known poverty;
- (b) areas for housing renewal;
- (c) the City Centre;
- (d) District and Local Shopping Centres;
- (e) run-down industrial and commercial areas;
- (f) the MI Corridor, and along the Strategic Road Network,

Definitions

"Environmental improvements" small-scale improvements to the appearance and use of any area by

 creating features such as new open spaces. landscaped areas, areas for nature conservation, sculptures, murals, seating, >

BUILT ENVIRONMENT

passenger railway lines, Supertram routes, rivers and the Canal;

(g) areas which have existing or potential value for nature conservation or informal recreation.

Reasons for the Policy

Environmental improvements can make an important contribution towards improving the appearance of an area and people's confidence in its future.

Legislation requires UDP's to include policies for improving the physical environment.

However, there is a danger of improvements being too widely scattered throughout Sheffield and their benefit not being felt where it is most needed. The priorities are an attempt to concentrate scarce resources in those areas where their impact will be greatest.

People who live in areas of poverty often suffer from a combination of inadequate housing, no jobs, inadequate social and recreational facilities and a poor environment.

Where housing in poor condition is being improved, the opportunity should be taken to create a better environment (see Policy H17, page 165).

The City Centre is a major source of employment, shopping and recreation. It will play a vital role in the economic regeneration of Sheffield particularly in commerce and tourism. Environmental improvements will help encourage new investment in the City Centre (see Policies S1 and LR1, pages 183 and 220).

District and Local Shopping Centres are an essential part of the various communities in Sheffield. They provide local facilities and employment as well as shops. Physical improvements can help ensure a shopping centre's viability and attract new investment to the area (see Policy S12, page 202).

Industrialists, traders, their employees and developers are increasingly demanding a better quality environment. Environmental improvements, therefore, form an important part of regenerating run-down industrial and commercial areas of Sheffield (see Policy IB1, page 123).

The main routes into Sheffield and the M1 are used by thousands of people. They also provide the first and often lasting impression of Sheffield to visitors. Rivers and the Canal form important parts of the Green Network (see Policies GE17 and GE18, pages 107-109).

How it will be put into practice

By:

Carrying out the City Council's environmental improvements programme.

Continuing to identify industrial and commercial areas for improvement.

- renewing street lighting, road signs, paving, fences and walls.
- improvements to the frontages of buildings, and
- measures to
- increase personal safety.

'Areas of known poverty' - normally Areas of Poverty and Areas of Acute Poverty which are defined periodically by the City Council. These are based on an analysis of the Census of Population, data on housing benefit claimants and other information (see Map 2 facing page 64).

'Areas for housing renewal' - include:

- mainly private sector areas designated for neighbourhood renewal under the Local Government and Housing Act 1989.
 - Council estates where renewal is being concentr<u>ated.</u>

Other information

For the legislative requirement, see the Town and Country Planning Act 1990, Section 12(3).

For improvements to Open Space Areas and new open space, see Policies LR10 and LR11, pages 232-235.

For the Strategic Road Network, see Policy T15, page 269. Funding schemes from the Single Regeneration Budget, the European Commission and other sources.

Negotiating with developers and others, and entering into legal agreements to provide environmental improvements (see Policy CF5, page 173).

Consulting with residents and property owners.

Implementing Policies IB1, page 123, H17, page 165, S12, page 202 and MW8, page 246.

BE5 BUILDING DESIGN AND SITING

Good design and the use of good quality materials will be expected in all new and refurbished buildings and extensions. The following principles will apply:

Physical Design

- (a) original architecture will be encouraged but new buildings should complement the scale, form and architectural style of surrounding buildings;
- (b) in new developments comprising more than one building there should be a comprehensive and co-ordinated approach to the overall design;
- (c) all extensions should respect the scale, form, detail and materials of the original building;
- (d) in all new developments, design should be on a human scale wherever possible, and, particularly in large-scale developments, the materials should be varied and the overall mass of buildings broken down;
- (e) special architectural treatment should be given to corner sites in order to create a lively and interesting environment;
- (f) designs should take full advantage of the site's natural and built features;
- (g) the design, orientation and layout of developments should encourage the conservation of energy and other natural resources.

User Requirements

- (h) the design of buildings, landscaping and lighting should promote all aspects of personal safety and security, particularly at night time;
- designs should meet the needs of users, particularly people with disabilities, elderly people, people with children, and women;
- designs which reflect the varied ethnic and cultural traditions of the City's residents will be acceptable provided they do not conflict with the design principles set out in this Plan;
- (k) on shopping streets projecting canopies, colonnades and covered walkways may be provided for pedestrian use where they would be in keeping with the building and the street scene and provided they do not lead to a loss of safety or cause an obstruction.

Refurbishment

 the refurbishment of good existing buildings will normally be encouraged, particularly where their loss would lower the quality of the street scene.

Temporary Buildings

(m) temporary buildings will be permitted only where they are required to meet short-term operational needs and would not be in prominent locations or Conservation Areas.

Reasons for the Policy

One of planning's major roles is to guide and control Sheffield's physical appearance. Good design improves the environment by ensuring it is attractive, safe, healthy and convenient.

Government national planning guidance gives a high priority to good design in new development and to the need to maintain the character and vitality of town and city centres.

There is increasing evidence of people's dependence on natural resources and the world-wide natural environment. In particular, the Government's national planning guidance stresses the importance of conserving energy.

The City Council is committed to creating an environment which is safe, accessible and works well for all its users, but particularly disadvantaged people.

Buildings and their surroundings which appear attractive during the day sometimes create areas that are unsafe during darkness. Trees, shrubs, walls and dark corners all provide potential hiding places for attackers. Thoughtful design can usually avoid such problems.

On occasions, temporary buildings do serve a valuable purpose but they are usually unattractive and less durable. So they are normally not appropriate for prominent sites and are not an alternative to permanent buildings.

How it will be put into practice

By:

Deciding planning applications.

Providing appropriate advice to developers, which could include supplementary planning guidance or planning briefs.

Responding and contributing to the work of the Community Safety Unit.

Consulting appropriate user groups.

BE6 LANDSCAPE DESIGN

Good quality landscape design will be expected in new developments and refurbishment schemes. Applications for planning permission for such schemes should, where appropriate, include a suitable landscape scheme which:

(a) provides relevant information relating to new planting

Other information

For the Government's national planning guidance, see Planning Policy Guidance Notes PPG1, General Policy and Principles, Department of the Environment, 1997, and PPG12, Development Plans and Regional Planning Guidance, Department of the Environment, 1992, paragraph 6.10.

See also, Department of the Environment Circulars, 11/92 Planning Controls for Hazardous Substances, paragraph A-3, and 1/ 84, Crime Prevention, paragraph 12. Other information

For the Government's national planning guidance, see Planning Policy Guidance Note PPG12. Development Plans and Regional Planning Guidance, Department of the Environment, 1992, paragraphs 6.3 and 6.23.

For the Green Network and nature conservation, see Policies GE10 and GE11, pages 98 and 99. and/or hard landscaping, and of existing vegetation to be removed or retained; and

- (b) provides an interesting and attractive environment; and
- (c) integrates existing landscape features into the development, including mature trees, hedges and water features; and
- (d) promotes nature conservation and uses native species where appropriate.

Reasons for the Policy

Hard and soft landscaping contribute significantly to providing an attractive setting for new buildings.

Landscaping needs to be considered as part of the design process rather than being added on later.

The City Council has a statutory duty to take account of environmental considerations in deciding planning applications. The Government's national planning guidance states that nature conservation is one of these considerations.

Sympathetic planting can help to strengthen the Green Network and the 'greening' of the City.

How it will be put into practice

By:

Deciding planning applications.

Providing appropriate advice to developers, which could include supplementary planning guidance or planning briefs.

BE7 DESIGN OF BUILDINGS USED BY THE PUBLIC

In all buildings which are to be used by the public, provision will be expected to allow people with disabilities safe and easy access to the building and to appropriate parking spaces. The provision of other facilities for people with disabilities or with young children will be encouraged, including:

- (a) safe and easy access within the building and between floors; and
- (b) toilet facilities; and
- (c) facilities for people with young children and for elderly people including, where appropriate, childcare and babychanging facilities and seating; and
- (d) siting and design so that they are easily accessible to public transport users.

Access to existing buildings and their surroundings should be

improved as opportunities arise to enable all users to move around with equal ease.

Reasons for the Policy

People with disabilities should be able to live independently. This means being able to use buildings and the environment easily.

Developers are legally required to make provision for people with disabilities in buildings that are open to the public, and in certain other buildings such as schools and colleges. Exceptions are only made where a developer can demonstrate that such provision is not reasonable or practical. Such accessibility will often be secured under the Building Regulations but where those Regulations do not apply it can be a material planning consideration and so a planning policy is needed as well. These controls will be complementary, rather than duplicated. Where the Council seeks to encourage provision of additional facilities this will be a matter for negotiation rather than one on which determination of planning applications will turn.

Buildings which the public are encouraged to visit often discriminate against people with disabilities and people with young children. They contain physical barriers which make it impossible for many people to gain access or move around.

For many parents, especially single parents, trips cannot be made without their children. So it is important that space for childcare and babychanging facilities is provided in new developments which attract large numbers of people who are encouraged to stay for a time (e.g. major shopping, leisure and entertainment developments).

In public consultation exercises carried out in planning, there is always a priority request for more clean, well designed and accessible toilets in shopping areas, shopping centres and public areas.

Access to a building also depends on its location in relation to public transport. Many disadvantaged people rely on public transport to get about. But some people with disabilities can travel only by car and need special parking spaces.

Most older buildings were designed with steps and other barriers which prevent people with disabilities, elderly people and those with young children using the facilities or services within the building. Work on refurbishment, alterations and extensions provides the opportunity to remove these difficulties.

How it will be put into practice

By:

Advising developers on the exact servicing requirements for particular developments.

Deciding planning applications and, where necessary, setting out specific conditions that require the provision of servicing facilities.

Negotiating with developers and entering into legal agreements to

Other information

For legal requirements, see the Disabled Persons Act 1981, Section 3 together with Sections 4, 6 and 8 of the Chronically Sick and Disabled Persons Act 1970 (as amended) and the Planning and Compensation Act 1991 Section 76.

For the Government's national planning guidance, see Department of the Environment Circular 10/82, Re: Disabled Persons Act 1981.

For access to workplaces, see Policy BE8, below. BUILT ENVIRONMENT

provide services where appropriate (see Policy CF5, page 173).

Consulting with groups representing people with disabilities.

Providing appropriate advice to developers, which could include supplementary planning guidance or planning briefs.

Encouraging improvements where access to existing public buildings is currently inadequate.

Making improvements to City Council buildings as soon as possible.

BE8 ACCESS TO WORKPLACES

In all developments which would result in the provision of 20 or more jobs, suitable access arrangements will be promoted, especially for public reception areas and toilet facilities, to meet the needs of employees and members of the public with disabilities.

Reasons for the Policy

By law, people with disabilities must make up 3% of the workforce in organisations employing more than 20 people. In order to meet this requirement, these premises must be accessible.

Such accessibility will often be secured under the Building Regulations but where those Regulations do not apply, or apply only to a limited extent, the Council will seek to encourage improvements. This will be a matter for negotiation rather than one on which determination of planning applications will turn.

How it will be put into practice

By:

Advising developers on the exact servicing requirements for particular developments.

Deciding planning applications and, where necessary, setting out specific conditions that require the provision of servicing facilities.

Consulting groups representing people with disabilities.

Providing appropriate advice to developers, which could include supplementary planning guidance or planning briefs.

Making improvements to City Council buildings as soon as possible.

Other information For legal requirements. see the Disabled

see the Disabled Persons (Employment) Act 1944, as amended by the 1958 Act.

BE9 DESIGN FOR VEHICLES

New developments and refurbishments should provide a safe, efficient and environmentally acceptable site layout for all vehicles (including cycles) and pedestrians. They will be expected to include the following:

- (a) a clear definition of vehicle access and exit; and
- (b) good quality design of internal roadways and signs; and
- (c) adequate manoeuvring, turning and parking space for service vehicles; and
- (d) effective access at all times for emergency vehicles; and
- (e) adequate standing space for operational vehicles when not in use, particularly within the premises from which they operate; and
- (f) adequate parking space suitably located for vehicles used by people with disabilities; and
- (g) parking areas designed to minimise the risk of crime against people and vehicles by making all parts of each area visible by users; and
- (h) adequate safeguards for people living, working or walking at the site or nearby from exhaust fumes, traffic noise or risk of accident.

Reasons for the Policy

All new developments should have safe and effective vehicle servicing in line with the particular needs of each activity. Parking and circulation areas should be convenient, comfortable and safe for all users. Development proposals may present opportunities to make qualitative improvements to existing parking.

Many businesses require the use of vehicles in order to carry out their day-to-day activities. Premises should have sufficient standing space for these vehicles.

Access for people with disabilities is expected in all buildings that provide, for example, working, shopping and recreation opportunities. It is appropriate that parking is provided for anyone with disabilities visiting such buildings.

Crime against motor vehicles accounts for a high and increasing proportion of reported crime.

Traffic providing a service to developments could cause environmental and safety problems to the adjoining areas, other road users, pedestrians and cyclists.

Other information

For other aspects of parking, see Policies T21 to T25, pages 276-282.

See also the City Council's Guidance Note for Car and Lorry Parks, 1990, and Parking Guidelines, pages 288 - 297.

How it will be put into practice

By:

Advising developers of the exact servicing requirements for particular developments.

Deciding planning applications.

Complying with legal requirements as appropriate.

Encouraging qualitative improvements to existing parking and circulation space, where practicable and reasonable as part of development proposals.

BEI0 DESIGN OF STREETS, PEDESTRIAN ROUTES, CYCLEWAYS AND PUBLIC SPACES

The design and environmental improvement of streets, pedestrian routes and areas, cycleways and public spaces should, where appropriate and practicable:

- (a) make them convenient and safe to use for people with disabilities, elderly people, young people, and people with young children; and
- (b) maximise the personal safety of pedestrians, particularly at night, and provide landscaping which does not significantly reduce visibility or form potential hiding places; and
- (c) create attractive, welcoming and usable open areas where people can gather informally; and
- (d) co-ordinate paving, street lighting, cycle parking, signs, street furniture, road crossing points and landscaping and other public utilities requirements; and
- (e) lead to an overall reduction in the harmful effects of traffic, particularly near where people live; and
- (f) minimise the conflict between pedestrians, cyclists and motorised traffic; and
- (g) ensure that road layouts facilitate the efficient provision of public transport services; and
- (h) be to a standard which will enable them to be adopted for maintenance at public expense.

Reasons for the Policy

Good design of streets and public areas can help everyone move around more easily and safely, particularly people in disadvantaged groups.

Some areas may be avoided altogether, particularly at night, because they feel unsafe. This is especially so for women and elderly people.

The effective design of streets, pedestrian routes and cycleways can make

Definitions

'Environmental improvements' - as for Policy BE4, page 62.

'Public Spaces' - as for Policy BEII, page 72.

Other information

For Government Design Guidance, see Design Bulletin 32 (DB32), Residential Roads and Footpaths: Layout Considerations. Departments of the Environment and Transport, 1992.

BUILT ENVIRONMENT

them safer and easier to use, which is particularly desirable in Housing Areas (see Policy H18, page 167).

Creating pleasant outdoor spaces where people can meet contributes to the vitality of the City.

Cyclists and pedestrians can cause conflict with one another, particularly where they share integrated foot and cycle paths.

Like pedestrians, cyclists are vulnerable to other traffic and suffer from road designs which put them at a greater risk than motor traffic. Well designed cycleways can improve road safety, personal security and convenience (see Policy T10, page 263).

Public transport is a very important element of Sheffield's transport policies. New road layouts can be designed to give people easy access to buses. However, many buses are smaller than in the past and can often use roads suitable for ordinary service vehicles, without the need for special highway design measures. This may help bus services reach more households.

If roads are not designed to an adoptable standard future maintenance costs fall on the owners of the properties which front them.

How it will be put into practice

By:

Encouraging developers to include public spaces as part of large developments.

Keeping pavements clear of overgrown shrubs, traders' displays and parked cars to reduce obstructions for visually impaired people.

Closing subways and creating street-level crossings, where opportunities arise.

Not allowing any enclosed new pedestrian routes which prevent people from being seen from outside.

Designing streets, cycleways, pedestrian routes and public spaces so that they contain no dangerous areas for pedestrians.

Responding and contributing to the work of the Community Safety Unit.

Consulting with the Police Architectural Liaison Officer.

Carrying out the City Council's environmental improvement programme (see Policy BE4, page 62), minor highways improvement programme, footway and highway maintenance programme and providing cycleways (see Policies T8 to T10 and T19, pages 260-264 and 274).

Providing appropriate advice to developers, which could include supplementary planning guidance.

Consulting user groups which are most affected by any schemes.

Consulting the Passenger Transport Executive and bus operators.

Negotiating with developers and entering into legal agreements to secure a better environment and safe access (see Policy CF5, page 173).

Other information

For landscaping of all developments, see Policy BE6, page 65.

For other aspects of pedestrian routes and areas and cycleways, see Policies GE10. page 98. and T8 to T11. pages 260-265.

For design in Conservation Areas and Areas of Special Character, see Policy BE17, page 80.

For traffic calming measures, see Policy T12, page 266.

Definitions

'Public spaces' - areas within the built-up parts of the City including formal squares and gardens, grassed areas and pedestrian streets, which are open for public use. Those within the City Centre are defined on the Proposals Map. In other areas they would be defined in supplementary planning guidance. Some are also defined as Open Space Areas.

Other information

For the design of Public Spaces, see Policy BE10, above.

For Open Space Areas, see Policies LR4 to LR11, pages 224-235.

BEII PUBLIC SPACES

Public Spaces will be protected and enhanced where they make an important contribution to the character or appearance of an area or provide places for people to walk or relax.

Development within or adjacent to the following Public Spaces will only be permitted where it would respect:

- (a) the character of the space in terms of function, scale, proportions and views; and
- (b) the contribution which surrounding buildings make to the character of the space in terms of scale, massing and proportions.
 - (i) The Moor
 - (ii) Peace Gardens
 - (iii) Barkers Pool
 - (iv) Fargate
 - (v) Tudor Square
 - (vi) Norfolk Row
 - (vii) Chapel Walk
 - (viii) Cathedral Square
 - (ix) George Street
 - (x) Paradise Square
 - (xi) Hartshead
 - (xii) Castle Square
 - (xiii) Fitzalan Square
 - (xiv) Town Hall Square
 - (xv) High Street
 - (xvi) Church Street
 - (xvii) Pinstone Street
 - (xviii) Furnival Gate/Moorhead
 - (xix) Blonk Street/Castlegate/Exchange Street (part)/ Exchange Place
 - (xx) Moorfields/Gibraltar Street/West Bar

Reasons for the Policy

The special attraction of Public Spaces often lies in both their open nature and the design of the surrounding buildings. Both need safeguarding.

Public spaces contribute a great deal to the character and identity of a City. They may also form pedestrian routes or provide places where people can sit outdoors.

Public Spaces are particularly important in the City Centre because it is so heavily built up. Many of them offer opportunities for sitting outside, and for entertainment and market trading.

They also make an important contribution to the townscape and image of the City Centre. Sheffield is lacking in good quality enclosed public spaces and so it is important to protect those that exist.

How it will be put into practice

By:

Deciding planning applications.

Providing appropriate advice to developers which could include supplementary planning guidance or planning briefs.

Making environmental improvements when resources permit.

BEI2 PUBLIC ART

The provision of works of public art in places which can be readily seen by the public will be encouraged as an integral part of the design of major developments.

Reasons for the Policy

Works of art can make a positive contribution to the built environment by giving new or refurbished buildings a unique identity. This will help to create a sense of place, add to the character of a neighbourhood and promote the image of the City.

The Policy gives an opportunity to developers to put something back voluntarily into the community and for local people to become involved in the design of their City. Examples in Sheffield include the sculpture in Sheffield Science Park, the steelworker mural on Castle Street, the railings in Tudor Square, the gates for the Don Valley Stadium and stained glass at the Lyceum Theatre.

It is a means of providing commissions for local professional artists and craftspeople whose skills are underused.

It is particularly important to give vigorous encouragement to providing works of art when considerable development is taking place, though it will be a matter for negotiation rather than one on which determination of planning applications will turn.

Government national planning guidance highlights the need to give priority to good design in new development and to encouraging the arts.

How it will be put into practice

By:

Negotiating with developers for the commissioning of artwork which makes a positive contribution to development schemes and the area around them.

Liaising with developers, architects and designers to identify appropriate sites for works of art and the best type of artwork for a site.

Assisting in the commissioning of local professional artists, and monitoring progress.

Other information

For priorities for environmental improvements, see Policy BE4, page 62.

Sheffield Unitary Development Plan - A City for People

Definitions

'Large poster advertisement' - one which is on a hoarding and is more than 1.5 metres high and 1.0 metre wide.

'Illuminated advertisement' - a sign which is designed or adapted to be lit by artificial lighting directly or by reflection.

'Fully internally illuminated fascia' - a sign in which the characters and background are lit from within Encouraging consultation between artists and the local community.

Having regard, when deciding planning applications, to the contribution made by any artwork to the appearance of the scheme and the surrounding area (see Policy CF5, page 173).

BEI3 ADVERTISEMENTS

- (a) Large poster advertisements will be permitted only if they would:
 - (i) not be a traffic hazard; and
 - (ii) not harm the character or appearance of the area or be the only practical means of screening an unsightly building or area of land; and
 - (iii) be placed symmetrically on the building and not cut across architectural features; and
 - (iv) be well designed with landscaping, fencing and screening on associated land, where possible; and
 - (v) relate in scale and design to their surroundings; and
 - (vi) be outside a Conservation Area or an Area of Special Character and not affect the setting of Listed Buildings; and
 - (vii) not be within a Housing Area.
- (b) Illuminated advertisements will be permitted if they would:
 - (i) not be a traffic hazard; and
 - (ii) not harm the character or appearance of the area.
- (c) Fully internally illuminated fascia signs will be permitted if they would:
 - (i) not be a traffic hazard; and
 - (ii) not harm living conditions or the character or appearance of the area due to size, colour or intensity of light; and
 - (iii) be outside a Conservation Area or an Area of Special Character and not affect the setting of Listed Buildings.

Where the scale of a development requires it, the design of all signs and advertisements will be co-ordinated.

Reasons for the Policy

The indiscriminate siting of advertisement hoardings and the use of a lot of illuminated signs and fascias can all lead to a significant reduction in the character of Sheffield.

They could damage the appearance of an area, while in housing areas light intrusion would be a nuisance. They could also create road safety problems.

She child Unitary Directophinen 1 - A City for People

BUILT ENVIRONMENT

The City Council is obliged to seek to preserve or enhance the character and appearance of Conservation Areas. Posters larger than 1.5 metres high by 1.0 metre wide will usually be inappropriate. This will also apply to Areas of Special Character (see Policies BE16 and BE18, pages 78 and 80).

Sometimes hoardings can be used to screen land which is likely to remain unsightly or derelict, or fill gaps caused by demolition. Temporary landscaping can be used to complement the screening use of these hoardings.

Lack of co-ordination within large developments can lead to a confusing and unsightly clutter of signs.

How it will be put into practice

By deciding advertisement applications according to the Town and Country Planning (Control of Advertisements) Regulations. This Policy recognises the right to display advertisements as set out in these regulations.

BE14 TELECOMMUNICATIONS

Telecommunications development should be sited and designed so as to minimise its visual impact, subject to technical and operational considerations, and will be permitted only if the scheme includes satisfactory proposals to ensure that the site would be restored to its original condition should the development no longer be needed for telecommunications. New equipment should share masts or be sited on existing structures where this is technically and economically possible.

Reasons for the Policy

The Government's national planning guidance stresses the importance of modern telecommunications in the life of the local community and in the national economy. Policies need to take account of the limitations imposed by the nature of the telecommunications network and technology.

But it also stresses the need to protect the best and most sensitive environments. So it is important that all alternatives are explored before development is allowed in new locations where it may be visually intrusive and that installations are removed if they are no longer needed.

Certain types of telecommunications development are allowed as permitted development but the local authority can intervene if siting is unsatisfactory. The Policy covers these circumstances also.

Other information

For Conservation Areas, Areas of Special Character and Listed Buildings, see Policies BE15 to BE19, pages 76-83.

Other information

For the Government's national planning guidance see Planning Policy Guidance Note PPG8, Telecommunications, Department of the Environment, 1992.

How it will be put into practice

By:

Deciding planning applications.

Providing advice to developers to include capacity on new structures to enable sharing by future operations and to minimise any adverse effects on the local environment.

AREAS AND BUILDINGS OF ARCHITECTURAL AND HISTORIC INTEREST

Despite Sheffield's rapid growth over the past 150 years, it still retains many old and interesting buildings which contribute to its special character. These include archaeological monuments and sites from as far back as prehistoric times which need special consideration when they are affected by development. Individual buildings which are of sufficient merit to be Listed as buildings of architectural or historic interest also require special protection from demolition or inappropriate alterations.

Sheffield has a large number of Conservation Areas, containing both Listed and less important buildings which contribute to their character. They include residential suburbs, small villages and areas which represent the City's industrial heritage. The Plan also identifies Areas of Special Character which may become future Conservation Areas. The following Policies are intended to control all developments in both types of area so that their character is preserved and enhanced.

BE15 AREAS AND BUILDINGS OF SPECIAL ARCHITECTURAL OR HISTORIC INTEREST

Buildings and areas of special architectural or historic interest which are an important part of Sheffield's heritage will be preserved or enhanced. Development which would harm the character or appearance of Listed Buildings, Conservation Areas or Areas of Special Character will not be permitted.

Reasons for the Policy

Listed Buildings (see Policy BE19, page 82) are a valuable part of Sheffield's heritage, providing a link with the past and making a special contribution to the character of their areas. They need protection for the benefit of future generations and may offer scope for imaginative re-use as part of the City's regeneration.

Conservation Areas (see Policy BE16, below) and Areas of Special Character (see Policy BE18, page 80) each have a special character which can easily be harmed by unsympathetic developments, both within and close to them.

Definitions

*Listed Buildings' buildings or structures considered to be of special architectural or historic interest and included in the List (approved by the Secretary of State for Culture, Media and Sport) giving details of each building. They ➤ Areas of Special Character (see Policy BE18, page 80) are intended to give interim protection until designation as Conservation Areas can be considered. All such Areas will be assessed against the following criteria to determine which should become Conservation Areas:

- buildings of architectural and historic quality which contribute to the interest of the Area;
- special historic interest of the Area; including survival of a historic layout;
- use of traditional local materials;
- quality of street furniture and hard landscaping;
- townscape quality; including views and vistas, within and out of the Area;
- quality of space between buildings, including the contribution of trees and designed or natural landscapes;
- detrimental effects of recent developments, advertising and traffic.

Conservation Areas are designated independently of the UDP under the Planning (Listed Buildings and Conservation Areas) Act 1990. (For further advice on matters to be taken into account, see English Heritage guidance on the management of Conservation Areas).

Conservation does not automatically preclude change. Historic buildings and areas are best conserved when they are actively used, and new uses and development may sometimes need to be found to keep them alive and help support conservation work. Proposals which give new life to Listed Buildings and Conservation Areas in this way will be encouraged provided they will achieve the Policy objectives of preservation or enhancement.

How it will be put into practice

By:

Maintaining a register of Buildings at Risk, which are in urgent need of repair.

Deciding planning applications and applications for Listed Building Consent.

Asking the Secretary of State for Culture, Media and Sport to 'spotlist' unlisted buildings considered to be of special interest. This means listing them on an individual basis rather than as part of a City-wide review.

Providing appropriate advice to developers, which could include supplementary planning guidance or planning briefs.

Preparing and implementing Conservation Area Enhancement Schemes, when resources permit. These may include physical improvements to buildings, spaces and streets.

In exceptional circumstances, making or seeking a direction under the Town and Country Planning (General Permitted Development) Order 1995 restricting permitted development rights in a part of a Conservation

Sheffield Unitary Development Plan - A City for People

are protected from unauth-thorised demolition.

'Conservation Area' an area of special architectural or historic interest which has been formally designated by the City Council under powers in the Planning (Listed Buildings and Conservation Areas) Act 1990, Part II. The Areas are listed on pages 81-82 and shown on Map 3 (facing page 78).

'Area of Special

Character' - an area which has the special architectural or historic qualities to justify considering its future designation as a Conservation Area.

Other information

See also, Historic Buildings at risk in Sheffield, UDP Policy Background paper No. 2 Department of Land and Planning, Sheffield City Council, 1993. Area facing a particular threat to its character.

Funding, where appropriate, through the Single Regeneration Budget.

Identifying potential new Conservation Areas for designation (see Policy BE18, page 80).

Public participation and consultation with appropriate interested bodies.

BEI6 DEVELOPMENT IN CONSERVATION AREAS

In Conservation Areas permission will only be given for proposals which contain sufficient information to enable their impact on the Area to be judged acceptable and which comprise:

- (a) development, including erection of buildings and changes of use from originally intended uses of buildings, and built development in open spaces; or
- (b) demolition of buildings, walls and other features; or
- (c) proposals involving the felling or lopping of trees; or
- (d) advertising;

which would preserve or enhance the character or appearance of the Conservation Area.

Buildings which make a positive contribution to the character or appearance of a Conservation Area will be retained.

These principles will also be material considerations in considering proposals which would affect the setting of a Conservation Area or significant views into, or out of, the Area.

Redevelopment of sites which detract from a Conservation Area will be encouraged where it would enhance the character or appearance of the Area.

Reasons for the Policy

When considering proposals in Conservation Areas the Council is required to pay special attention to the desirability of preserving or enhancing the character or appearance of those Areas. Conservation is a process of managing change rather than precluding it. As well as controlling inappropriate development, it is also important to encourage new development which would enhance a Conservation Area as a whole, for example, by sensitive redevelopment of unsightly vacant sites which detract from the Area.

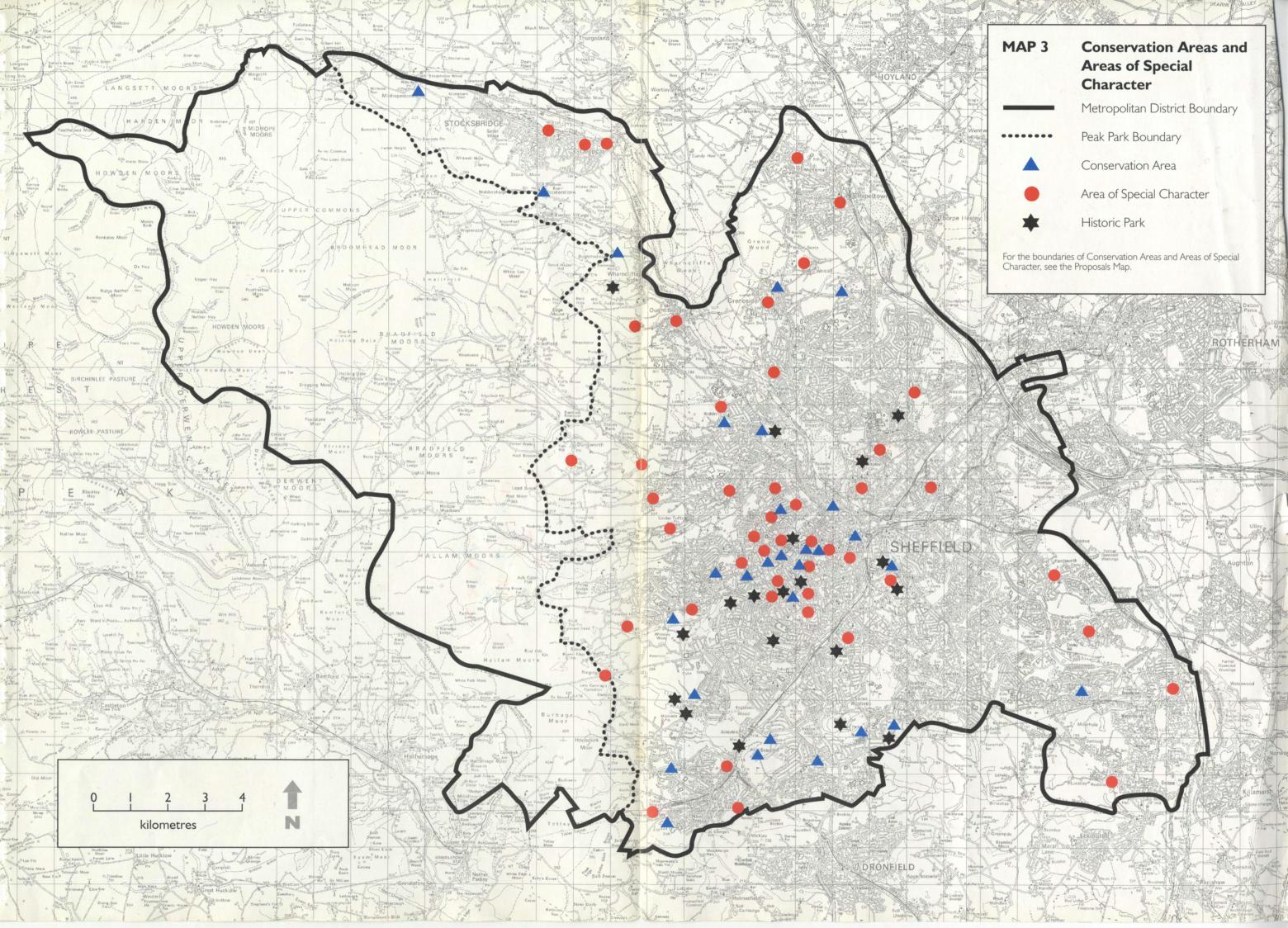
To properly judge the effects of proposals it will often be necessary to ask for more detailed plans and drawings than would normally be required, including in cases where outline permission is sought.

The test of preservation or enhancement will be applied to all proposals

Other information

For advertisements, see Policy BE13, page 74.

For the Government's national planning guidance, see Planning Policy Guidance Note PPG15, Planning and the Historic Environment, Department of the Environment, 1994. See also Conservation Area Practice, English Heritage, 1995 and Environment Circular 14/97, Planning and the Historic Environment -Notification and Directions by the Secretary of State.



for new buildings or changes of original use. The character and appearance of buildings largely reflect the use for which they were constructed; a change of use can have an adverse effect on both. Particular care needs to be taken over development proposals affecting open spaces, including gardens, which are an important part of a Conservation Area's character.

With certain minor exceptions, consent is required to demolish unlisted buildings and structures in Conservation Areas. In considering such proposals it will be necessary to look at what part the building plays in the Area, and the impact which demolition would have on its immediate, and wider, surroundings. Where demolition precedes redevelopment, conditions may be imposed to prevent unsightly gap sites in the interim.

Trees often add greatly to the attractiveness of Conservation Areas and are subject to special controls there. Notice must be given of most proposals to fell or lop trees so that the Council can consider whether to make a Tree Preservation Order. Applications for planning permission which would involve tree felling will be scrutinised particularly carefully.

Applications to display advertisements should respect the particular qualities of Conservation Areas though, where those areas include commercial properties, it will also be necessary to take into account the role that advertising plays in the economy.

It is often important to protect the setting of a Conservation Area as development outside, but close to it, can affect its character or appearance.

How it will be put into practice

By:

Deciding applications for planning permission, Conservation Area consent and advertisement consent.

Normally requiring planning applications to be made in full rather than outline.

In exceptional circumstances, making or seeking a direction under the Town and Country Planning (General Permitted Development) Order 1995, restricting permitted development rights in a part of a Conservation Area facing a particular threat to its character.

Providing appropriate advice to developers, which could include supplementary planning guidance or planning briefs.

Making Tree Preservation Orders where trees in Conservation Areas are threatened.

Public participation and consultation with appropriate interested bodies.

Conservation Areas in Sheffield

Stocksbridge (Proposals Map 1) Bolsterstone; Midhopestones.

North West (Proposals Map 2) Birkendale; Brightholmlee; Hillsborough Park; Kelham Island (part); Wadsley.

Chapel Green (Proposals Map 3) Ecclesfield; Grenoside.

South East (Proposals Map 6) Norfolk Road.

Mosborough (Proposals Map 7) Hackenthorpe.

South (Proposals Map 8) Beauchief Abbey; Beauchief Hall; Greenhill; Norton; Oakes Park; Totley.

South West (Proposals Map 9)

Broomhall; Broomhill; Dore; Endcliffe; Fulwood; General Cemetery; Hanover; Northumberland Road; Ranmoor; Whirlow.

City Centre (Proposals Map 10) City Centre; Gell Street; Kelham Island (part).

BE 17 DESIGN AND MATERIALS IN AREAS OF SPECIAL ARCHITECTURAL OR HISTORIC INTEREST

In Conservation Areas and Areas of Special Character a high standard of design using traditional materials and a sensitive and flexible approach to layouts of buildings and roads will be expected for:

(a) new buildings, walls, roads and footpaths;

(b) alterations and extensions to existing buildings;

and encouraged for:

(c) repairs to buildings, walls, roads and footpaths.

Reasons for the Policy

Any development within a Conservation Area should preserve or enhance its character. The selection of appropriate materials is an important part of design. Areas of Special Character should also be safeguarded.

The special character of these Areas is often a result of piecemeal development over many years which often leads to unconventional or irregular layouts. This may mean that current standards of highway design or parking provision need to be relaxed to help retain the character of the Area.

How it will be put into practice

By:

Deciding planning applications.

Providing appropriate advice to developers, which could include supplementary planning guidance or planning briefs.

Adopting a more flexible approach to highway standards and planning policy for new development where necessary to conserve the character or appearance of an Area.

Public participation and consultation with appropriate interested bodies.

BE18 DEVELOPMENT IN AREAS OF SPECIAL CHARACTER

In Areas of Special Character the following will be expected:

(a) the submission of planning applications which provide

Definitions

'Traditional materials' - those materials in common use at the time when the buildings which give a historic area its special character were built. In Sheffield, stone and slate are usually the predominant materials but timber, brick and tile are also used.

Definition

'Area of Special Character' - as for <u>Policy BE</u>15, page 77. enough information to enable an assessment to be made of the impact of the development on the Area; and

- (b) the retention of buildings, walls, trees, open spaces and other features that contribute to the character of the Area; and
- (c) new development which respects the appearance and character of the Area.

Reasons for the Policy

It is important to safeguard Areas of Special Character until their declaration as Conservation Areas can be considered. To judge the effects of proposals it may be necessary to ask for more detailed plans and drawings than would normally be required, including in cases where outline permission is sought. Their potential to become Conservation Areas could be lost by allowing inappropriate development. But the controls on new development and demolition will be less rigorous than in a fully designated Conservation Area which is a statutory designation.

The loss of any building or features within these Areas could adversely affect their special character and appearance.

"How it will be put into practice

By:

Deciding planning applications.

Providing appropriate advice to developers, which could include supplementary planning guidance or planning briefs.

Public participation and consultation with appropriate interested bodies.

Areas of Special Character in Sheffield

Stocksbridge (Proposals Map 1) Carr Road, Deepcar; Hunshelf; Wood Royd Road, Deepcar.

North West (Proposals Map 2)

Birkendale; Carr Road, Walkley; Crookes; Dungworth; Loxley Valley; Onesacre; Oughtibridge; Roscoe Bank; Stannington Village; Steel Bank; Town Head, Wadsley; Woodland View.

Chapel Green (Proposals Map 3)

Burncross Road, Chapeltown; Main Street, Grenoside; Mount Pleasant, Chapeltown; Whitley and Wood End; Wortley Road, Chapeltown.

North East (Proposals Map 4) Birley Carr; Burngreave/Pitsmoor; Crabtree/Abbeyfield; Flower Estate.

East End (Proposals Map 5) Attercliffe.

South East (Proposals Map 6) Handsworth Road; Norfolk Park.

Mosborough (Proposals Map 7) Beighton; Mosborough Village; Woodhouse.

Other information

For further information, see Areas of Special Character in Sheffield, UDP Policy Background Paper No.3, Department of Land and Planning, Sheffield City Council, 1993.

South (Proposals Map 8) Albert Road, Heeley; Bradway; Totley Bents (part).

South West (Proposals Map 9)

Brocco Bank; Clarendon Park, Fulwood; Dore Road; Hanover; Mayfield Valley; Moor Oakes Road, Broomhill; Nether Edge; Ringinglow; Sheffield Botanical Gardens; Tapton; Totley Bents (part); Weston Park.

City Centre (Proposals Map 10) Arundel Street; Devonshire Green; Portobello.

BE19 DEVELOPMENT AFFECTING LISTED BUILDINGS

The demolition of Listed Buildings will not be permitted. Proposals for internal or external alterations which would affect the special interest of a Listed Building will be expected to preserve the character and appearance of the building and, where appropriate, to preserve or repair original details and features of interest.

Proposals for change of use will be expected to preserve the character of the building.

Proposals for development within the curtilage of a building or affecting its setting, will be expected to preserve the character and appearance of the building and its setting.

The original use of a Listed Building will be preferred but other uses will be considered where they would enable the future of the building to be secured.

Reasons for the Policy

National planning guidance is that there is a general presumption in favour of preservation of Listed Buildings except where a convincing case can be made out for alteration or demolition. Proposals for demolition are only likely to be approved in exceptional circumstances and where the Council is satisfied that it is fully justified, and necessary, and that there are no practicable alternatives.

It is important to conserve not only the exterior of a Listed Building, but also its interior and surroundings. Often, the garden, street and wider setting can be as important to the special interest of the building as the building itself.

The character or appearance of a building can also be preserved by retaining the original use. But sometimes a new use is the only means of saving a building which has been neglected and fallen vacant. It can also create an opportunity to provide for community needs or help economic regeneration (see Policies CF1, page 170, and IB1, page 123).

How it will be put into practice

By:

Deciding planning applications and applications for Listed Building consent

Other information

See also, Buildings at Risk in Sheffield, UDP Policy Background Paper No.2, Department of Land and Planning, Sheffield City Council, 1993 and Environment Circular 14/97, Planning and the Historic Environment - Notification and Directions by the Secretary of State. (required for works to all Listed Buildings).

Consulting English Heritage and referring applications for Listed Building Consent to the Secretary of State for Culture, Media and Sport, as required.

Incorporating specific guidance in advice to developers, which could include supplementary planning guidance or planning briefs.

Requesting, where appropriate, an evaluation of the impact of the development on the character and detailed features of a Listed Building.

Considering the relaxation of other planning controls and Building Regulations where their strict application may unreasonably restrict the re-use or conversion of a Listed Building. However, public safety and accessibility will continue to be a priority.

Maintaining a register of Buildings at Risk.

Offering advice on availability of grants towards the cost of repairs to Listed Buildings.

Public participation and consultation with appropriate interested bodies.

BE20 OTHER HISTORIC BUILDINGS

The retention of historic buildings which are of local interest but not Listed will be encouraged wherever practicable.

Reasons for the Policy

These buildings are a significant part of Sheffield's landscape and heritage. Some should ultimately be Listed in their own right. Others, whilst of lower quality, are worth preserving because of their contribution to the local landscape. However, this contribution needs to be balanced against the merits of any proposed development which might replace them.

How it will be put into practice

By:

Compiling a Schedule of Historic Buildings of Local Interest within the City. This would be subject to consultation and be published as supplementary planning guidance.

Asking the Secretary of State for Culture, Media and Sport to spotlist unlisted buildings considered to be of special interest. This means listing them on an individual basis rather than as part of a City-wide review.

Serving Building Preservation Notices in appropriate cases where there is an immediate threat to a building considered to be of special interest.

Deciding planning applications.

Providing appropriate advice to developers, which could include supplementary planning guidance or planning briefs.

Public participation and consultation with appropriate interested bodies.

Definition

"Buildings which are of local interest but not Listed" - includes buildings which the Council is seeking to have Listed and any other buildings which are important in the street scene or landscape but not of national importance which would qualify for inclusion in the Schedule of Historic Buildings of Local Interest.

Other information

For buildings of architectural or historic interest in the countryside, see also Policy GE9, page 96.

Definitions

"Historic Parks and Gardens" - public or private parks and gardens which have a historic layout, landscape or architectural features.

Other information

For the Schedule of Historic Parks and Gardens, see Historic Parks and Gardens in Sheffield, Supplementary Planning Guidance, Directorate of Development, Environment and Leisure, 1998.

For Open Space Areas, see Policies LR4 to LR11, pages 224-235.

See also, Historic Parks and Gardens in Sheffield, UDP Policy Background Paper No.4 (revised), Directorate of Development, Environment and Leisure Sheffield City Council, 1998.

Definitions

'Scheduled Ancient Monuments' monuments of national importance by virtue of their historic, >

BE21 HISTORIC PARKS AND GARDENS

The character, setting and appearance of Historic Parks and Gardens will be protected.

Reasons for the Policy

Historic parks and gardens are part of Sheffield's heritage. They have a special character which should be conserved wherever possible.

Some are Conservation Areas in their own right (e.g. Oakes Park) or within Conservation Areas. However, many do not have any special protection.

How it will be put into practice

By:

Maintaining a Schedule of Historic Parks and Gardens which will include those in the Register of Parks and Gardens of Special Historic Interest in England.

Including them within Conservation Areas, wherever possible.

Deciding planning applications.

Providing appropriate advice to developers, which could include supplementary planning guidance or planning briefs.

Public participation and consultation with appropriate interested bodies.

Historic Parks in Sheffield

North West (Proposals Map 2) Glen Howe Park; Hillsborough Park

North East (Proposals Map 4) Abbeyfield Park; Firth Park

South East (Proposals Map 6) Monument Ground; Norfolk Park

South (Proposals Map 8) Graves Park; Meersbrook Park; Oakes Park

South West (Proposals Map 9) Beauchief Gardens; Chelsea Park; General Cemetery; Porter Valley parks; Sheffield Botanical Gardens; Weston Park; Whinfell Quarry Garden; Whirlow Brook Park.

BE22 ARCHAEOLOGICAL SITES AND MONUMENTS

Scheduled Ancient Monuments and their settings and other sites of archaeological interest will be preserved, protected and enhanced.

Development will not normally be allowed which would damage or destroy significant archaeological sites and their

settings.

Where disturbance of an archaeological site is unavoidable, the development will be permitted only if:

- (a) an adequate archaeological record of the site is made; and
- (b) where the site is found to be significant, the remains are preserved in their original position.

Reasons for the Policy

Sheffield has many archaeological sites. A number of these are Scheduled. But there are many other sites not covered by this legislation, as they have never been investigated; some may eventually be Scheduled.

These sites all add to our understanding of Sheffield's history and development. They range from those of the prehistoric period to buildings of the industrial age. They include sites with burial remains, hillforts, Sheffield Castle and early factory sites.

Development is often a potential threat to Sheffield's archaeological heritage. This includes the construction of roads, offices, shopping centres and housing as well as mineral working and general landscape improvements.

The Government's strategic guidance states that UDP's should protect and upgrade the architectural, archaeological and historic heritage. The Government's national planning guidance also gives high priority to conserving archaeological heritage.

Sometimes, refusal of planning permission would not be justified or disturbance by development is unavoidable. If so, action needs to be taken by the developer to mitigate the impact of the development on the archaeological site.

How it will be put into practice

By:

Obtaining consent from the Secretary of State for the Environment before any works are carried out which would have the effect of demolishing, destroying, damaging, removing, repairing, altering, adding to, flooding or covering up a Scheduled Ancient Monument. Applicants should discuss proposals at an early stage with English Heritage and the City Council.

Encouraging developers to consult the South Yorkshire Sites and Monuments Record (maintained by the South Yorkshire Archaeology Service) at an early stage for advice on whether developments will affect archaeological sites and landscape.

Monitoring planning applications submitted to the City Council (carried out by the South Yorkshire Archaeology Service).

Requiring the developer to submit an archaeological site evaluation

architectural, traditional or archaeological value and protected under the Ancient Monuments and Archaeological Areas Act 1979. Most tend to be archaeological sites or buried deposits but some are standing remains. They could also be ruins or buildings with no presentday use. Bridges and industrial structures can also be Scheduled.

'Significant'- Scheduled Ancient Monuments and other sites which are found, after investigation, to be of national or local importance.

Other information

Archaeological sites which are not Scheduled Ancient Monuments are shown on the South Yorkshire Sites and Monuments Record.

For the Government's strategic guidance, see Regional Planning Guidance Note RPG5, Strategic Guidance for South Yorkshire, Department of the Environment, 1989, paragraph 18.

For the Government's national planning guidance, see Planning Policy Guidance Note PPG16, Archaeology and Planning, Department of the Environment, 1990. where a development may affect archaeological remains. This will help decide the planning application.

Before granting planning permission, being satisfied that the developer has made appropriate and satisfactory provision for:

- the preservation in their present position or for mitigation of any impact on the remains; or
- a watching brief by the South Yorkshire Archaeology Service or other approved body; or
- an archaeological excavation and recording by an archaeological body approved by the Local Authority.

Entering into legal agreements, for example, under Section 106 of the Town and Country Planning Act 1990 (see Policy CF5, page 173).

Seeking discussion with developers when archaeological remains are found only after planning permission has been granted. This is expected to occur only rarely.

Public participation and consultation with appropriate interested bodies.

GREEN ENVIRONMENT

THE GREEN BELT

- GEI Development in the Green Belt
- GE2 Protection and Improvement of the Green Belt Landscape
- GE3 New Building in the Green Belt
- GE4 Development and the Green Belt Environment
- GE5 Housing Development in the Green Belt
- GE6 House Extensions in the Green Belt

THE COUNTRYSIDE AND RURAL ECONOMY

- GE7 The Rural Economy and Agriculture
- GE8 Areas of High Landscape Value and The Peak National Park
- GE9 Re-use and Adaptation of Rural Buildings

GREENING THE CITY

- GEI0 Green Network
- GEII Nature Conservation and Development
- GE12 Sites of Special Scientific Interest and Local Nature Reserves
- GE13 Areas of Natural History Interest and Local Nature Sites
- GE14 South Yorkshire Forest
- GEI5 Trees and Woodland
- GEI6 Lakes and Ponds
- GE17 Rivers and Streams
- GE18 Sheffield and Tinsley Canal

WATER RESOURCES AND FLOOD DEFENCE

- GE19 Water Resources
- GE20 Flood Defence
- GE21 Protection of Washlands

POLLUTION

GE22 Pollution

Sheffield Unitary Development Plan - A City for People

- GE23 Air Pollution
- GE24 Noise Pollution
- GE25 Contaminated Land
- GE26 Water Quality of Waterways

ENERGY RESOURCES

- GE27 Alternative Energy Sources
- GE28 Wind Energy
- GE29 Energy Conservation

Green Environment

On a world scale, our increasing population and rising material standards of living are placing a great strain on the environment and its ability to support us. Action at the local level is needed to help tackle global environmental problems.

Consumption of non-renewable resources, pollution of air, water and land and damage to wildlife habitats, are of increasing importance as planning considerations. Attention must be given to the interests of future generations. Those developments which have impacts on the environment which may be irreversible, or which are difficult to undo, must be treated with particular care.

This chapter aims to reconcile the need for development with conservation of the 'green' or natural environment. The Policies cover issues such as Green Belt, landscape quality, agriculture, nature conservation, water resources, pollution control and energy resources.

THE GREEN BELT

The Green Belt Plan was statutorily adopted in 1983 and many of its Policies have been included in the Unitary Development Plan (UDP). This maintains the City Council's firm commitment to both the principles and policies of the Green Belt Plan.

The UDP has only made two small changes to the Green Belt boundary, to include land off Rushley Avenue, Dore (Proposals Map 9) and a site at Clifton Lane, Handsworth (Proposals Map 6). In these cases it was considered that exceptional circumstances existed which warranted changes to the boundary.

GEI DEVELOPMENT IN THE GREEN BELT

In the Green Belt, development will not be permitted, except in very special circumstances, where it would:

- (a) lead to unrestricted growth of the built-up area; or
- (b) contribute towards merging of existing settlements; or
- (c) lead to encroachment of urban development into the countryside; or
- (d) compromise urban regeneration.

Reasons for the Policy

The Government's national and strategic planning guidance states the purposes of Green Belts. These purposes are broadly set out in this

Definition

'Green Belt' countryside and large open spaces where there is a general presumption against inappropriate development. This area in Sheffield is shown on the Proposals Map.

Other information

For the Government's national planning guidance, see Planning Policy Guidance Note >

GREEN ENVIRONMENT

PPG2 (Revised), Green Belts, Department of the Environment, 1995, paragraphs 1.5 and 2.1.

For the Government's strategic guidance, see Regional Planning Guidance Note RPGS, Strategic Guidance for South Yorkshire, Department of the Environment, 1989, paragraph 21.

Definition

'Priority Areas' - as in Policy BE4, page 62.

Other information

For the Government's strategic guidance, see Regional Planning Guidance Note RPG5. Strategic Guidance for South Yorkshire, Department of the ➤ Policy. The guidance also advises that Green Belts are permanent features and their protection must be maintained as far ahead as can be seen.

Nationally, large amounts of countryside are being lost to development at the same time as vacant urban land remains undeveloped. If new building in the countryside is limited, investment and development are more likely to be concentrated in built-up areas of Sheffield. This will encourage the regeneration of run-down inner areas. It will also help to protect the open character of the countryside.

Two of the City Council's basic objectives are to concentrate investment and development in the most disadvantaged areas of Sheffield and to conserve and enhance the landscape, recreational and natural history value of the countryside. Maintaining a strong Green Belt can help achieve these objectives.

The use of land in Green Belts has a positive role to play in preserving areas of open land extending into the urban area which have existing or potential recreational value. It also helps to preserve easy access to open countryside for outdoor recreation.

How it will be put into practice

By:

Deciding planning applications.

Providing a countryside management and open space management service in the Green Belt areas of Sheffield. For information on priority areas, see Putting the Plan into Action, page 302.

Liaising with voluntary organisations, local firms and landowners, the Forestry Authority, the Countryside Commission, English Nature, the Ministry of Agriculture Fisheries and Food and the Environment Agency, as appropriate.

GE2 PROTECTION AND IMPROVEMENT OF THE GREEN BELT LANDSCAPE

In the Green Belt, measures will be taken to:

- (a) maintain and enhance those areas with a generally high landscape value; and
- (b) improve poor landscapes in priority areas.

Reasons for the Policy

The Government's strategic guidance states that UDPs should continue to conserve what is best in the rural environment and reclaim and improve land despoiled by former industrial activity. The improvement of damaged and derelict land around towns is identified as a positive objective for the use of land in Green Belts in the Government's national planning guidance. The Green Belt should be attractive to look at, whether it is used for farming, recreation or other uses.

Much of the Green Belt looks very attractive and should be protected and enhanced. However, there are certain areas where the landscape is spoilt by land dereliction, waste disposal, river pollution and fly-tipping.

Because resources are limited, priority is given to those areas of the Green Belt where the landscape is most severely degraded and in those areas which are close to disadvantaged communities.

How it will be put into practice

By:

Deciding planning applications.

Providing a countryside management and open space management service in Green Belt areas of Sheffield. For information on priority areas, see Putting the Plan into Action, page 302.

Liaising and working with voluntary organisations, local firms and landowners, schools and community groups, the Forestry Authority, the Countryside Commission, English Nature and the Environment Agency as appropriate.

Carrying out agricultural development and improvement schemes on land owned by the City Council in a way which does not adversely affect the landscape and wherever possible enhances the environment of the area. The scope for this may be limited by tenancy agreements.

Encouraging tree planting in the Green Belt, particularly in areas with a generally low landscape quality.

Continuing to support the South Yorkshire Forest initiative (see Policy GE14, page 103).

GE3 NEW BUILDING IN THE GREEN BELT

In the Green Belt, the construction of new buildings will not be permitted, except in very special circumstances, for purposes other than agriculture, forestry, essential facilities for outdoor sport and outdoor recreation, cemeteries, and other uses which would comply with Policy GE1.

Reasons for the Policy

The Government's national planning guidance sets out the types of development which are considered appropriate in the Green Belt. There is a general presumption against inappropriate development. All the acceptable uses are largely dependent on, and maintain, the open character of the Green Belt.

New building for purposes other than those uses listed in the Policy is inappropriate in the Green Belt. Where inappropriate development is proposed, very special circumstances will have to be demonstrated to

GREEN ENVIRONMENT

Environment, 1989, paragraph 17.

For the Government's national planning guidance, see Planning Policy Guidance Note PPG2 (Revised), Green Belts, Department of the Environment, 1995, paragraph 1.6.

For protection and improvement of the Green Belt landscape, see also Policies GE3 to GE6 below, and LR10, page 232.

See also the following documents published by the City Council:

- A Strategy for Countryside Management in Sheffield, 1987;
- Out and About in Sheffield's Countryside, 1987;
- Sheffield Nature Conservation
 - Strategy, 1991

Definition

'Essential facilities for outdoor sport and outdoor recreation' facilities that are genuinely required for such uses of land, and which preserve the openness of the Green Belt and do not conflict with the purposes of including land in it.

Other information

For the Government's national planning guidance, see Planning Policy Guidance Note PPG 2 (Revised),>

GREEN ENVIRONMENT

Green Belts, Department of the Environment, 1995, paragraphs 3.1 to 3.5 and Annex C.

For uses which help to support the rural economy, see Planning Policy Guidance Note PPG7, The Countryside – Environment Quality and Economic and Social Development, Department of the Environment, 1997, paragraphs 3.1 to 3.17.

For housing development which is permissible in the Green Belt, see Policies GE5 and GE6, pages 93-94.

For development and the Green Belt environment, see Policy GE4 below

Other information

For the Government's national planning guidance, see Planning Policy Guidance Note PPG2 (Revised), Green Belts, Department of the Environment, 1995, paragraph 3.15.

justify it.

No special provisions have been made in the Policy for existing major developed sites in the Green Belt. Development proposed on such sites will be considered against this and other relevant Policies and having regard to national planning guidance. The merits, or otherwise, of identifying such sites will be addressed at the next review of the UDP having regard to their impact on the openness of the Green Belt and on the environment.

The Policy would also allow for the possibility of developments which help support or diversify the rural economy, provide for the needs of existing residents and communities and are essential to that location (e.g. nature reserves). The re-use and adaptation of rural buildings can also assist in diversifying the rural economy (see Policy GE9, page 96).

How it will be put into practice

By deciding planning applications.

GE4 DEVELOPMENT AND THE GREEN BELT ENVIRONMENT

The scale and character of any development which is permitted in the Green Belt, or would be conspicuous from it, should be in keeping with the area and, wherever possible, conserve and enhance the landscape and natural environment.

Reasons for the Policy

The Government's national planning guidance states that the visual amenities of the Green Belt should not be injured by proposals for development within or conspicuous from the Green Belt.

There is a need to ensure that any development that does take place in the Green Belt has regard for the existing character of the area and is appropriate in terms of siting, materials and design.

Particular attention should be paid to conserving and enhancing the quality of the landscape and nature conservation sites, retaining the visual character of the location of any proposed development, and preventing pollution.

How it will be put into practice

By:

Deciding planning applications.

Requiring developers to provide landscaping schemes, as appropriate. Consulting local residents and voluntary groups.

GE5 HOUSING DEVELOPMENT IN THE GREEN BELT

New houses in the Green Belt, other than those needed to support agricultural and other acceptable uses, will be permitted only where this would involve either:

- (a) infilling of a single plot within the confines of an existing village, group of buildings or substantially developed road frontage; or
- (b) replacement of an existing house on the same site, providing that the new house is not significantly larger than the one it replaces.

Reasons for the Policy

Provision has been made for housing in the urban area and living conditions are protected there. Housing is the preferred use in defined Housing Areas and the required use on specific sites (see Policies H10 to H13, pages 154-161).

An additional house may sometimes be needed in the Green Belt when an extra worker is needed for the proper functioning of a farm or other rural enterprise. The Government's national planning guidance gives detailed advice on the special considerations which may arise in relation to agricultural and forestry dwellings.

As a general rule the Policy restricts infilling to a single plot in order to strictly control further built development in the Green Belt. However, much will depend on the character and appearance of a site and its surroundings. In existing villages, infilling of larger areas of land may be justified where it would meet an identified local need for affordable housing.

How it will be put into practice

By:

Deciding planning applications.

Considering when it may be appropriate to allow more than one house on an infill site or where it would be appropriate to prevent construction of even a single house.

GE6 HOUSE EXTENSIONS IN THE GREEN BELT

In the Green Belt, extensions to existing houses will be permitted only where the proposed extension would:

- (a) form a minor addition to the original house; and
- (b) use matching materials and be sited and designed to complement the style of the original building or in the local building style, as appropriate.

Definitions

'Acceptable uses' as set out in Policy GE3, page 91.

'Existing village and substantially developed road frontages' -Bolsterstone; Brightholmlee; Dungworth; Ewden Village; Midhopestones; Storth Lane/Owler Gate/ Hilltop Drive at Wharncliffe Side; Whitley; Chapeltown Road; Whiteley Wood Road; Long Line, Ringinglow.

Other information

For the Government's national planning guidance, see Planning Policy Guidance Note PPG7, The Countryside Environmental Quality and Economic and Social Development, Department of the Environment, 1997, paragraph 3.2 and Annex I.

For more information on affordable housing, see Policy H4, Housing for People on Low Incomes, page 148.

Other information

See also, Designing House Extensions; Supplementary Planning Guidance, Directorate of Planning and Economic Development, Sheffield City Council, 1996.

Definition

'Best and most versatile' - land classified as grade 1, 2 or 3a in the Ministry of Agriculture, Fisheries and Food's Agriculture Land Classification system. It represents the most productive land and can be used for a range of agricultural uses.

Reasons for the Policy

Extensions which result in a substantial increase in built development on a site can detract from the generally open character of the Green Belt. The impact will depend on the design, siting and size of the existing house, and its general location.

Extensions will look intrusive if they are out of keeping with the rest of the house or its surroundings or are not constructed of materials which blend into the rural landscape.

How it will be put into practice

By:

Deciding planning applications.

Providing appropriate guidance to developers.

THE COUNTRYSIDE AND RURAL ECONOMY

Agriculture is by far the main use of land in Sheffield's countryside. It is fundamental to the rural economy and the well-being of communities living in rural areas, but also to the conservation and improvement of the quality of the landscape in the countryside.

Much of the rural landscape around the City is of a high visual quality and is characterised by patchworks of fields bordered by stone walls in the west and hedges in the east. Long established villages and clusters of buildings also constitute an integral and important part of the landscape.

This section seeks to promote the rural economy and agriculture and provide guidance on the re-use of rural buildings. However, it also seeks to safeguard areas of the countryside which have a high visual quality, especially those areas adjoining the Peak National Park.

GE7 THE RURAL ECONOMY AND AGRICULTURE

The rural economy and agriculture will be maintained and enhanced. Development will not be permitted where it would:

- (a) result in the permanent loss of the best and most versatile agricultural land; or
- (b) seriously harm agricultural activities or the viability of a farm.

Reasons for the Policy

The Government's national planning guidance states that development plans should take account of the quality of any agricultural land that would be lost through development proposals. The guidance advises that

GREEN ENVIRONMENT

considerable weight should be given to protecting the best and most versatile land because it is of national importance.

In national terms, agricultural land in Sheffield is generally not of the highest quality. Nevertheless, it makes an important contribution to local food supplies and farming is the main source of employment in Sheffield's countryside. It is essential to the well-being of most rural communities.

The Government's national planning guidance also recognises that considerable weight should be given to protecting lower quality agricultural land in areas such as hills and uplands, where particular farming methods contribute to the quality of the environment. In Sheffield, this is particularly true of Areas of High Landscape Value (see Policy GE8, below). Nature conservation and archaeological interests in rural areas are also closely related to future farming practices.

The national guidance lists other factors which should be taken into account when development would affect agricultural land. For example, it notes that the loss of part of a farm holding can have serious consequences for the remainder.

Farms which have other types of development close to them may suffer from fly-tipping, trespass and other forms of disturbance which may affect the efficiency and upkeep of holdings. This is especially true where agricultural land adjoins the urban area.

As well as safeguarding existing farming operations, proposals for diversification will be encouraged provided they comply with other Policies in the Plan, particularly those concerned with protection of the rural landscape. Enterprises such as farm tourism and farm shops can supply both important services and additional jobs.

How it will be put into practice

By:

Deciding planning applications.

Consulting with the Ministry of Agriculture, Fisheries and Food and National Farmers' Union.

GE8 AREAS OF HIGH LANDSCAPE VALUE AND THE PEAK NATIONAL PARK

In Areas of High Landscape Value, protection and enhancement of the landscape will be the overriding consideration. Development which is permitted:

- (a) in Areas of High Landscape Value; or
- (b) on land conspicuous from Areas of High Landscape Value or the Peak National Park;

must protect, and wherever appropriate enhance, the appearance and character of the Area of High Landscape Value and Peak National Park.

Other information

For the Government's national planning guidance, see Planning Policy Guidance Note PPG7, The Countryside -Environmental Quality and Economic and Social Development, Department of the Environment, 1997, paragraphs 2.16 to 2.20 and Annex B.

Definition

'Areas of High Landscape Value' areas of the countryside which are very attractive and which have a special character.

Other information

For the Government's strategic guidance, see Regional Planning Guidance Note RPG5, Strategic Guidance for South Yorkshire, Department of the Environment, 1989, paragraph 19.

Reasons for the Policy

The Government's strategic guidance states that UDPs should include policies that help to conserve the countryside and protect areas of high landscape value for amenity, sport and recreation, nature conservation and tourism. The scale and character of new developments should be in keeping with their surroundings.

The strategic guidance also advises that the special status of the Peak National Park should be taken into account when proposals are drawn up for areas adjoining the Park. The National Park contains some of the country's wildest and most beautiful landscape. If these special qualities are to be protected, careful control needs to be exercised over harmful development, not only within the Park's boundary, but also on land which is conspicuous from the Park.

In Areas of High Landscape Value it is appropriate not only to maintain the open character of the land but also to protect its special landscape quality. Agriculture is likely to remain the main use of land in such areas (see Policy GE7, above).

In view of the difficulties currently facing farmers particularly in areas close to cities and in upland areas, it is appropriate to allow uses other than agriculture in Areas of High Landscape Value. Other uses must, of course, be appropriate to a rural location and protect or enhance the high landscape character.

How it will be put into practice

By:

Deciding planning applications.

Consulting local residents and voluntary groups.

GE9 RE-USE AND ADAPTATION OF RURAL BUILDINGS

The re-use and adaptation of rural buildings for new uses will be permitted particularly where this would help to diversify the rural economy and provided that:

- (a) the existing building is capable of such conversion without significant alteration, extension or structural rebuilding; and
- (b) the new use would not harm the landscape or character of the countryside; and
- (c) where the building already has a damaging effect on the appearance of the landscape, conversion proposals would secure appropriate improvements to the building's external appearance; and
- (d) in the case of a building of local interest, the conversion would not harm its historic character, fabric, essential features or setting.

Reasons for the Policy

The Government's national planning guidance states that there are often opportunities for re-using or adapting existing rural buildings for new commercial, industrial or recreational uses. Such re-use or adaptation can help to reduce demands for new building in the countryside, can encourage new enterprises, and can provide jobs needed in rural areas.

Most of Sheffield's countryside is included in the Green Belt where there are strict controls over new built development (see Policies GE1 to GE6, pages 89-94). It is also important that any development which is permitted in the countryside is sympathetic to the character of such areas and does not harm the environment. This will include not only the new use of the building but also any external works associated with it, such as means of access, parking, garden enclosures and storage areas.

Sheffield's countryside contains some buildings which detract from the visual quality of the landscape. The national planning guidance advises that when considering proposals for the re-use of such buildings efforts should be made to secure improvements to the building's external appearance.

Sheffield's countryside contains many historic buildings which form an important part of the rural landscape. It is often the way they were designed and built for their original uses which makes them interesting and important and these qualities should not be damaged or destroyed by inappropriate or insensitive conversions. Conversions to housing can be particularly disruptive if they require alterations to external walls, openings and roofs or involve access improvements or introduction of domestic amenities like gardens, garages and greenhouses. Proposals to convert or adapt Listed Buildings are considered under Policy BE19 (page 82). Those affecting buildings of local interest, as defined in Policy BE20 (page 83) are considered with reference to their particular architectural or historic qualities.

Conversion of rural buildings to housing needs to be strictly controlled. The harmful effect of conversions is likely to be far greater for isolated buildings in open countryside. The impact will usually be less if the building to be converted is part of a village, group of buildings or substantially developed road frontage.

Residential conversions also do little to benefit the rural economy and once converted, the building is no longer available for more beneficial uses such as agriculture, business, community or recreational uses.

How it will be put into practice

By:

Deciding planning applications.

In exceptional circumstances, making or seeking a direction under the Town and Country Planning (General Permitted Development) Orders 1995, restricting permitted development rights.

Other information

For the Government's national planning guidance, see Planning Policy Guidance Note PPG2 (Revised), Green Belts, Department of the Environment, 1995, paragraph 3.7-3.10 and Annex D. See also Planning Policy Guidance Note PPG7, The Countryside - Environmental Quality and Economic and Social Development. Department of the Environment, 1997, paragraphs 3.14-3.17 and Annex G.

GREENING THE CITY

Sheffield is one of the greenest cities in the country. It has a dramatic hilly setting and a rich and varied natural history. There are high open moors, ancient woodland, reservoirs, rivers, marshes and urban parks.

A high quality green environment provides many benefits. It promotes Sheffield's image and this encourages economic regeneration. A pleasant environment promotes health and a sense of well-being. It provides for many kinds of leisure activities and it sustains a rich wildlife.

Although much of Sheffield is green, many areas are still heavily built-up. So, there is a need to maintain and provide green open space, water areas and woodland which are accessible to everyone. Over the last 50 years, development and land management changes have caused enormous losses in wildlife habitats and species. So, there is a need to maintain areas for nature itself. Opportunities created by new developments to conserve nature and improve Sheffield's environment need to be taken.

The Green Network contains corridors along which wildlife can move and live. The continuity of such features is important to many wildlife species: the more isolated the site the more restricted the range of species able to colonise it. The Green Network plays an important role in linking habitats and allowing the movement of plants and animals in both rural and urban areas.

GEI0 GREEN NETWORK

A Network of Green Corridors and Green Links will be:

- (a) protected from development which would detract from their mainly green and open character or which would cause serious ecological damage; and
- (b) enhanced by encouraging development which increases their value for wildlife and recreation; and
- (c) extended by creating new open space in areas of Desired Green Links.

Reasons for the Policy

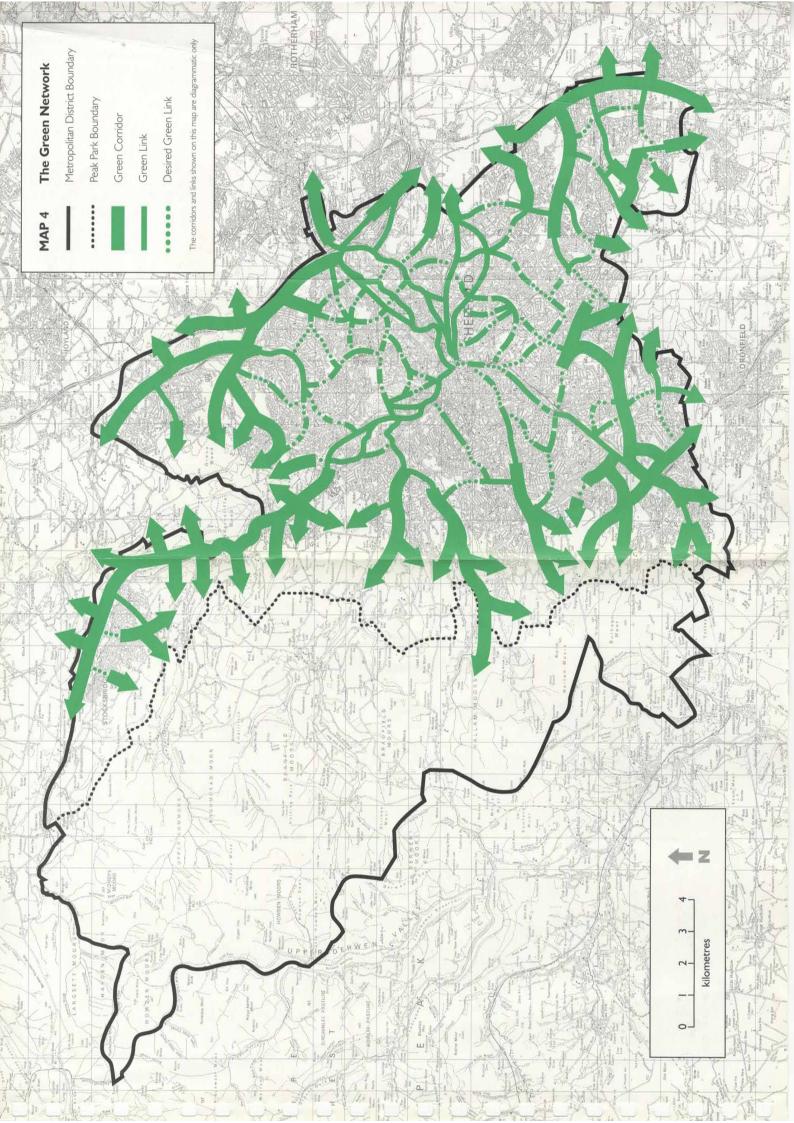
Sheffield has an important legacy of open space, water areas and countryside which has been further supplemented by new open space. Many of these open areas link together to form a Green Network (see Map 4 opposite) which provides an attractive urban environment in which to live and work.

Green Corridors are often significant wildlife areas in their own right. The Network as a whole plays a vital role in linking important habitats and allowing the movement of plants and animals into Sheffield from the countryside.

Definitions

'Green Corridors' large swathes of open land which extend into the built-up area. They include Green Belt land together with large open spaces on the edge of the City which are connected to the wider countryside.

'Green Links' - strips of open space within the built-up area which are usually narrower than Green Corridors. They may only be several metres wide (e.g. railway embankments, road verges, hedgerows, small streams) or they may be more extensive (e.g. parks: school playing fields, sports pitches, rivers). ➤



The Green Network provides a variety of recreational experiences. It provides pleasant routes for walking and cycling, both for recreation and as a means of getting to work, school, shops or social facilities.

In many areas of the City there are breaks in the Green Network. It is sometimes possible to create new open space which will complete the chain in a broken Green Link. Existing Green Links can also be strengthened by improved landscaping and changes in open space management.

How it will be put into practice

By:

Protecting open spaces which are part of the Green Network from development.

Encouraging developments and land management changes which enhance the ecological, recreational and amenity value of open space and the countryside.

Creating, where opportunities arise, new open spaces which will form links between existing areas.

Involving voluntary groups, local residents and businesses in the provision and maintenance of existing and new open spaces, wherever possible.

Carrying out the City Council's environmental improvements programme (priorities for which are set out in Policy BE4, page 62).

Deciding planning applications.

Providing appropriate advice to developers, which could include supplementary planning guidance or planning briefs.

Negotiating with developers.

Funding projects through grant aid from bodies such as English Nature and the Countryside Commission.

Continuing to support the South Yorkshire Forest initiative (see Policy GE14, page 103).

Providing a countryside management and open space management service throughout Sheffield. For information on priority areas, see Putting the Plan into Action, page 302.

Designing parks and landscape schemes so that they are safe for all users (see Policy LR10, page 232).

GEII NATURE CONSERVATION AND DEVELOPMENT

The natural environment will be protected and enhanced. The design, siting and landscaping of development should respect and promote nature conservation and include measures to reduce any potentially harmful effects of development on natural features of value.

GREEN ENVIRONMENT

"Desired Green Links" - areas where there is currently a break in the Green Network where the wildlife and recreational value could be enhanced by the creation of a Green Link between existing open spaces.

Other information

For other aspects of the natural environment of the Green Network, see Policies GE15 to GE18, pages 104-109, and LR4 to LR11, pages 224-235.

For landscape design, see also Policy BE6, page 65.

For more information on the Green Network, see also Sheffield Nature Conservation Strategy. Sheffield City Council, 1991.

Definitions

'Natural environment' - the range of habitats that support plants and animals and which reflect geology, landforms, climate ➤

Sheffield Unitary Development Plan - A City for People

and land use. The habitats in Sheffield include moorland, woodland, reservoirs, rivers, marshes, meadows, gardens and urban green space.

"Nature conservation" - the protection and enhancement of the natural environment.

Other information

For the Government's national planning guidance, see Planning Policy Guidance Note PPG9, Nature Conservation, Department of the Environment, 1994, paragraphs 14 to 19.

For nature conservation sites, see also Policies GE12 and GE13, below.

For landscape design, see also Policy BE6, page 65.

Reasons for the Policy

Many people are now concerned about the damage being done to the environment both locally and globally.

The Government's national planning guidance recognises that the country's natural heritage is not confined to a few important sites. There is a gradation of nature conservation interest throughout the countryside and in urban areas. Wildlife depends on the wise management of the land resource as a whole.

The national guidance requires the City Council to take account of nature conservation in deciding planning applications and in preparing development plans.

Regular contact with nature improves the quality of life for people living in cities like Sheffield. Everyone should be able to live close to areas where the natural environment has been conserved.

The City's natural environment forms a small but important part of the global natural resource. Globally this has declined alarmingly which increases the need for development to protect and enhance the remaining sites and features. Nature conservation is one of the stated aims in the South Yorkshire Forest area (see Policy GE14, page 103).

Landscaping schemes can enhance the wildlife of a site (e.g. by using locally native plant species or by linking wildlife habitats as part of the Green Network (see Policy GE10, above).

How it will be put into practice

By:

Implementing policies and proposals in the Nature Conservation Strategy.

Providing a countryside management and open space management service throughout Sheffield. (For information on priority areas, see Putting the Plan into Action, page 302.)

Continuing to support the South Yorkshire Forest initiative.

Deciding planning applications.

Promoting and lobbying for nature conservation.

Negotiating with developers and entering into legal agreements to conserve significant natural features (see Policy CF5, page 173).

Managing land for nature conservation.

Carrying out environmental improvement schemes and nature conservation projects.

Consulting and working in partnership with local residents and voluntary groups.

Applying Environmental Assessment legislation, as appropriate (see Putting the Plan into Action, pages 305-306).

Requiring developers to provide an ecological survey for any development proposals on greenfield sites.

GE12 SITES OF SPECIAL SCIENTIFIC INTEREST AND LOCAL NATURE RESERVES

Development which would damage Sites of Special Scientific Interest or Local Nature Reserves will not be permitted.

Reasons for the Policy

The Government's national planning guidance places a particular emphasis on the protection of Sites of Special Scientific Interest. There are only a few such sites in Sheffield and it is important that they are protected.

Further Sites of Special Scientific Interest may be designated by English Nature during the period of the Plan. It is intended that this Policy should also give protection to sites designated after the Plan is adopted.

Some important wildlife sites (e.g. wetlands) may be protected in the future through Britain's international obligations. It is anticipated that these internationally recognised sites would be protected as Sites of Special Scientific Interest.

There are currently no Local Nature Reserves in Sheffield but six sites are proposed (see Map 5 facing page I 02) and a number of others are being investigated. All the sites are currently designated as Areas of Natural History Interest (see Policy GE13, below). Official declaration of these sites as Local Nature Reserves will increase opportunities for use by local people. They will provide full access for people with disabilities and they will also become valuable sites for school fieldwork.

During public consultation on the Draft UDP many organisations and individuals stated their strong support for a firm Policy which protects important nature conservation sites.

How it will be put into practice

By:

Deciding planning applications.

Consulting with English Nature on any planning application which is likely to affect a Site of Special Scientific Interest.

Complying with international obligations in relation to designated or proposed Wetland sites of International Importance (Ramsar sites), Special Protection Areas and Special Areas of Conservation.

Seeking to declare the following sites as Local Nature Reserves:

- Blackburn Meadows
- Bowden Housteads Wood
- Loxley and Wadsley Common
- Shirebrook Valley
- Wheata Wood area

Definitions

'Sites of Special Scientific Interest' - a statutory designation by English Nature for wildlife or geological sites of regional, national or international significance. These are protected by law.

'Local Nature

Reserves' - a statutory designation which is placed on sites by the City Council and confirmed by English Nature. They must be owned or leased by the City Council and provide strong protection against adverse future development. Proposed Local Nature Reserves for Sheffield are shown on Map 5 facing page 102.

Other information

For the Government's national planning guidance, see Planning Policy Guidance Note PPG9, Nature Conservation, Department of the Environment, 1994, paragraphs 29 to 36 and Annex A.

For other nature conservation sites, see also Policy GE13, below.

See also, Sheffield Nature Conservation Strategy, Sheffield City Council, 1991.

Sheffield Unitary Development Plan - A City for People

Woolley Wood

and identifying additional sites where the main use of land will be nature conservation.

Applying Environmental Assessment legislation, as appropriate (see Putting the Plan into Action, pages 305-306).

Requiring an environmental buffer between nature conservation sites and development (see Policy IB14, page 139).

Implementing policies and proposals in the Sheffield Nature Conservation Strategy which relate to:

- promoting nature conservation and lobbying others.
- managing land for nature conservation.
- environmental improvement schemes and nature conservation projects.
- public participation, consultation and information.
- monitoring and review.

GE13 AREAS OF NATURAL HISTORY INTEREST AND LOCAL NATURE SITES

Development which would damage Areas of Natural History Interest will normally not be permitted. Development affecting Local Nature Sites should, wherever possible, be sited and designed so as to protect and enhance the most important features of natural history interest.

Where development would decrease the nature conservation value of an Area of Natural History Interest or Local Nature Site, that decrease must be kept to a minimum and compensated for by creation or enhancement of wildlife habitats elsewhere within the site or local area.

Reasons for the Policy

In the past there has been little formal protection for sites of nature conservation value, particularly outside Sites of Special Scientific Interest. Many have suffered from unwitting or deliberate damage and destruction due to pressures from development, inappropriate management and pollution.

The Government's national and strategic guidance states that areas other than Sites of Special Scientific Interest should be safeguarded and enhanced. Public consultation on the Draft UDP indicated widespread support for designation and protection of Areas of Natural History Interest.

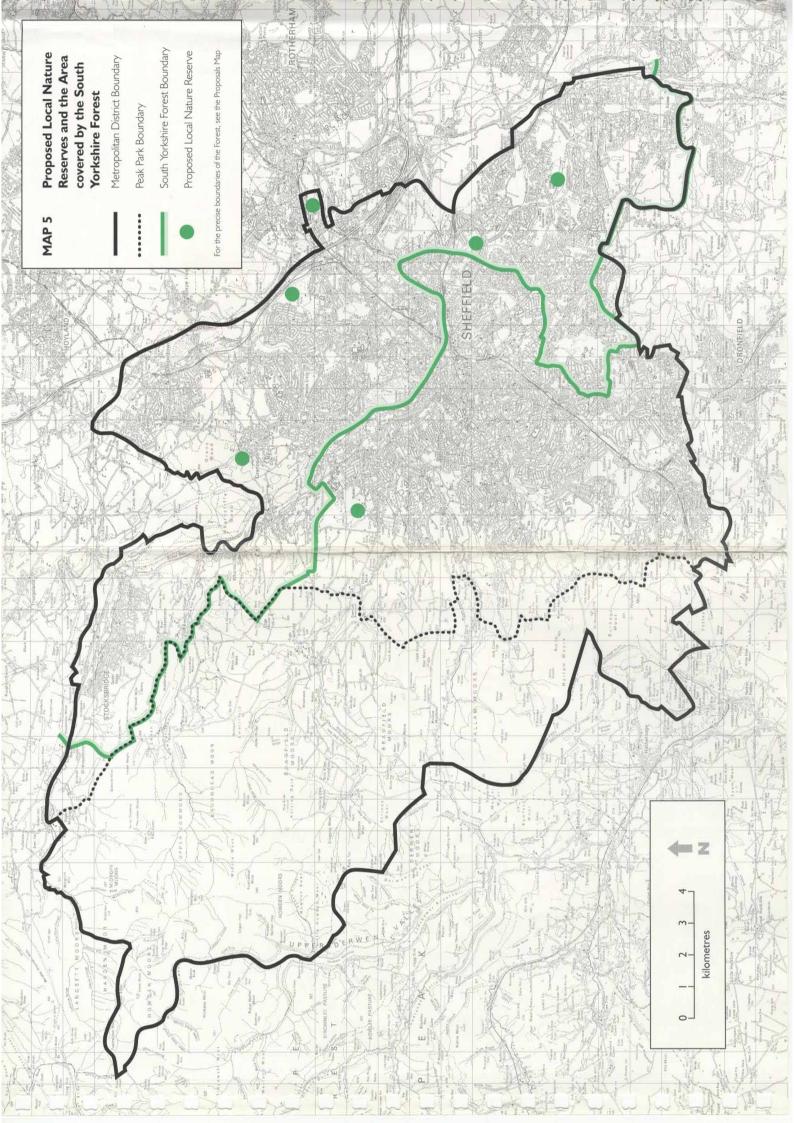
Many Local Nature Sites lie in areas which are needed for development. However, there may be opportunities to conserve or enhance some features of greatest wildlife or community value in any development

Definitions

'Areas of Natural History Interest' areas designated by the City Council in consultation with local natural history groups and the regional office of English Nature. They may be of regional. City-wide or local nature conservation value and may be particularly appreciated by the local community. The term 'Area of Natural History Interest' combines the designations 'Site of Scientific Interest' and 'Community Wildlife Area' in the Sheffield Nature Conservation Strategy, 1991.

Other information

For the Government's national planning guidance, see Planning Policy Guidance Note PPG9. Nature Conservation, Department of the Environment, 1994, paragraphs 14 to 18.≻



scheme and compensate for any damage which is caused.

The criteria for designating Areas of Natural History Interest and Local Nature Sites are set out in detail in the Sheffield Nature Conservation Strategy. Criteria include the rarity, size and diversity of sites, as well as their community and recreational value and their contribution to the Green Network (see Policy GE10, page 98).

Exceptionally, economic or recreational requirements may mean that development is permitted which causes damage to an Area of Natural History Interest. Such development is only environmentally sustainable if it includes measures to minimise the damage and the developer compensates for any losses to wildlife habitats or valuable natural features.

How will it be put into practice

By:

Deciding planning applications.

Applying Environmental Assessment legislation, as appropriate (see Putting the Plan into Action, pages 305-306).

Requiring an environmental buffer between nature conservation sites and development (see Policy IB14, page 139).

Negotiating with developers and entering into legal agreements to protect important features (see Policy CF5, page 173).

Implementing policies and proposals in the Sheffield Nature Conservation Strategy which relate to:

- promoting nature conservation and lobbying others.
- managing land for nature conservation.
- environmental improvement schemes and nature conservation projects.
- public participation, consultation and information.
- monitoring and review.

GE14 SOUTH YORKSHIRE FOREST

Support will be given for the creation of part of the South Yorkshire Forest on the northern and eastern sides of the City.

Reasons for the Policy

Developing a new Forest is a way of creating a greener and more attractive landscape across a large area of Sheffield. Within the Forest area extensive new tree planting can be linked to existing woodland to provide a green setting for other development.

The Forest initiative aims to restore derelict land (see Policy MW8, page 246). This helps to provide land for industry and make Sheffield a more

For the Government's strategic guidance, see Regional Planning Guidance Note RPG5, Strategic Guidance for South Yorkshire, Department of the Environment, 1989, paragraph 18

"Local Nature Sites" sites of lesser nature conservation value than sites of Special Scientific Interest or Areas of Natural History Interest. They include sites resulting from industrial dereliction, as well as locally important geological sites.

Definition

"South Yorkshire Forest" - a partnership programme which seeks to influence land management and land uses to create a wooded landscape from Stocksbridge across the north and east side of the City, to Mosborough (see Map 5 facing page 102). It is supported by the Countryside ➤

Commission, Forestry Authority, City Council and Barnsley and Rotherham Borough Councils.

Other information

For trees and woodland, see Policy GE15 below.

For the Government's regional planning guidance for the Forest in future reviews of the UDP, see Regional Planning Guidance Note RPG12. Regional Planning Guidance for Yorkshire and Humberside. Department of the Environment. 1996, paragraph 7.5

For general guidance on how new development can contribute to the South Yorkshire Forest, see Creating the Right Setting: Advice for Developers in the South Yorkshire Forest, 1996.

Definitions

'South Yorkshire Forest' - as for Policy GE14, above.

'Ancient woodlands' areas which have been continually wooded since 1600 AD or earlier.

Other information

For the Government's national planning guidance, see Department of the Environ- > attractive place to invest. New woodlands will also help to promote farm diversification and create new employment opportunities in the timber industry.

The wooded landscape created in the Forest area will provide many opportunities for sport and recreation. The initiative will also contribute to the Green Network (see Policy GE10, page 98) resulting in better footpaths (see Policy T8, page 260) and nature conservation benefits (see Policy GE11, page 99).

How it will be put into practice

By:

Implementing the South Yorkshire Forest Plan in consultation with community groups, local firms and landowners.

Deciding planning applications.

Negotiating with developers and entering into legal agreements to extend woodland in the Forest area (see Policy CF5, page 173).

Seeking grants from the Forestry Authority, Countryside Commission, Ministry of Agriculture, Fisheries and Food and other funding bodies for tree planting and other environmental schemes, as appropriate.

Entering into management agreements, where appropriate.

Including derelict land in the City Council's land reclamation programme.

Seeking sponsorship from the business community.

Providing supplementary planning guidance describing how development proposals can contribute to the South Yorkshire Forest.

GE15 TREES AND WOODLAND

Trees and woodland will be encouraged and protected by:

- (a) planting, managing and establishing trees and woodland, particularly in the South Yorkshire Forest; and
- (b) requiring developers to retain mature trees, copses and hedgerows, wherever possible, and replace any trees which are lost; and
- (c) not permitting development which would damage existing mature and ancient woodlands.

Reasons for the Policy

Trees and woodlands represent the natural land cover for most of Sheffield. However, much of this is only semi-natural as it has been managed by humans over thousands of years.

The Government's national planning guidance recognises that trees enhance the quality of the countryside, provide a habitat for wildlife and soften and add character to built-up areas.

Mature woodland, and ancient sites in particular, are extremely valuable areas for wildlife. They can also have a high value for informal recreation.

Woodlands often contain sites of archaeological interest such as earthwork features connected with past woodland management or sites of a much earlier date.

Trees improve the local climate, help offset global warming and reduce pollution by absorbing carbon dioxide and by producing oxygen.

Planting new woodlands and the protection of existing woodlands, copses and hedgerows are important elements in the creation of the Green Network (see Policy GE10, page 98). Government national planning guidance states that development plans may formulate proposals for planting and preservation of trees and woodland.

Carefully managed woodlands can offer more opportunities for wildlife and recreation, and can be important sources of timber production.

The South Yorkshire Forest represents a way of reclaiming derelict land, increasing tree cover and creating a greener environment in the north and east of Sheffield. It will also provide employment, help diversify the farming economy, and improve facilities for leisure and recreation.

How it will be put into practice

By:

Deciding planning applications.

Making Tree Preservation Orders.

Creating the South Yorkshire Forest linking existing and new planting, and including major developments and transport corridors.

Implementing the City Council's Woodland Policy. Its primary aim is to ensure the protection, proper management and continued existence of woodlands.

Implementing policies and proposals in the Sheffield Nature Conservation Strategy, where appropriate.

Requiring developers to submit an accurate survey of all existing trees, groups of trees, shrubs and hedges (by stem and crown extent for trees), where appropriate.

Entering into legal and management agreements, where appropriate.

Improving the City Council's own management of trees and woodlands, and advising others on how to improve their management.

Encouraging community involvement in woodland management.

Providing a countryside management and open space management service throughout Sheffield. For information on priority areas, see Putting the Plan into Action, page 302.

Improving the management of existing trees and woodland, particularly where the present stock is under threat through lack of past management, or where the site is considered to be of special importance ment Circular 36/78, Trees and Forestry, paragraphs 6 and 7 of the Memorandum.

See also the City Council's Woodland Policy, 1987. to the City for environmental, landscape or recreational reasons (e.g. Porter Valley; Rivelin Valley). See also the section, Making it Happen (page 305), for more information on how the management of trees and woodland might be improved through planning and other powers, and by negotiating with developers.

Planting trees and woodland, with particular regard to their ecological effect (except where this would damage known archaeological sites).

Supporting tree-planting initiatives by other public authorities, voluntary groups, the private sector and individuals.

GE16 LAKES, PONDS AND DAMS

As part of the creation of the Green Network, lakes, ponds and dams will be protected and enhanced as wildlife habitats, attractive features and, where appropriate, for public access and recreation.

Reasons for the Policy

Lakes, ponds and dams are important wildlife habitats. The dams in the valleys to the west of Sheffield are also important sites for industrial archaeology. This makes them a valuable educational resource.

Well designed and managed water areas are attractive features, even if public access is not possible.

They are also very important for a number of leisure activities such as fishing, model-boat sailing and canoeing.

How it will be put into practice

By:

Deciding planning applications.

Negotiating with developers and entering into legal agreements to retain and provide access to water features (see Policy CF5, page 173).

Encouraging developers to retain existing lakes, ponds and dams and to include new ones in their landscaping proposals.

Creating new lakes and ponds on City Council-owned land, where appropriate opportunities arise.

Encouraging access to, and use of, lakes, ponds and dams for recreation where appropriate, taking account of nature conservation, safety, existing recreational users and the interests of landowners.

Providing a countryside management and open space management service throughout Sheffield (for priority areas, see Putting the Plan into Action, page 302).

Consulting, and working in partnership with, local residents and voluntary groups.

Definition

'Green Network' - as described in Policy GE10, page 98.

Other information

For the contribution of rivers, streams and the Canal to the Green Network, see Policies GE17 and GE18, below. Providing appropriate advice to developers, which could include supplementary planning guidance or development briefs.

Funding projects through grant aid from bodies such as English Nature and the Countryside Commission.

GE17 RIVERS AND STREAMS

As part of the development of the Green Network, all rivers and streams will be protected and enhanced for the benefit of wildlife and, where appropriate, for public access and recreation. This will be done by:

- (a) not permitting the culverting of any river or stream unless absolutely necessary and encouraging the reopening of culverted watercourses where opportunities arise; and
- (b) requiring that any development involving alterations to the channels of rivers and streams be designed in a way which is sympathetic to nature conservation and archaeological interests; and
- (c) expecting the setting back of new development to an appropriate distance from the banks of major rivers and streams to allow for landscaping; and
- (d) encouraging the creation of a continuous public footpath along one bank of major rivers and streams, except where this would conflict with important nature conservation interests or public safety.

Reasons for the Policy

Rivers and streams in urban areas are important visual features which help to define different areas of Sheffield.

They are also important wildlife habitats and form links between habitats. This value is lost or reduced if watercourses are culverted or canalised.

The Sheffield rivers are also of historical importance because of their use for water power in the 18th century, or even earlier. Remaining weirs and dams are evidence of this use.

Many rivers and streams are neglected and hidden away behind buildings, with refuse dumped on their banks.

Redevelopment of older industrial areas, like the Sheaf Valley, presents an opportunity to open out rivers, allow landscaping and provide public access. However, safety needs to be taken into account, together with the interests of wildlife and existing users such as anglers.

The 8 metre distance referred to in the definition allows construction of a footpath, where possible, with wheelchair access and a cycle track together with appropriate landscaping. It is also the distance within

Definitions

'Green Network' - as described in Policy GE10, page 98.

'Appropriate distance' - 8 metres in the case of major rivers and streams, unless this would seriously harm the operations of an existing commercial or industrial development or make a site undevelopable or where a harder, more urban effect is needed for townscape reasons.

'Major rivers and

streams' - the Rivers Don, Little Don, Loxley, Sheaf, Rivelin and Rother; Blackburn Brook, Porter Brook, Shirtcliff Brook, Shire Brook, Hartley Brook, Moss Brook, Ewden Beck and Charlton Brook.

Other information

For the quality of water in waterways, see Policy GE26, page 115.

For the contribution of lakes, ponds, dams and the Canal to the Green Network, see Policies GE16, above, and GE18, below.

For water resources, flood defence and protection of washlands, see Policies GE19 to GE21, pages 109-111.

Definitions

'Green Network' - as described in Policy GE10, page 98.

'Nature conservation' - as for Policy GE11, page 100. which the Environment Agency may control development along Main Rivers (Don, Rother, Sheaf and Blackburn Brook), through its bye-laws, to allow access for maintenance.

How it will be put into practice

By:

Normally refusing planning permission for culverting or canalisation as part of development, unless it can be shown to be essential.

Encouraging developers, owners of land alongside rivers and other City Council departments to re-open culverts and landscape watercourses, wherever an opportunity arises.

Providing appropriate advice to developers which could include supplementary planning guidance and planning briefs.

Negotiating with developers for the setting back of buildings and provision of a public footpath with access for disabled people, wherever possible (see also Policy CF5, page 173).

Liaising with the Environment Agency, Yorkshire Water and the British Waterways Board, as appropriate.

Negotiating access, without redevelopment, for initiatives such as the Five Weirs Walk.

Consulting and working in partnership with local residents and voluntary groups.

Providing a countryside management and open space management service throughout Sheffield. (For priority areas, see Putting the Plan into Action, page 302).

GE18 SHEFFIELD AND TINSLEY CANAL

The Canal will continue to be improved as an important part of the Green Network, as a resource for recreation and as a focus for development and tourism. New development next to the Canal should:

- (a) enhance its appearance and, where possible, provide opportunities for recreation and leisure use; and
- (b) respect and promote nature conservation; and
- (c) protect and enhance the heritage value of the waterway.

Reasons for the Policy

The Canal is a key feature of the Lower Don Valley, both visually and historically.

It forms a ready-made pedestrian route from the City Centre to beyond Sheffield's boundary. It is also identified as an Area of Natural History Interest (see Policy GE13, page 102). It is well used by anglers and to some extent by boats. Experience elsewhere shows that increased use of canals by boats can lead to further developments for both leisure and other uses.

How it will be put into practice

By:

Working in partnership with the British Waterways Board and Rotherham Borough Council.

Carrying out, through this partnership, engineering works to the Canal itself, landscaping of derelict canal-side sites, the creation of moorings, the refurbishment of canal-side buildings, and the construction of new lengths of towpath and access points.

Providing appropriate advice to developers in development briefs.

Consulting local residents and voluntary groups.

WATER RESOURCES AND FLOOD DEFENCE

Water is a vital natural resource which is often taken for granted. However, its supply is under increasing pressure through use in the home and by industry. It is important that water resources are managed efficiently to maintain supplies and protect development from the threat of flooding.

The Policies in this section aim to ensure that the quantity and quality of water resources are protected and that development is not affected by flooding.

GE19 WATER RESOURCES

Development will be permitted only where it would not have an adverse effect on the quantity or quality of surface or groundwater resources.

Reasons for the Policy

Water resources are under pressure from both pollution and rising demand from industry and use in the home. Although many developments which may cause damage to water resources are subject to pollution-control legislation, some developments fall outside such controls (e.g. developments affecting the quantity of water in a river).

The Government's national planning guidance states that particular attention should be paid to the protection of groundwater resources. Once groundwater has been contaminated it is difficult, if not impossible, to restore its quality.

There are many licensed river-water users along the rivers in Sheffield. Further large-scale use of river water needs to be restricted to prevent

Other Information

For freight transport on the Canal, see Policy T27, page 284.

Definitions

'Adverse effect' - will be assessed by the Environment Agency using their Groundwater Policy Guidelines, and the Water Resources Act 1963.

"Groundwater" - water which is contained in rocks below ground.

Other information

For information on pollution legislation, see the Water Resources Act 1991.

For the Government's≻

national planning guidance, see Planning Policy Guidance Note PPG12, Development Plans and Regional Planning Guidance, Department of the Environment, 1992, paragraph 6.19.

For the quality of water in waterways, see Policy GE26, page 115.

Definitions

'Off-site' - outside the boundaries of the development site.

'**On-site'** - within the boundaries of the development site.

Other information

The Environment Agency may control development within 8 metres of a Main River (Don, Rother, Sheaf, Blackburn Brook) or a Main River floodbank.

For the Government's national planning guidance, see Department of the Environment Circular 30/92, Development and Flood Risk, paragraph 5.

For rivers and streams, see also Policy GE17, page 107. losses to the watercourse system and to protect the rights of existing users.

How it will be put into practice

By:

Deciding planning applications. Consulting with the Environment Agency.

GE20 FLOOD DEFENCE

Development will not be permitted where flooding risks to it or to existing development would not be overcome by suitable on-site protective measures. Where necessary, off-site flood prevention measures will be required before a new development takes place.

Reasons for the Policy

New development can result in the loss of flood plain and/or increased run-off to minor watercourses and Main Rivers which could cause flooding problems for the proposed and existing developments.

Government national planning guidance emphasises the importance of ensuring that, where drainage considerations arise, they are always taken into account in determining planning applications.

Large-scale, or numerous small-scale, developments can have a significant impact on the overall capacity of a river system. New developments may lead to increased flooding elsewhere.

How it will be put into practice

By:

Deciding planning applications.

Consulting with the Environment Agency.

Ensuring that on-site and off-site watercourses are adequate, or are improved by the developer, to cater for additional flows resulting from any development.

Entering into legal agreements to require developers to carry out or finance, major off-site surface water drainage improvements, where appropriate.

Attaching conditions to planning permission (Grampian-type conditions) which, where necessary, would prevent a development from proceeding until off-site flood alleviation measures have taken place.

GE21 PROTECTION OF WASHLANDS

Development will be permitted in washlands only where:

- (a) it would not significantly affect the ability of the washland to store floodwater; and
- (b) there would be no serious risk to the development from flooding or pollution.

Reasons for the Policy

Although the designated washlands are mainly within the Green Belt, giving protection from most development, this is not considered sufficient by the Environment Agency. Some uses which may be acceptable in the Green Belt (e.g. mineral extraction, waste disposal) can be damaging to washlands.

If a river is deprived of its washland (e.g. by development which raises the height of land or creates a barrier to floodwater) it can lead to more serious flooding problems elsewhere, perhaps affecting built-up areas.

How it will be put into practice

By:

Deciding planning applications Consulting with the Environment Agency.

POLLUTION

People are increasingly concerned about the effects of pollution on their health and the environment. The pollution of the air by chemicals is all too common as a result of vehicle and industrial emissions. Ground contamination can be caused by inappropriate waste disposal and industrial processes. Noise pollution is common around heavy industry and major roads. With a few exceptions, Sheffield's rivers are badly affected by industrial pollutants and sewage.

Industries in some areas of Sheffield are known to cause pollution. Where the sources cannot be removed it is important to locate sensitive land uses, such as housing, away from these areas in order to protect the health of residents. This also ensures that existing or new industry is able to expand without affecting nearby housing.

The Policies in this section aim to ensure that pollution problems from existing and new sources are minimised.

Definition

"Washlands" - areas of land next to Main Rivers (Don, Rother, Sheaf, Blackburn Brook) which are essential for the storage of floodwater. They are designated by the Environment Agency.

Other information

For rivers and streams and flood defence, see also Policies GE17, page 107 and GE20, above.

Many washlands are also important wildlife sites. For Policies on nature conservation, see Policies GE11 to GE13, pages 99-102.

Other information

For the Government's White Paper, see This Common Inheritance, Britain's Environmental Strategy, HMSO, 1990, pages 136-206.

For the Government's national planning guidance, see Planning Policy Guidance Note PPG12, Development Plans and Regional Planning Guidance, Department of the Environment, 1992, paragraph 6.18. See also Planning Policy Guidance Note PPG23, Planning and Pollution Control, Department of the Environment, 1994, paragraphs 2.10 to 2.13

For different types of pollution, see Policies GE23 to GE26, below.

Definitions

'Sensitive uses' - as for Policy IB14, page 139.

GE22 POLLUTION

Development should be sited so as to prevent or minimise the effect of any pollution on neighbouring land uses or the quality of the environment and people's appreciation of it.

Reasons for the Policy

The Government places a strong emphasis on pollution control in its White Paper on Britain's Environmental Strategy.

Its national planning guidance states that development plans may include policies to improve a poor environment and to control pollution. The guidance advises that pollution policies should be balanced against other policies for the improvement of the physical environment, the conservation of the natural environment and amenity, and the protection of natural resources.

Pollution damages the environment and affects people's health. It can reduce the amount of land available for development and creates a bad image. Many parts of Sheffield are affected by air, water or noise pollution. In some areas there are land contamination problems. One of the ways that the Plan aims to improve the environment is by preventing and reducing these problems.

How it will be put into practice

By:

Consulting extensively with the Health and Safety Executive and the Environment Agency before determining planning applications.

Applying Environmental Assessment legislation, as appropriate (see Putting the Plan into Action, pages 112-116).

Deciding planning applications.

Promoting joint initiatives with other public, private and voluntary bodies and the public aimed at preventing or reducing pollution.

Lobbying Government departments to press for amendments to national policy.

GE23 AIR POLLUTION

Development will be permitted only where it would not locate sensitive uses where they would be adversely affected by sources of air pollution.

Reasons for the Policy

Air pollution damages the health of people, animals and plants and can also lead to a deterioration of building materials. It can be transported significant distances from its original source.

The environmental effects of air pollution, such as health damage, dirty buildings and loss of crop production, can be difficult and costly to remedy.

It is often residents in old and deprived areas of Sheffield who suffer the worst effects of air pollution.

The siting of housing and industry near to each other could, in some circumstances, damage residents' health and well-being.

If sensitive uses are sited carefully the continued operation or expansion of existing or new industry is not prevented.

How it will be put into practice

By:

Carrying out extensive consultations with the Environment Agency before determining planning applications.

Deciding planning applications.

Using Environmental Assessments to investigate the polluting aspects of new development, where appropriate (see Putting the Plan into Action, pages 305-306).

Using computer models to predict air pollution effects from existing and proposed developments, including traffic schemes.

Encouraging the use of public transport, cycling and walking, and regulating the use of cars (see Policies T1 to T10 and T16, pages 252-264 and 271).

Implementing traffic-management schemes which reduce vehicle congestion, facilitate smooth traffic flows, and reduce the impact of vehicles on the environment (see Policy H18, page 167 and Policies T12 to T14, pages 266-269).

Lobbying Central Government departments for amendments to national policy.

GE24 NOISE POLLUTION

Development will be permitted only where it would not:

- (a) create noise levels which would cause a nuisance; or
- (b) locate sensitive uses and sources of noise pollution close together.

Reasons for the Policy

Noise pollution is irritating and can cause stress for people living and working nearby.

Government national planning guidance states that planning policies

Other information

For national planning guidance on pollution, see Planning Policy Guidance Note PPG23. Planning and Pollution Control, Department of the Environment, 1994.

Definition

'Sensitive uses' - as for Policy IB14, page 139.

Other information

For the Government's national planning guidance, see Planning Policy Guidance Note PPG24, Planning and Noise, Department of the Environment, 1994. should deal with the siting of new development expected to give rise to noise, and the siting of sensitive uses which may suffer from noise.

The siting of housing close to existing land uses known to generate high noise levels could damage residents' health and well-being.

Overcoming noise nuisances and remedying health problems which result from noise pollution can be costly to achieve.

If sensitive uses are sited carefully the continued operation or expansion of existing or new industry is not prevented.

How it will be put into practice

By:

Deciding planning applications.

Using statutory powers to set noise limits and conditions on operation prior to the commencement of construction works.

Using Environmental Assessments to investigate the polluting aspects of new development, where appropriate (see Putting the Plan into Action, page 305-306).

Using computer models to predict noise effects of developments.

Making available sound-insulation grants to properties likely to be affected by noise from major road developments, in line with statutory requirements.

Encouraging developers to provide a high standard of noise insulation between houses.

Promoting consultation and joint initiatives with other public, private and voluntary bodies and the general public, aimed at controlling noise pollution.

Implementing traffic-management schemes which prevent or reduce noise from vehicles and other transport policies which reduce traffic (see Policies H18, page 167, and T12 to T14, pages 266-269).

Monitoring and controlling noise generated by major developments (e.g. the airport and roads).

Investigating noise complaints from domestic, commercial and industrial sources, and use of statutory enforcement powers as necessary.

GE25 CONTAMINATED LAND

Where contaminated land is identified, development will not be permitted on, or next to, the affected land unless the contamination problems can be effectively treated so as to remove any threats to human health or the environment.

Reasons for the Policy

Contaminated land (including closed landfill sites) may contain toxic

Definitions

Contaminated land - land which represents an actual or potential hazard to health or the environment as a result of current or previous use. chemicals and dangerous gases (e.g. methane). These can be a hazard to the occupiers of new buildings, either on or adjacent to the site.

Toxic chemicals and poisonous gases can contaminate ground and surface waters and damage plants.

The Government's national planning guidance states that land contamination needs to be taken into account in the preparation of development plans and in deciding planning applications. It advises that in order to minimise associated risks, potentially contaminated sites should be identified at the earliest stage of planning.

Bringing derelict land back into productive use can help with the regeneration of the older areas of the City and helps to reduce pressures for development on greenfield sites.

How it will be put into practice

By:

Carrying out a City-wide survey to identify potentially contaminated land (including closed landfill sites).

Monitoring known closed landfill sites for potential hazards.

Controlling immediate hazards identified on privately owned sites through enforcement action.

Taking remedial action to control immediate hazards identified on City Council-owned sites.

Requiring the developer or landowner to produce a land contamination survey to identify the nature and extent of contamination before planning permission is granted for development on a potentially contaminated site (land where there are reasonable grounds to suspect contamination).

Deciding planning applications.

Using conditions in granting waste disposal licences and other legislation relating to control of landfill site hazards.

Consulting with the Environment Agency in relation to any proposed development on or next to contaminated sites.

GE26 WATER QUALITY OF WATERWAYS

Development will be permitted only where is would not cause damage to the waterway environment and people's appreciation of it by reducing the water quality of rivers, streams or the Canal.

Every effort will be made to enhance the environmental value of waterways by improving their water quality to at least Class 2 standard. Priority will be given to:

(a) the Rivers Don, Little Don, Rother and Sheaf, the Blackburn Brook and the Shire Brook; and

Other information

For the disposal of wastes arising from industrial and commercial processes, see Policies MW3 to MW5, pages 241-244.

For the use of landfill gas as an energy source, see Policy GE27, page 117.

For the Government's national planning guidance, see Planning Policy Guidance Note PPG23, Planning and Pollution Control, Department of the Environment, 1994, paragraphs 4.4 and 4.5 and Annex 10.

Definitions

'Water quality' - is defined in terms of 'Classes' (though the system of classification is under review):

'Class I' - of high quality and amenity value and supporting game fisheries.

'Class 2' - of moderate amenity value and supporting coarse fisheries

'Class 3' - visually devoid of life but occasional fish present.

'Class 4' - grossly polluted and likely to cause a nuisance.

Other information

For the impact of development on water resources, see also Policy GE19, page 109.

For pollution control measures, see Integrated Pollution Control: A Practical Guide, Department of the Environment and Welsh Office, 1991.

For rivers, streams and the Canal, see also Policies GE17 and GE18, pages 107-109, and T27, page 284.

(b) open waterways in Housing Areas; and

(c) waterways where the public have access to the banks.

Reasons for the Policy

For considerable parts of their length, the water quality of Sheffield's waterways are adversely affected by inadequate sewers and sewage treatment, and inadequate treatment of industrial wastes.

Only the River Rivelin and part of the River Loxley are Class 1 in Sheffield. The Sheaf and Porter Brook become Class 3 in the built-up area. The Don (Class 3) and the Rother (Class 4) are polluted upstream of Sheffield. The Shire Brook is also Class 4. The Canal is Class 2. Map 6 (opposite) shows the water quality classes of rivers, streams and the Canal in Sheffield.

Clean, healthy waterways provide valuable wildlife habitats and can be used for recreation. They also help to encourage the regeneration of run-down areas of Sheffield by improving the visual image of the area.

How it will be put into practice

By:

Consulting with the Environment Agency and Yorkshire Water when deciding planning applications.

Not permitting developments likely to result in unacceptable levels of pollution.

Requiring pollution-control measures in accordance with guidelines issued by the Department of the Environment, Transport and the Regions.

Applying Environmental Assessment legislation, as appropriate (see Putting the Plan into Action, pages 305-306).

Attaching conditions to planning permissions designed to prevent or minimise pollution in line with the requirements of the Environment Agency.

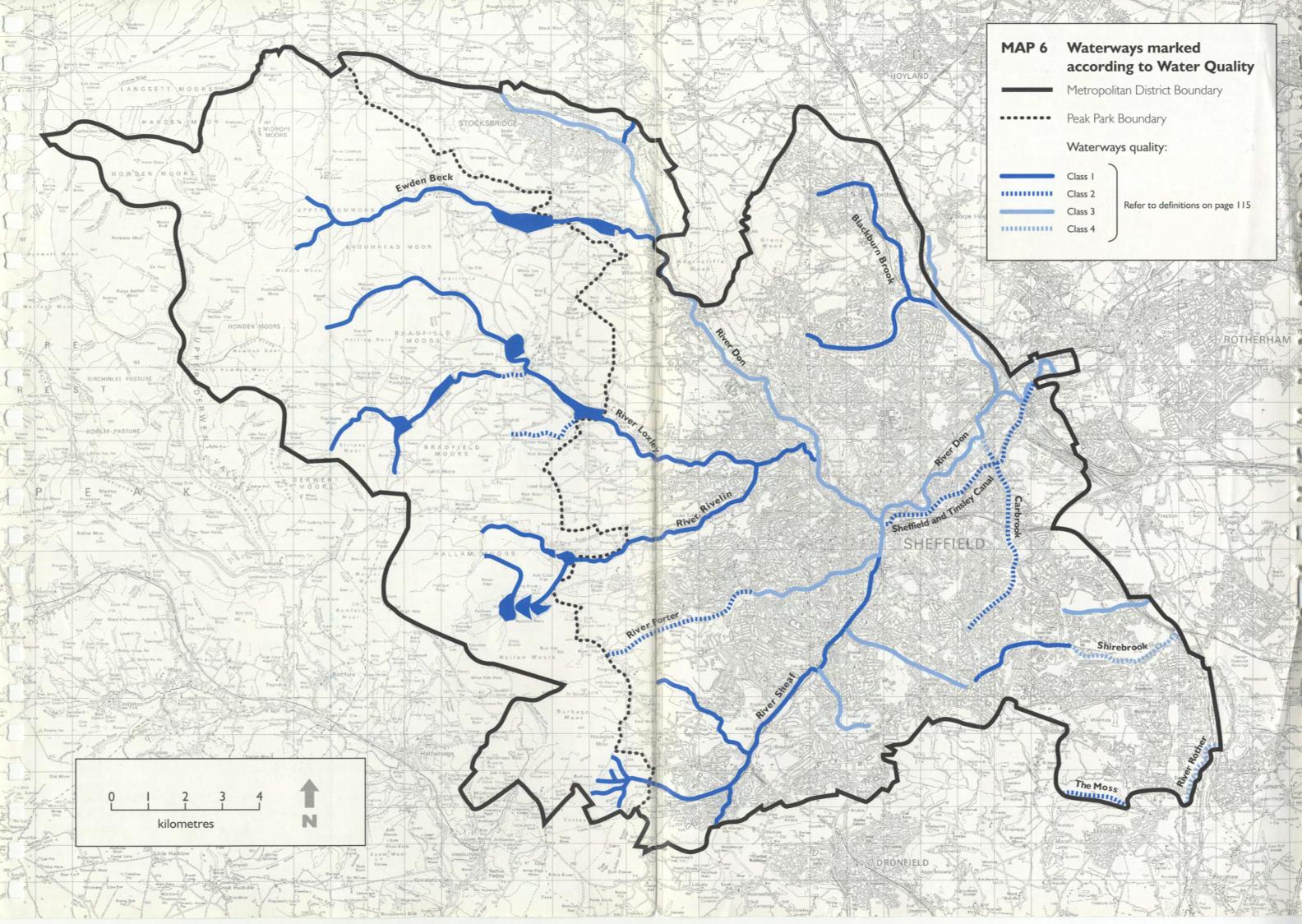
Continuing to press Yorkshire Water to continue their improvements to sewerage systems and sewage treatment works.

Pressing the Environment Agency to accelerate the programme of applying consent levels to unconsented or deemed consent discharges.

Liaising with the Environment Agency to receive regular results of monitoring of river quality and effluent discharge compliance, and publication of the results.

ENERGY RESOURCES

The Industrial Revolution started the process of altering the local climate and environment by changes in agricultural and industrial practices. The demand for energy has continued to increase and with it the possibility of causing irreversible change on a global scale.



The scientific consensus is that global warming is likely to occur as a result of the gases which are being added to the atmosphere. The Government is pursuing a co-ordinated strategy to improve energy efficiency in all sectors of the economy, and has introduced new regulations and controls.

Energy conservation is mainly dealt with under the Building Regulations but planning policy can also exert influence, both on building design and on the use of alternative forms of energy generation.

GE27 ALTERNATIVE ENERGY SOURCES

The development of alternative energy sources will be permitted where it would not significantly harm the natural or built environment nor create unacceptable living conditions for nearby residents.

Reasons for the Policy

The Government's national planning guidance, its White Paper, This Common Inheritance, and its Environmental Strategy, favour the development of renewable energy sources which are economically attractive and environmentally acceptable.

Some renewable energy sources, such as wind and solar power, do not emit environmentally harmful gases such as carbon dioxide. And use of such energy sources does not reduce their future availability and it saves finite resources such as coal, oil and gas.

Combined heat-and-power systems use waste heat from a power plant, refuse incinerator or industrial process, and normally provide heating of premises by means of hot water. The Bernard Road incinerator is currently used to provide cheap heating for parts of central Sheffield. Incineration also reduces the volume of domestic waste by 91% which, in turn, reduces the need for landfill sites.

Landfill gas, a mixture of methane and carbon dioxide gas emitted from waste landfill sites, can cause fires and explosions if uncontrolled and contributes to global warming. However, it can be controlled safely to supplement gas supplies, power vehicles and generate heat and electricity.

While alternative energy sources are acceptable in principle, broad conditions must be met to avoid other damage to the environment. For example, wind farms are inevitably located in conspicuous, hilly locations. They need to be carefully sited in order to avoid being visually intrusive. It is also important to avoid adverse effects on people living or passing nearby.

How it will be put into practice

By:

Deciding planning applications.

Definitions

'Alternative energy sources' - those causing least damage to the environment and appropriate to Sheffield, including passive solar energy, solar power, wind power, waste incineration, combined heat-andpower systems and landfill gas extraction.

'Not significantly

harm' - as set out in Policies for the Built and Green Environment, pages 59-119.

'Unacceptable living conditions' - as set out in the appropriate Policies for each area -IB10 and IB11, pages 135-137, H14, page 161, CF8, page 178, S10, page 200 and MU11, page 217.

Other information

For the Government's national planning guidance, see Planning Policy Guidance Note PPG22, Renewable Energy, Department of the Environment, 1993, and Annexes to PPG22, Department of the Environment, 1994.

For the Government's White Paper, see This Common Inheritance, Britain's Environmental Strategy, HMSO, 1990. See also Sustainable Development: The UK Strategy, Department of the Environment, 1994.

Definitions

'Site of Special Scientific Interest' and 'Local Nature Reserve' - as for Policy GE12, page 101.

'Other nature

conservation sites' as in Policy GE13, page 102.

'Conservation Areas' - as for Policy BE15, page 76.

'Listed Buildings' - as for Policy BE15, page 76.

'Significant archaeological sites' - as for Policy BE22, page 85.

Other information

For the Government's national planning guidance, see Planning Policy Guidance Note PPG22, Renewable Energy, Department of the Environment, 1993. Providing advice to developers, which could include supplementary planning guidance or planning briefs.

Negotiating with developers to minimise any adverse effects on the local environment.

Consulting with local residents.

Developing the use of landfill gas on sites owned by the City Council.

GE28 WIND ENERGY

The development of wind turbines will be permitted where, individually or cumulatively and taking into account any proposed mitigating measures:

- (a) impacts on the landscape would be kept to an acceptable level, particularly in Areas of High Landscape Value and in areas conspicuous from the Peak National Park; and
- (b) there would be no significant adverse effects on the living conditions of people nearby from noise, shadow flicker or electromagnetic interference, or risk to public safety; and
- (c) no damage would be caused to a Site of Special Scientific Interest or Local Nature Reserve and there would be no significant harm to other nature conservation sites, Conservation Areas, Listed Buildings or significant archaeological sites; and
- (d) provision is made for the removal of the installation when its use ceases, and the restoration of the site to its original condition.

Reasons for the Policy

Of all sources of renewable energy, wind turbines are inevitably one of the most conspicuous. Their need for exposed locations leads to their being sited in areas seen as being particularly attractive and unspoilt.

The Government's national planning guidance stresses the need to weigh carefully its policies for developing renewable energy sources with policies for protecting the environment.

People living close to wind turbines need protection from specific adverse effects in addition to the visual impact of development.

How it will be put into practice

By:

Deciding planning applications..

Providing advice to developers, which could include supplementary planning guidance or planning briefs.

Negotiating with developers to minimise any adverse effects on the local environment.

118

Applying Environmental Assessment legislation, as appropriate.

GE29 ENERGY CONSERVATION

Measures to conserve energy will be expected in:

- (a) the design, orientation and layout of buildings; and
- (b) the location of development; and
- (c) improvements to the transport network and in the management of traffic.

Reasons for the Policy

The Government's national planning guidance and its White Paper, This Common Inheritance, encourage energy conservation, in order to reduce emissions of greenhouse gases and the depletion of energy sources.

Buildings can be designed to take advantage of new techniques for energy conservation (see Policy BE5, page 64).

The location of different types of development influences how much people need to travel and the scale of carbon dioxide emissions from vehicles.

Emission of 'greenhouse' gases can also be reduced by more energyefficient transport policies and encouraging public transport, walking and cycling (see Policies T1 to T10, pages 252-264).

How it will be put into practice

By:

Deciding planning applications.

Providing advice to developers, which could include supplementary planning guidance or planning briefs.

Other information

For the Government's national planning guidance, see Planning Policy Guidance Note PPG12, Development Plans and Regional Planning Guidance, Department of the Environment, 1992, paragraphs 6.10 - 6.16.

For the Government's White Paper, see This Common Inheritance, Britain's Environmental Strategy, HMSO, 1990.

See also Sustainable Development: The UK Strategy, Department of the Environment, 1994.

Shell, and Unitary Development Plan - A City for People

INDUSTRY AND BUSINESS

ECONOMIC DEVELOPMENT AND PROVISION OF LAND

- IBI Employment and Economic Development
- IB2 Locations for Industrial Development
- **IB3** Locations for Business Development
- IB4 Land for Industry and Business

LAND USES IN INDUSTRY AND BUSINESS AREAS

- IB5 Development in General Industry Areas
- IB6 Development in Fringe Industry and Business Areas
- **IB7** Development in Business Areas
- IB8 Industrial and Business Sites
- IB9 Conditions on Development in Industry and Business Areas
- IB10 Visitor Accommodation in Industry and Business Areas
- IBII Housing and Residential Institutions in Industry and Business Areas
- IB12 Training Centres and Community Facilities in Industry and Business Areas
- IB13 Open Space and Leisure Uses in Industry and Business Areas
- IB14 Siting Industries and Sensitive Uses Near to Each Other
- IB15 Lorry Parks in General Industry Areas
- IB16 Rail Freight Facilities in Industry and Business Areas

Industry and Business

The Sheffield economy has seen major changes in the last two decades and a huge loss in manufacturing jobs has been only partly compensated for by a growth in service employment. The Council therefore acknowledges the need to be flexible in dealing with the use of industrial and business land and buildings, especially where this will result in real investment in industry.

Services now provide most jobs, with manufacturing still a major employer, but on a reduced scale. The construction sector is also significant but subject to fluctuation.

Unemployment remains a problem, higher than the national average but with significant variations between different parts of the City. The number of unemployed people per vacancy is generally higher than elsewhere, as is long-term unemployment.

Job opportunities are inevitably spread widely but the major employers tend to be concentrated in certain areas. These are: the City Centre, with its diverse uses such as industry, business, offices, shopping, entertainment and tourism; the Lower Don Valley, despite being most affected by the restructuring of industry; the Upper Don and Sheaf Valleys; parts of Chapel Green and Stocksbridge and the Holbrook area of Mosborough. These areas are well established and served by public transport. Locating new industry and business in these areas, which are near to where people live, reduces the need for travel and pressure on Green Belt.

These changes have left many sites, of varying sizes, available for industrial development. By the start of 1998 there were 383 hectares of vacant industry and business land. However, the position is not static. 208 hectares were developed between 1989 and 1997 but the supply of vacant industrial land has not decreased greatly due to the closure of firms and the demolition of their buildings.

Sheffield's economy is not self-contained. Many people who live outside the City boundaries work within them and vice versa. The health of the local economy is closely linked to regional, national and international performance. The City Council's efforts to regenerate the economy need to be set in the context of Government policy and private sector investment decisions.

To deal with these issues, the City Council is committed to a regeneration strategy for the whole Plan area which will:

- consolidate existing economic activities;
- · develop activity through growth and diversification; and
- · attract new investment.

Both the Unitary Development Plan (UDP) and the Economic Development Plan (EDP) (see page 319) set out ways of achieving these objectives. The UDP also has an important role in balancing the demands of economic regeneration against social and environmental aims (see Strategy, pages 9-12).

The Policies in this chapter reflect the following themes from the Government's strategic planning guidance:

- the need to foster growth in the urban and rural economy, based on existing businesses as well as new and relocated ones;
- the importance of ensuring an adequate supply of industrial land;
- recycling vacant and derelict land, releasing previously undeveloped land only where adequate supplies of recycled land cannot be made available in a reasonable timescale;
- concentrating most new development in existing built-up areas, particularly the Inner City; and
- · recognising the important role of the public sector in encouraging investment by providing financial

and other help.

The Policies also reflect Government advice in Planning Policy Guidance Note PPG13, Transport:

- employment should be located where the best use can be made of public transport, reducing dependence on the private car;
- people should be able to live near to where they work; and
- travel-intensive uses such as large office development should be in areas which are either well served by public transport or have the potential to be so.

ECONOMIC DEVELOPMENT AND PROVISION OF LAND

The following Policies describe the overall direction of the Council's objectives and indicate the main locations where major industrial and business development will occur.

IBI EMPLOYMENT AND ECONOMIC DEVELOPMENT

Employment and economic development will be promoted by:

- (a) providing for land for industrial and business development in suitable areas of the City; and
- (b) the establishment and growth of innovative industry; and
- (c) improving older industrial and business premises and areas; and
- (d) creating a better environment for industry and business and providing for its infrastructure needs.

Reasons for the Policy

The Council is committed to helping to rebuild Sheffield's economy and promote change and growth.

Unemployment in Sheffield remains high. So it is important to ensure that new opportunities for jobs are created.

Two of the main objectives of the Government's strategic guidance are to foster economic growth and to revitalise the built-up areas.

Land is needed both to attract investment to the City and to allow existing firms in Sheffield to relocate and expand.

Sheffield must become less dependant on a small range of traditional industries. So the City needs to encourage firms developing and using new technologies in electronics, biochemistry and engineering. These can provide a base from which the local economy can grow.

Improvements to existing buildings and areas are necessary for

Definition

'Suitable areas of the City' - see Policies IB2, IB3 and IB5 to IB8, pages 124-126 and 128-134.

Other information

For the Government's strategic guidance, see Regional Planning Guidance Note RPG5, Strategic Guidance for South Yorkshire, Department of the Environment, 1989, paragraph 2.

See also, Industrial Land in Sheffield: Demand and Supply, UDP Policy Background Paper No. 6, Department of Land and Planning, Sheffield City Council, 1993.

For the Government's national planning guidance, see Planning Policy Guidance Note PPG4, Industrial and Commercial Development and Small Firms, Department of the Environment, 1988. Other information For design, see Policies BE5 to BE9, pages 64-70.

Other Information

For Strategic Roads, see Policies T15 and T17, pages 269 and 271, and Map 25, facing page 270. For other aspects of transport and its relationship to economic regeneration, see Policies IB15 and IB16 pages 140-141, and T26 and T27, pages 282-285.

For areas where industry will be preferred, see Policies IB5 and IB6, pages 125-131. The locations of Industry and Business Areas are shown on Map 7, facing page 128.

For other areas where industry may be acceptable, see Policies MU8 and MU9, pages 213-215. established industry and business to modernise and grow. Co-ordinated treatment in the City's former Industrial and Commercial Improvement Areas has already helped to halt spiralling decline, create jobs and bring renewed confidence and investment.

A good environment is important to promote a positive image of the City, help attract the new industries and business and further enhance Sheffield's competitive position.

How it will be put into practice

By:

Reclaiming and releasing land for industry and business.

Promoting projects which aim to encourage innovative industry, such as the Science Park.

Promoting partnership agreements with developers, central government and academic institutions.

Providing grants and supporting applications for grant aid from both national and European sources.

Publicising opportunities in Sheffield through the Sheffield Investment and Development Agency.

Encouraging a high standard of landscape and design in industrial areas.

Confining development which may cause pollution or noise to suitable areas.

IB2 LOCATIONS FOR INDUSTRIAL DEVELOPMENT

New industrial development will be promoted in suitable locations, particularly near to the MI motorway, Strategic Roads, bus and Supertram routes, railways and the City Airport.

The main locations will be:

- (a) the City Centre;
- (b) the Lower Don Valley;
- (c) the Upper Don Valley;
- (d) the Sheaf Valley;
- (e) Stocksbridge;
- (f) Smithywood and Ecclesfield; and
- (g) Oxclose.

Reasons for the Policy

The City Council considers it important to provide for a wide range of job-creating activities in Sheffield.

Much modern industry prefers to locate close to transport networks. The main industrial locations have good existing or potential road and rail links with the rest of the country. Some will benefit from the closeness of the airport.

Industry should be located where the best potential exists for the use of public transport by employees which will mainly be in the established industrial areas. This will reduce dependence on the private car.

Many of the locations are within the City's traditional inner industrial areas where there are many opportunities to redevelop vacant or derelict sites.

The Government's strategic guidance states that regeneration should concentrate on the major urban areas of South Yorkshire and, in particular, on their older inner zones. But regeneration is also needed in smaller towns and villages.

Industrial development in these areas will be in keeping with their existing character and appearance.

How it will be put into practice

By:

Granting planning permission for appropriate development.

Refusing planning permission for proposals which would lead to a concentration of uses prejudicing the dominance of industry in the area, or would cause the loss of important industrial sites (see Policy IB9, page 134).

Providing appropriate advice to developers, which could include supplementary planning guidance or planning briefs.

Continuing promotion and investment by the City Council.

IB3 LOCATIONS FOR BUSINESS DEVELOPMENT

The City's role as a regional office centre will be enhanced by promoting major development in:

- (a) the City Centre;
- (b) the Savile Street and Nunnery Sidings areas;
- (c) Meadowhall and Carbrook; and
- (d) other defined Business Areas.

Small-scale business development will be permitted in most parts of the City to support local employment and the setting up of small firms.

Reasons for the Policy

The City Centre is already important as a regional office centre with good communications to the rest of the City and the wider region. There are

Other Information

For the Government's strategic guidance, see Regional Planning Guidance Note RPGS, Strategic Guidance for South Yorkshire, Department of the Environment, 1989, paragraph 3.

Other Information

For defined Business Areas, see Policy IB7, page 132. For other areas where business uses will be preferred, see Policy IB6, page 130, and MU3, MU4, MU7 and MU9, pages 206, 207, 212 and 214. The locations of Industry and Business Areas are shown on Map 7 (facing page 128).

For other areas where business uses may be acceptable, see Policies IB5, page 128, H10, page 154, CF6 and CF7, pages 176-178, S3, S7 and S8, pages 187, 194 and 196, ➤

INDUSTRY & BUSINESS

MU2, MU5, MU6, MU8 and MU10, pages 205, 209, 210, 213 and 216 and LR3, page 223.

further opportunities for new development on vacant City Centre sites.

The City Centre is not able to provide for all the types of office and business developments which Sheffield could attract. A wide variety of sites are necessary to attract development to the City and some have located near to Meadowhall, for example, with its close access to the MI Motorway.

Business development should be located where the best potential exists for the use of public transport by employees, especially if it is intensive. This will tend to be on established public transport routes and should reduce dependence on the private car. In addition, less intensive development can be provided near to where people live to enable them to work closer to home.

Areas on the edge of the City Centre have now proved attractive for business development and provide similar benefits on less expensive sites.

Business uses will continue to be a major provider of jobs for people in the City. Small developments can provide work locally without harming living conditions. Defined Business Areas outside the City Centre and Meadowhall also provide for local employment and increase the choice of areas for potential investors.

How it will be put into practice

By:

Granting planning permission for appropriate development.

Refusing planning permission for proposals which would lead to a concentration of uses prejudicing the dominance of business in the area, or would cause the loss of important business sites.

Providing appropriate advice to developers, which could include supplementary planning guidance or planning briefs.

Continuing promotion and investment by the City Council.

IB4 LAND FOR INDUSTRY AND BUSINESS

Action will be taken to ensure that there will be enough readily available land for industry and business for the next five years. Land will be made available by:

- (a) releasing sites in suitable areas where industrial and commercial buildings have been demolished; and
- (b) releasing allocated sites which have not previously been developed; and
- (c) reclaiming derelict, despoiled and contaminated land; and
- (d) providing access and utility services.

'Enough land for the next five years' comprises sites which are available for development already or which will be made available in time to complete development within five years.

Other information

For industrial sites, see Policy IB8, page 133, and the most recent edition of the City ➤

INDUSTRY & BUSINESS

Reasons for the Policy

The Government's national planning guidance states that local authorities should aim to ensure that there is sufficient land available which is readily capable of development and well served by infrastructure to meet the needs of business. To achieve this, the City Council will maintain a fiveyear supply of industrial and business land at all times to help to ensure that development is not hampered by lack of land.

The minimum five-year requirement will be calculated from the take-up of land for industry and business over the previous five years. A further margin may be added if there is evidence of an upturn in demand or the prospect of specific major developments occurring. The current five-year requirement is 180 hectares (see UDP Policy Background Paper No. 6).

Allocated strategic sites (see Policy IB8, page 133) could meet 80% of the five-year requirement. Smaller sites identified in the Industry and Business Land Survey would meet the rest of the requirement.

The Council will seek to protect sufficient land in Industry and Business Areas from development for non-industrial and business uses in order to help achieve a wide range and geographical distribution of sites for industry and business uses (see Policy IB9, page 134).

Many redevelopment sites need to be treated to remove dereliction or contamination caused by previous uses before new development can proceed. The Government's strategic guidance states that the recycling of vacant and derelict land for industrial and other purposes should be given a high priority.

Development sites need to be provided with vehicle access and services such as drainage, electricity, gas and water.

How it will be put into practice

By:

Monitoring annually the supply of land suitable for industrial development and comparing this to the probable take-up of sites over the next five years (see Map 8, facing page 134).

Preparing action plans for sites of City-wide or regional importance.

Purchasing or helping others to purchase land.

Operating a programme of land reclamation.

Operating a programme of site servicing.

Negotiating with developers and entering into legal agreements to provide access and services (see Policy CF5, page 173).

Acquiring land and helping to provide services where it is not possible or appropriate for private developers to do so.

Negotiating appropriate partnership arrangements.

Supporting, where appropriate, applications for grant aid.

Council's Industry and Business Land Survey.

For other aspects of contaminated land and land reclamation, see Policies GE23, page I I 2, and MW8 and MW9, pages 246-248.

For the five-year requirement for land for industry and business, see Industrial Land in Sheffield: Demand and Supply, UDP Policy Background Paper No 6, Department of Land and Planning, Sheffield City Council, 1993.

For the Government's strategic guidance, see Regional Planning Guidance Note RPG5, Strategic Guidance for South Yorkshire, Department of the Environment, 1989, paragraphs 4 and 6.

For the Government's national planning guidance, see Planning Policy Guidance Note PPG4, Industrial and Commercial Development and Small Firms, Department of the Environment, 1992, paragraph 6.

Sheffield Unitary Development Plan - A City for People

LAND USES IN INDUSTRY AND BUSINESS AREAS

The three types of area where most industrial and business development will occur (see Map 8 opposite) are:

- General Industry Areas where general industry and warehouses will be the main land uses. In some of these areas, open storage and uses like scrapyards will also be allowed (see Policy IB5, page 128).
- Fringe Industry and Business Areas where general industry, warehouses and business uses are allowed but the mix of acceptable uses takes into account that they are often next to Housing Areas (see Policy IB6, page 130).
- Business Areas mainly for business uses and not suitable for general industry (see Policy IB7, page 132).

Policy IB8 (page 133) reserves certain sites solely for industry and business.

Policies IB9 to IB14 (pages 134-140) give further conditions that must be met before developments receive planning permission.

Policies IB15 and IB16 (pages 140-141) deal with transport facilities needed to service these areas.

IB5 DEVELOPMENT IN GENERAL INDUSTRY AREAS

In General Industry Areas, the following uses will be:

Preferred

General industry (B2) Warehouses (B8 excluding open storage)

Acceptable

In those General industry Areas shown 'A' on the Proposals Map:

Open storage (B8) Scrapyards

In all General Industry Areas, shown 'A' or 'B' on the Proposals Map:

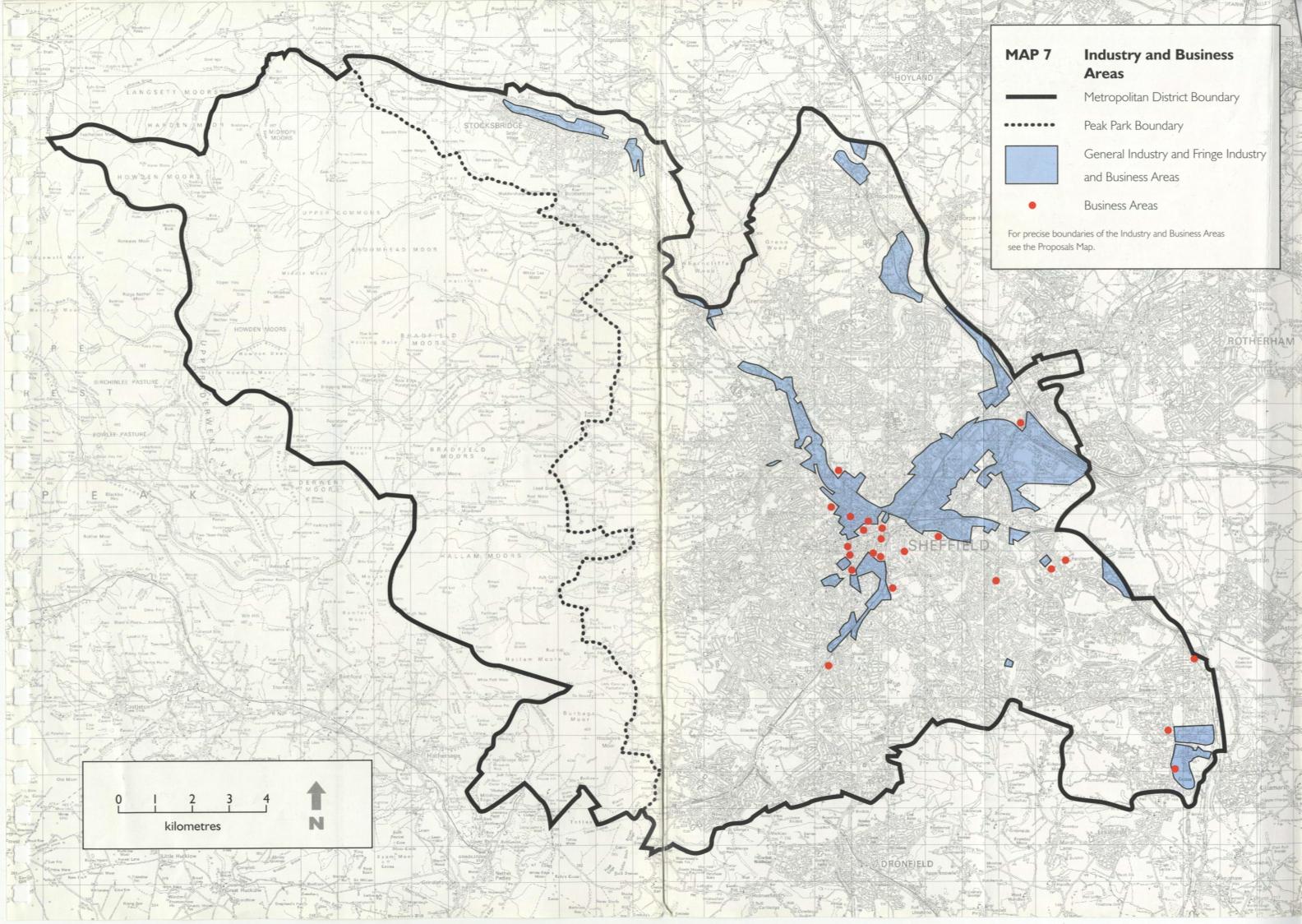
Small shops (A1) Offices used by the public (A2) Food and drink outlets (A3) Business (B1) Hotels (C1) Community facilities and institutions (D1) Leisure and recreation facilities (D2) Hostels Lorry parks

Other Information

The code in brackets in the Policy. for example (A1), tells you which class each land use belongs to. For more information, see Appendix 2.

Definition

'Small shops' - shops usually with not more than 280 sq. m. sales area, or which are ancillary to other acceptable uses in the Area.



Open space

Unacceptable

In those General Industry Areas shown 'B' on the Proposals Map:

Open storage (B8) Scrapyards

In all General Industry Areas, shown 'A' or 'B' on the Proposals Map:

Other shops (AI) unless at the edge of the Central Shopping Area or a District or Local Shopping Centre Residential institutions (C2) Housing (C3)

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

All new development must also comply with Policies IB8 to IB14 and S5 as appropriate.

Reasons for the Policy

General Industry Areas lie mainly in the major industrial locations identified in Policy IB2, page 124.

They are typically those parts of Sheffield where large sites for industrial development already exist or could be created. Often, they have good access to the major road and rail networks. So they are particularly appropriate for general industry and warehousing development.

It is essential to have an adequate range of industrial land and buildings to bring about a balanced regeneration of Sheffield's economy. The uses permitted in these Areas would cater both for existing firms wishing to expand and for those wanting to locate in Sheffield for the first time.

These Areas need to kept primarily for general industry to ensure balanced economic growth in Sheffield. So, any major scheme must contain general industry. Offices and light industry are more restricted but some space for these uses could help the viability, marketing or layout of a major development scheme.

Open storage and related uses are not allowed in areas shown 'B' on the Proposals Map because of the environmental problems they can create for other firms. In the Areas shown 'A' this is less of a problem.

There is some scope for other uses in these Areas, like small shops, banks, pubs, cafes, take-aways and local open spaces. These would meet the needs of workers and businesses. But large shops would take too much industrial land or undermine the UDP's shopping policies.

Uses like sports facilities, open space and training centres help to meet the needs of workers. Community facilities may provide for people living nearby.

Hotels and hostels might exceptionally be appropriate to meet the needs

Sheffield Unitary Development Plan - A City for People

Other information

For Policies IB8 to IB14 and S5, see pages 133-140 and 191.

For the general location of Industry and Business Areas, see Map 7, facing page 128.



of visitors or workers at firms in the Area. Residential institutions and houses are not allowed as living conditions would generally not be satisfactory for living there permanently.

Some industrial areas contain a few houses which existed before the introduction of effective planning control. It is accepted that some of the developments allowed by the Policy may result in living conditions in or near the Areas not being as good as in the Housing Areas. But it is important to ensure that they are still satisfactory for people living there.

How it will be put into practice

By:

Deciding planning applications.

Providing appropriate advice to developers, which could include supplementary planning guidance or planning briefs.

Identifying and promoting sites suitable for development, and where possible, investing in them.

Advising developers about other areas of the City where development which is unacceptable in General Industry Areas might be permitted.

IB6 DEVELOPMENT IN FRINGE INDUSTRY AND BUSINESS AREAS

In Fringe Industry and Business Areas, the following uses will be:

Preferred

Business (B1) General industry (B2) Warehouses (B8 excluding open storage)

Acceptable

Small shops (A1) Offices used by the public (A2) Food and drink outlets (A3) Hotels (C1) Residential institutions (C2) Housing (C3) Community facilities and institutions (D1) Leisure and recreation facilities (D2) Car parks Hostels Open space Petrol filling stations on Strategic Roads

Unacceptable

Other shops (AI) unless at the edge of the Central Shopping Area or a District or Local Shopping Centre

Definition

'Small shops' - shops usually with not more than 280 sq. m. sales area, or which are ancillary to other acceptable uses in the Area

Other information

For Strategic Roads, see the Proposals Map. Open storage (B8) Lorry parks Scrapyards

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

All new development must also comply with Policies IB8 to IB14 and S5 as appropriate.

Reasons for the Policy

These areas will make an important contribution to Sheffield's overall supply of sites and premises for industry, warehouses and business development.

Their location, often next to Housing Areas, makes them particularly suitable for business uses. This distinguishes these areas from the General Industry Areas.

Other uses, like small shops, banks, and hot food take-aways, can provide services for workers and businesses.

Large shops would take too much industrial land and undermine the UDP's shopping policies. They are best located in existing Shopping Centres.

The better environment of these Areas might, exceptionally, allow some houses, residential institutions and visitor accommodation. But this will happen only where living conditions are satisfactory and they would not hinder industrial and business development.

As in General Industry Areas, leisure uses, open space, training centres and community facilities would meet the needs of workers or local residents in Fringe Industry and Business Areas. These are likely to take only a small amount of land.

Development should not worsen living conditions for people living nearby or in neighbouring Housing Areas. In particular, this rules out open storage, lorry parks and scrapyards. These uses are allowed in some of the General Industry Areas.

How it will be put into practice

By:

Deciding planning applications.

Providing appropriate advice to developers, which could include supplementary planning guidance or planning briefs.

Identifying and promoting sites suitable for development, and where possible, investing in them.

Advising developers about other areas of the City where development which is unacceptable in Fringe Industry and Business Areas might be permitted.

Other information

For Policies IB8 to IB14 and S5, see pag^oes 133-140 and 191.

For the general location of Industry and Business Areas, see Map 7, facing page 128.

Definition

'Small shops' - shops usually with not more than 280 sq. m. sales area, or which are ancillary to other acceptable uses in the Area

Other information

For Strategic Roads, see the Proposals Map.

For Policies IB8 to IB14 and S5, see pages 133-140 and 191.

IB7 DEVELOPMENT IN BUSINESS AREAS

In Business Areas, the following uses will be:

Preferred

Business (BI)

Acceptable

Small shops (A1) Offices used by the public (A2) Food and drink outlets (A3) Warehouses (B8 excluding open storage) except in Manor Opportunity Area Hotels (C1) Housing (C3) at upper levels in the City Centre Community facilities and institutions (D1) Leisure and recreation facilities (D2) Car parks Hostels Open space Petrol filling stations on Strategic Roads

Unacceptable

Other shops (A1) unless at the edge of the Central Shopping Area or a District or Local Shopping Centre General industry (B2) Open storage (B8) and, in Manor Opportunity Area, warehouses (B8) Residential institutions (C2) Housing (C3) outside the City Centre Lorry parks Scrapyards

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

All new development must also comply with Policies IB8 to IB14 and S5 as appropriate.

Reasons for the Policy

Areas need to be identified where business is the dominant use to help encourage the City as a regional office centre and to attract innovative enterprises.

Business Areas are the parts of Sheffield where there is most scope for offices, new technology firms and light industries.

In particular, these Areas will meet the space needs of smaller businesses. They will also help to provide some jobs closer to where people live.

There may be some limited opportunities for other uses, including open space, to be located in these Areas. These would mainly provide services for workers and businesses.

Other information

7. facing page 128.

For comparable areas

Policy LR3, page 223

But if these relatively small Areas are to thrive as Business Areas there is not much space for other uses. General industry and housing, for example, are better located elsewhere. The City Centre is an exception to this where, in some areas, housing can be located above or behind a commercial frontage.

Open storage and other similar activities would create too many environmental problems for preferred business developments.

How it will be put into practice

By:

Deciding planning applications.

Providing appropriate advice to developers, which could include supplementary planning guidance or planning briefs.

Identifying and promoting sites suitable for development and, where possible, investing in them.

Advising developers about other areas of the City where development which is unacceptable in Business Areas might be permitted.

IB8 INDUSTRIAL AND BUSINESS SITES

On the sites listed below only the preferred uses set out in the appropriate Policy (IB5, IB6 or IB7) will be permitted, provided that they comply with Policy IB9:

Other uses will be unacceptable.

Industrial and Business Sites

Chapel Green (Proposals Map 3)

Smithywood Coke Works (38 hectares) - see Policy IB5

East End (Proposals Map 5)

- Brightside Lane (12 hectares) see Policy IB5
- Tinsley Park (40 hectares) see Policy IB5
- Blackburn Meadows (13 hectares) see Policy IB6

South East (Proposals Map 6)

 Former British Rail Depot, Kettlebridge Road (11 hectares) see Policy IB5

Mosborough (Proposals Map 7)

• Oxclose (29 hectares) - see Policy IB5 and IB7

City Centre (Proposals Map 10)

• Science Park (I hectare) - see Policy IB7

Reasons for the Policy

It is necessary to set aside some industrial land to try and guarantee meeting the needs of manufacturing industry and major business development. This will help to ensure that the target of maintaining five years' supply of industrial land can be met (see Policy IB4, page 126). A where business may be acceptable, see also

Other information For Policies IB5 to IB7. see pages 128-133 above.

For these and other sites, see the most recent edition of the City Council's Industry and Business Land Survey and Map 8, facing page 134. steady supply of land is needed to carry out the City's economic regeneration strategy.

Allowing only the preferred uses listed on these sites will help to safeguard them for industry and business use and provide a significant proportion of the five-year land requirement (see Policy IB4). The latest figures suggest that these sites could meet 80% of the requirement. The rest of the requirement would be satisfied on other sites where these uses would be acceptable (see the latest Industry and Business Land Survey).

144 out of 383 hectares of vacant land identified at the end of 1997 are covered by this Policy.

How it will be put into practice

By:

Deciding planning applications.

Providing appropriate advice to developers, which could include supplementary planning guidance or planning briefs.

IB9 CONDITIONS ON DEVELOPMENT IN INDUSTRY AND BUSINESS AREAS

In Industry and Business Areas, new development or change of use will be permitted provided that it would:

- (a) not lead to a concentration of uses which would prejudice the dominance of industry and business in the area or cause the loss of important industrial sites; and
- (b) not cause residents or visitors in any hotel, hostel, residential institution or housing to suffer from unacceptable living conditions; and
- (c) be well designed with buildings and storage of a scale and nature appropriate to the site; and
- (d) comply with Policies for the Built and Green Environment, as appropriate; and
- (e) except in General Industry Areas shown 'A' on the Proposals Map, not harm the quality of the environment to such an extent that other new industry and business development would be discouraged; and
- (f) be adequately served by transport facilities and provide safe access to the highway network and appropriate offstreet parking; and
- (g) comply with Policies IB5 to IB8, IB10 to IB14 and T28 as appropriate.

Definitions 'Dominance' - as set out in Appendix 1.

'Important industrial sites' - as set out in Policy IB8, above.

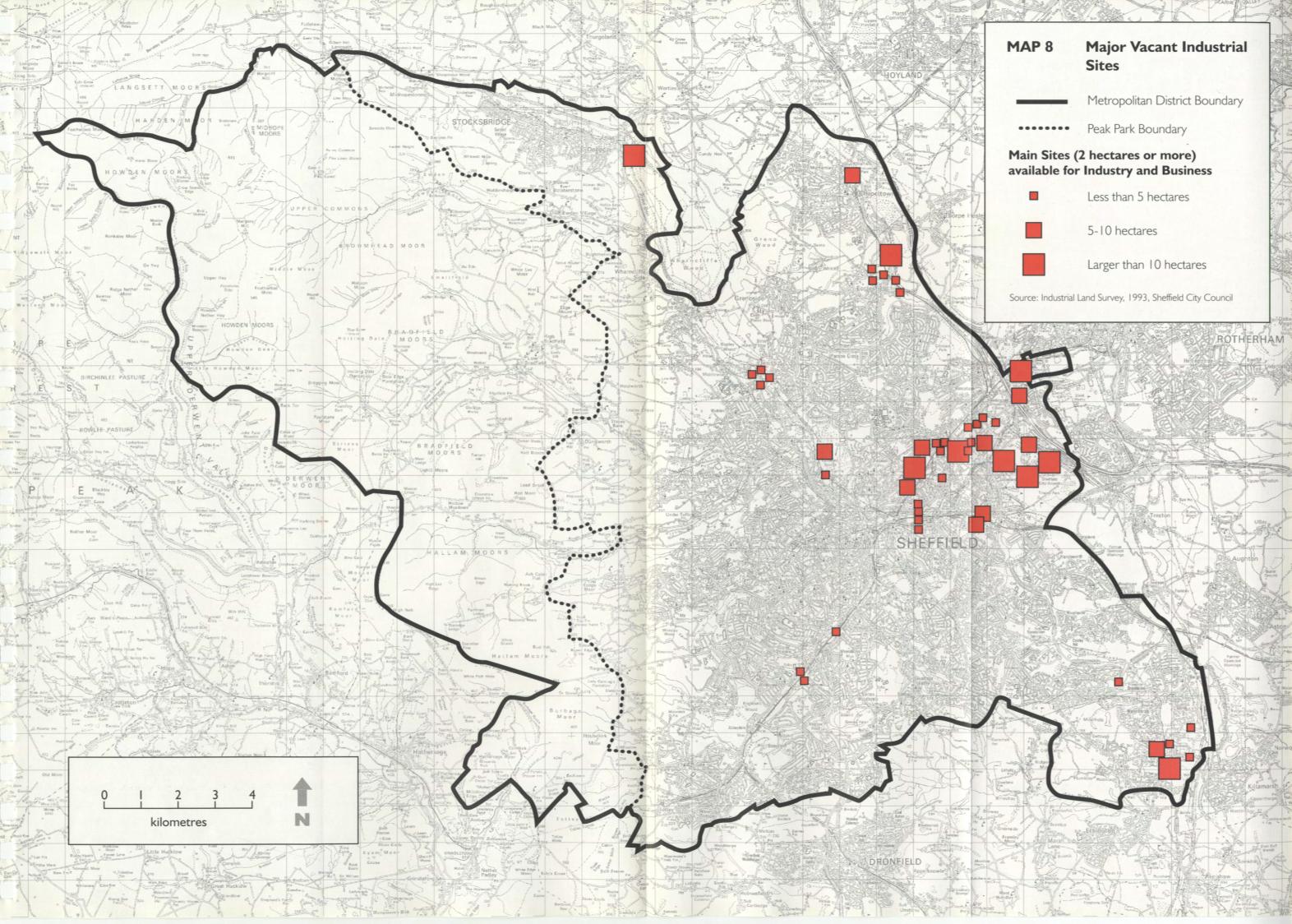
Other information

For Policies for the Built and Green Environment, see pages 59-119.

Definitions

'Adequately served by transport facilities' complying with Policy T28, page 285.

'Appropriate car parking' - as set out in Policies T21 to T25, pages 276-282.



INDUSTRY & BUSINESS

Reasons for the Policy

Industry and business are intended to be the dominant land use in these areas. However, over the period 1989 to 1997, around 40% of all land in industrial areas has been developed for non-industrial uses. Industry and Business Areas contain most of the vacant land in the City and demand to develop other uses is likely to continue.

So it is important for some land to be set aside for industrial and business uses in these areas in order to preserve a base for manufacturing and service industries.

It may not always be possible in Industry and Business Areas to ensure the environmental standards achieved in Housing Areas. Even so, new development should not create unacceptable living conditions for people living nearby or in new housing. It should be acknowledged that some uses can affect areas some distance away as well as those immediately adjoining, including other industrial and business areas.

New developments should ensure that the day-to-day working environment is also acceptable. Good design of new development would enhance the character and appearance of these areas.

Certain types of industry may create environmental problems which could discourage other industries or businesses from locating in the Area. Whilst provision for such uses needs to be made at appropriate sites, their impact needs to be controlled in most locations to safeguard the Area's economic viability.

Development should not make access difficult or unsafe or create problems of parking on roads or streets.

How it will be put into practice

By:

Deciding planning applications.

Setting conditions for new development.

Assessing the demands of new development on transport (see Policy T28, page 285).

Providing appropriate advice to developers, which could include supplementary planning guidance or planning briefs.

Monitoring the balance of uses of land and refusing planning permission when the character of the area is changing away from industry to other dominant uses.

IB10 VISITOR ACCOMMODATION IN INDUSTRY AND BUSINESS AREAS

In Industry and Business Areas, visitor accommodation will be permitted only where the development would:

(a) be located where the environment is satisfactory for

Other information

For Policies IB5 to IB8 and IB10 to IB14, see pages 128-134 above and 135-140 below. For Policy T28, see page 285.

For measures to deal with pollution, see Policies GE22 to GE26, pages 112-116.

For parking provision in new developments, see Parking Guidelines, pages 288-297.

Definition

"Visitor accommodation" - includes hotels, guest houses, certain hostels, self-catering premises, and camping and caravan sites.

Other information

For other aspects of tourism and leisure facilities, see Policy IB13, page 138, and Policies LR1 and LR2, pages 220-223

For Policy IB9, see above.

Other information For Policy IB9, see page 134. workers and visitors or would be made so; and

- (b) relate to other leisure and tourism facilities; and
- (c) comply with Policy IB9.

Reasons for the Policy

These Areas are primarily for industry and business. Other uses must remain incidental. But they can be suitable locations for hotels and other visitor accommodation.

However, the local environment must be satisfactory for visitors staying there. This could be a problem in some industrial areas.

Development may be particularly beneficial where linked to other leisure and tourism facilities. This would help develop Sheffield's tourism potential and regenerate the City.

How it will be put into practice

By:

Deciding planning applications.

Providing appropriate advice to developers, which could include supplementary planning guidance or planning briefs.

IBIT HOUSING AND RESIDENTIAL INSTITUTIONS IN INDUSTRY AND BUSINESS AREAS

In Fringe Industry and Business Areas, residential institutions (C2) and housing (C3), including redevelopment, will be permitted only where the development would:

- (a) not further constrain industrial or business development to protect the environment of the new housing; and
- (b) be next to an existing residential area; and
- (c) not suffer from unacceptable living conditions, including air pollution, ground contamination, nearby hazardous installations, noise, other nuisance or risk to health and safety; and
- (d) comply with Policy IB9.

Reasons for the Policy

These Areas are primarily for industry and business. So it is accepted that some of the developments allowed here may result in living conditions not being as good as in Housing Areas. But they still need to be satisfactory for people who are already living there.

It may sometimes be appropriate to allow new housing on small sites next to existing communities. But small isolated housing developments would be less safe at night and relatively remote from shops and other services, such as schools and surgeries.

Piecemeal housing development could reduce the scope for industrial expansion because of the safeguards required to protect the environment for the people who would live there.

Residential institutions may also be allowed. But, for people in need of care, the need to create satisfactory living conditions means the opportunities may be limited (see Policy H8, page 152).

How it will be put into practice

By:

Deciding planning applications.

Providing appropriate advice to developers, which could include supplementary planning guidance or planning briefs.

IB12 TRAINING CENTRES AND COMMUNITY FACILITIES IN INDUSTRY AND BUSINESS AREAS

Training centres and appropriate community facilities (DI) will be encouraged in Industry and Business Areas, especially where they would:

- (a) meet the needs of young people, women, unemployed people, people with disabilities, elderly or early retired people, or ethnic minorities; and
- (b) be easily accessible by public transport and be safe to walk to and from; and
- (c) comply with Policy IB9

Reasons for the Policy

A trained workforce is vital for the economic regeneration of Sheffield.

In particular, people from groups with high unemployment and other disadvantages need training in skills that help them to get new jobs which become available.

Few people in these groups have cars. So, training centres and any community facilities need to be easy and safe to get to by public transport. In many cases, the best sites for access by public transport are in the City Centre.

Locating training centres in Industry and Business Areas can make good links with local firms.

Most community facilities will be best located in Housing Areas or adjoining Local or District Shopping Centres. But some, like workers' creches, may be needed in Industry and Business Areas (see Policy CF4, page 172). Others, like certain meeting places, can be suitably located in these Areas. With few people living in Industry and Business Areas, any noise or late night activities are less likely to cause problems.

Other information

For housing in the City Centre, see Policy H12, page 158.

For areas where housing is preferred, see Policies H10, H11 and H13, pages 154-158 and 159.

Other information

For community facilities, see also Policy CF1, page 170.

For Policy IB9, see page 134.

Definitions **'Leisure uses'** - as for Policy LR2, page 221.

"Important building" a Listed Building, a building in a Conservation Area or Area of Special Character, or a building which the City Council considers to be of architectural, historic or archaeological interest (see Policies BE15 to BE20 and BE22, pages 76-83 and 84).

Other information

For Policies IB9, LR2 and LR8, see pages 134, 221 and 230.

For open space, see also Policies LR4 to LR11, pages 224-235, and GE10 to GE15, pages 98-106,

For tourism and leisure facilities, see also Policy IB13, page 138, and Policies LR1 and LR2, pages 220-223. These Areas are mainly for industry and business. But these other uses need take only a small amount of land.

How it will be put into practice

By:

Deciding planning applications.

Negotiating with developers and others and entering into legal agreements to provide training facilities, especially those targeted at disadvantaged people (see Policy CF5, page 173).

Helping training agencies and community groups find suitable accommodation.

IBI3 OPEN SPACE AND LEISURE USES IN INDUSTRY AND BUSINESS AREAS

In Industry and Business Areas, open space will be protected and provided.

Built leisure uses will be permitted where the development would:

- (a) form part of a mixed development and contribute to the redevelopment of the site; or
- (b) exploit the industrial heritage potential of the Area; or
- (c) save an important building; or
- (d) re-use a building which cannot be developed for industrial or business use

and where it would;

- (e) be located where the environment is satisfactory for workers and users or would be made so; and
- (f) be easy to reach by public transport and safe to walk to and from; and
- (g) comply with Policies IB9, LR2 and LR8.

Reasons for the Policy

These Areas are mainly for industry and business uses. But some leisure development could be appropriate, especially where it contributes either to tourism or conservation.

More open spaces are needed here. Workers want outdoor places where they can relax, play sport or eat. Such areas could encourage wildlife and link into Sheffield's Green Network (see Policy GE10, page 98).

Also, leisure development may be a good way to bring back into use buildings no longer suitable or viable for industry and business. Leisure facilities for workers may help to attract firms and keep staff.

However, the local environment must be satisfactory for those using these facilities. This could be a problem in some Industry and Business Areas.

Many people in Sheffield do not have the use of a car. So, any development should be easy and safe to get to by public transport (see Policy T1, page 252).

How it will be put into practice

By:

Deciding planning applications.

Negotiating with developers and others and entering into legal agreements to provide or improve open spaces, particularly those which put into effect Policies GE9, page 96, and LR10 and LR11, pages 232-235. See also Policy CF5, page 173.

Requiring developers to demonstrate that the use of any existing buildings for industrial or business use is not viable.

Providing appropriate advice to developers, which could include supplementary planning guidance or planning briefs.

Publicising the availability of appropriate grants.

IB14 SITING INDUSTRIES AND SENSITIVE USES NEAR TO EACH OTHER

An environmental buffer will be required between industry and sensitive uses.

Reasons for the Policy

Industry can cause problems when located near to some uses like housing. Similarly, new housing development could affect the operation of existing heavy industry. Careful design and layout will help reduce conflict between them.

An environmental buffer can help these uses exist near to each other without one causing problems for the other.

How it will be put into practice

By:

Negotiating with developers.

Deciding planning applications, paying particular attention to the design of buildings and layout of sites in order to reduce conflicts.

Siting non-sensitive development nearest to the industry.

Siting developments which are ancillary to industry, like car parks, offices and canteens, nearest to uses like housing.

Definitions

'Environmental buffer' - landscaping and/or siting of appropriate facilities between sensitive and other uses to reduce the harm or potential nuisance to each other. Car parks or offices, for example, might form such a buffer.

"Sensitive uses" - uses like hotels (C1) and hostels, residential institutions (C2), housing (C3), many community facilities (D1), outdoor leisure, agriculture and nature conservation sites comprising Sites of Special Scientific Interest, Local Nature Reserves, Areas of Natural History Interest and Local Nature Sites (see Policies GE12 and GE13, pages 101-103). Other information For Policy IB9, see page 134.

For design for vehicles, see Policy BE9, page 69.

Other Information

For transport and its relationship to industrial development, see also Policies T26 and T27, pages 282-285. Landscaping, tree planting and screening between the uses.

IBI5 LORRY PARKS IN GENERAL INDUSTRY AREAS

Secure, overnight, off-street lorry parking will be permitted in General Industry Areas where there is good vehicle access, to cater mainly for goods vehicles visiting Sheffield. The development must comply with Policy IB9. Lorry parks will not be permitted in other parts of the City.

Reasons for the Policy

Road freight has increased significantly in recent years. This includes longdistance heavy goods traffic to and from the Continent. As Britain's economy becomes increasingly integrated with Europe's such traffic is likely to grow further.

With more heavy goods vehicles coming longer distances to Sheffield, there will be an increasing need to provide for overnight stays. Overnight lorry parks need to be secure and easily accessible. Because few people live in General Industry Areas there will be little nuisance to residents. Some of the Areas are convenient because of their closeness to the MI.

The parks may also be used by local firms who do not have secure, overnight parking for their lorries.

How it will be put into practice

By:

Identifying preferred areas and/or specific sites for lorry parks.

Deciding planning applications.

Providing appropriate advice to developers, which could include supplementary planning guidance or planning briefs.

IBI6 RAIL FREIGHT FACILITIES IN INDUSTRY AND BUSINESS AREAS

The provision of rail freight facilities will be encouraged on industrial sites in General Industry and Fringe Industry and Business Areas.

Reasons for the Policy

Freight is increasingly being carried by road and lorries are getting larger (see Policy T27, page 284). This causes problems for other road users, pedestrians, adjoining land users and the roads themselves.

So the City Council is keen to encourage the transport of goods by rail rather than road, particularly bulk goods.

How it will be put into practice

By:

Deciding planning applications.

Encouraging industrial sites close to railways to be laid out so that rail links are possible.

Supporting, where appropriate, applications for Freight Facilities Grant under the Railways Act 1993.

HOUSING REQUIREMENT AND PROVISION OF LAND

- HI Land needed for New Housing
- H2 Locations for Housing Development
- H3 Land for Housing

HOUSING FOR PARTICULAR GROUPS OF PEOPLE

- H4 Housing for People on Low Incomes
- H5 Flats, Bed-sitters and Shared Housing
- H6 Short-term Accommodation for Homeless People
- H7 Mobility Housing
- H8 Housing for People in Need of Care
- H9 Sites for Travellers

LAND USES IN HOUSING AREAS

- H10 Development in Housing Areas
- HII Development in Housing Areas in Nether Edge and Broomhall
- HI2 Housing Development in the City Centre
- HI3 Housing Sites
- HI4 Conditions on Development in Housing Areas

ENVIRONMENT OF HOUSING AREAS

- H15 Design of New Housing Developments
- HI6 Open Space in New Housing Developments
- H17 Environmental Improvements in Housing Areas
- H18 Traffic in Housing Areas

Housing

Housing is the largest single land use in Sheffield, covering half the City outside the Green Belt. The first concern of most people is likely to be their home and its immediate surroundings. The Unitary Development Plan (UDP) aims to ensure that there is enough good quality housing for everyone, including those with special needs, and that housing areas are pleasant and convenient places to live in.

HOUSING REQUIREMENT AND PROVISION OF LAND

The number of people living in Sheffield is expected to fall from 529,300 in 1991 to around 523,400 by the end of the century. Even so, there is a need to continue to provide new housing because:

- on average each home will be occupied by fewer people than before.
- some houses and flats are reaching the end of their useful life and need to be replaced.
- a lot of existing housing does not meet the needs of many groups of people.

Some of this need can be met by refurbishing older housing instead of replacing it. This is often a better use of resources than demolition and rebuilding. It also has many social advantages and helps to preserve the character of long-established housing areas. This kind of urban regeneration is one of the aims of the Plan, in line with the Government's strategic planning guidance.

Land will, however, continue to be needed for building new houses. The Government's strategic guidance sets out three principles on this:

- providing a wide range of sites to satisfy the different demand requirements for housing;
- minimising levels of out-migration, to help regeneration;
- · retaining the extensive area of Green Belt.

The Secretary of State for the Environment regarded the last of these as overriding, even though it limits the scope for meeting housing demand within the District. The Plan has accepted this constraint on future house building. Policies for conserving countryside around the urban area are covered in the Green Environment chapter (pages 87-119).

The Government's strategic guidance also states that, in meeting housing demand, UDPs should ensure that development takes place, as far as possible, where it can contribute to the regeneration of urban areas. One of the aims of the UDP is to bring new life into the older inner areas. This includes providing land there for new housing.

HI LAND NEEDED FOR NEW HOUSING

Land will be provided to allow 10,700 dwellings to be completed in the period 1991-2001 (10 years).

Reasons for the Policy

The Government's strategic guidance states that 15,000 houses should be built in the period 1986-2001. It is estimated that 10,700 dwellings need to be completed in the 10 years from 1991 to 2001. This figure takes account of final results from the 1991 Census and the Government's mid-1992 based household formation rates for Sheffield.

Sheffield's population is forecast to decline as people move to houses outside the City boundary or take jobs in other regions. To some extent this population decline is offset by increases in numbers of students coming to Sheffield's two Universities. But the number of households is expected to increase. This is because households will continue to become smaller on average as more people live on their own, households break up through divorce and more one-parent families form new households.

However, it is expected that in future the growth in households will happen at a slower rate. This means that fewer additional houses will be needed than in recent years.

There will continue to be a need to demolish and replace Councilowned houses and flats.

Very few privately-owned houses are being knocked down at present. People in the City's areas for housing renewal have been keen to see existing houses refurbished rather than replaced, though the amount of demolition will depend on Government controls on the funding of renewal.

There are many uncertainties in the calculation of housing requirements. The need for extra and replacement housing will be checked as new information becomes available.

How will it be put into practice

By:

Deciding planning applications.

Identifying land for future house building (see Policy H13, page 159).

H2 LOCATIONS FOR HOUSING DEVELOPMENT

The main locations for housing development will be:

- (a) Inner Sheffield and the City Centre
- (b) Mosborough.

Opportunities will be taken to provide more land for housing

Sheffield Unitary Development Plan - A City for People

Other information

For the Government's strategic guidance, see Regional Planning Guidance Note RPG5, Strategic Guidance for South Yorkshire, Department of the Environment, 1989, paragraph 12 and Appendix.

Definition

"Significantly harm" as set out in Policies for the Built and Green Environment, pages 59-119.

Other information

For the Government's strategic guidance, see Regional Planning Guidance Note RPG5, Strategic Guidance for South Yorkshire, Department of the Environment, 1989, paragraphs 2 and 12 and Appendix, paragraph 3.

For land identified in the Plan, see Policy H13, page 159 and Map 9, facing page 160.

Definitions

'Enough land for the next five years' - as for Policy IB4, page 126.

'Available' - includes land:

 which is allocated or has planning permission for

in other parts of the City where this would not significantly harm the built or natural environment.

Reasons for the Policy

The Government's strategic guidance states that housing development should take place, as far as possible, where it can contribute to the regeneration of urban areas. This means providing for a significant amount in the inner areas.

Housing in the inner areas will cater for a wide cross-section of people including people in disadvantaged groups. These areas are often accessible for jobs and services by people depending on public transport.

Development in the inner areas will help public transport to operate more efficiently and reduce the amount of travel throughout the City.

The City Council has a longstanding commitment to development in the Mosborough area. This was transferred from Derbyshire specifically to allow more of the City's need for new housing to be met within its own boundary. Most of Sheffield's greenfield sites are found here.

There is less land for house building in other parts of Sheffield. The Government's strategic guidance states that a wider range of sites will be needed to satisfy the different demand requirements for housing. Sites in areas where demand is high will also help reduce the need for people to seek new housing outside Sheffield. But this has to be balanced with the Government's guidance on the Green Belt and conserving the countryside and urban heritage.

The Government's strategic guidance recognises the overriding importance of Sheffield's Green Belt and that, therefore, the scope for catering for housing demand in the City is limited. It states that any shortfall identified within the District should be met elsewhere in South Yorkshire.

How it will be put into practice

By:

Deciding planning applications.

Providing appropriate advice to developers which could include supplementary planning guidance or planning briefs.

H3 LAND FOR HOUSING

Action will be taken to ensure that there will be enough readily available land for housebuilding for the next five years. Land will be made available by:

- (a) releasing sites in suitable areas where housing or other buildings have been demolished; and
- (b) releasing allocated sites which have not previously been developed; and

- (c) in exceptional cases, releasing recreation space, but only if an equivalent replacement is provided in an appropriate location; and
- (d) providing access and utility services.

Reasons for the Policy

The Government's national planning guidance states that it is important that enough land is genuinely available to allow the Plan's policies and proposals to be carried forward. Local authorities should aim to ensure the availability of five years' supply of housing land judged against the general scale and location of housing provided for in the Plan.

One of the objectives of the Government's strategic guidance is to revitalise the built-up areas. Housing redevelopment will contribute to the economic regeneration of Sheffield and prevent dereliction.

Redevelopment sites will not provide enough land for all of the City's needs. So the UDP specifies where new land should be set aside for housebuilding.

Because the supply of greenfield sites for housing is decreasing, recycled land will become increasingly important in future decades.

Land may become available for housebuilding where buildings other than houses have come to the end of their useful life and sites are suitable for housing. Hospital sites at Middlewood and Lodge Moor and the University Campus at Totley are examples of this.

New houses should not be built at the expense of the quality of life of people already living in the City. So recreation space will not be made available unless it can be replaced. The replacement arrangement could lead to more open space being provided in the inner areas while allowing more housing where there is already enough open space. This will normally depend on redevelopment providing the opportunity to create new space in the built-up area (see Policy LR7, page 228).

Development sites need to be provided with vehicle access and services such as drainage, electricity, gas and water.

How it will be put into practice

By:

Deciding planning applications.

Continuing to make many of the clearance sites which the City Council owns available for new housing and associated uses.

Allowing housing on suitable sites which become available in addition to those proposed in the Plan. These are often called 'windfalls'.

Advising developers, including housing associations, on their proposals for creating replacement open spaces.

Monitoring the creation and loss of recreation space.

Negotiating with developers and entering into legal agreements to

housing, or where building is already taking place; and which is free, or

- which is free, or easily freed, from planning, physical and ownership constraints; and
- where houses could be built economically and would be saleable.

Allocated sites' - as in Policy H13, page 159.

'Recreation space' as for Policy LR7, page 229.

'Equivalent replacement' - complying with Policy LR7, page 228.

Other information

For the Government's national planning guidance, see Planning Policy Guidance Note PPG3 (revised), Housing, Department of the Environment, 1992, paragraphs 2, 45 and 46.

For the Government's strategic guidance, see Regional Planning Guidance Note RPG5. Strategic Guidance for South Yorkshire, Department of the Environment, 1989, paragraph 2.

For areas where housing is the preferred use, see Policies H10 to H13, pages 154-161 and, also, MU4, MU5, MU7 and MU9, pages 207, 209, 212 and 214. For detailed information on housing sites, see the latest edition of the City Council's Housing Land Survey and the Joint Study on Housing Land Availability in Sheffield, 1991, Department of Land and Planning, Sheffield City Council and the House Builders Federation, 1992. provide access and services.

Acquiring land and helping to provide services where it is not possible or appropriate for private developers to do so.

Continuing to update the Housing Land Survey. This is a survey of land allocated or having planning permission for housing.

Consulting the House Builders Federation on the availability of allocated land.

HOUSING FOR PARTICULAR GROUPS OF PEOPLE

The Government's strategic guidance highlights the need to satisfy the different demands for housing. A significant number of people find difficulty in paying for housing. Some have needs which existing houses do not satisfy. So, particular attention is given to the needs of people on low incomes, people with disabilities or elderly or homeless people. Provision is also made for travellers.

Policies H4 to H9, below, are about the provision of housing for specific groups of people. The Directorate of Housing and Direct Services within Sheffield City Council is responsible for assessing housing need. Planning has a role to play in helping to ensure that this need is provided for. It can be met through the refurbishment of older housing as well as by the provision of land for new building.

H4 HOUSING FOR PEOPLE ON LOW INCOMES

The development of affordable housing for people on relatively low incomes will be promoted. When a need is identified, the provision of affordable housing will be encouraged as a proportion of large housing schemes, the scale and means of provision to be negotiated with the developer.

Reasons for the Policy

Affordable housing is not a separate use class, and so it is not possible to allocate specific sites or make house price or type the subject of planning conditions. However, the Government's national planning guidance acknowledges that the need for affordable housing is a material consideration. Where local authorities can identify a need, they may negotiate for affordable housing to be included as part of a planning agreement.

In Sheffield, the need is partly being met by Registered Social Landlords building rented or shared-ownership housing and by Sheffield Joint Venture Company Limited building low-cost housing for sale, usually on Council-owned land. Development by Registered Social Landlords is

Definitions

'Low incomes' - as a guide, less than 68% of gross average earnings as specified in the New Earnings Survey for South Yorkshire. The 68% figure is a recognised Council of Europe definition.

'Affordable housing' -

that which is accessible to people whose incomes are insufficient to enable them to afford adequate housing locally on the open market.

'Large housing

schemes' - over 1.5 hectares or 40 dwellings, whichever is the greater. constrained by funding and by the cost and supply of land if they have to compete with private housebuilders for sites. The Policy aims to alleviate that situation.

Although some parts of the City have a relatively plentiful supply of lowpriced older housing, this restricts people on low incomes to living in certain areas, and to buying older and probably lower quality housing. They should be given the opportunity to buy good quality new housing, close to their families, friends or workplaces.

How it will be put into practice

By:

Monitoring the need for affordable housing and identifying parts of the City where it could be met.

Negotiating, where appropriate, the maximum feasible proportion of low-priced housing for rent or sale in new or refurbished development.

Negotiating and exercising City Council nomination rights.

Ensuring that, as a minimum, there is enough land for the Registered Social Landlords' programme for rent and the Sheffield Joint Venture Company Limited programme for low-cost homes for sale.

H5 FLATS, BED-SITTERS AND SHARED HOUSING

Planning permission will be granted for the creation of flats, bed-sitters and the multiple sharing of houses only if:

- (a) a concentration of these uses would not cause serious nuisance to existing residents; and
- (b) living conditions would be satisfactory for occupants of the accommodation and for their immediate neighbours; and
- (c) there would be appropriate off-street car parking for the needs of the people living there.

Reasons for the Policy

Flats, bed-sitters and shared houses are an important source of low-cost housing.

A rise in student numbers has been occurring during the 1990s which will create demand for private rented accommodation.

The lifestyle of young, mobile people can conflict with that of older people and families.

How it will be put into practice

By:

Deciding planning applications.

HOUSING

Other information

For the Government's national planning guidance, see Planning Policy Guidance Note PPG3 (revised), Housing, Department of the Environment, 1992, paragraphs 38-44 and Department of the Environment Circular 13/96, Planning and Affordable Housing, 1996.

For a general assessment of need, see the latest edition of the Housing Strategy Statement, Directorate of Housing and Direct Services, Sheffield City Council.

Definitions

"Multiple sharing" where seven or more non-related people are living in a single dwellinghouse. (This is based on the Government's definition.)

'Bed-sitter' - a single room where the household does not have exclusive use of bath or inside toilet.

'Appropriate offstreet parking' - as set out in Policies T21 to T25, pages 276-282.

Other information

For parking provision in new development, see Parking Guidelines, pages 288-297.

Definitions

'Short-term accommodation' - refers to both hostels and coreand-cluster units. They are non-institutional, providing personal security and privacy and as much independênce as possible. They provide short-stay accommodation and support for homeless people who are not necessarily eligible for rehousing under the Housing Act 1985.

Other information

For Policy H14, see page 161.

Making adequate sound insulation a condition of planning permission, where it is needed to prevent neighbours from being disturbed.

Providing appropriate advice to developers which could include supplementary planning guidance.

Complying with standards set out in the Housing Act 1985 and the City Council's Registration Scheme, administered by the Directorate of Housing and Direct Services and Environmental and Regulatory Services.

H6 SHORT-TERM ACCOMMODATION FOR HOMELESS PEOPLE

The development of good quality short-term accommodation for homeless people will be permitted where it would:

- (a) be within easy reach, by foot or bus, of a shopping centre; and
- (b) be within easy reach of existing or proposed housing; and
- (c) have facilities for people with disabilities; and
- (d) comply with Policy H14.

Reasons for the Policy

The problem of homelessness has been getting steadily worse since the 1980s. This is due to lack of adequate and secure rented accommodation, insensitive social security regulations, inadequately funded policies for care in the community and narrowing of tenure choice.

Local government has little direct control over many of these causes. But it has a duty to help those who suffer as a result.

Homeless people need temporary accommodation which provides security and support.

Hostels and homes need to be designed to ensure that homeless people with disabilities are not put at a disadvantage in finding somewhere to live.

Homeless people get to know an area and make friends while they are in short-stay housing. It is a great help if these can be maintained by remaining in the area.

How it will be put into practice

By:

Deciding planning applications.

Negotiating with the providers of accommodation for homeless people, including Registered Social Landlords, voluntary agencies, charities, the non-statutory sector and other public agencies.

Issuing specific design guidance, based on existing information and

consultations with representatives of homeless people.

Making available, in suitable locations, land and buildings owned by the City Council.

H7 MOBILITY HOUSING

In all new or refurbished housing the provision of a proportion of mobility housing to meet local need will be encouraged except where the physical characteristics of a site or existing buildings make it impracticable.

Reasons for the Policy

Most housing development is built to standard designs. But these do not take account of the needs of people with impaired mobility. Whilst standardisation can reduce total costs, it can actually increase them for people for whom the basic unit is unsuitable.

Adaptation by the builder can meet the needs of a particular buyer with disabilities but people who become disabled whilst living in a standard house face heavy costs to adapt it to their changing needs. By designing easily adaptable houses for everyone, costs can be kept down.

The Government's national planning guidance states that planning policies should take account of general needs and the wide variety of market demand. Together with this an allowance should be made for housing for people with disabilities where there is clear evidence of local needs.

Figures derived from a Census Office study on disability showed that 15% of people in Sheffield are in need of mobility housing. The figure of 25% given in the definition of 'a proportion' includes an allowance of 10% to remedy the lack of existing suitable housing.

Very few existing houses or new conversions are suitable, for example, for people who are wheelchair users. This creates problems not only for the occupants but also for visitors. Designing for mobility will give people with disabilities a choice of housing of different types and tenures, enable more people to remain in their homes if they become disabled and enable individuals to live as independently as possible in the community.

Single-storey houses and flats are likely to be particularly attractive to people with impaired mobility and can readily be adapted to meet their needs.

How it will be put into practice

By:

Monitoring the provision of mobility housing.

Discussing with developers how best to provide housing which can meet a wide range of needs.

Identifying suitable sites in areas where opportunities for adapting existing houses are limited.

Definitions

'A proportion' - a minimum of 25%.
'Local need' - in this Policy, need in the City as a whole.
'Mobility housing' general purpose housing built to certain basic standards so that it can be easily adapted without major structural alterations to be lived in by people with disabilities. Its main features have been set out in supplementary planning guidance.

'Impracticable' where it is impossible to include:

- plots an roads with gradients not exceeding 10%;
- a ramp to the
- principal entrance to a house without the creation of more
- that form also
- platform along its length.

Other information

For the Government's national planning guidance, see Planning Policy Guidance Note PPG3 (revised), Housing, Department of the Environment, 1992, paragraphs 7 and 8.

Other information

See also Mobility Housing, Policy Background Paper No. 13 and Mobility Housing, Supplementary Planning, Guidance, Department of Land and Planning, Sheffield City Council, 1994.

Definitions

'Supportive accommodation' - purposebuilt or converted exclusively for specific groups of people, consisting of grouped self-contained accommodation or a shared house with resident or visiting caring support.

'Sheltered accommodation' - purpose-built or converted exclusively for elderly people, with various management services, consisting of grouped, self-contained accommodation with an emergency alarm system and usually with communal facilities and normally a resident warden.

'Care homes' -

properties (for more than six residents, including staff) providing accommodation and care for people in need of general supervision but not medical care.

"Nursing homes" designed to provide 24hour nursing care, often for people who need treatment, care and support.

These four types of accommodation fall within the C2 use class which is termed 'residential institutions'.

'Suitable areas' -Housing Areas, Fringe Industry and Business Areas, Shopping Areas and most Mixed Use Negotiating with developers on all schemes to provide the maximum feasible proportion of housing which is easily adaptable for people with disabilities.

H8 HOUSING FOR PEOPLE IN NEED OF CARE

New and refurbished housing in the form of supportive accommodation, sheltered accommodation, care homes and nursing homes will be permitted in suitable areas provided that it would:

- (a) be within easy reach of a shopping centre and public transport; and
- (b) be suitable for people with disabilities; and
- (c) provide a reasonable and attractive area of accessible private open space or be immediately next to an area of public open space; and
- (d) not involve extensions which would remove essential open space; and
- (e) comply with Policies IB11, H14, CF8, S10 or MU11, as appropriate.

Reasons for the Policy

The Community Care Policy of the Health Authority and the City Council involve a programme for closing institutional accommodation. This creates a need for suitable accommodation and housing, with appropriate support, in the community. Over the next 10 years the number of very elderly people in Sheffield will increase by nearly one third. Many will need special accommodation to provide care or support.

Local authorities are now limited in their scope to provide special needs housing. So the responsibility must be shared with the private sector, which has valuable expertise and resources to offer.

There is increasing demand for accommodation which meets the needs of a range of people in the community (including, for example, the special needs of elderly members of ethnic minority groups) as a result of the Community Care Policy of the Health Authority and the City Council.

Residents of accommodation for people in need of care should be able to enjoy a good quality of environment. People living in nursing homes and sheltered accommodation may not be able to get out as much as others and so the view and access to nearby open space are important.

People who can get about but with difficulty need shops, services and bus stops to be close by.

Accommodation which provides housing and care for seven or more people in need of care comes under direct planning control. According to planning regulations, small-scale accommodation providing care for up to six people is classed as an ordinary dwelling (C3). This means that planning permission is not needed for the use of a dwelling as a small group home. However, registration will be required with the Health Authority or the Housing and Direct Services or the Social Services Directorate of the City Council.

How it will be put into practice

By:

Deciding planning applications.

Monitoring the provision of various types of housing.

Identifying suitable sites in areas where opportunities for adapting existing houses are limited.

Making available, in suitable locations, land and buildings owned by the City Council.

Negotiating with developers and other agencies, including Registered Social Landlords and the Health Authority.

H9 SITES FOR TRAVELLERS

Sufficient permanent sites will be made available to accommodate the caravans of travellers residing in or resorting to Sheffield.

All permanent sites for travellers should:

- (a) not be affected by pollution or other environmental factors that would result in unacceptable living conditions; and
- (b) be within easy reach of community and other facilities by foot and bus; and
- (c) have a good standard of facilities; and
- (d) be well designed and landscaped to give privacy between pitches and between the site and adjacent users; and
- (e) have appropriate work areas, where required, so long as their use would not lead to unacceptable air pollution, noise or other nuisance or risk to health and safety, to people living on or near the site; and
- (f) be in areas where housing is an acceptable use.

Reasons for the Policy

People in mobile homes have as much right to a satisfactory environment and acceptable living conditions as those living in permanent homes.

Where work areas are needed on the site, people living nearby need the same protection from pollution or disturbance as from any other business or commercial activity near people's homes.

HOUSING

Areas

Other information For Policies IB11, H14

CF8, S10 and MU11, see pages 136, 161, 178, 199 and 217 respectively

Definitions

'Travellers' - 'people of nomadic habit of life' provided for by the Caravan Sites Act 1968 and subsequent rulings. whose traditional culture or livelihood depends on living in mobile homes.

"Residing in and resorting to" - includes both long-stay and shorter visits.

How it will be put into practice

By:

Deciding planning applications for both public and private sites.

Continuing to identify new permanent sites and progressing the development of sites already identified, in consultation with the travelling community.

Continuing to monitor and review the number of traveller families and provide additional sites, if the number of travellers is consistently above the capacity of available permanent accommodation in Sheffield.

LAND USES IN HOUSING AREAS

Housing Areas are those parts of Sheffield where housing will be the most important use of land. Decisions about further development in these Areas will depend on the effects on people living there and on meeting the need for new housing. The overriding concern of Policies for these Areas is creating or preserving a good quality environment for present and future residents.

Housing is not the only use of land in these Areas. People living there need a range of services and facilities, like open space, local shops and community centres. And, because Housing Areas are so extensive, there are demands for many other types of building. These are sometimes acceptable even though they do not directly meet local needs (like small hotels and offices) as they can be a useful source of local jobs particularly for women who may be unable to travel far to work. The Policies for Housing Areas set out which types of development will be allowed and under what conditions.

H10 DEVELOPMENT IN HOUSING AREAS

In Housing Areas, except the Nether Edge and Broomhall Areas, the following uses will be:

Preferred

Housing (C3)

Acceptable

Small shops (A1) Offices used by the public (A2) Food and drink outlets (A3) Business (B1) Hotels (C1) Residential institutions (C2) Community facilities and institutions (D1)

Definitions

"Small shops" - shops usually with not more than 280 sq. m. sales area, or which are ancillary to other acceptable uses in the Area.

Leisure and recreation facilities (D2) Open space Hostels

Unacceptable

Other shops (AI) unless at the edge of the Central Shopping Area or a District or Local Shopping Centre. General industry (B2) Warehouses and open storage (B8) Amusement centres Car showrooms Garage and transport depots Petrol filling stations Scrapyards Taxi and vehicle hire businesses

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

All new development must comply with Policies H12 to H16 and S5, as appropriate.

Reasons for the Policy

Housing is preferred in existing Housing Areas because:

- the Areas generally provide adequate living conditions already;
- houses could not be guaranteed a satisfactory environment in most other parts of the built-up area;
- conversion of existing houses to other uses would lead to a loss of housing.

New housing needs a large amount of land. The release of sites in Housing Areas would:

- reduce demand for building on greenfield sites and open space in the built-up areas;
- take pressure off land where other uses are more suitable (such as business, industry or leisure).

However, many other land uses and developments can be accommodated in Housing Areas. But this is possible only if they are not so large or numerous that they damage the appearance and residential character of a Housing Area or cause disturbance to people living there.

Small shops and ancillary uses are needed to meet local needs, serving people who wish to shop near their homes. But large shops are not suitable in Housing Areas. They usually:

- serve non-local needs and attract traffic and other disturbance for people living nearby;
- are generally more accessible for shoppers if sited in shopping centres.

Larger shops may be appropriate where they would enable a Shopping Centre to expand and improve the service to people in the

HOUSING

Other information

The codes in brackets in the Policy, for example (A1), tell you which class each land use belongs to. For more information, see Appendix 2.

For development in Nether Edge and Broomhall, see Policy H11, below.

For Policies H12 to H16 and S5, see pages 158-164 and 191.

For identified housing sites, see Policy H13, page 159. For other areas where housing may be acceptable, see Policies IB6 and IB7, pages 130-133, CF6 and CF7, pages 176-178, S3 and S7, pages 187 and 194, and MU4 to MU10, pages 207-217.

neighbourhood.

As food and drink outlets can cause problems for people living nearby, they need to be sited carefully. Where they would not cause disturbance, local facilities may be appropriate so that people can reach them on foot.

Businesses are acceptable in order to:

- allow those that have started out as home-working and need to stay in the area where they began;
- provide local jobs, so reducing the need to travel far to work.

Small hotels, hostèls and boarding and guest houses may fit in with residential surroundings. Large developments are likely to cause problems of noise, traffic and parking especially where conference and banqueting facilities are involved. They are better sited in Business: Institution: Leisure Areas (see Policy LR3, page 223).

Residential institutions in Housing Areas allow residents to live in the community and enjoy the same housing environment as everyone else (see also, Policy H8, page 152).

Community facilities generally meet local needs and people usually travel to them from home. Where this is the case, they should be in Housing Areas. However, large-scale facilities do not need to be as close to people's homes and are less likely to be compatible with neighbouring houses.

Similarly, leisure and recreation facilities are acceptable in Housing Areas. If they are small-scale, meeting primarily local needs, people living nearby should not be disturbed.

Open space is a welcome ancillary use in Housing Areas, and Policy H16, page 164, covers the provision of new open space as part of development.

The uses listed as unacceptable in the Policy are not needed in Housing Areas and:

- would harm living conditions for people living nearby;
- would lead to a loss of housing land;
- are provided for in other, more suitable, parts of the City;
- would attract frequent use of heavy vehicles in Housing Areas;
- are liable to cause noise, smells or air pollution;
- are generally obtrusive in scale and design;
- are out of character with residential areas.

How it will be put into practice

By:

Deciding planning applications.

Providing appropriate advice to developers, which could include supplementary planning guidance or planning briefs.

Advising developers about other areas of the City where development which is unacceptable in Housing Areas might be allowed.

HII DEVELOPMENT IN HOUSING AREAS IN NETHER EDGE AND BROOMHALL

In the Nether Edge and Broomhall Housing Areas, the following uses will be:

Preferred

Housing (C3)

Acceptable

Small shops (A1) Offices used by the public (A2) Food and drink outlets (A3) Residential institutions (C2) Community facilities and institutions (D1) Open space Hostels

Unacceptable

Other shops (A1) unless at the edge of the Central Shopping Area or a District or Local Shopping Centre Business (B1) General industry (B2) Warehouses and open storage (B8) Hotels (C1) Leisure and recreation facilities (D2) Amusement centres Car showrooms Garage and transport depots Petrol filling stations Scrapyards Taxi and vehicle hire businesses

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

All new development must also comply with Policies H12 to H16 and S5, as appropriate.

Reasons for the Policy

Over the last 20 years, large numbers of non-residential uses have developed in Nether Edge and Broomhall. In Nether Edge, hotels and offices have grown particularly rapidly. In Broomhall, major concentrations of offices have developed.

These uses, in combination, are becoming so concentrated that the residential character of the Areas is beginning to be undermined. Problems of inadequate car parking, noise, traffic and general disturbance have led the City Council to treat these Areas differently from other Housing Areas.

There is adequate provision for non-residential uses to expand, both in

Definition

'Small shops' - shops usually with not more than 280 sq, m. sales area, or which are ancillary to other acceptable uses in the Area.

Other information

For Policies H12 to H16 and S5, see pages 158-165 and 191.

Sheffield Unitary Development Plan - A City for People

Other information

See also the Policy for the nearby Mixed Use Area, MU6, page 210.

Definitions

'Sustainable communities' - communities in residential neighbourhoods where size, design, living conditions and relationship with neighbouring uses will ensure that people will choose to continue living there.

'A significant proportion' - normally at least half of the net floorspace. other Housing Areas and in Industry and Business, Shopping and Mixed Use Areas.

How it will be put into practice

By:

Deciding planning applications.

Providing appropriate advice to developers, which could include supplementary planning guidance or planning briefs.

Monitoring the number of new non-housing uses in these Areas.

Advising developers about other areas of the City where development which is unacceptable in these Housing Areas might be allowed.

H12 HOUSING DEVELOPMENT IN THE CITY CENTRE

Housing (C3) will be promoted in the City Centre where it would:

- (a) help to strengthen existing communities in areas where housing is already established;
- (b) create new sustainable communities in areas which would not suffer from unacceptable living conditions, including air pollution, noise, other nuisance or risk to health or safety.

In the City Centre Housing Priority Zone, housing (C3) will be expected to form a significant proportion of any new development.

Reasons for the Policy

Housing plays an important part in the City Council's plans to make the City Centre more lively, safer and more interesting and a place where more people want to live. It will help to prevent 'dead' areas occurring when shops and offices are closed.

City Centre flats and houses can meet the particular needs of students, single people and childless couples.

Housing is also a good way of using space above shops and offices.

New housing can increase the vitality of areas which are primarily intended for other uses. However, in some parts of the City Centre, where industry predominates, environmental conditions will not normally be suitable for housing.

Housing is particularly appropriate in an area of the City Centre linking residential areas of west Sheffield to the heart of the Centre. This area is called the City Centre Housing Priority Zone.

Parts of the Zone are already in Housing Areas (see Policy H10, page 154) which means that housing is already the preferred use. Elsewhere

in the Zone there are opportunities to promote housing as part of a mixed development.

There is a lot of pressure for commercial development in the Housing Priority Zone. Commercial uses are encouraged in those parts of the Zone which lie in Business and Shopping Areas (see Proposals Map 10). But it is important to include a suitable proportion of new housing.

The Zone has a generally satisfactory environment including some significant areas of open space which will be important for residents.

How it will be put into practice

By:

Deciding planning applications.

Preparing a City Centre Housing Strategy.

Providing appropriate advice to developers, which could include supplementary planning guidance or planning briefs.

Negotiating with developers and entering into legal agreements to provide housing as part of mixed developments. In some cases a suitable alternative site within the Business or Shopping Areas of the City Centre Housing Priority Zone may be considered for the housing part of the scheme.

H13 HOUSING SITES

On the sites listed below only the following uses will be permitted:

- (a) Housing (C3); and
- (b) Open space on sites over one hectare; and
- (c) Provided that the development would occupy only a small area:

Small shops (A1) Community facilities (D1); and

(d) Residential institutions (C2) provided that they would not occupy more than a small proportion of the total capacity of sites listed below.

All other uses will be unacceptable.

Housing Sites

Stocksbridge (Proposals Map 1)

Coppice Close (1.2 hectares)

North West (Proposals Map 2)

- Middlewood Hospital (27 hectares)
- Oughtibridge Forge (1.7 hectares)
- Oughtibridge Station (0.5 hectares)

Definitions

For the other uses acceptable in the City Centre Housing Priority Zone, see Policies IB7 and S3, pages 132 and 187.

For living conditions for people in need of care, see Policy H8, page 152.

For Open Space Areas, see Policies LR5 to LR8, pages 226-231.

Definitions

'Small area' - in the case of shops and community facilities, normally not occupying more than 5% of the area of each site.

'Small shops' - shops usually with not more than 280 sq. m. sales area, or which are ancillary to other acceptable uses in the Area.

'Small proportion' not occupying more than 5% of the total capacity of the sites listed in the Policy.

Other information

For general locations of these sites, see Map 9, facing page 160.

For a further possible housing site, see Policy CF7, page 177.

See also the latest edition of the City Council's Housing Land Survey, and the Joint Study on Housing Land Availability in Sheffield, 1991, Department of Land and Planning, Sheffield City Council and House-Builders' Federation, 1992.

- Infirmary Road (7.8 hectares)
- Wood Lane Depot, Stannington (0.9 hectares)
- Bramwell Gardens, Netherthorpe (3.0 hectares)

Chapel Green (Proposals Map 3)

- Thorncliffe, High Green (4.6 hectares)
- Ecclesfield Allotments (4.7 hectares)
- Cross House Road, Grenoside (0.6 hectares)
- Thorncliffe Lane, High Green (0.5 hectares)
- The Common, Ecclesfield (0.7 hectares)

North East (Proposals Map 4)

- Grimesthorpe Road, Pitsmoor (1.4 hectares)
- Dunmow Road, Firvale (1.3 hectares)
- Fife Street, Wincobank (1.0 hectares)
- Pismire Hill, Firth Park (0.8 hectores)
- Lindsay Road School, Parson Cross (1.6 hectares)

East End (Proposals Map 5)

- Technology Park, Attercliffe (2.4 hectares)
- St. Lawrence Road, Tinsley (0.6 hectares)

South East (Proposals Map 6)

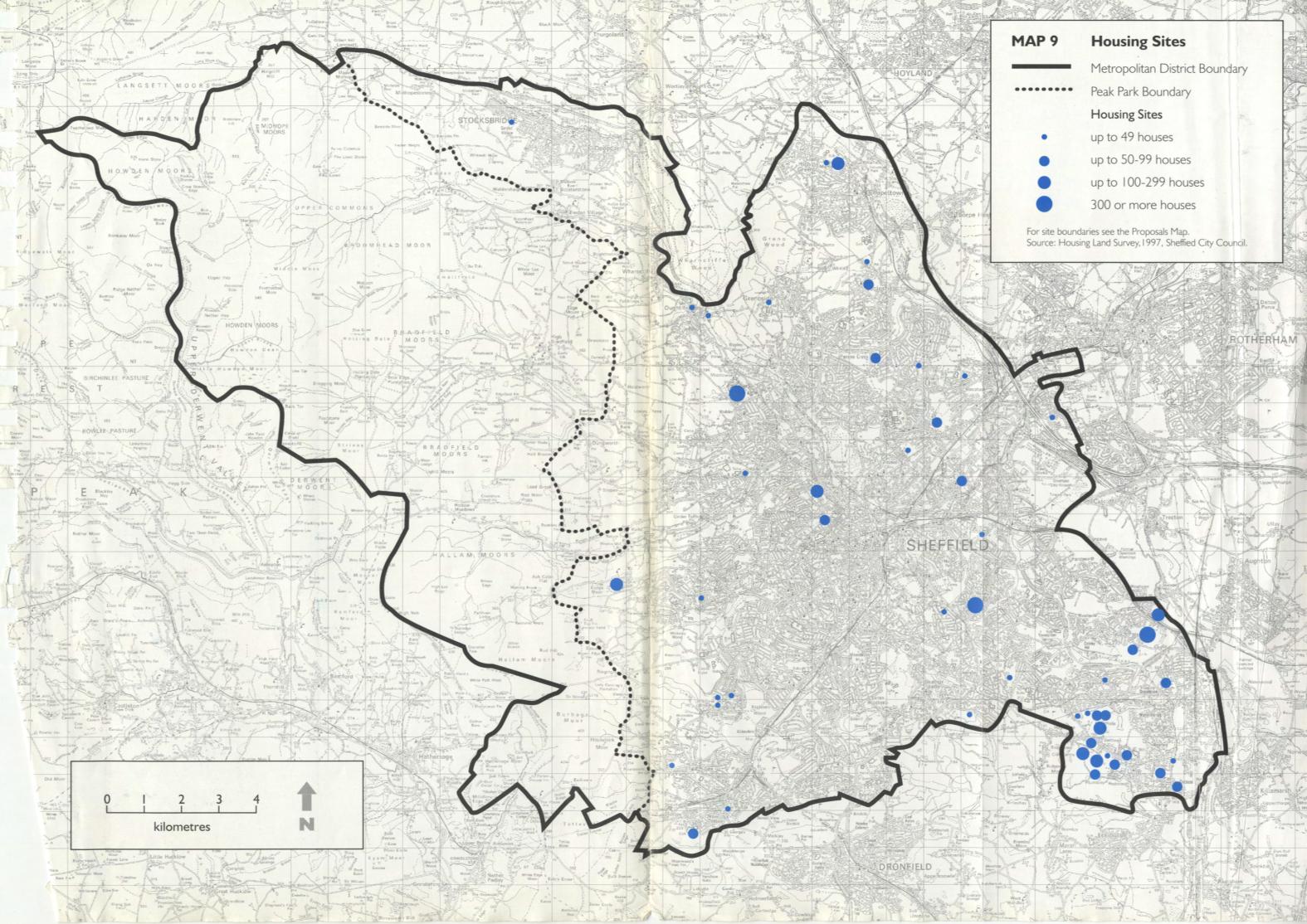
- Redevelopment sites on the Manor Estate (11.3 hectares)
- Craddock Road, Arbourthorne (0.6 hectares)
- Mather Road, Darnall (1.2 hectares)

Mosborough (Proposals Map 7)

- Stoneley Crescent, Charnock Hall (1.5 hectares)
- Woodhouse East (25.7 hectares)
- Beighton Road (next to 104), Woodhouse (2.7 hectares)
- Soaphouse Lane, Woodhouse (6.8 hectares)
- Woodhouse Lane, Beighton (1.3 hectares)
- Skelton Lane, Beighton (4.1 hectares)
- Owlthorpe (five sites: C2, C3, P8, P9, former school site -18.6 hectares)
- British Oak, Mosborough Village (0.9 hectares)
- Queen Street, Mosborough Village (2.8 hectares)
- Bridle Stile, Mosborough Village (2.5 hectares)
- Mosborough Moor, (Site A), Mosborough Village (4.0 hectares)
- Mosborough Moor (Site B), Mosborough Village (5.7 hectares)
- Westfield School, Halfway (2.4 hectares)
- High Street, Mosborough Village (2.7 hectares)
- Rotherham Road, Halfway (0.5 hectares)
- Oxclose (3.1 hectares)
- Fox Lane, Frecheville (2.7 hectares)
- Moor Valley, Owlthorpe (4.9 hectares)
- Sheffield Road, Mosborough Village (2.4 hectares)
- Birley Spa Lane, Hackenthorpe (2.6 hectares)

South (Proposals Map 8)

- Laverdene Avenue, Totley (1.1 hectares)
- Totley Campus (5.8 hectares)





South West (Proposals Map 9)

- Knowle Green, Dore (2.2 hectares)
- Whirlow House, Whirlow (2.6 hectares)
- Whirlow Green, Whirlow (1.4 hectares)
- Clifford House, Whirlow (1.5 hectares)
- Lodge Moor Hospital (11.6 hectares)
- Willowcroft, Fulwood (0.8 hectares)

All new development must also comply with Policies H14 to H16, as appropriate.

Reasons for the Policy

Enough land must be set aside to meet the need for new housing in Sheffield (see Policies H1 and H3, pages 145 and 146).

Open space is also required on larger sites to provide a pleasant environment for the new houses and children's play space (see Policy H16, page 164).

A small proportion of land for local community services would cater for local needs. Preference is given to houses over residential institutions on these sites to help guarantee the availability of housing land (see Policy H3, page 146). But some allowance is made for the likely future demand for sites for residential institutions.

How it will be put into practice

By:

Deciding planning applications.

Providing appropriate advice to developers, which could include supplementary planning guidance or planning briefs.

HI4 CONDITIONS ON DEVELOPMENT IN HOUSING AREAS

In Housing Areas, new development or change of use will be permitted provided that:

- (a) new buildings and extensions are well designed and would be in scale and character with neighbouring buildings; and
- (b) new development would be well laid out with all new roads serving more than five dwellings being of an adoptable standard; and
- (c) the site would not be over-developed or deprive residents of light, privacy or security, or cause serious loss of existing garden space which would harm the character of the neighbourhood; and
- (d) it would provide safe access to the highway network and appropriate off-street parking and not endanger pedestrians; and

Other information For Policies H14 to H16, see below.

Definition

"Well designed" satisfies Policies BE5 and H15, pages 64 and 163.

'Appropriate offstreet parking' - as set out in Policies T21 to T25, pages 276-282.

'Environmental buffer' and **'Sensitive uses'** - as for Policy IB14, page 139.

Other information

For Policies for the Built and Green Environment, see pages 59-119.

For Policies H16, LR8 and T28, see pages 164, 230 and 285, respectively.

Definition

'Meets primarily local needs' - includes small shops (A1), offices used by the public (A2), meeting rooms, advice centres, libraries, day centres, nurseries, health centres, surgeries, places of worship, primary schools, local housing offices.

Other information

For Policies H10 to H13, see pages 154-161, above.

See also, Designing House Extensions, Supplementary Planning Guidance, Directorate of Planning and Economic Development, Sheffield City Council, 1996.

For the design of roads, see Design Bulletin 32 (2nd edition) Residential Roads and Footpaths: Layout Considerations, Departments of the Environment and Transport, 1992.

For parking provision in new developments, see Parking Guidelines, pages 288-297.

For the Government's national planning guidance on pollution and planning, see Planning Policy Guidance Note PPG23, Pollution and Planning Control, Department of the Environment, 1994. This sets out the scope of the planning system in relation to separate legislation on pollution control (see, for example, paragraphs 1.31 - 1.37).

- (e) it would not suffer from unacceptable air pollution, noise or other nuisance or risk to health or safety; and
- (f) it would provide, where appropriate, an environmental buffer to shield sensitive land uses; and
- (g) it would comply with Policies for the Built and Green Environment, as appropriate; and
- (h) it would comply with Policies H16, LR8 and T28;
- and, for non-housing (C3) uses, provided that it would also:
- (i) occupy only a small area and not lead to a concentration of non-housing uses which would threaten the residential character of the Housing Area; and
- (j) not prejudice the provision of sufficient housing land for either the next five years or up to 2001; and
- (k) not lead to air pollution, noise, smell, excessive traffic levels or other nuisance, or risk to health and safety for people living nearby; and
- be on a scale consistent with the residential character of the Area or meet primarily local needs or (in the case of uses other than shops) occupy an existing building set in its own grounds; and
- (m) comply with Policies H10 to H13, as appropriate.

Reasons for the Policy

The conditions placed on developments ensure that new buildings or uses do not lead to an unsatisfactory environment for people living in Sheffield.

While housing is the dominant use in these Areas this does not mean over-developing at the expense of open space, natural features, gardens and existing buildings. People living in Housing Areas will all benefit from making new development attractive to look at.

It is essential for Housing Areas to be safe and healthy for people of all ages.

Conditions are needed to ensure that the benefits of local services, facilities and jobs do not detract from the residential character of Housing Areas or are not at the expense of people living nearby.

If commercial or institutional uses are allowed to grow unchecked Housing Areas will lose their residential character. If too many sites in Housing Areas are developed for other uses, this could lead to the City's overall housing need not being met. The acceptability of an individual proposal depends on how many already exist in the Area.

How it will be put into practice

By:

Deciding planning applications.

Assessing the demands of new development on transport (see Policy T28, page 285).

Providing appropriate advice to developers, which could include supplementary planning guidance or planning briefs.

Monitoring the number of new non-housing uses in each neighbourhood to identify when its residential character is threatened.

ENVIRONMENT OF HOUSING AREAS

Where building is permitted it is important for it to be well laid out and to fit into its wider setting. Allowance has to be made for the traffic it creates and for the open space which is needed. The Policies also deal with the priorities for improving the environment for housing.

H15 DESIGN OF NEW HOUSING DEVELOPMENTS

The design of new housing developments and residential institutions will be expected to:

- (a) provide easy access to homes and circulation around the site for people with disabilities or with prams; and
- (b) provide adequate private gardens or communal open space to ensure that basic standards of daylight, privacy, security and outlook are met for all residents; and
- (c) provide uniform walls or fences around rear gardens next to roads, footpaths or other open areas; and
- (d) provide pedestrian access to adjacent countryside where it would link with existing public open space or a footpath; and
- (e) comply with Policies BE5, BE9 and BE10.

Reasons for the Policy

Easy access to buildings and around the site allow more people with physical disabilities to remain living in and to visit in the community.

Gardens can contribute greatly to people's enjoyment of their homes. In some group-housing schemes communal space may be preferable, especially where it results in lower maintenance responsibilities for elderly people.

A mixture of different types of walls and fences creates an untidy appearance.

How it will be put into practice

By:

Deciding planning applications.

Other information

For other aspects of design, see Policies BE5, BE6, BE9, BE10 and BE12, pages 64, 65, 69, 70 and 73, and IB14, page 139.

For design in areas of architectural or historic interest, see Policies BE16 to BE21, pages 78-84.

Definitions

'Informal open space' - includes informal recreation space (see Table 1, page 229) and other incidental landscaped areas.

'Appropriatechildren's play facilities' cater for each of the following age groups: under 5 year olds, 5-8 year olds, 9-12 year olds, 15 sq. m. of play space is required for each family home. For developments of 25 or more family homes, it means including some play equipment, laid out to British Standards with access for people with disabilities.

'A proportion of the site' - at least 10% of the site.

'Recreation space' and

'minimum guideline' see Policy LR7, page 228 and Table 1, page 229.

"Catchment area" -400 metres for children's play space and informal recreation space, 1200 metres for youth/adult outdoor, sports areas. "Appropriate contribution" - either by direct provision or by a financial contribution, the scale of which shall be agreed through negotiations with the developer and the City Council. It should ➤ Providing appropriate advice to developers, which could include supplementary planning guidance or planning briefs.

Consulting with groups representing disabled people.

HI6 OPEN SPACE IN NEW HOUSING DEVELOPMENTS

For new housing developments, developers will be required to ensure that there would be sufficient open space to meet the local needs of people living there.

The developer will be required to ensure that provision is made for:

- (a) well designed informal open space; and
- (b) appropriate children's play facilities which are visible from nearby houses but not so close that they would cause disturbance; and
- (c) outdoor sport.

For sites over one hectare, a proportion of the site should be laid out as open space, except where:

- (d) provision of recreation space in the catchment area of the site would continue to exceed the minimum guideline after the development had taken place; and
- (e) the developer makes an appropriate contribution, if needed, to the improvement of existing recreation space in the catchment area of the site;
- or
- (f) it would be more appropriate to provide or enhance recreation space off-site but in the catchment area of the site.

For sites less than one hectare which involve the construction of five or more houses, the developer will be expected to make an appropriate contribution to the provision or enhancement of recreation space in the catchment area of the site if:

- (g) provision of recreation space within the catchment area is below the minimum guideline; or
- (h) recreation space within the catchment area is in need of significant enhancement.

Reasons for the Policy

Open space in Housing Areas helps to meet the immediate recreational needs of people living there. It is particularly valuable for those least able to travel on their own, such as children and people who are disabled and infirm.

Well designed informal open space improves the setting and appearance

of houses. It can also contribute to the Green Network (see Policy GE10, page 98).

Children's play space needs to be carefully sited so it is visible from nearby houses, but it can cause disturbance if it is sited too close. This problem can be overcome if the play space is provided as part of a larger area of informal open space.

Younger children spend most of their daily lives in Housing Areas. It is important that they have safe and interesting areas in which to play close to their homes.

The Government's national planning guidance states that sport and recreation facilities can form an important component of housing developments. It indicates that it may be appropriate for local authorities to enter into legal agreements to secure the provision of on-site and offsite recreational facilities related to the development. In the case of small developments, the guidance indicates that it may be more appropriate for the developer to contribute to nearby sport and recreation or open space provision.

Whenever the population of an area increases as a result of new houses being built, pressures on the use of open space and recreational facilities in the area also rise. It is therefore, important that the quality and availability of recreational open space in the area is taken into account when new houses are built.

Larger housing developments can generate a need for new open space, but even smaller developments can have an effect, particularly in areas which are already short of recreational open space and when the cumulative impact of developments is considered.

How it will be put into practice

By:

Deciding planning applications. The phasing of open space provision with the building of new houses will be a condition of planning permission.

Negotiating with developers and entering into legal agreements to provide open space and sports facilities (see Policy CF5, page 173).

Attaching conditions to planning permissions requiring the developer to maintain new open space, where necessary, for a period of time to be agreed with the City Council.

Providing appropriate advice to developers, which could include supplementary planning guidance or planning briefs.

HI7 ENVIRONMENTAL IMPROVEMENTS IN HOUSING AREAS

Environmental improvements in Housing Areas will primarily be carried out in:

reasonably relate to the scale and nature of the proposed development and the open space needs arising from that development (see Policy CF5, page 173).

Other information

For the Government's national planning guidance, see Planning Policy Guidance Note PPG17, Sport and Recreation, Department of the Environment, 1991, paragraph 20.

For new open space, see Policy LR11, page 234.

Definition

'Environmental improvements', 'Areas of known poverty' and 'Areas for housing renewal' as for Policy BE4, pages 62-63. ➤

Other information

For environmental improvements in other parts of the City, see Policy BE4, page 62.

- (a) areas of known poverty where the environment is unsatisfactory;
- (b) areas for housing renewal where housing is being improved;
- (c) the City Centre.

Priority will be given to areas of known poverty.

Reasons for the Policy

Resources for environmental improvements will be limited over the Plan period. It will be necessary to ensure that they take place where they are most needed and where they will have the greatest impact.

If environmental improvements are too thinly scattered throughout the City they will be far less effective.

Where housing in poor condition is being improved the work should be enhanced through complementary improvements to the environment.

Parts of the City suffer from both deprivation and run-down housing. These areas most urgently need additional resources to break the link between being poor and living in a poor environment.

How it will be put into practice

By:

Consulting with local residents to discover which improvements are most needed and acceptable.

Directing City Council resources to the types of area described in the Policy.

Encouraging developers and public agencies to carry out measures to improve the environment in areas described in the Policy (see also Policy CF5, page 173).

Attaching conditions to planning permissions for some developments in these areas.

Negotiating with developers and entering into legal agreements.

Carrying out measures which reflect the needs and character of each area, including:

- road, footpath and street lighting improvements (in addition to improvements for safety reasons);
- re-design of street layout;
- tree planting;
- landscaping;
- improvements for wildlife;
- cleaning of buildings and other structures;
- provision of play facilities;
- public seating.

Other information

For improvements to open spaces, see Policy LR10, page 232.

H18 TRAFFIC IN HOUSING AREAS

Measures to reduce the impact of traffic in Housing Areas will be taken in all new housing developments and in those existing areas which:

- (a) are densely developed; and
- (b) have the majority of houses close to the road; and
- (c) have limited off-street parking; and
- (d) have the highest impact from through traffic or heavy goods vehicles; and
- (e) have a high level of road accidents; and
- (f) are areas for housing renewal.

Reasons for the Policy

Traffic is a major environmental and safety hazard in many Housing Areas. Action to reduce its impact can greatly improve living conditions and the quality of life. However, the resources available for such measures are limited and the City Council must identify priority areas.

The problems caused by traffic are most concentrated in areas of high density housing. Many of these areas are close to the City Centre and so take extra through traffic.

Gardens in many of these areas are often very small and children may play on the street. This makes it especially important to slow traffic and reduce the risk of accidents.

Where houses are close to the road, problems of noise, dust and fumes affect residents more.

On-street parking can be unsafe for people crossing the street and children playing in the area. It also looks unsightly. Parking on the verge or footway can worsen these problems. Because of the density of much development, it is usually not possible to provide off-street parking.

Heavy goods vehicles cause particular disturbance and danger. Action is needed to remove these along with other through traffic.

The level of road accidents is an important indicator of the current impact of traffic in an area.

Improvements will be made to the environment of areas for housing renewal (see Policy H17 above). These will normally include measures to reduce the impact of traffic.

How it will be put into practice

By:

Including traffic calming measures in planning briefs and design guides for housing development.

Definitions

'Measures to reduce the impact of traffic' - as described in Policies T12 to T14, pages 266-269.

'Through traffic' traffic whose journey starts and ends outside the neighbourhood.

'Heavy goods vehicles' - as for Policy T17. page 272.

'Areas for housing renewal' - as for Policy BE4, page 63).

Other information

For other guidance on traffic calming in residential areas, see Design Bulletin (DB32), Residential Roads and Footpaths: Layout Considerations, Departments of the Environment and Transport, 1992. Identifying and monitoring the impact of traffic in the most affected streets in Housing Areas.

Using City Council resources and powers to carry out traffic calming measures such as access and speed restrictions. Such measures could include schemes allowing parking for residents only (see Policy T12, page 266).

Spending the available resources mainly on area-based schemes which will benefit large numbers of people in areas where traffic has the greatest impact (see Policy T13, page 267).

COMMUNITY FACILITIES AND INSTITUTIONS

COMMUNITY FACILITIES

- **CFI Provision of Community Facilities**
- CF2 Keeping Community Facilities
- CF3 Childcare Facilities in Buildings Used by the Public
- CF4 Children's Nurseries
- CF5 Community Benefits

DEVELOPMENT IN INSTITUTION AREAS

- **CF6 Development in Institution: Health Areas**
- CF7 Development in Institution: Education Areas
- CF8 Conditions on Development in Institution Areas

Community Facilities and Institutions

Cities like Sheffield need a whole range of community facilities and institutions to develop and maintain the health and well-being of everyone. It needs larger institutions like hospitals and schools as well as a wide variety of smaller-scale community facilities. It needs places for people to meet socially or for religious activities, childcare and creche facilities, health centres, libraries, information and advice centres.

Many facilities are best located in local communities. The City Centre is also an important location for community facilities because of its accessibility and the numbers of people using it.

Some facilities draw people from much further afield. Major institutions such as the two Universities have an important role in the local and regional economy and cater for people from a national and international catchment.

COMMUNITY FACILITIES

Community facilities include community centres, drop-in centres, meeting places, youth clubs, creches and nurseries, religious meeting places, non-residential schools and colleges, training centres, medical and health centres, toilets, libraries, information and advice centres, lecture theatres, museums and art galleries. (Sports halls, swimming pools and outdoor play areas are dealt with in the Leisure and Recreation chapter).

Developing and maintaining buildings for community uses can be costly and unprofitable. This is

Definitions

'Community facilities' - see introduction, above.

'Readily available' easily used by and accessible to all people in the community with no unreasonable barriers because of age, gender, politics, disability, sexual orientation, religion, or membership, etc.

'Disadvantaged

people' - all those whose access to facilities is inadequate because of unfair discrimination, poverty, or both. This may include elderly people, people with disabilities, ethnic minorities, women, people with young children, young people, unemployed people and those on low incomes.

'Located where there is a shortage' - in areas which are more than 400 metres from publicly provided community centres, youth centres and drapin centres. See Maps 10 to 12 opposite.

Other information

For Policy BE7, see page 66. For areas where community facilities may be acceptable, ► especially true in inner areas where needs are greatest. Here, people with disabilities, elderly people, ethnic minorities, women and unemployed people rely more on community facilities which provide a range of services including support, advice and health care.

Planning policies have been developed to try and ensure that Sheffield's needs for community facilities can be met. Community facilities are not usually provided by the private sector. The City Council will use its planning powers to make sure that developments provide a wide range of benefits for the community, particularly for disadvantaged people and especially those in inner areas.

CFI PROVISION OF COMMUNITY FACILITIES

The provision of community facilities which are readily available to all Sheffield people will be promoted, particularly where they would:

- (a) be for disadvantaged people; or
- (b) be located where there is a shortage;

and would:

- (c) be easily accessible by public transport; and
- (d) be located within the community they are intended to serve; and
- (e) comply with Policy BE7.

Reasons for the Policy

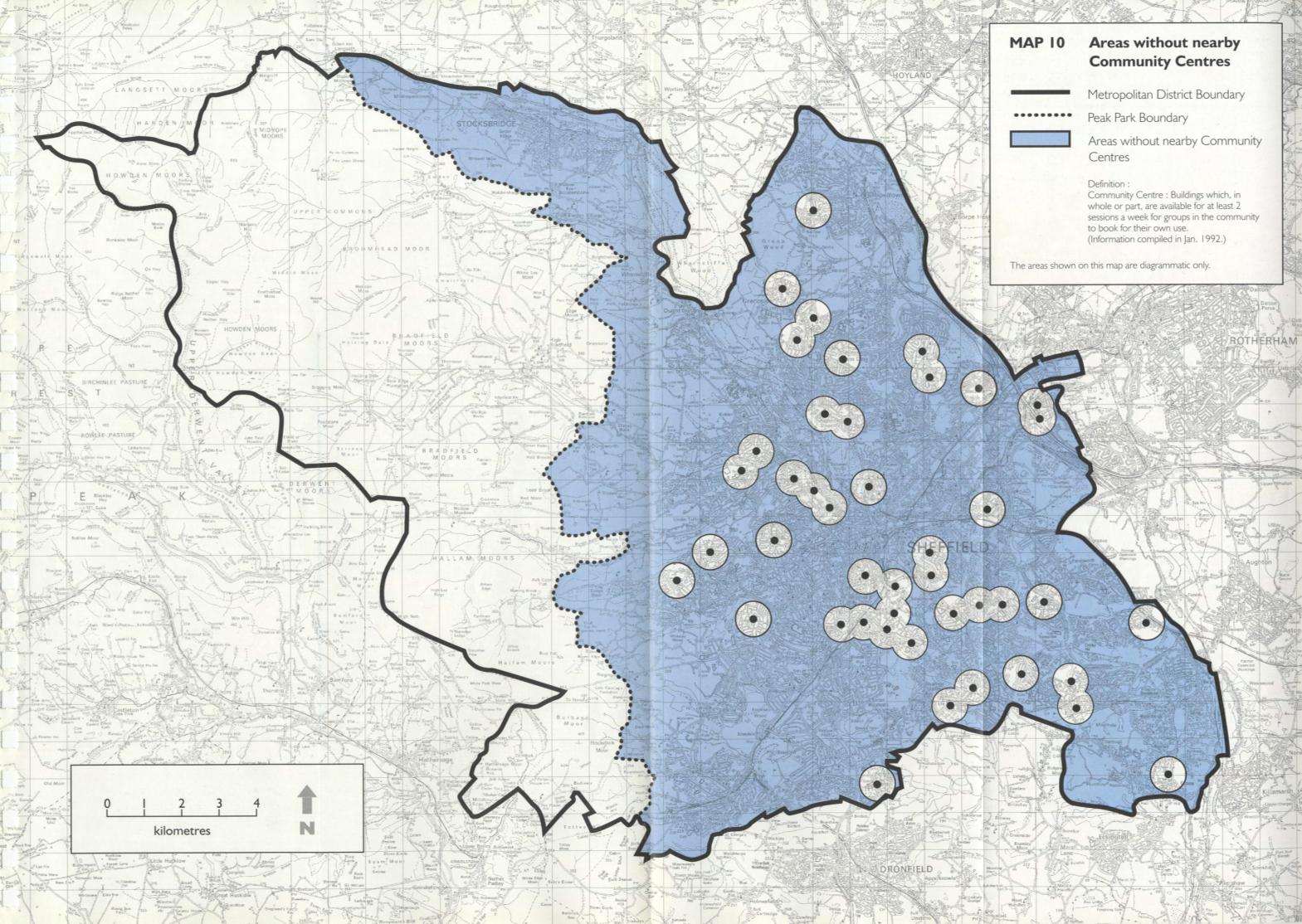
The Government's national planning guidance states that UDPs should make provision for land for schools and higher education, for places of worship and other community facilities. It also requires planning authorities to have regard to social considerations.

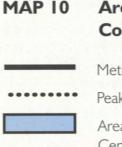
This means looking at the relationship of planning policies and proposals to social needs and problems and their likely impact on different groups of people. The Government's guidance refers to ethnic minorities, religious groups, elderly and disabled people, single-parent families, students, and disadvantaged and deprived people in inner areas.

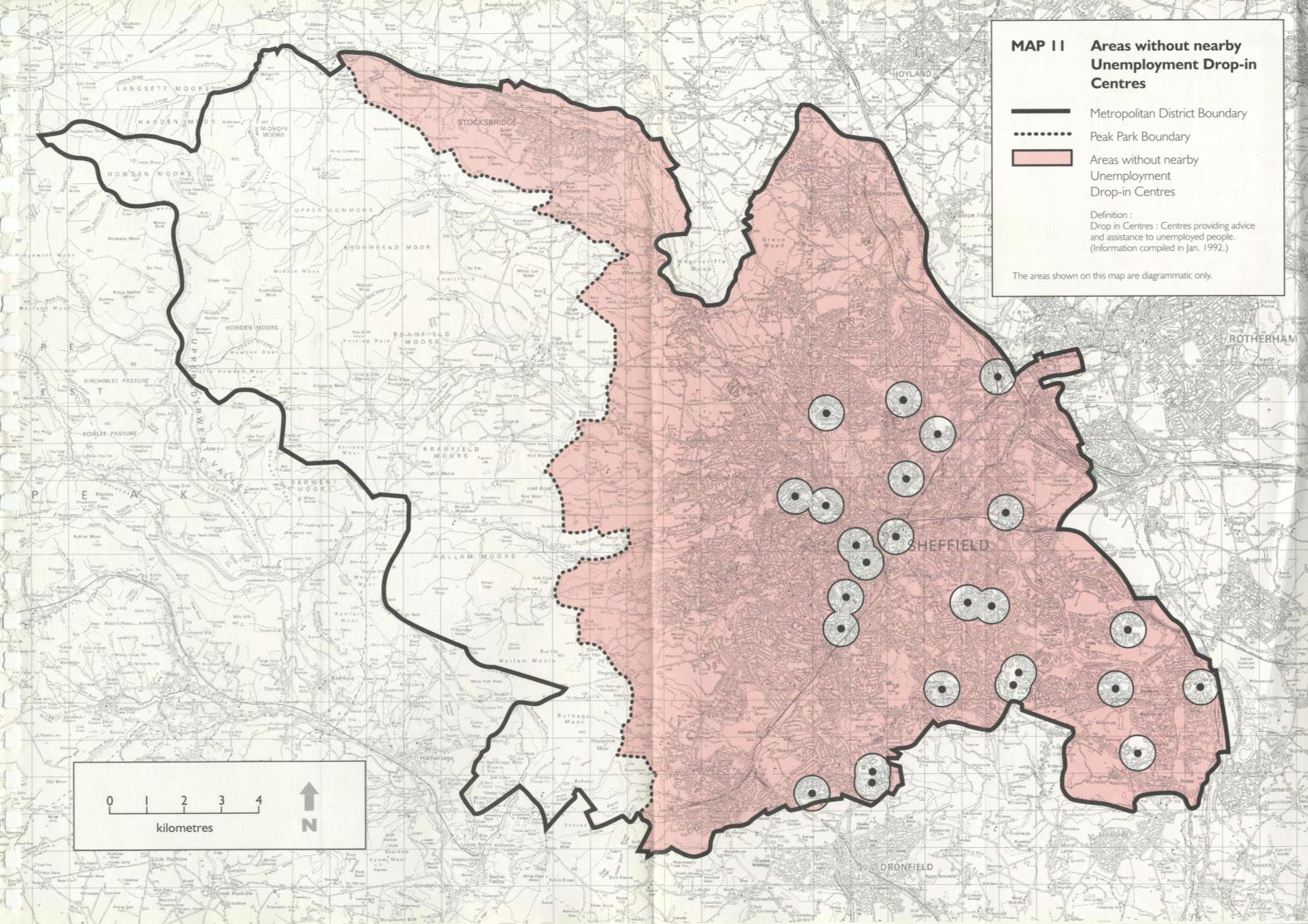
Community facilities play an important role in encouraging social contact and community development and maintaining the health and well-being of a community. Buildings are needed for social or religious activities, for health services and childcare, or libraries and information centres.

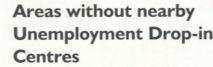
Sheffield's Community Care Plan will create additional demand for facilities.

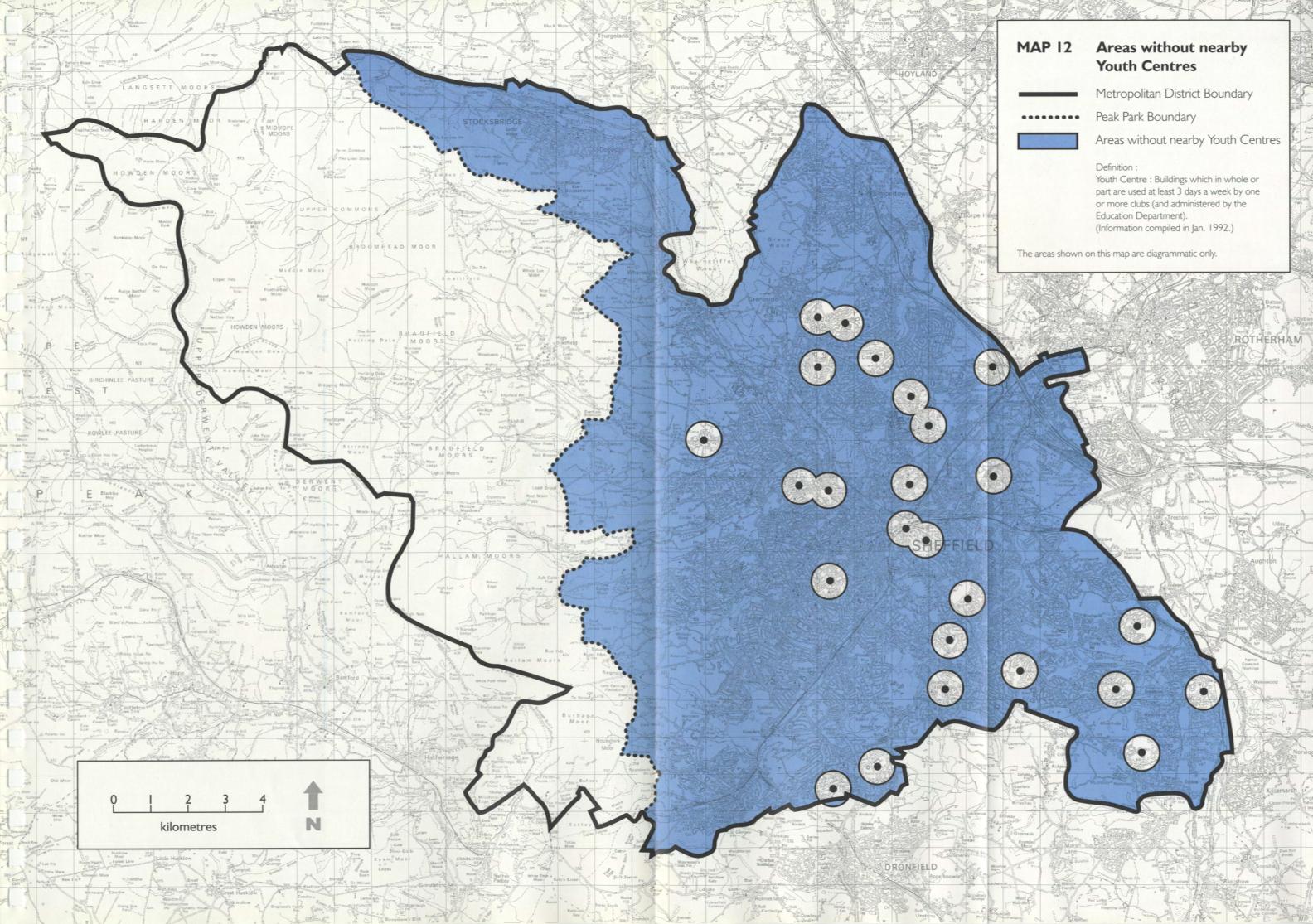
Some parts of Sheffield have few community facilities and meeting places, and need more (for example, see Map 10 opposite). Disadvantaged people are particularly poorly served.











Land, premises and finance for community facilities and meeting places are in short supply in Sheffield. The best use must be made of the limited resources available.

The areas which are most short of these facilities are often those which are least likely to benefit from private developments.

How it will be put into practice

By:

Negotiating with developers and other agencies to provide community facilities particularly where there is a shortage (see Policy CF5, page 173).

Deciding planning applications.

Providing a site for a new school at Mosborough Village.

Identifying and bringing into use as community meeting places appropriate sites or premises owned by the City Council and other public and voluntary bodies.

CF2 KEEPING COMMUNITY FACILITIES

Development which would result in the loss of community facilities will be permitted if:

- (a) the loss is unavoidable and equivalent facilities would be provided in the same area; or
- (b) the facilities are no longer required; or
- (c) where a change of use of a building is involved, equivalent accommodation would be readily available elsewhere.

Reasons for the Policy

There is a serious shortage of community facilities meeting local needs across Sheffield. It is important to make sure that new development does not result in the loss of such facilities.

Community facilities are not profit-making and are vulnerable to commercial development proposals. Care needs to be taken to make sure that such facilities are protected.

School closures may threaten the loss of community facilities and the future use of the school premises and grounds will need to take account of this.

How it will be put into practice

By:

Monitoring the effects of development proposals and planning applications on community facilities.

COMMUNITY FACILITIES AND INSTITUTIONS

see Policies IB5 to IB7, pages 126-133, H10 and H11, pages 154-158, CF6 and CF7, pages 176-178, S3, S7 and S8 pages 183, 194 and 196, MU2 to MU8 and MU10, pages 205-214 and 216, and LR3, page 223.

Definitions

'Community facilities'
see introduction to chapter, page 169.
'In the same area' within 400 metres for community centres, youth centres and dropin centres.

Definitions

'Developments which the public are encouraged to visit' include shopping centres, department stores, leisure facilities.

'Appropriate

childcare facilities' include changing and feeding rooms, toilets, play equipment, creches, nurseries and play groups.

Definitions

'Provision' - the level of provision expected will be in the range of one nursery place per 80-90 employees. Experience of other organisations has shown this to be a reasonable level. The City Council will monitor this guideline as the structure of the City's population changes. 'Accessible' - able ➤ Consulting with community groups, local residents and developers.

Negotiating with developers to ensure that community facilities are protected, enhanced or created where they are likely to be lost or adversely affected by development.

Deciding planning applications.

CF3 CHILDCARE FACILITIES IN BUILDINGS USED BY THE PUBLIC

In all developments which the public are encouraged to visit, the provision of appropriate childcare facilities for children of all ages will be encouraged.

Reasons for the Policy

The existing provision of childcare and changing facilities for under five's in buildings used by the public is very inadequate.

Childcare facilities in shopping centres, sports and leisure facilities and community meeting places would make shopping, leisure or attending social gatherings easier for people with young children.

As the Council cannot insist on such facilities under its planning powers, their provision will be a matter for negotiation rather than one on which determination of planning applications will turn.

How it will be put into practice

By:

Deciding planning applications.

Negotiating with developers and entering into legal agreements to provide childcare facilities (see Policy CF5, page 173).

Promoting joint schemes between developers or retailers.

CF4 CHILDREN'S NURSERIES

The provision of, or support for, accessible nursery facilities, on or off site, will be encouraged in major developments where people work or receive education or training.

Reasons for the Policy

The provision of creches and nurseries in workplaces, training centres and centres of higher and further education would enable more people with caring responsibilities to work or undertake training and education. Where adequately subsidised this would particularly benefit single parents and people on low incomes.

Employers and workers may want facilities either on or off the site.

How it will be put into practice

By:

Deciding planning applications.

Negotiating with developers and entering into legal agreements to provide childcare facilities (see Policy CF5, below).

CF5 COMMUNITY BENEFITS

Planning obligations will be sought where they would enhance development proposals provided that:

- (a) they are necessary to the granting of planning permission, relevant to planning and directly related to the development to be permitted; and
- (b) the benefits sought are reasonably related in scale and kind to the developments concerned.

Reasons for the Policy

The Government's national planning guidance states that where planning obligations are to be sought regularly in connection with certain types of development, the planning authority's policy should be made clear in the UDP. A number of Policies in the Plan indicate where obligations may be sought; this Policy sets out the general principles which the Council will follow in such cases.

Planning legislation allows local planning authorities to enter into agreements which regulate the development of land. It enables agreements to be made about the provision of community benefits which conditions on planning permissions cannot always secure.

It is important to make sure that initiatives to regenerate Sheffield meet the needs of local people. This Policy provides that opportunity.

The following are examples of benefits which may be sought, though their relevance, and their precise nature and scale, will depend upon the individual development proposals concerned.

- Public toilets
- Childcare facilities in any major new development used by the public
- Community facilities including meeting places, especially those for disadvantaged people
- Recreation and play facilities
- Landscaping and protecting or enhancing features of natural history interest

COMMUNITY FACILITIES AND INSTITUTIONS

to comply with the access provisions of Policy BE7, Design of Buildings Used by the Public, see page 66.

'Major development'

 for the purposes of this Policy, normally includes developments with;

- in the City Centre over 5,000 sq. m. gross floor area, or over 300 workers, or site areas over a quarter of a hectare.
- outside the City Centre - over 300 workers, or sites of around 3 hectares.

Other Information

For other community facilities in Industry and Business Areas, see also Policy IB12, page 137.

Other Information

For the Government's national planning guidance, see Department of the Environment Circular 1/97, Planning Obligations 1997, paragraphs B9 to B13.

For planning legislation, see Town and Country Planning Act 1990, Section 106, revised by the Planning and Compensation Act 1991.

Definitions

'Childcare facilities' as for Policy CF3, page 172.

'Disadvantaged people' - as for Policy CF1, page 170. ►

COMMUNITY FACILITIES AND INSTITUTIONS

'South Yorkshire Forest'- as for Policy GE14. page 103.

'Street furniture'includes seating, canopies, paving, barriers, dropped kerbs, ramps, landscaping and bus shelters.

- Development of the South Yorkshire Forest
- Street furniture
- Facilities for pedestrians, cyclists and public transport users, including park-and-ride facilities
- Works of art and provision for archaeological excavation
- Workplace facilities and benefits, on or off the site, such as training facilities and childcare nurseries.

Sheffield's existing provision of childcare and toilet facilities in workplaces, shops and places of entertainment and leisure is totally inadequate (see also Policies BE7, page 66 and CF3 and CF4, above). In developments which the public are expected to visit it is reasonable for developers to be required to provide these facilities.

There is a shortage of many types of community facilities, especially meeting places, across Sheffield. New housing developments may create new demands on existing community facilities such as schools and meeting places. It is important to promote the further development of community facilities and encourage developers, where appropriate, to provide them as part of major schemes (see Policy CF1, page 170).

The City Council's planning powers offer scope for promoting the development of recreation and play facilities and landscaping in areas where existing provision is poor (see also Policies BE4, IB13 and H16, pages 62, 138 and 164). The setting of development may be enhanced by conserving or enhancing features of wildlife or other natural history interest (see Policies GE11 and GE13 to GE17, pages 99 and 102-108). Opportunities will arise for a wide range of improvements in the South Yorkshire Forest area (see Policy GE14, page 103).

A major development can have a big impact on the adjoining street. So developers are asked to provide benefits which would improve how the environment looks and works (see Policy BE10, page 70).

New developments such as industry, shopping and housing increase the demand on existing transport facilities. These may not be adequate to meet it. It is reasonable that developers contribute towards improvements that become necessary or desirable because of their developments. The types of improvements which are sought will reflect the Plan's transport Policies (see, for example, Policy BE10, page 70, and T6, T8 to T10, T22 and T24, pages 257, 260-264 and 277-280).

Works of art can contribute to a more interesting environment (see Policy BE12, page 73), while archaeological research contributes to an understanding of Sheffield's heritage (see Policy BE22, page 84).

Encouraging the provision of workplace facilities, such as training facilities and childcare nurseries as part of industry and business development, is one way of spreading the benefits of economic regeneration more widely. (See Policies IB12 and CF4, pages 137 and 172).

How it will be put into practice

By:

Assessing community needs and identifying potential future projects.

Negotiating with community groups, local people and developers.

Deciding planning applications.

Putting conditions on planning permissions.

Entering into legal agreements to enable provision of community benefits.

DEVELOPMENT IN INSTITUTION AREAS

The Institution: Health and Institution: Education Areas provide mainly for hospital and university development.

The provision of hospital services in Sheffield is likely to change over the next 10 years to reflect the changing demands of patients. It is proposed that acute services will be developed on two sites - the Royal Hallamshire (including the Children's, Weston Park and Dental Hospitals) and the Northern General Hospital.

This change implies a major transfer of services from other sites during the 1990s. Policy CF6, therefore, deals with the possible redundancy and disposal of hospital land.

Sheffield's two Universities are located in the Institution: Education Areas, in the City Centre and on other nearby sites. The combined floor area of the two Universities amounts to approximately 0.5 million square metres which illustrates the extensive nature of these property occupiers within the City.

The two Universities make a major contribution to the education and training requirements of the City as well as the wider regional, national and international catchment area.

Substantial numbers of students are attracted to the two Universities which also employ a large number of staff within the institutions and associated facilities. A significant contribution is therefore provided to the City, and regional, economy.

Policy CF7 covers the campus areas of both Universities except for Totley Campus, which is within a Housing Area.

Policy CF8 sets out the conditions which need to be met by developments in all Institution Areas.

Other Information

For negotiating with developers, see also the chapter Putting the Plan into Action, page 305.

Sheffield Unitary Development Plan - A City for People

Definition

'Small shops' - shops usually with not more than 280 sq. m. sales area, or which are ancillary to other acceptable uses in the Area.

Other information

The codes in brackets in the Policy, for example (A1), tell you which class each land use belongs to. For more information, see Appendix 2.

For Policies CF8 and S5 see pages 178 and 191.

For conditions on new housing for people in need of care, see Policy H8, page 152.

For redundant hospital sites in the Green Belt, see Policy GE3, page 91.

CF6 DEVELOPMENT IN INSTITUTION: HEALTH AREAS

In Institution: Health Areas, the following uses will be:

Preferred

Hospitals and other residential institutions (C2)

Acceptable

Small shops (A1) Offices used by the public (A2) Food and drink outlets (A3) Business (B1) Hotels (C1) Housing (C3) Community facilities and institutions (D1) Leisure and recreation facilities (D2) Hostels

Unacceptable

Other shops (AI) unless at the edge of the Central Shopping Area or a District or Local Shopping Centre General industry (B2) Warehouses and open storage (B8) Garage and transport depots Petrol filling stations Scrapyards

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

All new development must also comply with Policies CF8 and S5 as appropriate.

Reasons for the Policy

This Policy provides for major hospital services to be maintained or developed on a small number of key sites. These have good accessibility and links with a range of other health services.

There is some limited scope for other uses to locate within these areas. These would provide services for patients or hospital workers or be part of joint ventures establishing research facilities or supported housing accommodation.

Those uses listed as unacceptable would be inappropriate for a sensitive environment like that of a hospital.

Local Housing Areas need to be protected from inappropriate or overintensive development of neighbouring hospital sites, for example, where it would cause parking problems for people living nearby.

How it will be put into practice

By:

Consulting with and working jointly with Sheffield Health Authority.

Deciding or making observations on planning applications.

Providing appropriate advice to developers, which would include supplementary planning guidance or planning briefs.

Directing development proposals which are unacceptable in these areas to areas in which they may be permitted.

CF7 DEVELOPMENT IN INSTITUTION: EDUCATION AREAS

In Institution: Education Areas the following uses will be:

Preferred

Education uses and other community facilities and institutions (DI) Housing (C3) at Psalter Lane

Acceptable

Small shops (A1) Offices used by the public (A2) Food and drink outlets (A3) Business (B1) Hotels (C1) Residential institutions (C2) Housing (C3) Leisure and recreation facilities (D2) Hostels

Unacceptable

Other shops (AI) unless at the edge of the Central Shopping Area or a District or Local Shopping Centre General industry (B2) Warehouses and open storage (B8) Garages and transport depots Scrapyards

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

All new development must also comply with Policies CF8 and S5 as appropriate.

Reasons for the Policy

Both Universities are expanding and becoming involved with major development schemes. These combine education with housing, leisure, industry and business uses and contribute to the improvement and

Definition

'Small shops' - shops usually with not more than 280 sq. m. sales area, or which are ancillary to other acceptable uses in the area.

Other information

For Policies CF8 and S5. see below and page 191. regeneration of the City. The substantial student population and large number of jobs provided by the Universities and associated activities also make a significant contribution to the economic vitality of the City.

The development of education institutions (being part of the community facilities and institutions (DI) use class) is acceptable in principle in most areas of the City. However, both Universities are currently proposing to concentrate most of their activities in the City Centre.

This Policy caters for both Universities' need for development in areas where there are other development pressures by giving preference to community facilities and institutions (D1) where there is an ongoing need for these activities.

The range of acceptable uses is intended to provide a flexible framework for ancillary uses and for alternative uses for Institution: Education Areas which are surplus to University requirements.

The Psalter Lane site is expected to remain in use for University purposes for the period of the Plan but, if that use ceases, the preferred use will be housing. The site would make a valuable contribution to the supply of housing in a part of the City where land for that purpose is scarce.

How it will be put into practice

By:

Deciding planning applications.

Working jointly with the Universities.

Providing appropriate advice to developers, which could include supplementary planning guidance or planning briefs.

Directing development proposals which are unacceptable in these areas to areas in which they may be permitted.

CF8 CONDITIONS ON DEVELOPMENT IN INSTITUTION AREAS

In Institution Areas, new development or change of use will be permitted provided that it would:

- (a) not lead to a concentration of uses which would prejudice the dominance of preferred uses in the Area unless the preferred uses are no longer required; and
- (b) not cause residents or visitors in any hotel, hostel, residential institution or housing to suffer from unacceptable living conditions, including air pollution, noise, other nuisance or risk to health or safety; and
- (c) provide, where appropriate, an environmental buffer to shield sensitive land uses; and
- (d) be well designed and of a scale and nature appropriate to

Definitions

"Institution Areas" -Institution: Health, Institution: Education and Business: Institution: Leisure Areas.

'Dominance' - as set out in Appendix 1.

'Environmental buffer' - as for Policy IB14, page 139.

Other Information

For Policies for the Built and Green Environment, see pages 59-119. the site; and

- (e) comply with Policies for the Built and Green Environment, as appropriate; and
- (f) be served adequately by transport facilities and provide safe access to the highway network and appropriate offstreet parking; and
- (g) comply with Policies CF6, CF7, LR3, and T28 as appropriate.

Reasons for the Policy

A wide range of uses is acceptable in principle in Institution Areas. But these are allowed in order to support or complement the dominant uses. It would undermine the distinctive roles of the Areas if other uses were to prevent the preferred types of development from taking place.

It may not always be possible in Institution Areas to ensure the environmental standards achieved in Housing Areas. However, conditions must still be acceptable for people living or staying here and new development should safeguard the environment of existing residents.

Suitable buffering may make it possible to site uses next to each other that otherwise might be bad neighbours.

Good design of new development would enhance the character and improve the appearance of these areas.

Many Institution Areas contain buildings set in attractive, landscaped grounds. Any redevelopment of these should not result in the loss of important natural features such as tree belts, hedgerows and ponds.

New development should not make access difficult or unsafe, or create problems parking on roads and streets.

How it will be put into practice

By:

Deciding planning applications.

Setting conditions for new development.

Providing appropriate advice to developers, which could include supplementary planning guidance or planning briefs.

Assessing the demands of new development on transport (see Policy T28, page 285).

COMMUNITY FACILITIES AND INSTITUTIONS

Definitions

'Adequately served by transport facilities' complying with Policy T28, page 285.

'Appropriate offstreet parking' - as set out in Policies T21 to T25, pages 276-282.

Other information

For þarking þrovision in new developments, see Car Parking Guidelines, þage 288-297.

For Policies CF6, CF7, LR3 and T28, see pages 176-188, 223 and 285.

For living conditions for people in need of care, see Policy H8, page 152. COMMUNITY FACILITIES AND INSTITUTIONS



180

THE CITY CENTRE

- SI The City Centre and the Location of Major Shop Developments
- S2 Development of Frontages in the City Centre's Retail Core
- S3 Development in the Central Shopping Area

OTHER SHOPPING LOCATIONS

- S4 District Centre Shopping
- S5 Shop Development outside the Central Shopping Area and District Centres
- S6 Conditions on Shop Development
- S7 Development in District and Local Shopping Centres
- S8 Development at Meadowhall
- S9 Development in Retail Parks
- S10 Conditions on Development in Shopping Areas

DESIGN AND IMPROVEMENT OF SHOPS AND SHOPPING CENTRES

- SII Design of Retail Development
- S12 Improvements to Shopping Centres

Shopping

Over the past 20 years there have been big changes to shopping in Sheffield. The greatest change has been the increase in out-of-centre shops. All of the City's out-of-centre retail warehouses and superstores were opened after 1970 and there was major growth in the 1980's, including development of the Meadowhall Shopping Centre.

These changes are due to factors such as the spread of housing areas, greater car ownership and the ability to provide for easy car parking, and people's tendency to shop less frequently but for larger quantities of goods. The share of the market held by large retailers has increased, allowing them to make economies of scale and build bigger free-standing shops. These trends are likely to continue.

Sheffield has several types of shopping centre fulfilling different functions, as follows.

The City Centre is South Yorkshire's principal commercial centre. It is accessible to shoppers using public and private transport as well as pedestrians. Its role as a centre for offices, higher education, culture, leisure and entertainment should be underpinned by a high quality shopping environment.

For most of those living or working in the City, it is closer and more accessible than Meadowhall. Its status as a shopping centre has declined in recent years for a number of reasons including inherent weaknesses in its layout, limited investment in new shopping floorspace, the impact of Meadowhall and the effects of recession, and its regeneration is one of the principal aims of the Plan.

Meadowhall serves an important function as a regional shopping centre. It has significantly improved the range and quality of comparison goods shopping in the Sheffield sub-region and it has been an undoubted commercial success, drawing shoppers from a much wider area than did the City Centre. But significant additional development here would harm the prospects of regeneration in the City Centre to a degree out of proportion to any benefits to the City of attracting more regional shoppers. The shopping Policies aim to direct investment to the City Centre and achieve a balance between Meadowhall and the City Centre.

Major non-food shopping development should be concentrated in the City Centre and the District Shopping Centres so as to sustain and enhance those Centres, reduce the need for people to travel, and enable access by a choice of means of transport. The Plan strategy includes promoting sites for such development in existing Centres but closely restricting it elsewhere. This will encourage investment, improvement and confidence where the need is greatest and where most people will benefit.

The City's District and Local Shopping Centres also play an important role. They are generally well served by public transport or they are near to where people live. They provide a range of sizes and types of shops and other services. And they are a focus for the life of the communities around them and include the public buildings and community facilities which have grown up alongside the shops.

But some of these Centres are in the older parts of the City and in need of regeneration if they are to go on adequately serving the people in their surrounding areas. A shift of spending to the newer, freestanding centres could limit the opportunities for investment and renewal in the older ones. And the more disadvantaged groups of people in the City could lose out as a result.

The Plan aims to build on the benefits of both the new and traditional types of shopping centre. So long as spending is growing there is scope for new centres to develop without undermining the existing ones. But this growth is not limitless. So the balance between out-of-centre and within-centre development needs to be managed so that the viability and vitality of the existing centres is not damaged.

For further background information, see the documents on shopping listed in Appendix 5.

THE CITY CENTRE

The City Centre is the largest shopping centre in South Yorkshire and the major focus for public transport. It includes a wide range of shops, businesses, public buildings and leisure facilities.

But the City Centre now shares the regional role with Meadowhall and the Central Shopping Area has lost some trade. Investment in the regeneration of the City Centre has suffered as a result.

The Policies for the City Centre accept Meadowhall's regional role but aim to ensure that the Central Shopping Area continues to thrive.

SI THE CITY CENTRE AND THE LOCATION OF MAJOR SHOP DEVELOPMENTS

Major retail development will be promoted in Sheffield's Central Shopping Area where it would encourage regeneration of the City Centre and help to develop and consolidate its role as the principal commercial centre of South Yorkshire.

Major non-food retail development will be concentrated within the Central Shopping Area and the District Shopping Centres and, if the development is for the sale of mainly bulky goods, in Retail Parks.

Major food retail development will be concentrated within and at the edge of the Central Shopping Area and District Shopping Centres.

Reasons for the Policy

The vitality of the City Centre as Sheffield's natural focus, and South Yorkshire's principal commercial centre, depends on being underpinned by a healthy and profitable retail sector. The Government's national planning guidance states that existing city and town centres should continue to be the main areas for shopping facilities.

The Government's strategic guidance states that the role of the City Centre should be developed and expanded to assist in the regeneration of inner Sheffield. Significant public investment has already provided the necessary economic and social infrastructure to perform this function. A sustainable strategy for shop development should make maximum use of the existing infrastructure and public investment. Regeneration of the City Centre is crucial for economic development in Sheffield.

The Sheffield Retail Study by Hillier Parker and the Oxford Institute for Retail Management gives clear evidence of continuing decline in the Central Shopping Area. However, in the long term there are prospects for significant new retail investment there. The City Centre is a longterm resource which potentially has greater flexibility and is more sustainable than other retail developments. Therefore chances of future development in the City Centre should not be prejudiced.

Sheffield is unique among cities in Britain in needing very major initiatives to maintain and enhance the vitality and viability of its City Centre whilst having a regional shopping centre so close to its Central Shopping Area. The challenge is how to transform the shopping opportunities and environment provided by the City Centre in the face of increasing competition from Meadowhall. This can only be done if non-food retail development outside the City Centre is closely controlled.

Government advice is that there should be a sequential approach to selecting sites for new retail development with first preference for town centre sites, where suitable sites are available, followed by edge-ofcentre sites, and only then by out-of-centre sites in locations that are, or

Definitions

"Major retail development" - having over 2,500 sq.m. gross area, including superstores, shopping malls, retail warehouses, retail parks, warehouse clubs and factory shops.

'Central Shopping Area' - the entire shopping area within the City Centre. See Proposals Map 10 for details of the boundary.

'District Shopping

Centres' - centres with a variety of shops, both for everyday food shopping and shopping around for other things. They usually have at least one food supermarket or superstore. They also have a range of other services such as banks, building societies and restaurants. They are listed on page 190 and shown on Map 13 (facing page 184).

'Retail Parks' - groups of large shops, typically retail warehouses, sharing common access and parking and identified on the Proposals Map.

"Retail warehouses" large single-level stores specialising in the sale of household goods (such as carpets, furniture and electrical goods) and bulky DIY items, catering mainly for car-borne customers.

'Edge of centre' - a location within easy walking distance (i.e. 200-300 metres) of the primary shopping area and providing parking facilities that serve the centre as well as the store, thus enabling one trip to serve several purposes.

Other Information

For the Government's national planning guidance on retailing, see Planning Policy Guidance Note Revised PPG6, Town Centres and Retail Developments, Department of the Environment, 1996.

For the Government's strategic guidance, see Regional Planning Guidance Note RPG5, Strategic Guidance for South Yorkshire, Department of the Environment, 1989, paragraphs 9-11.

For the strategic role of the City Centre, see Policies SP2 and SP3, pages 36-39.

For evidence of the state of the City Centre, see the Sheffield Retail Study, commissioned from Hillier Parker Ltd. and the Oxford Institute of Retail Management by the City Council and the Sheffield Development Corporation, 1994. can be made, accessible by a choice of means of transport. In line with this advice the aim of the Plan is to ensure that major new non-food retail development takes place in the Central Shopping Area and in the District Shopping Centres in order to support those Centres and enable access by a choice of means of transport. Proposals elsewhere will be assessed against Policy S5 (page 191) but will not be approved if they would undermine this Plan strategy.

If new foodstores cannot be accommodated within the Central Shopping Area or District Shopping Centres, the next best location might be at the edge of centres. Policy S4 (page 188) explains this in more detail.

How it will be put into practice

By:

Deciding planning applications.

Continuing promotion and investment by the City Council, including a market-targeting strategy for The Moor and Fargate, and environmental improvements.

Identifying development opportunities to strengthen the Central Shopping Area and making sites available, and planning for the unification of the Fargate Area with the rest of the Core Area through major retail development.

Consolidating retailing in the Fargate Area and, where appropriate, allowing a change of character to encourage complementary non-retail uses outside this Area (see Policies S2 and S3 below).

Improving both public and private transport circulation, including completion of the Inner Ring Road, the provision of car parking and opportunities for park and ride, and maximising the potential of Supertram to encourage development and improve the environment (see Policies T2 to T6, and T21 to T24, pages 254-259 and 276-281).

Improving circulation routes for pedestrians, cyclists and people with disabilities within the Retail Core area and between the Sheaf Valley and the Central Shopping Area (see Policies T8 to T10, pages 260-264).

Involving key retailers in a strategy for co-ordination and management of the City Centre for:

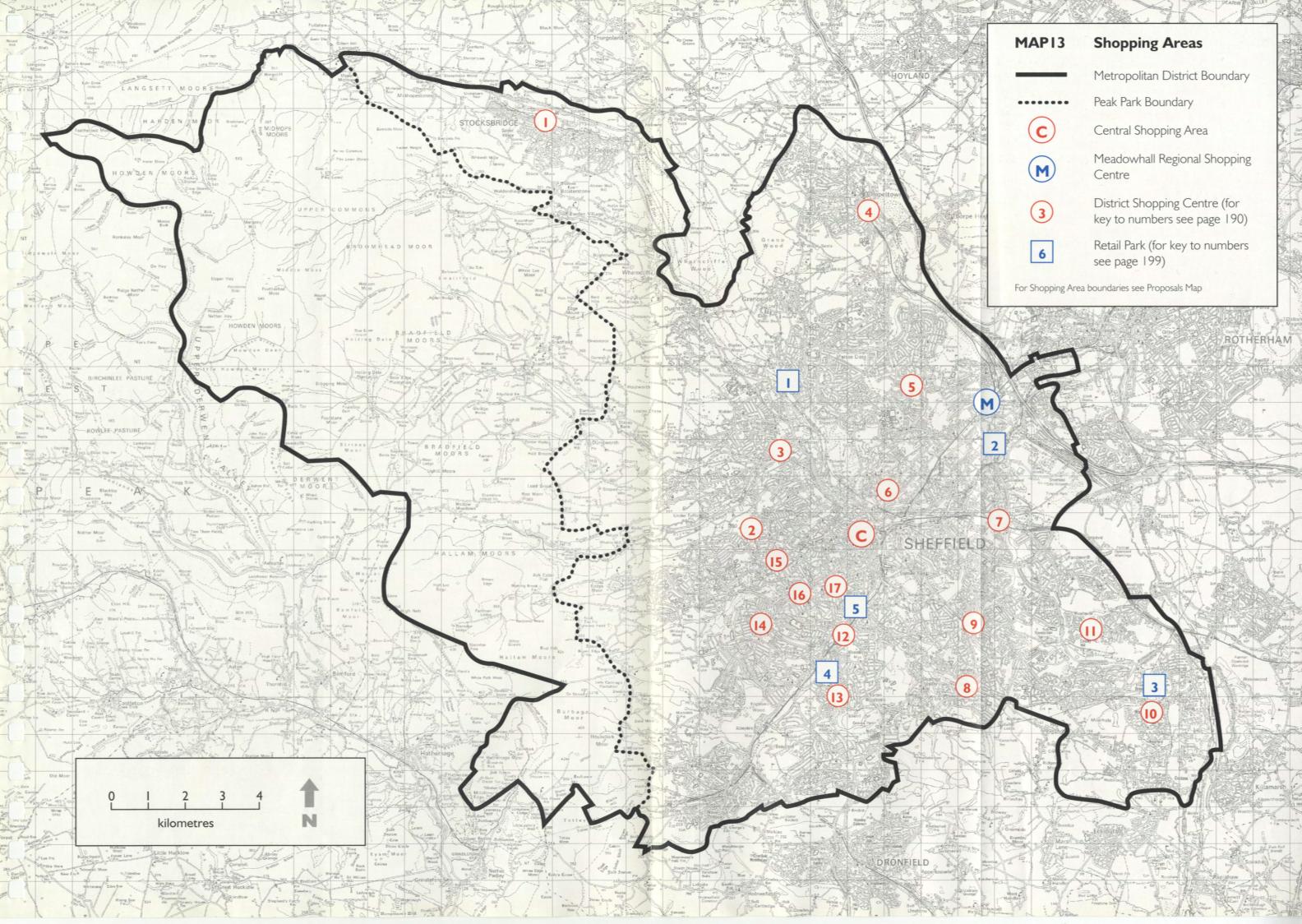
- environmental maintenance and ongoing management;
- promotion of the City Centre as a whole.

Producing traffic management plans to address the issues of:

- convenient public transport facilities such as implementing schemes like bus priorities and park and ride (see Policies T2 to T6, pages 254-259);
- traffic calming measures (see Policies T9 and T13, pages 262 and 267).

Providing appropriate advice to developers, which could include supplementary planning guidance or planning briefs.

Running developer/design competitions.



Reviewing indicators of the vitality and viability of the Central Shopping Area and publishing the findings.

Development Sites in the City Centre

Within the City Centre the following potential development sites are being promoted for key town centre uses where shop development will play an important part (see Map 14 facing page 186):

- West Street (Co-op site) (0.3 ha) To include offices and retail uses (on West Street frontage).
- Carver Street (0.4 ha) To include housing and retail uses. There is developer activity on part of the site.
- 3. West Street (Royal Hospital) (0.6 ha) Shops (A1) on the West Street frontage as part of a scheme including offices and housing.
- Cambridge Street (0.8 ha) To include housing and shops (A1) at the ground floor. These proposals are well advanced.
- Union Street (2.4 ha) To include shops (A1), at the ground floor, and offices, as the commercial part of the 'Heart of the City' Millennium Project.
- Angel Street/Castle Square (1.0 ha) Vacant land and retail units at Castle Square to be developed for retail (A1, A2 and A3) uses.
- 7. Broad Street (Markets sites) (1.8 ha) To include the new City Market and other shops, leisure and residential uses. A City Council and developer partnership scheme is about to commence.
- 8. Pond Hill (1.8 ha)

Following the relocation of the Royal Mail Office, redevelopment will include retail units (A1, A2 or A3) on ground floor frontages and leisure uses.

The City Council will promote development by advertising the sites and providing advice to developers. Where appropriate, the Council will initiate or enter into partnerships with developers. This might include organising competitions or using the Council's powers of compulsory purchase.

S2 DEVELOPMENT OF FRONTAGES IN THE CITY CENTRE'S RETAIL CORE

On ground floor frontages within the Retail Core of the Central Shopping Area, new retail and complementary uses which add to the vitality and viability of the Central Shopping Area will be encouraged. In the Fargate Area, frontage development should help to consolidate the retail function of the Area.

Definitions

"Central Shopping Area" - the entire shapping area within the City Centre. See Proposals Map 10 for details of the boundary

'Retail Core' - the parts of the Central Shopping Area mainly used for the retail sale of goods, between The Moor and Castlegate. Street frontages of the Retail Core, are marked on Proposals Map 10.

'Fargate Area'

Sheffield's 'primary' shopping area within the Retail Core, where pedestrian flows and rental levels are highest. Street frontages of the Fargate Area are marked on Proposals Map 10.

Other information

The codes in brackets in the Policy, for example (A1), tell you which class each land use belongs to. For more information, see Appendix 2.

For the Government's national planning guidance, see Planning Policy Guidance Note Revised PPG6, Town Centres and Retail Developments, Department of the Environment, 1996.

Accordingly:

- (a) in the Fargate Area, only shops (A1) will be permitted on ground floor frontages;
- (b) in the rest of the Retail Core on ground floor frontages, the following uses will be:

Preferred

Shops (AI)

Acceptable

Offices used by the public (A2) Food and drink outlets (A3) Amusement centres

All other uses will be unacceptable;

(c) non-shopping uses on ground floor frontages will be required to provide and retain a window display or frontage appropriate to a shopping street location.

Reasons for the Policy

In Fargate it is particularly important to achieve a concentrated pattern of shopping provision so that it can maintain its function as the primary City Centre retail area. Banks and other financial institutions offering services to the public should not be allowed to dominate primary shopping areas in a way that undermines the retail function. They can be provided elsewhere in the Retail Core.

Government national planning guidance indicates that in the Retail Core outside the Fargate Area complementary non-shopping uses such as restaurants, wine bars, banks and building societies can make a contribution to the life and vitality of the City Centre.

However, it is important to limit uses which are inappropriate to a shopping centre so that the continuity of retailing in the Retail Core is maintained.

Window displays will make the frontages of those service businesses which are permitted more interesting and attractive.

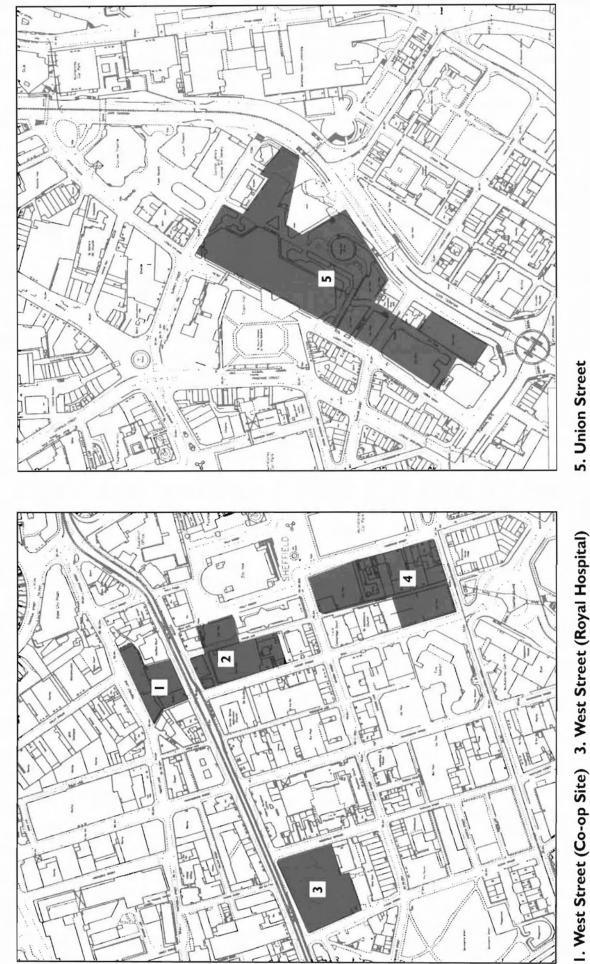
How it will be put into practice

By:

Deciding planning applications.

Providing appropriate advice to developers, including supplementary planning guidance.

Monitoring the number and location of retail and non-retail uses.



MAP 14 Development Sites in or at the edge of the Central Shopping Area

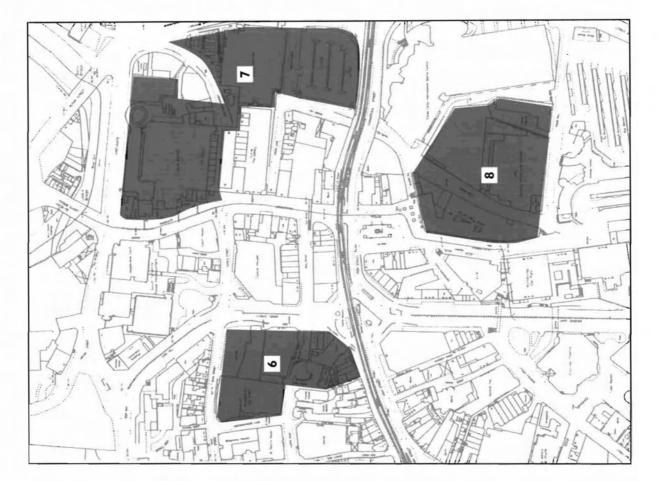
4. Cambridge Street

2. Carver Street

Continued overleaf

MAP 14 Development Sites in or at the edge of the Central Shopping Area (continued)

Angel Street Castle Square
 Broad Street (Market Site)
 Pond Hill



Definitions

'Central Shopping Area' and 'Retail

Core' - as for Policy S2.

S3 DEVELOPMENT IN THE CENTRAL SHOPPING AREA

In the Central Shopping Area, other than on ground floor frontages in the Retail Core, the following uses will be:

Preferred

Shops (A1) Offices used by the public (A2) Food and drink outlets (A3) Housing (C3)

Acceptable

Business (B1) Hotels (C1) Residential institutions (C2) Community facilities and institutions (D1) Leisure and recreation facilities (D2) Amusement centres Car parks Hostels

Unacceptable

General industry (B2) Warehouses and open storage (B8) Car showrooms Garage and transport depots Petrol filling stations Scrapyards

Car parks must comply with Policies T21 to T24.

All new development must comply with Policies H12 and S10 as appropriate.

Reasons for the Policy

There are opportunities for shopping development off the Retail Core and on streets like West Street, Glossop Road, Division Street, Devonshire Street and Wicker. There are good opportunities for specialist shops to develop in accessible but less costly locations.

But it is not necessary to have the high concentration of shops in these areas that are required in the Retail Core and other uses, like offices, are more acceptable.

Other uses help to make the City Centre a more lively and attractive place. They provide an additional stimulus for shopping trips to the City Centre and help it compete with developments elsewhere.

There are also opportunities for other City-wide services such as community facilities which may be appropriate to the City Centre but not able to locate in the Retail Core.

Other information

For Policies T21 to T24, see pages 276-281.

For Policies H12 and S10, see pages 158 and 199.

However, other uses would prejudice shopping in these areas either by taking up sites or harming the environment for shoppers. Car-related land uses would attract excessive traffic in an area where measures are being taken to reduce it (see Policy T13, page 267).

How it will be put into practice

By:

Deciding planning applications.

Providing appropriate advice to developers, including supplementary planning guidance.

Identifying and promoting sites suitable for development.

OTHER SHOPPING LOCATIONS

Shopping Areas have been defined which help to make shops accessible for all. Each type of Area has a different role and needs different Policies.

District Shopping Centres are places both for everyday food shopping and for shopping around for non-food items. They must have a large enough variety of shops for this to be possible.

District Centres are not just shopping centres. They can offer a wide range of services and leisure facilities and can be the hub of everyday community life. So there are other types of land use which can contribute to their vitality and be allowed in District Shopping Centres.

Local Shopping Centres are useful for both everyday shopping and for 'top-up' shopping.

Retail Parks allow people the opportunity to compare and buy bulky household goods such as carpets, furniture and electrical goods and bulky DIY items.

Because of the scale and effect of Meadowhall there is limited potential for further large out-of-centre shopping developments, and expansion of Meadowhall should be restricted.

The Policies that follow aim to direct new shops, of whatever size, to where they will be most accessible, and to ensure the continued vitality and viability of existing accessible shopping facilities.

S4 DISTRICT CENTRE SHOPPING

Retail development will be promoted in the District Shopping Centres. Food retail development will be promoted within District Shopping Centres and, where there are no suitable sites within such Centres, at their edges.

Definitions

'District Shopping Centres' - as for Policy S1, page 183.

Definition

'At the edge of' - as for 'Edge-of-centre' in Policy S1, page 183.

Other Information

For Policy S5, see page 191

Proposals for retail development within District Shopping Centres will be permitted only provided that they would comply with sub-paragraphs (a) and (b) of Policy S5 in relation to the Central Shopping Area.

Proposals for retail development at the edge of District Shopping Centres will be permitted only provided that they comply with Policy S5.

Reasons for the Policy

The Central Shopping Area and District Shopping Centres should continue to be the main areas for shopping facilities. This Policy aims to improve the quality and competitiveness of District Shopping Centres.

The District Centres identified in the Plan are accessible to all sections of the community, particularly those without the use of a private car. They provide a sense of place and community identity. As well as shopping facilities for local residents and others, they generally provide high levels of accessibility to a broad range of services and facilities for all the community, as well as employment opportunities. The retail function should continue to underpin such centres.

New shops help District Centres remain attractive and viable. They can then compete with out-of-centre developments which cater primarily for car-borne shoppers. Development in the District Centres can encourage public transport or enable one car journey to serve several purposes and so reduce transport emissions of carbon dioxide and air pollutants.

However, in the case of non-food shops, the benefits offered by major retail development in District Centres have to be balanced against possible harm to City Centre shopping. The City Centre is a preferable location for major non-food retail development and proposals which would affect the vitality and viability of the City Centre should not be allowed.

Food supermarkets in District Centres often play a vital role in maintaining the quality and range of shopping there. They thus provide an essential service for the less mobile members of the community.

In cases where there is little scope for development of food stores within the District Centre the next best solution for food shops in many cases will be development at the edge of the Centre. The development may provide parking facilities that enable those shopping at the store to walk to the centre for their other business. In this way one trip can serve several purposes. The new shop is more likely to be accessible to those without cars and will contribute to the economic strength of the Centre. However, it would be necessary to ensure that the additional development would not undermine the existing centre and the criteria set out in Policy S5 still apply.

How it will be put into practice

By:

Deciding planning applications.

Providing appropriate advice to developers, which could include supplementary planning guidance and planning briefs.

Promoting appropriate sites within and at the edge of the District Shopping Centres when the opportunity arises.

District Shopping Centres in Sheffield (with number in brackets shown on Map 13 facing page 184):

Stocksbridge (Proposals Map 1) Stocksbridge (1)

North West (Proposals Map 2) Crookes (2), Hillsborough (3)

Chapel Green (Proposals Map 3) Chapeltown (4)

North East (Proposals Map 4) Firth Park (5), Spital Hill (6)

East End (Proposals Map 5) Darnall (7)

South East (Proposals Map 6) Gleadless Townend (8), Manor Top (9)

Mosborough (Proposals Map 7) Crystal Peaks (10), Woodhouse (11)

South (Proposals Map 8) Heeley (12), Woodseats (13)

South West (Proposals Map 9) Banner Cross (14), Broomhill (15), Ecclesall Road (16), London Road (17).

Development Sites in District Centres

Within District Centres the following potential development sites will be promoted for key town centre uses including shopping (see Map 15 opposite). Other sites may be identified as opportunities arise.

Stocksbridge (Proposals Map 1)

Manchester Road, (2.6 ha) Appropriate for shops, restaurants, offices, housing, leisure uses or a nursing home.

North West (Proposals Map 2)

Hillsborough Barracks (0.2 ha) A disused jailhouse, with permission for conversion to retail and office use. Bradfield Road (0.4 ha) A peripheral site with retail permission, appropriate for retail warehousing or leisure uses.

East End (Proposals Map 5)

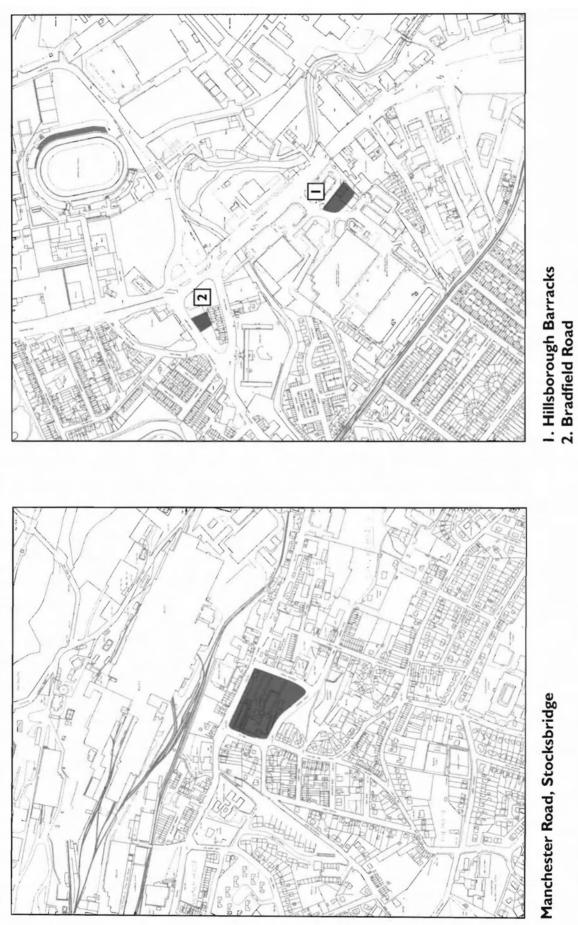
Staniforth Road (2.0 ha) A derelict factory, appropriate for housing and shops.

South (Proposals Map 8)

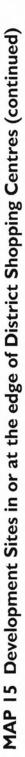
Heeley Sidings (2.5 ha) Permission exists for a retail park.

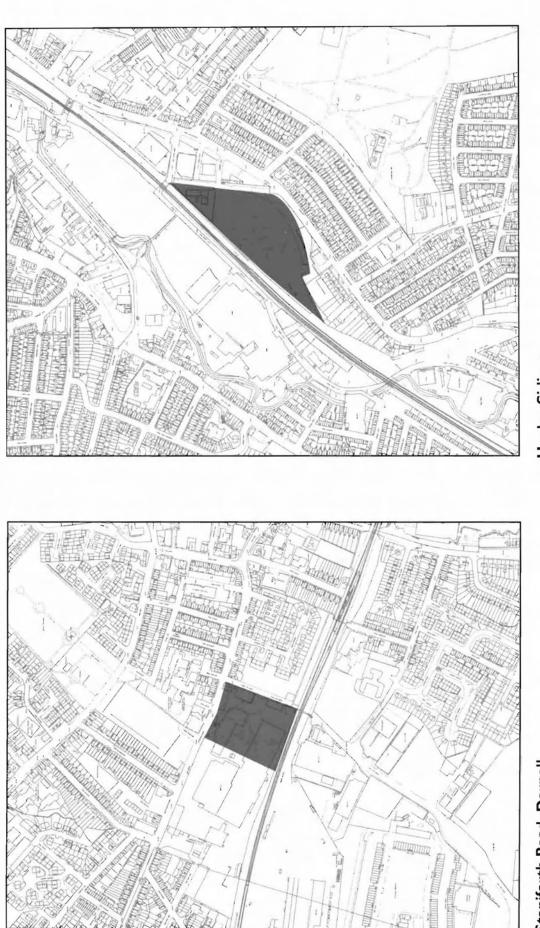
The Council will promote development by advertising the sites and providing advice to developers. Where appropriate, the City Council will, in partnership with developers, make sites available by using its power of compulsory purchase.





Continued overleaf







Heeley Sidings

S5 SHOP DEVELOPMENT OUTSIDE THE CENTRAL SHOPPING AREA AND DISTRICT CENTRES

Edge-of-Centre Development

Retail development for food will be permitted at the edge of the Central Shopping Area or District Shopping Centres only where there is no suitable site within them.

Major retail development for non-food will be permitted at the edge of the Central Shopping Area or District Shopping Centres where for the sale of mainly bulky goods in Retail Parks.

Other development for non-food will be permitted at the edge of the Central Shopping Area or District Shopping Centres only where there is no suitable site within them.

In all edge-of-centre development the criteria set out below must be satisfied.

Other Development

Retail development other than within or at the edge of the Central Shopping Area or District Shopping Centres will be permitted where the criteria set out below are satisfied and the development is:

- (a) of a small shop; or
- (b) in, or at the edge of, a local centre, for appropriately sized food stores and other facilities to serve the day-today needs of the local population; or
- (c) in a Retail Park, subject to Policy S9; or
- (d) in Meadowhall, subject to Policy S8.

The Criteria

In addition, all retail development outside the Central Shopping Area and District Shopping Centres must satisfy the following criteria:

- (a) it would not undermine the vitality and viability of the City Centre or any District Shopping Centre as a whole, either taken alone or cumulatively with other recent or proposed development; and
- (b) it would not jeopardise private sector investment needed to safeguard the vitality and viability of the Central Shopping Area or District Shopping Centres or put at risk the strategy or proposals for promotion and regeneration of those areas; and
- (c) it would be easily accessible by public and private transport and provide satisfactory access for people with disabilities and people arriving by foot, cycle or public transport; and

Definitions

'At the edge of' - as for 'Edge-of-centre' in Policy S1, page 183

'Major retail development' - as for Policy \$1, page 183.

'Small shop' - a shop usually with not more than 280 sq.m. sales area or which is ancillary to other acceptable uses in the Area.

'Retail Park' - as for Policy S1, page 183.

Definitions

"Where other uses are required" - where sites are explicitly safeguarded for industry and business (see Policy IB8) or for housing (see Policy H13).

*Preferred" - as in Policies IB5 to IB7 pages 128-133, H10 and H11 pages 154-158, CF6 and CF7 pages 176-178, MU3 to MU5 and MU7 to MU9 pages 206-210 and 212-215. See also Appendix 1.

'Retail warehouses' as for Policy S1, page 183.

"Warehouse clubs" out-of-centre businesses specialising in bulk sales of reduced price quality goods in unsophisticated buildings with large car parks. The operator may limit access to businesses, organisations or classes of individual and may agree to limit the number of lines sold.

'Factory outlets' groups of shops, usually away from the town centre, specialising in selling seconds and endof-line goods at discount prices.

Other information

For other areas where retail warehouses may be acceptable, see also Policy S9, page 197.

- (d) it would not have a significant harmful effect on public transport services or priority measures or on other movement on the surrounding road network as existing or, where appropriate, as proposed to be improved; and
- (e) the traffic generated would not result in a significant increase in the number and length of customer trips; and
- (f) it would not take up land where other uses are required nor give rise to shortages of land for those uses which are preferred; and
- (g) it would comply with Policies IB9, H14, CF8, S10 or MU11 as appropriate.

Reasons for the Policy

Out-of-centre shops can damage the City Centre and District Centres, particularly if they sell a similar range of goods. And, where there are other recent or proposed developments, the effect of these also need to be considered.

The City Centre's vitality and viability would be harmed by any non-food development which severely affected retailers' or investors' confidence in the City Centre or increased the likelihood of relocation of one or more major anchor stores from the City Centre. Therefore a cautious approach should be taken to all non-food retail development outside the City Centre such as retail parks, retail warehouses, warehouse clubs and factory outlets.

In the case of food retailing, the benefits of a new food store outside the City or District Centres would have to be weighed against the possibility of a Centre losing a significant part of its general food retailing and against any effects on the vitality and viability of a centre due to its loss of trade associated with that food shopping.

For social and environmental reasons the Government's national planning guidance is that new development should be easily accessible by a choice of means of transport and not lead to a significant increase in pollutants. Development adjacent to existing shops can often achieve these aims. One trip can serve several purposes and so reduce the number of car trips necessary. The new shop is more likely to be accessible to those without cars and contribute to the vitality and viability of the centre. Therefore retail development on sites in existing centres is preferable to development outside.

Where there is no scope for further food store development within District Centres, in many cases the best solution will be the edge-ofcentre food stores that provide parking facilities that enable those shopping at the food store to walk to the centre for their other business in the town.

Where there is no scope for further food store development within District Centres, in many cases the best solution will be the edge-ofcentre food stores that provide parking facilities that enable those

shopping at the food store to walk to the centre for their other business in the town.

The development of land needed for other uses designated in the Plan would be wasteful. Retail development on industrial land might also limit the types of industrial development that could subsequently proceed.

Major retail development at the edge of a District Centre, but not in the Shopping Area itself, should not harm the environment of neighbouring areas.

How it will be put into practice

By:

Deciding planning applications, taking into account retail and traffic impact studies, progress being made on the implementation of regeneration strategies, in particular through public investment, and how easy it is to reach proposed developments on foot and by public transport.

Keeping a check on the likely future requirements for shopping facilities.

Providing appropriate advice to developers, which could include supplementary planning guidance or planning briefs.

Making sites available.

S6 CONDITIONS ON MAJOR SHOP DEVELOPMENT

Conditions will be applied to permission for new shop development to restrict:

- (a) the range of goods sold
- (b) the maximum or minimum unit size,

where such conditions would prevent the proposals from undermining the vitality and viability of the Central Shopping Area or a nearby District Centre in a way which would otherwise justify refusal, and where the proposals are in other respects acceptable.

Reasons for the Policy

The types of goods sold and sales area determine how new shops affect existing shopping centres. For example, retail parks or retail warehouses may have different impacts on the City Centre from shops that offer a range of shopping in direct competition with that provided in the City Centre.

Without conditions being imposed on the development, retailers can sell different goods from those originally approved. Use of agreements or conditions can control these changes to reduce the direct impact on the vitality and viability of existing centres.

In the City Centre the retail sectors most at risk are department and variety stores, which are critical to Sheffield's continued retail function.

Other information

For the Government's national planning guidance, see Planning Policy Guidance Notes Revised PPG6, Town Centres and Retail Developments, Department of the Environment, 1996, and PPG13, Transport, Department of the Environment, 1994.

For the implications of transport infrastructure for development, see also Policy T28, pages 285.

Definitions

'Retail parks' - as for Policy S1, page 183. 'Retail warehouses' as for Policy S1, page 183. and other fashion and footwear retailers, electrical goods retailers and durable goods stores.

If the City Centre and District Centres are to be competitive, out-ofcentre stores selling small or high value goods must be limited. For example, conditions might need to be imposed to restrict the type of goods to be sold to:

- · furniture, carpets and floor coverings
- DIY goods, namely building materials, tools and plumbing fittings
- gardening equipment
- · office furniture and supplies
- electrical goods
- motor accessories.

Similarly, conditions might be imposed to limit the minimum floorspace of any single unit to 500 sq. m. and the maximum unit size to 4,000 sq. m. and to disallow the subdivision of any units to create units smaller than 500 sq. m. The maximum limit would mean that a development could not then accommodate a department store. The minimum limit would mean the development could not accommodate small stores of the sort usually found in existing centres.

How it will be put into practice

By:

Deciding planning applications.

Negotiating with developers and entering into legal agreements.

S7 DEVELOPMENT IN DISTRICT AND LOCAL SHOPPING CENTRES

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

Preferred

Shops (AI)

Acceptable

Offices used by the public (A2) Food and drink outlets (A3) Business (B1) Hotels (C1) Residential institutions (C2) Housing (C3) Community facilities and institutions (D1) Leisure and recreation facilities (D2) Car parks

Centres' - as for Policy S1, page 183.

Car showrooms Hostels Launderettes Petrol filling stations on Strategic Roads Taxi and vehicle hire businesses

Unacceptable

General industry (B2) Warehouses and open storage (B8) Garage and transport depots Scrapyards

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

Car parks must comply with Policies T21 to T24.

All new development must also comply with Policies S4, S5, S10 and T22 to T24.

Reasons for the Policy

Shops are the key part of shopping centres and give them much of their vitality and so they are the preferred development. Certain other uses such as banks, cafes and launderettes provide useful facilities that complement the shops.

Some offices and other business uses are also acceptable and can be developed sensitively so that the shopping role of the centre is not undermined.

Shopping centres can provide suitable places for people to live in. In turn, residents of shopping centres can help make them more lively and attractive places. Shopping areas can provide opportunities for small, low-cost homes such as flats over shops. These may enable shopkeepers to live close to their work, and make fuller use of existing buildings.

Community facilities, such as doctors' surgeries and meeting places, and leisure and recreation developments can complement shopping centres by providing local amenities.

Car-related uses are acceptable if they can be accommodated without adverse effects (see Policy S10, page 199).

It is accepted that some of the developments allowed in the Policy may result in living conditions in or near the Centre not being as good as elsewhere in Housing Areas. But it is still important to ensure that they are satisfactory for people living there.

Industry and other similar developments are not compatible with the Centres' shopping function and would harm the environment for people who shop, work or live nearby. There are better locations elsewhere for these uses.

SHOPPING

Other information

For Policies T21 to T24, see pages 276-281.

For Policies S4, S5 and S10, see pages 188-193 and 199.

How it will be put into practice

By:

Deciding applications

Providing appropriate advice to developers, which could include supplementary planning guidance or planning briefs.

Identifying and promoting sites suitable for development.

Advising developers about other Areas of the City where development which is unacceptable in District and Local Shopping Centres might be allowed.

S8 DEVELOPMENT AT MEADOWHALL

In Meadowhall the following uses will be:

Acceptable

Shops (A1) Offices used by the public (A2) Food and drink outlets (A3) Business (B1) Hotels (C1) Community facilities and institutions (D1) Leisure and recreation facilities (D2)

Unacceptable

General industry (B2) Warehouses and open storage (B8) Residential institutions (C2) Housing (C3) Car showrooms Garage and transport depots Scrapyards

Proposals for major non-food development will not be permitted where it would undermine the Plan strategy of concentrating such development within the Central Shopping Area and District Shopping Centres by:

- (a) significantly and harmfully increasing the retail draw of Meadowhall; or
- (b) directly facilitating relocation from the Central Shopping Area of forms of retailing fundamental to its continuing vitality and viability; or
- (c) significantly and harmfully expanding forms of retailing fundamental to the continuing vitality and viability of existing Centres.

Proposals for non-retail development will be permitted only provided that:

- (d) it would not undermine the vitality and viability of the City Centre as a whole, and
- (e) it would not jeopardise private sector investment needed to safeguard the vitality and viability of the City or put at risk the strategy for regeneration of the Central Shopping Area; and
- (f) there would be sufficient capacity in the surrounding road network to manage the

SHOPPING

traffic generated; and

(g) the traffic generated would not result in a significant increase the number and length of customer trips.

Car parks must comply with Policies T21 to T24.

All new development must also comply with Policies SP2, S5 and S10 as appropriate.

Reasons for the Policy

As a regional shopping centre and an undoubted commercial success, Meadowhall both complements and competes with the City Centre. It has brought about a significant improvement in the range and quality of comparison goods shopping in the Sheffield sub-region and it attracts visitors from a much wider catchment area than did the City Centre.

However, the vulnerability of the City Centre is now a major cause for concern and further major development at Meadowhall should be considered against the need to restore retailers' and investors' confidence in the City Centre and maintain and enhance its vitality and viability.

Small-scale development enabling Meadowhall to sustain its regional retail role - such as the expansion of existing stores for operational reasons - is not likely to result in serious harm to the vitality and viability of the City Centre.

However, the continuing decline of the Central Shopping Area could be accelerated by major retail development at Meadowhall - such as a mall extension or a reconfiguration to accommodate major new businesses. Such development could increase Meadowhall's ability to accommodate major new retailers or increase the likelihood of relocation of one or more major anchor stores from the City Centre. It could seriously affect shops in the key retail sectors of the City Centre - department and variety stores, which are critical to Sheffield's continued retail function, and other fashion and footwear retailers, electrical goods retailers and durable goods stores.

Proposals for non-retail development such as leisure and entertainment facilities could also affect the City Centre, particularly if they were to lead to loss of vitality in the evenings.

How it will be put into practice

By:

Deciding planning applications, taking into account retail and traffic and other impact studies.

S9 DEVELOPMENT IN RETAIL PARKS

Development in Retail Parks which enables them to sustain their function primarily as locations for the sale of bulky household goods catering mainly for car-borne customers will

Other information

For Policies T21 to T24. see pages 276-281. For Policies SP2, S5 and S10, see pages 36. 191 and 199.

Definitions

'Small-scale development - development with gross floorspace less than 2,500 sq. metres.

'Major retail development' - as for Policy S1. page 183.

Definitions 'Retail Parks' - as for Policy S1, page 183

SHOPPING

Definition

183.

'Retail warehouses' -

as for Policy S1, page

Other information

For Policies S5 and S10, see pages 191 and 199.

be permitted.

Proposals for retail development must also comply with Policies S5, S6 and S10.

The following uses will be:

Preferred

Retail warehouses (AI)

Acceptable

Offices used by the public (A2) Food and drink outlets (A3) Leisure and recreation facilities (D2)

Unacceptable

Other shops (A1) Business (B1) General industry (B2) Warehouses and open storage (B8) Hotels (C1) Residential institutions (C2) Housing (C3) Garage and transport depots Scrapyards

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

All new development must also comply with Policies S5 and S10.

Reasons for the Policy

The Retail Park Areas on the Proposals Map are easily accessible by public and private transport, and are evenly distributed over the City. They allow people the opportunity to compare and buy bulky household goods such as carpets, furniture and electrical goods and bulky DIY items.

Nevertheless, the Retail Park Areas are not counted as established District Shopping Centres so proposals for development there will be considered as 'out-of-centre'. Because of their out-of-centre location, development there should be limited to retail warehouses for the reasons given under Policies S1, S5 and S6 (pages 183, 191 and 193).

Retail development within or adjacent to the Central Shopping Area and established District Shopping Centres is to be preferred to development outside these centres.

The other uses listed in the Policy as acceptable, such as leisure and recreation, may complement the main function of Retail Parks, providing services for customers and enabling some car trips to serve more than one purpose. But the main focus for these services should continue to be the City, District and Local Centres.

198

How it will be put into Practice

By:

Deciding planning applications, taking into account retail and traffic and other impact studies.

Putting conditions on planning permissions, where appropriate.

Providing appropriate advice to developers, which could include supplementary planning guidance or planning briefs.

Retail Parks in Sheffield (with number in brackets shown on Map 13 facing page 184):

North East (Proposals Map 4) Kilner Way (1)

East End (Proposals Map 5) Meadowhall (2)

Mosborough (Proposals Map 7) Drakehouse (3)

South (Proposals Map 8) Woodside Quarry, Chesterfield Road (4)

South West (Proposals Map 9) Queens Road (5)

S10 CONDITIONS ON DEVELOPMENT IN SHOPPING AREAS

In Shopping Areas, new development or change of use will be permitted provided that it would:

- (a) not lead to a concentration of uses which would prejudice the dominance of preferred uses in the Area or its principal role as a Shopping Centre; and
- (b) not cause residents or visitors in any hotel, hostel, residential institution or housing to suffer from unacceptable living conditions, including air pollution, noise, other nuisance or risk to health or safety; and
- (c) provide, where appropriate, an environmental buffer to shield sensitive land uses; and
- (d) be well designed and of a scale and nature appropriate to the site; and
- (e) comply with Policies for the Built and Green Environment as appropriate; and
- (f) be served adequately by transport facilities and provide safe access to the highway network and appropriate offstreet parking and not endanger pedestrians.

Definitions

"Shopping Areas" - all Policy Areas relating to shopping shown on the Proposals Map.

'Dominance' - as set out in Appendix 1.

Environmental

buffer' and 'Sensitive uses' - as for Policy IB14, page 139.

Other information

For Policies for the Built and Green Environment, see pages 59-119.

Definitions

"Adequately served by transport facilities" complying with Policy T28 page 285.

"Appropriate car parking" - as set out in Policies T21 to T24, pages 276-281

SHOPPING

Other Information

For housing in the City Centre, see also Policy H12, page 158.

For living conditions for people in need of care, see also Policy H8, page 152

For parking provision in new developments, see Parking Guidelines, pages 288-297.

Reasons for the Policy

New development should not undermine the main function or character of existing Shopping Centres. Proposals will be assessed in terms of their scale, location and prominence in the street scene, likely effects on pedestrian flows and the general level of activity, and the number and distribution of other non-retail uses in the surrounding area.

It may not always be possible in Shopping Areas to ensure the environmental standards achieved in Housing Areas. Even so, new development should not create unacceptable living conditions for peopleliving nearby or in the new buildings. Suitable buffering may make it possible to site uses next to each other that might otherwise be bad neighbours.

Good design of new development would enhance the character and improve the appearance of these areas.

New development should not make access difficult or unsafe or create parking problems on roads and streets.

How it will be put into practice

By:

Deciding planning applications and setting conditions for new development.

Providing appropriate advice to developers which could include supplementary planning guidance or planning briefs.

Assessing the demands of new development on transport (see Policy T28, page 285).

DESIGN AND IMPROVEMENT OF SHOPS AND SHOPPING CENTRES

These Policies aim to ensure that new shopping development is both attractive, convenient and accessible to all. And older shopping centres need to be brought up to a similar standard.

SII DESIGN OF RETAIL DEVELOPMENT

Retail development will be required to:

- (a) provide access for pushchairs and people with disabilities; and
- (b) provide for safe and easy pedestrian movement at ground level; and
- (c) provide car and cycle parking for people who live or work in the development; and

- (d) provide or contribute towards appropriate shoppers' car and cycle parking or measures to assist public transport, walking or cycling required as a direct result of that development, either as part of the development or elsewhere in the shopping centre; and
- (e) have shop fronts which are in keeping with the building in which they are contained and with the street as a whole; and
- (f) comply with Policies BE5 to BE9

Where the scale of the development and the needs of the shopping centre justify it, developments will also be encouraged to provide:

- (g) additional car parking and cycling for shoppers; and
- (h) facilities for the comfort and convenience of shoppers; and
- (i) nursery facilities for members of staff; and
- (j) waste recycling facilities.

Reasons for the Policy

Shopping is an activity which touches on the lives of virtually everyone in the community and so it is particularly important that shopping facilities should be well designed to meet the needs of all users. This Policy sets out what will generally be expected in shopping developments though what is sought in each case will depend largely on the size and nature of what is proposed. Where provision of facilities is to be encouraged this will be a matter for negotiation rather than one on which determination of planning applications will turn.

It is important that all shoppers, including those with restricted mobility, are able to move around shopping developments in safety and comfort.

There needs to be enough car parking in shopping centres to meet the needs of people living and working there, as well as shoppers.

Good design of shopping frontages can enhance the appearance and attractiveness of shopping centres.

Car parking for shoppers is needed to help make shopping centres safe, convenient and attractive. Rather than provide car parks solely for people visiting new shops there may be scope for shared use with others needing short-term parking in the area.

Commuted payments may be sought where they are necessary to overcome a valid objection to planning permission. They will be reasonably related in scale to the size and nature of the development and to the Plan's Parking Guidelines and will be used only for the purpose for which they are sought, and within a reasonable period of time.

The design of many existing shopping centres does not take full account of shoppers' needs. Redevelopment offers opportunities to bring traditional centres up to modern standards.

SHOPPING

Definition

'Appropriate parking' - as set out in Policies T21 to T25, pages 276-282.

For Policies BE5 to BE9, see pages 64-70.

Definition

'Facilities for the comfort and convenience of shoppers' includes seats, toilets, canopies, baby feeding/ changing rooms, planting, bus shelters, uniform or themed street furniture and surfacing materials, information points and displays, function and meeting rooms, and creches.

Other information

For access, see Policy BE9, page 69.

For parking provision in new development, see also Parking Guidelines, pages 288-297.

For commuted payments for shoppers' parking, see Policy T24, page 280.

SHOPPING

Other Information

For national planning guidance on recycling facilities, see Planning Policy Guidance Note Revised PPG6, Town Centres and Retail Developments, Department of the Environment, 1996, paragraph 2.39.

For development in areas of architectural or historic interest, see Policies BE15 to BE20, pages 76-83.

Definitions

'Environmental improvements' and **'Areas of known poverty'** - as for Policy BE4, page 62-63.

Other information

For traffic calming and related measures, see Policies T12 to T14, pages 266-269. Nurseries and creches will enable more people with caring responsibilities for children to work in new shops (see Policy CF4, page 172).

Both the Government and the City Council wish to encourage recycling in the City (see Policy MW6, page 244). National planning guidance indicates that the design of superstores and most supermarkets should incorporate recycling facilities. Such facilities may also be appropriate at smaller stores in order to encourage recycling.

How it will be put into practice

By:

Deciding planning applications.

Negotiating with developers and entering into legal agreements to provide community benefits (see Policy CF5, page 173).

Providing appropriate advice to developers, which could include supplementary planning guidance or planning briefs.

Consulting with groups representing disabled people and other users of the development.

S12 IMPROVEMENTS TO SHOPPING CENTRES

The City Council will undertake and assist with environmental improvements to make Shopping Centres more attractive and convenient to use, especially in or near to areas of known poverty.

Reasons for the Policy

Physical and environmental improvements and promotional activities can help to attract more customers. In turn, these can increase a shopping centre's viability.

Resources for this type of work are limited and priorities need to be decided. So the City Council will give priority to those shopping centres serving areas with high concentrations of people with low incomes or other disadvantaged groups.

How it will be put into practice

By:

Drawing up priorities for improvements to shopping centres.

Negotiating shopping centre improvements with developers.

Making improvements in partnership with the private sector and through regeneration programmes.

MIXED USE AREAS

- MUI Mixed Use Areas
- MU2 City Road Mixed Use Area
- MU3 Broad Street Mixed Use Area
- MU4 Hillsborough Mixed Use Area
- MU5 Bramall Lane Mixed Use Area
- MU6 Hanover Mixed Use Area
- MU7 Attercliffe Mixed Use Area
- MU8 Archer Road Mixed Use Area
- MU9 Kelham Mixed Use Area
- MUI0 Victoria Quays Mixed Use Area
- MUII Conditions on Development in Mixed Use Areas

Mixed Use Areas

Some parts of the City do not have a single dominant land use. A variety of developments has grown up, often including a mixture of businesses, shops, houses, community facilities and other uses. This gives each of these areas their own individual character. The Plan aims to maintain or influence this character and to make the most of the opportunities which arise when a range of uses exists together. Policies MU2 to MU6 below deal with each of these 'Mixed Use Areas'.

Other areas offer opportunities for a range of new land uses through redevelopment or refurbishment. These are also designated as Mixed Use Areas to encourage varied development and not to allow any one land use to become too dominant. Policies MU7 to MU10 refer to these areas.

As in other parts of the City conditions are applied to new development. But they allow more flexibility than is appropriate in an area where the needs of a dominant use need to be safeguarded. They are set out in Policy MUII. The general locations are shown on Map 16 (opposite).

Policy MUI sets the scene by outlining the basic principle underlying policies for all these areas.

MUI MIXED USE AREAS

In defined Mixed Use Areas, a variety of land uses will be preserved and created. A mixture of developments will be encouraged by not allowing any single land use to dominate.

Reasons for the Policy

Mixing land uses is a proven method of encouraging diversity and vitality in urban environments. The principle has already been used effectively in parts of the City Centre.

Properly controlled mixing of land uses can help create more effective and attractive development than is the case in single-use areas.

Mixed Use Areas can fulfil an important role in the community by providing opportunities for jobs and services that are difficult to create in neighbouring areas which have a single dominant use.

Mixing of land uses may help to reduce the distances that people need to travel.

How it will be put into practice

By:

Building on the character of existing Mixed Use Areas.

Promoting mixed uses where there are major opportunities to regenerate an area.

Definition

'Mixed Use Areas' areas consisting of two or more major land uses, with no single use being dominant.



Anticipating opportunities for mixed development to complement other adjoining land uses.

MU2 CITY ROAD MIXED USE AREA

In the City Road Area, the following uses will be:

Acceptable

Small shops (A1) Offices used by the public (A2) Food and drink outlets (A3) Business (B1) Community facilities and institutions (D1) Leisure and recreation facilities (D2) Car showrooms Petrol filling stations Taxi and vehicle hire businesses

Unacceptable

Other shops (A1) General industry (B2) Warehouses and open storage (B8) Hotels (C1) Residential institutions (C2) Housing (C3) Garage and transport depots Hostels Scrapyards

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

All new development must also comply with Policy MUII.

Reasons for the Policy

In City Road, small shops are already mixed with car-related uses and community facilities.

The existing shops serve local needs. Larger shops would lead to an unacceptable spread of the Manor Top Shopping Centre and worsen existing parking problems.

Business uses, offices used by the public and food and drink outlets would provide jobs and services for local people.

The area offers scope for development of additional community, leisure and recreation facilities in an accessible location.

The main road frontage is suitable for vehicle-related developments, such as car showrooms and petrol filling stations.

Industry and scrapyards would not be acceptable as they would be too close to existing houses.

Definition

'Small shops' - shops usually with not more than 280 sq. m. sales area or which are ancillary to other acceptable uses in the Area.

Other information

The codes in brackets in the Policy, for example (A1), tell you which class each land use belongs to. For more information, see Appendix 2.

For Policy MUII, see page 217. Warehousing and transport depots would lead to increased heavy vehicle traffic and create an unattractive frontage.

High levels of road noise mean that houses, hotels and hostels should be discouraged here.

How it will be put into practice

By:

Deciding planning applications.

Providing appropriate advice to developers, which could include supplementary planning guidance or planning briefs.

Identifying and promoting sites suitable for development.

Advising developers about other areas of the City where development which is unacceptable in the City Road Mixed Use Area might be permitted.

MU3 BROAD STREET MIXED USE AREA

In the Broad Street Mixed Use Area, the following uses will be:

Preferred

Business (BI) as part of mixed development

Acceptable

Small shops (A1) Offices used by the public (A2) Food and drink outlets (A3) Hotels (C1) Community facilities and institutions (D1) Leisure and recreation facilities (D2) Hostels

Unacceptable

Other shops (A1) General industry (B2) Warehouses and open storage (B8) Residential institutions (C2) Housing (C3) Garage and transport depots Scrapyards

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

All new development must also comply with Policy MUII.

Reasons for the Policy

In the Broad Street Area shops exist alongside other service uses and

Definitions

"Small shops" - shops usually with not more than 280 sq. m. sales area or which are ancillary to other acceptable uses in the Area.

Other information For Policy MUII, see page 217. workshops. Many buildings are currently in poor condition. The Area offers considerable scope for new mixed use development to complement the major investment occurring nearby at Hyde Park, Bard Street and Victoria Quays.

This Area is particularly suitable for office and other business development being close to the City Centre and Supertram stops.

Small shops, offices used by the public and food and drink outlets would meet the needs of local people. Such uses could be developed in ways that do not harm living conditions or the quality of the environment.

Large shops would reduce the scope for business development and are already available nearby in the City Centre.

The Area offers scope for the development of hotels, hostels, community facilities and leisure and recreation facilities. These could contribute to the regeneration of the Area, improve living conditions and create jobs for people living nearby.

A satisfactory environment could not be provided for housing because of the existing uses of the Area and its nearness to the Sheffield Parkway.

The other uses listed as unacceptable would damage the living conditions for people living in neighbouring Areas and/or reduce the potential for major regeneration of the Area.

How it will be put into practice

By:

Deciding planning applications.

Implementing the existing planning brief (land north of Broad Street) and any supplementary planning guidance based on this Policy.

Identifying and promoting sites suitable for development.

Advising developers about other areas of the City where development which is unacceptable in the Broad Street Mixed Use Area might be permitted.

MU4 HILLSBOROUGH MIXED USE AREA

In the Hillsborough Mixed Use Area, the following uses will be:

Required

Open space as part of mixed development

Preferred

Business (BI) Housing (C3) except for Penistone Road frontage

Acceptable

Small shops (AI)

Definition

'Small shops' - shops usually with not more than 280 sq. m. sales area or which are ancillary to other acceptable uses in the Area. Offices uses by the public (A2) Food and drink outlets (A3) Hotels (C1) Residential institutions (C2) except for Penistone Road frontage Community facilities and institutions (D1) Leisure and recreation facilities (D2) Hostels

Unacceptable

Other shops (AI) unless on Leppings Lane General industry (B2) Warehouses and open storage (B8) Garage and transport depots Scrapyards

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

All new development must also comply with Policies MUII and S5 as appropriate.

Reasons for the Policy

Hillsborough Stadium is next to the River Don and sandwiched between an industrial area to the east and a residential area to the north. It also fronts on to Penistone Road (A61). There are no proposals for redevelopment of the site. But in the event of the Stadium being improved or relocated at some time in the future, the most should be made of development opportunities that arise whilst ensuring that living conditions are not harmed for people living nearby.

The nearby housing areas off Leppings Lane have poor access to Hillsborough Park or other public open spaces. So any major redevelopment of the Stadium should provide such spaces as part of improvements to the riverside environment.

Should the Stadium be no longer required for recreational purposes, part of the site should ideally be developed as a business park to take advantage of the location and be consistent with adjoining uses.

Food and drink outlets and hotel developments could complement a business park. Major shops would generate too much traffic and harm Hillsborough shopping centre. But land at the Leppings Lane end of the site could form a natural extension to the Local Shopping Centre at Catch Bar Lane.

The heavy traffic flows on Penistone Road make this frontage unsuitable for residential redevelopment. However, houses and community facilities could form part of any mixed development on the rest of the site.

The Area is too close to existing housing to permit warehousing and industry.

Other information For Policies MUII and S5, see pages 217 and 191.

How it will be put into practice

By:

Deciding planning applications.

Providing appropriate advice to developers, which could include supplementary planning guidance or planning briefs.

Identifying and promoting sites unsuitable for development.

Advising developers about other areas of the City where development which is unacceptable in Hillsborough Mixed Use Area might be permitted.

MU5 BRAMALL LANE MIXED USE AREA

In the Bramall Lane Mixed Use Area, the following uses will be:

Required

Open space as part of mixed development

Preferred

Housing (C3)

Acceptable

Small shops (A1) Food and drink outlets (A3) Business (B1) Hotels (C1) Residential institutions (C2) Community facilities and institutions (D1) Leisure and recreation facilities (D2) Hostels

Unacceptable

Other shops (A1) unless at the edge of the Shoreham Street Local Shopping Centre Offices used by the public (A2) General industry (B2) Warehouses and open storage (B8) Car showrooms Garage and transport depots Petrol filling stations Scrapyards

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

All new development must also comply with Policies MUII and S5 as appropriate.

Definition

MIXED USE AREAS

'Small shops' - shops usually with not more than 280 sq. m. sales area or which are ancillary to other acceptable uses in the Area.

Other information For Policies MUII and S5, see pages 217 and 191.

Reasons for the Policy

In Bramall Lane, Sheffield United Football Ground is joined to the south by a mixture of housing and industry. The Area is under considerable development pressure. Whilst making the most of any development opportunities that might arise in the future, local living conditions should not be harmed.

The housing areas around the Bramall Lane Area have few parks and public open spaces. Any major redevelopment within the Area could provide such spaces, with play facilities and seating areas.

There is scope for major, imaginative leisure and recreation development as part of any scheme to improve the existing stadium.

If the industrial and former depot sites south of Cherry Street are vacated, new development should include housing to link up with the existing Shoreham Street Housing Area.

Small-scale business developments need not harm local living conditions or prejudice the development of the housing and leisure facilities.

Appropriately sited hotel and conference facilities could form part of proposals to improve the football stadium or be part of a comprehensive mixed redevelopment scheme.

Additional community facilities could be developed here more readily than in the surrounding Housing Areas.

Car showrooms and petrol filling stations would lead to unacceptable traffic next to housing areas.

Large shops and offices used by the public would generate too much traffic within the Area and would also be more appropriate in nearby shopping centres.

The other uses listed as unacceptable would significantly damage the living conditions of nearby residents and/or prevent the development of the more sensitive uses wanted in the Area.

How it will be put into practice

By:

Deciding planning applications.

Implementing the existing planning brief (for the football stadium) and any additional guidance based on this Policy.

Identifying and promoting sites suitable for development.

Advising developers about other areas of the City where development which is unacceptable in the Bramall Lane Mixed Use Area might be permitted.

MU6 HANOVER MIXED USE AREA

In the Hanover Mixed Use Area, the following uses will be:

Definition 'Small shops' - shops usually with not >

MIXED USE AREAS

more than 280 sq. m. sales area or which are ancillary to other acceptable uses in the Area.

Acceptable

Small shops (A1) Offices used by the public (A2) Food and drink outlets (A3) Business (B1) Hotels (C1) Residential institutions (C2) Housing (C3) Community facilities and institutions (D1) Leisure and recreation facilities (D2) Hostels

Unacceptable

Other shops (A1) General industry (B2) Warehouses and open storage (B8) Car showrooms Garage and transport depots Petrol filling stations Scrapyards

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

All new development must also comply with Policy MUII.

Reasons for the Policy

In the Hanover Mixed Use Area, which includes Wilkinson Street and Northumberland Road, a mixture of housing, business, educational and medical uses already exists. These streets lie in Conservation Areas and this affects the range of land uses which is acceptable.

Small shops, offices used by the public, food and drink outlets and business uses would meet the needs of people living and working locally. They would also satisfy some passing trade.

None of the Area has sufficient access to allow large shops to be developed satisfactorily. They would also harm the character and appearance of the Area.

Hotels and hostels would be compatible with existing uses and could use existing buildings.

Parts of the Area are good locations for small-scale community and leisure and recreation facilities to meet both local and wider needs.

Residential institutions and houses would complement existing housing.

How it will be put into practice

By:

Deciding planning applications.

Providing appropriate advice to developers, which could include supplementary planning guidance and planning briefs. Other information For Policy MUII, see page 217.

For development in Conservation Areas, see also Policies BE15 to BE17, pages 76-80. Identifying and promoting sites suitable for development.

Advising developers about other areas of the City where development which is unacceptable in the Hanover Mixed Use Area might be permitted.

MU7 ATTERCLIFFE MIXED USE AREA

In Attercliffe Mixed Use Area, the following uses will be:

Preferred

Business (B1) Hotels (C1) Residential institutions (C2) Housing (C3) Hostels

Acceptable

Small shops (A1) Offices used by the public (A2) Food and drink outlets (A3) Community facilities and institutions (D1) Car parks

Unacceptable

Other shops (A1) unless at the edge of the Attercliffe Local Shopping Centre General industry (B2) Warehouses and open storage (B8) Car showrooms Garage and transport depots Launderettes Scrapyards Taxi and vehicle hire businesses

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

All new development must also comply with Policies MUII and S5 as appropriate.

Reasons for the Policy

The area covered by this Policy is located to the east of the Attercliffe Road Shopping Centre. It includes the Sheffield Technology Park, land currently occupied by industrial buildings between Shirland Lane and Darnall Road and land next to the Canal and the route of the Supertram.

Opportunities exist for a genuine mix of uses on development sites and derelict industrial land. These include further expansion of the technology park and mixed residential uses to complement other new uses in the area.

Definition

'Small shops' - shops usually with not more than 280 sq. m. sales area or which are ancillary to other acceptable uses in the Area.

Other information

For Policies MU11 and S5, see pages 217 and 191.

For car parks, see Policies T21 to T25, pages 276-282. The other uses which are acceptable would benefit future residents without prejudice to the development of the preferred uses.

There are opportunities in the adjoining industrial areas and shopping areas to develop uses which are not acceptable in the Mixed Use Area.

How it will be put into practice

By:

Deciding planning applications.

Providing appropriate advice to developers, which could include supplementary planning guidance or planning briefs.

Identifying and promoting sites for development.

Advising developers about other areas of the City where development which is unacceptable in the Attercliffe Mixed use Area might be permitted.

MU8 ARCHER ROAD MIXED USE AREA

In the Archer Road Mixed Use Area, the following uses will be:

Required

Open space by the river

Preferred

A park-and-ride car park A railway station

Acceptable

Small shops (A1) Business (B1) General industry (B2) Hotels (C1) Community facilities and institutions (D1) Leisure and recreation facilities (D2) Hostels

On the Abbeydale Road frontage -Car showrooms Petrol filling stations

Unacceptable

Other shops (AI) Warehouses and open storage (B8) Garage and transport depots Scrapyards

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

Definition

'Small shops' - shops usually with not more than 280 sq.m. sales area or which are ancillary to other acceptable uses in the area. Other information For Policy MUI1, see page 217.

For access to rivers, see Policy GE17, page 107.

All new development must also comply with Policy MUII.

Reasons for the Policy

The land located between Archer Road and Abbeydale Road, already contains a mixture of uses including dwellings, two superstores and car parks, two petrol filling station, general industry, warehouses, offices and open storage.

The site is constrained by being divided by the railway and the River Sheaf.

The area presents opportunities for developments to provide local jobs and complement developments on other sites in the neighbourhood.

Open space adjoining the river is particularly important for the riverside walk. The site also provides an opportunity for encouraging local rail travel (see Policies T4 and T6, pages 256 and 259).

The acceptable uses are mainly ones which will create jobs. But as undeveloped land is limited in the neighbourhood, community facilities and leisure and recreation facilities here could help to meet the area's needs.

It is expected that the houses can continue to exist side by side with the proposed uses but would not be replaced when they reach the end of their life.

How it will be put into practice

By:

Deciding planning applications.

Providing appropriate advice to developers, which could include supplementary planning guidance or planning briefs.

Identifying and promoting sites for development.

Advising developers about other areas of the City where development which is unacceptable in the Archer Road Mixed Use Area might be permitted.

MU9 KELHAM MIXED USE AREA

In the Kelham Mixed Use Area, the following uses will be:

Preferred

Open space by the river Business (BI) Housing (C3) Leisure and recreation facilities (D2)

Acceptable

Providing the development would be related to a preferred use-

Small shops (A1) Food and drink outlets (A3) General industry (B2) where this would involve the use of an existing building Hotels (C1) Hostels

Unacceptable

Other shops (A1) Offices used by the public (A2) Warehouses and open storage (B8) Residential institutions (C2) Car showrooms Garage and transport depots Petrol filling stations Scrapyards Taxi and vehicle hire businesses

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

All new development must also comply with Policy MUII.

Reasons for the Policy

The Kelham Mixed Use Area, located around the Kelham Island Industrial Museum, is unique in the City. It is next to the River Don within the Kelham Island Industrial Conservation Area and contains many buildings of historic and architectural interest.

Opportunities exist to further develop the Museum and convert nearby industrial buildings into housing and offices transforming the area into a unique living and working environment.

The continuation of industry is important in and around Kelham since it has given the area its special character.

Opportunities to develop uses which are unacceptable in the Mixed Use Area exist in the adjoining industrial areas.

How it will be put into practice

By:

Deciding planning applications.

Providing advice for developers, which could include supplementary planning guidance or planning briefs.

Identifying and promoting sites for development.

Advising developers about other areas of the City where development which is unacceptable in the Kelham Mixed Use Area might be permitted.

Definition

'Small shops' - shops usually with not more than 280 sq. m. sales area or which are ancillary to other acceptable uses in the Area.

Other information For Policy MUII, see page 217.

For access to rivers, see Policy GE17, page 107.

Definition

'Small shops' - shops usually with not more than 280 sq. m. sales area or which are ancillary to other acceptable uses in the Area.

Other information

For Policies MUII and T2I to T24, see below and pages 276-281.

MUI0 VICTORIA QUAYS MIXED USE AREA

In the Victoria Quays Mixed Use Area, the following uses will be:

Acceptable

Small shops (A1) Food and drink outlets (A3) Business (B1) Hotels (C1) Residential institutions (C2) Housing (C3) Community facilities and institutions (D1) Leisure and recreation facilities (D2) Boatyard Car Parks Open Space Petrol filling station with access to the Parkway

Unacceptable

Other shops (AI) General industry (B2) Warehouses and open storage (B8) Garage and transport depots Hostels Scrapyards

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

All new development must comply with Policies MUII and T21 to T24.

Reasons for the Policy

Any further development should respect and maintain the character of the Area and its surroundings. The restoration of the Listed Buildings around the Canal presents a unique opportunity for a mixed scheme with complementary new buildings around the Canal Basin and neighbouring sites.

The activities proposed in the Policy would attract people to live and work in the Area and to visit it for the recreational facilities which it could offer such as canoeing, angling or other canal-based activities. Mooring boats adds to the character of the Basin and this facility should therefore be kept.

Victoria Quays Mixed Use Area offers opportunities for a variety of uses such as shops, art galleries, restaurants, public houses and other leisure activities. A new hotel will encourage tourists to stay on the site and could also provide facilities for meetings and conferences. Uses which would not be compatible with these activities should be excluded.

How it will be put into practice

By:

Deciding planning applications.

Negotiating with developers to provide community facilities (see Policy CF5, page 173).

Advising developers about other areas of the City where development which is unacceptable in the Victoria Quays Mixed Use Area might be permitted.

Implementing the existing planning brief and any supplementary planning guidance based on this Policy.

MUII CONDITIONS ON DEVELOPMENT IN MIXED USE AREAS

In Mixed Use Areas, new development or change of use will be permitted provided that it would:

- (a) preserve or create variety in the character of the neighbourhood and not result in any one use dominating and leading to the loss of the Area's character; and
- (b) not cause residents or visitors in any hotel, hostel, residential institution or housing to suffer from unacceptable living conditions, including air pollution, noise, other nuisance or risk to health or safety; and
- (c) provide, where appropriate, an environmental buffer to shield sensitive land uses; and
- (d) be well designed and of a scale and nature appropriate to the site; and
- (e) comply with Policies for the Built and Green Environment, as appropriate ; and
- (f) be served adequately by transport facilities and provide safe access to the highway network and appropriate offstreet parking; and
- (g) comply with Policies MU2 to MU10 and T28, as appropriate.

Reasons for the Policy

The mixed character of these Areas needs to be fostered where large single-use developments would result in a dull environment. These areas provide opportunities for combinations of developments that may not be acceptable elsewhere.

Mixing of land uses may help to reduce the distances that people need to travel.

It may not always be possible in Mixed Use Areas to ensure the

Definitions

'Environmental buffer' - as for Policy IB14, page 139.

Other information

For Policies for the Built and Green Environment, see pages 59-119.

Definitions

'Served adequately by transport facilities' complying with Policy T28, page 285.

'Appropriate parking' - as set out in Policies T21 to T25, pages 276-282.

Other information For Policies MU2 to MU10, see pages 205-217 above. For Policy T28, see page 285. ►

MIXED USE AREAS

For living conditions for people in need of care, see Policy H8, page 152.

For design and landscaping, see also Policies BE5 to BE10, pages 64-71. environmental standards achieved in Housing Areas, but conditions in and around mixed neighbourhoods must still be acceptable for people living or staying there. New development should safeguard the environment of existing residents.

Suitable buffering makes it possible to create a richer mixture of activities within an Area including uses that might otherwise be bad neighbours.

Good design of new development would enhance the character and improve the appearance of these areas.

Many Mixed Use Areas have a high density of development with heavy through traffic and on-street car parking for housing and other uses. New development should not make access more difficult or unsafe.

How it will be put into practice

By:

Deciding planning applications and setting conditions for new development.

Providing appropriate advice to developers, which could include supplementary planning guidance or planning briefs.

Monitoring the balance of uses and refusing planning permission when an Area's mixed character is at risk and needs safeguarding.

Assessing the demands of new development on transport (see Policy T28, page 285).

LEISURE AND RECREATION

TOURISM, BUILT LEISURE FACILITIES AND OPEN SPACE

- LRI Tourism
- LR2 New Leisure Uses and Facilities
- LR3 Development in Business: Institution: Leisure Areas
- LR4 Open Space

PROTECTION OF OPEN SPACE FROM BUILT DEVELOPMENT

- LR5 Development in Open Space Areas
- LR6 Development of Recreation Space for Indoor Recreation Facilities
- LR7 Development of Recreation Space for Non-Recreational Uses
- LR8 Development in Local Open Spaces
- LR9 Cemeteries, Graveyards and Crematoria

IMPROVEMENTS TO OPEN SPACE PROVISION

- LR10 Improving Open Spaces
- LRII New Open Space

LEISURE AND RECREATION

Leisure and Recreation

Leisure plays an essential part in people's health and well-being. It is therefore important that adequate open space and leisure facilities are available throughout the City. From the very young to the very old, ablebodied and those with disabilities, women and men, all need opportunities to relax, meet friends, play sports or be entertained.

Open spaces are valuable for many other reasons. Many are important for nature conservation while others are valued for their appearance or historical or archaeological reasons.

The Policies in this chapter aim to improve leisure and recreation opportunities and guide the protection, improvement and creation of open space.

TOURISM, BUILT LEISURE FACILITIES AND OPEN SPACE

Leisure and tourism are major growth areas of the economy and make an important contribution to employment. Sheffield has recently had a boom in leisure development, especially as a result of new facilities for use by the public built before the World Student Games.

However, whilst facilities for indoor leisure activities and tourism need to be encouraged, they can damage the environment or cause problems for people living nearby. They need to be very carefully sited. The Policies in this section aim to steer developments towards those areas where they are best located.

LRI TOURISM

Sheffield's growing tourism industry will be encouraged by:

- (a) generally supporting developments which promote tourism where they would be in keeping with the environment and character of an area; and
- (b) improving the environment in areas where it is unsatisfactory; and
- (c) conserving areas and buildings of architectural, historic, nature conservation or landscape interest

Reason for the Policy

The Government's strategic guidance states that tourism in South Yorkshire is a relatively untapped source of jobs and revenue. It states that the potential for economic growth which tourism offers should be

Definition

'Tourism industry' attractions and facilities that cater for visitors to Sheffield. These include hotels and other visitor accommodation, conference venues, theatres, museums, parks, art galleries, major sporting venues, etc.'

Other information

For Policies to safeguard the environment and character of an area

maintained through environmental improvement, protection of the industrial heritage and provision for new development. The guidance also emphasises the need to encourage growth and diversification of the rural economy. Tourism can make an important contribution to this aim.

Tourism is a fast growing part of Sheffield's economy. The City is already a major centre for conferences. The theatres, museums, universities, major sports facilities, parks, history and countryside will ensure that Sheffield attracts an increasing number of visitors both in and around the City in the 1990s.

The Government's national planning guidance emphasises the major contribution that tourism makes to the national economy and to the prosperity of urban and rural areas. Tourism helps to support a wider range of amenities and services than might otherwise be sustainable in a particular area. Sports facilities, restaurants, cinemas and theatres are often not viable if they have to depend purely on local custom and business.

The Government's national guidance also recognises that many areas have important natural, historic or architectural features which serve to attract tourists but which must also be protected. Without an attractive environment tourism will not flourish. For example, excessive pressure in parts of the countryside can damage nature conservation sites or bring difficulties for people who live there. It can also make it less attractive for the visitors.

How it will be put into practice

By:

Deciding planning applications

Negotiating with developers.

Consulting and working in partnership with local residents, voluntary groups and the private sector.

Promoting Sheffield as a major tourism venue.

Implementing Sheffield's tourism strategy (Sheffield Tourism Initiative) and the English Tourist Board's Joint Development Initiative.

Using grants, and encouraging the take-up of grants, from English Heritage.

Carrying out environmental improvements.

Providing good transport links to the City.

LR2 NEW LEISURE USES AND FACILITIES

New leisure uses and facilities, and improvements to existing ones, will be promoted, particularly where they would:

(a) be in areas with few facilities or in areas of known poverty; and

LEISURE AND RECREATION

see the Built Environment and Green Environment chapters, pages 59-119.

For priorities for environmental improvements, see Policy BE4, page 62.

For areas and buildings of architectural, historic or landscape interest, see Policies BE15 to BE22, pages 76-86.

For the Government's strategic guidance, see Regional Planning Guidance Note RPG5. Strategic Guidance for South Yorkshire, Department of the Environment, 1989, paragraphs 8 and 20. For the Government's national planning guidance, see Planning

Policy Guidance Note PPG21, Tourism. Department of the Environment, 1992, paragraph 1.1. See also PPG7, The Countryside -Environmental Quality and Economic and Social Development, Department of the Environment, 1997, paragraphs 3.12 and 3.13.

For areas where hotels may be acceptable, see Policies IB5 to IB7, pages 128-133, H10, page 156, CF6 and CF7, pages 176-178, S3, S7 and S8, pages 187, 194 and 196, MU3 to MU10, pages 206-217, and LR3, page 223.

For more information or tourism, see Sheffield Tourism Initiative, Sheffield Partnerships Ltd., 1990.

Definitions

'Leisure uses' - all those in the Use Class D2 (see Appendix 2)

LEISURE AND RECREATION

and art galleries, museums, public libraries, public halls and exhibition halls from Use Class D1, and theatres.

'Areas of known poverty' - as for Policy BE4, page 62 and shown on Map 2, facing page 64.

'Appropriate farm diversification' -

diversification schemes which would protect the natural environment and maintain the Green Belt (see Green Environment chapter, pages 87-119).

Other information

For the Government's national planning guidance, see Planning Policy Guidance Note PPG17, Sport and Recreation, Department of the Environment, 1991, paragraph 2.

For areas where leisure and recreation facilities may be acceptable, see Policies IB5 to IB7, pages 128-133, H10, page 156, CF6 and CF7, pages 176-178, S3, S7 to S9, pages 187 and 194-199, MU3 to MU6 and MU8 to MU10, pages 206-212 and 213-217, and LR3, below.

- (b) be small-scale local facilities; and
- (c) be easily accessible by public transport;

or where they would:

- (d) encourage tourism in the City Centre; or
- (e) facilitate appropriate farm diversification.

All new leisure developments or improvements to existing facilities will be expected to be accessible for people with disabilities or with young children and must therefore comply with Policy BE7.

For entertainment and leisure developments which attract a lot of people the development must:

- (f) not undermine the vitality and viability of the evening economy of the City Centre; and
- (g) comply with the conditions of Policy S5.

Reasons for the Policy

In the 1990's, more people will have time and money to spend on leisure. This is reflected in the growth in this part of the economy.

The Government's national planning guidance encourages the provision of a wide range of opportunities for recreation. This means providing a variety of indoor and outdoor facilities, as well as catering for specialist and resource-based activities (e.g. golf, water sports).

An improved distribution of small-scale leisure facilities across Sheffield can help everyone to use and benefit from them. However, some facilities, such as nightclubs, may cause disturbance to people living nearby and can only be built in certain locations.

Easy access to new facilities can encourage full use by as many people as possible. Sports centres, for example, are more likely to be used by women, people with young children and people on low incomes if they are easy, cheap and safe to get to. It is also important to ensure that leisure facilities are designed to be accessible to people with disabilities.

New leisure facilities can enhance the potential of the City Centre to attract visitors. This encourages the tourism industry in Sheffield (see Policy LRI, above). Public transport links to the City Centre are good so leisure facilities located there are easily accessible to local people and visitors.

Sites or buildings for conversion in or at the edge of the City Centre are appropriate for major leisure uses, such as cinemas and bowling, if they can be planned in conjunction with parking and complementary uses. Where this is not possible, such developments are best located on sites which are, or will be, as part of the development, made highly accessible by public transport.

How it will be put into practice

By:

Deciding planning applications

Providing and managing facilities owned by the City Council.

Consulting local residents and voluntary groups.

Promoting the use of new facilities but particularly by disadvantaged people and children.

Negotiating with developers to encourage the provision of leisure facilities within all major developments.

LR3 DEVELOPMENT IN BUSINESS: INSTITUTION: LEISURE AREAS

In Business: Institution: Leisure Areas, the following uses will be:

Acceptable

Small shops (A1) Food and drink outlets (A3) Business (B1) Hotels (C1) Residential institutions (C2) Community facilities and institutions (D1) Leisure and recreation facilities (D2) Hostels Open space

Unacceptable

Other shops (A1) Offices used by the public (A2) General industry (B2) Warehouses and open storage (B8) Housing (C3) Garage and transport depots Scrapyards

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

All new development must also comply with sub-paragraphs (b) to (g) of Policy CF8.

Reasons for the Policy

The Government's strategic guidance states that local planning authorities should ensure that an adequate supply of land should be made available for sport, recreation and leisure facilities.

It can be particularly difficult to find sites suitable for built leisure facilities. They need to be located where development would not harm living conditions for local residents or impede industrial development in industrial areas.

Opportunities may arise where other large buildings set in extensive

Definitions

'Small shops' - shops usually with not more than 280 sq.m. sales area or which are ancillary to other acceptable uses in the Area.

Other information

The codes in brackets in the Policy, for example (A1), tell you which class each land use belongs to. For more information, see Appendix 2.

For Policy CF8, see page 178.

For the Government's strategic guidance, see Regional Planning Guidance Note RPG5, Strategic Guidance for South Yorkshire, Department of the Environment, 1989, paragraph 8. For new leisure uses and facilities, see also Policy LR2, above.

Definitions

'Open space' - a wide range of public and private areas. This includes parks, public and private sports grounds, school playing fields. children's playgrounds, woodland, allotments, golf courses> grounds (like schools, colleges, private sports centres or clubs) are no longer required for their present use. For instance, some schools may have to close due to declining numbers of children.

It is not anticipated that the present use of these areas will necessarily change during the period of the Plan. The Policy allows for the expansion and consolidation of existing uses but also indicates the types of new development which would be acceptable should the current use cease.

Where opportunities for new development or changes of use do arise these areas are usually well suited to leisure development, including hotels and sports facilities.

Large-scale businesses, hotels and recreation facilities are generally not acceptable in Housing Areas because they would harm the living conditions of people living in these areas. Business: Institution: Leisure Areas exist to increase the opportunities for uses such as these but are still near to where people live.

Small shops, business uses, community facilities (including education uses) and residential institutions would provide further jobs or services for local people.

Housing development is not acceptable in these areas because it neither generates local employment nor provides facilities for local people. New houses can be accommodated elsewhere in Sheffield.

Development for all other uses is better located elsewhere in Sheffield. Some developments, like general industry, warehouses and open storage, would harm living conditions of nearby residents.

How it will be put into practice

By:

Deciding planning applications.

Identifying and promoting sites suitable for development.

Advising developers about other areas of the City where development which is unacceptable in Business: Institution: Leisure Areas might be allowed.

Providing appropriate advice to developers, which could include supplementary planning guidance or planning briefs.

LR4 OPEN SPACE

Open space will be protected from built development where it is needed for outdoor recreation, or where it makes a valuable contribution to the natural environment, urban heritage or quality of life.

As opportunities arise, open space will be:

- (a) improved, where it is of poor quality; and
- (b) created, where there is a shortage.

Reasons for the Policy

Sheffield is a relatively green city, reflecting both its topography and historical development. The river valleys which extend into the built-up area, together with large parks and other open spaces, are an important part of the character of Sheffield and enhance the quality of urban life. Development requirements can be met elsewhere.

Open space is important for exercise and relaxation, as a meeting place and for children's play, for nature conservation and education, and it provides areas for outdoor sport. Even open spaces which are unsuitable or unsafe for public access (e.g. railways), still contribute to the Green Network (see Policy GE10, page 98) and the green character of the City.

The Government's national planning guidance recognises that sport and recreation are important parts of civilised life. Participation can help improve the individual's health and sense of well-being. Sport and recreation also have a valuable social and economic role and promotion of sporting excellence can help foster civic and national pride.

Government guidance also requires local planning authorities to take into account the value of open space not only as an amenity but also as a contribution to the conservation of the natural and built heritage of the area.

How it will be put into practice

By:

Deciding planning applications.

Negotiating with developers.

Consulting with local residents, community groups and developers.

Providing appropriate advice to developers which may include supplementary planning guidance or planning briefs.

Carrying out City Council capital programmes.

Continuing to support the South Yorkshire Forest initiative (see Policy GE14, page 103).

PROTECTION OF OPEN SPACE FROM BUILT DEVELOPMENT

Sheffield is a relatively green city, well provided with open space generally. This is part of the City's character and enhances the quality of urban life. Because these areas are not built on, they are subject to many pressures from development, particularly those which are in private ownership.

The Policies in this section aim to ensure that important open spaces are protected from built development. The Policies also aim to ensure that recreational open space is available to everyone and that any

LEISURE AND RECREATION

cemeteries and crematoria, nature conservation sites, other informal areas of green space and recreational open space outside the confines of the urban area. On the Proposals Map, areas over 0.4 hectares are normally defined as Open Space Areas or are included in the Green Belt (except in the City Centre where, because of the limited amount of open space that exists, there is no minimum size criterion).

"Natural environment" - as for Policy GE11, page 99.

Other information

For the Government's national planning guidance, see Planning Policy Guidance Note PPG17, Sport and Recreation, Department of the Environment, 1991, paragraphs 2 and 4

See also Recreational Open Space in Sheffield, UDP Policy Background Paper No. 11, Department of Land and Planning, Sheffield City Council, 1993. development which does take place in open spaces is appropriate.

LR5 DEVELOPMENT IN OPEN SPACE AREAS

Development in Open Space Areas will not be permitted where:

- (a) it would cause damage to nature conservation sites,
 Scheduled Ancient Monuments or other archaeological sites; or
- (b) it would cause damage to mature or ancient woodland or result in a significant loss of mature trees; or
- (c) it would significantly detract from the green and open character of the Green Network; or
- (d) it would make an open space ineffective as an environmental buffer; or
- (e) it would harm open space which forms the setting for a Listed Building or other historic building, or is needed to maintain an important view or vista; or
- (f) it would damage the character of a Historic Park or Garden; or
- (g) it would harm the character or appearance of a Public Space; or
- (h) it would result in the loss of open space which is of such quality that it is of City-wide importance; or
- (i) it would result in over-development or harm the character of an area; or
- (j) it would harm the rural character of a wedge of open countryside; or
- (k) the proposed use would be incompatible with surrounding land uses.

Reasons for the Policy

Some open spaces are valuable in their own right and cannot easily be replaced elsewhere. Long established parks, such as the Botanical Gardens form part of Sheffield's urban heritage. Others make an important contribution to the setting of historic buildings or are essential to the character of an area.

Many open spaces contain valuable wildlife, geological and archaeological sites, or are part of the Green Network. As well as benefiting wildlife, the Green Network provides a variety of recreational opportunities and an attractive setting for development.

Public spaces such as squares and formal gardens contribute to the identity and character of the City. They are important areas for people to

Other information

For environmental buffers, see Policy IB14, page 139.

Definition

'Over-development' where new building would upset the balance between built development and open space so as to create an unpleasant environment for people living or working next to the site.

For other definitions, see Other information.

Other information See also:

The Built Environment chapter, pages 59-86. for Scheduled Ancient **>** walk and meet in and significant features in visitors' image of the City.

Some areas are valuable as the only open space in densely built-up areas. Others provide a buffer between sensitive uses, such as housing, and uses which can cause disturbance, such as heavy industry.

How it will be put into practice

By:

Deciding planning applications.

Providing appropriate advice to developers, which could include supplementary planning guidance or planning briefs.

Consulting local residents and voluntary groups.

Implementing Policies to conserve the built and green environment (see pages 59-119).

LR6 DEVELOPMENT OF RECREATION SPACE FOR INDOOR RECREATION FACILITIES

In Open Space Areas the development of recreation space for indoor leisure and recreation facilities will be permitted only if they would:

- (a) complement and improve existing opportunities for recreation in the open space; and
- (b) occupy only a small part of the open space; and
- (c) comply with Policy LR5.

Reasons for the Policy

Some indoor sports and entertainments facilities contribute to people's enjoyment of open spaces.

Large-scale facilities cannot easily be accommodated within these areas without destroying their open and green character.

It is important that built development is not allowed in open spaces where it would damage the natural or built heritage of an area or adversely affect the area's character. Any proposals for indoor recreation facilities, therefore, also need to comply with Policy LR5 above.

How it will be put into practice

By:

Deciding planning applications.

Carrying out City Council capital programmes.

Providing appropriate advice to developers, which could include supplementary planning guidance or planning briefs.

Consulting, and working in partnership with, local residents, voluntary

LEISURE AND RECREATION

Monuments and other archaeological sites (Policy BE22), Listed Buildings (Policy BE19), other historic buildings (Policy BE20), Historic Parks and Gardens (Policy BE21), views and vistas (Policy BE2) and Public Spaces (Policy BE11); and

The Green Environment chapter, pages 87-119, for nature conservation sites (Policies GE12 and GE13), mature trees and ancient woodland (Policies GE14 and GE15) and the Green Network (Policy GE10).

For development of recreation space in Open Space Areas, see Policies LR6 and LR7, below.

Definitions

"Recreation space" as for Policy LR7, Table 1, page 229.

'Indoor leisure and recreation facilities' normally those which are ancillary to the use of land as open space (such as sports centres, swimming pools, squash and badminton courts, indoor tennis courts, gyms, other indoor sports areas, small teashops and cafes).

Other information

For suitable locations for new leisure uses and facilities, see Policy LR2, page 221.

For non-recreational uses in Open Space Areas, see Policy LR7, below. Definitions

For definitions of 'Recreation space', 'Minimum guideline', 'Part of the City', 'Easy access'. 'Community Park' and 'District Park', see Policy LR7 Table 1, opposite.

'Non-recreational

uses'- all development other than appropriate indoor leisure and recreation facilities, which are covered by Policy LR6 above, and development for outdoor sport.

'In exceptional

cases'- where either:
the proposal involves the loss of informal recreation space which has a low recreational value and which is of low visual quality; or
equivalent new formal recreation space is provided on an area of low quality informal recreation space where development of formal recreation space is proposed.

'Catchment area' -400 metres for children's play space and informal recreation space; 1200 metres for youth/adult outdoor sports areas (unless the original facility serves a City-wide function).

'Urban recreation space' - recreation space which is largely surrounded by built development or urban > groups and the private sector.

LR7 DEVELOPMENT OF RECREATION SPACE FOR NON-RECREATIONAL USES

In Open Space Areas the development of recreation space for non-recreational uses will be permitted only if:

- (a) well designed new recreation space of equivalent area and facilities were created or, in exceptional cases, improvements were made to existing recreation space which would compensate for a loss in area; and
- (b) the new recreation space, or improvements to existing recreation space, would be:
 - (i) in the catchment area of the development site; or
 - (ii) in a part of the City where the provision of recreation space is below the minimum guideline; and
- (c) it would not result in urban recreation space being replaced on a site outside the built-up area; and
- (d) provision of recreation space within the catchment area of the development site would not fall below the minimum guideline after development had taken place; and
- (e) people would not be denied easy access to a Community Park or a District Park; and
- (f) it would comply with Policy LR5.

Reasons for the Policy

The Government's national planning guidance recognises the particular concern felt by many communities that open spaces with recreational value should be protected from development. Local planning authorities are asked to ensure that adequate land is allocated both for organised sport and for informal recreation.

The national guidance also indicates that decisions on the alternative use of recreation land and open space should be based on a long-term perspective and take into account the needs of future generations. Once built upon, open space is likely to be lost to the community forever.

Local planning authorities are advised that it is helpful for them to draw up their own standards of provision for formal and informal sport and recreation, based on their own assessment of need.

The Policy refers to a 'minimum guideline' for the provision of recreation space and this will be used to inform decisions about alternative uses. However, demand for, and quality of, facilities are also important considerations, as is ease of access. Provision of recreation space in

Table I Definitions relating to Policy LR7

'Recreation space'- comprising:

Formal recreation space

- youth/adult outdoor sports areas, in public or private ownership, including pitches for team games; courts; greens; athletics tracks; training areas and golf courses;
- children's play space including equipped and adventure playgrounds.

Informal recreation space

 informal public open space, including casual or informal play areas; woodland; commons; ornamental parks; nature parks; informal areas in community, district and city parks; redundant cemeteries; graveyards and crematoria; and allotments.

Recreation space includes areas of open space around the edge of pitches but excludes road verges and areas associated with buildings where public use for recreation is limited.

'Part of the City'

- within the specified catchment areas of District Parks (see Map 17 and definition of 'easy access' below).

'Minimum guideline'

- is based on the National Playing Fields Association Standard and studies of open space provision in Sheffield. The minimum guideline is 6.0 hectares of recreation space per 1,000 population comprising:

1.7-1.9 hectares of *formal recreation space* including:

- youth/adult outdoor sports areas which can be

4.1-4.3 hectares of *informal recreation space* (excluding allotments), and including informal play space for children in Housing Areas.

used by the public (excluding golf courses);children's play space.

'Easy access'

- within the distances used to define the catchment areas of Community and District Parks.

'Community Park'

- area of public open space of 0.4-4.9 hectares which can be used like a large garden, meeting the everyday leisure and social needs of the local community (e.g. walking, sitting, relaxation, children's play, nature).

Community Parks generally serve people living within 400 metres but less if there is a busy road, railway or river in the way.

'District Park'

- public open space of a least 5.0 hectares. It should offer a range of activities and entertainments relating to ecology, social pastimes and relaxation, sports and fitness, and it should be staffed.

District Parks generally serve people living within 1,200 metres, although they may serve wider areas where they are more widely dispersed (see Map 17, facing page 230).

Other Information

For a fuller explanation of the minimum guideline, District Park catchment area and provision of recreation space in Sheffield, see Recreational Open Space in Sheffield, UDP Policy Background Paper No. 11, Department of Land and Planning, Sheffield City Council, 1993.

LEISURE AND RECREATION

uses of land

Other information

For the Government's national planning guidance, see Planning Policy Guidance Note PPG17, Sport and Recreation, Department of the Environment, 1991, paragraphs 1, 3, 7, 16 and 41.

For new open space, see Policy LR11, page 234.

Other information

For indoor recreation development in Open Space Areas, see Policy LR6, page 227.

For open space in new housing developments see Policy H16, page 164.

Definitions

'Local open spaces' small areas of public and private open space which are not shown as Open Space Areas on the Proposals Map. They are normally less > different parts of the City is shown on Maps 18-20, opposite.

Catchment areas for open spaces are based on experience in Sheffield and elsewhere. They are based on distances which people, and particularly children, may safely and willingly travel to open spaces.

The Government's national planning guidance notes the special significance of playing fields, both for their recreational and amenity value and, in towns and cities, for their contribution to the green space within an urban environment.

Sheffield has only just enough pitches for outdoor sport and they are unevenly distributed throughout the City. There is also an acute shortage of children's playgrounds. It is, therefore, important that there is no overall loss in area.

Occasionally, the development of recreation space for other uses may allow it to be replaced by new recreation space in areas which have very little at present.

Replacement of recreation space in the Green Belt would generally result in a net loss of open space within the urban area. This can make it less easy to get to for people living in the Inner City.

Sheffield as a whole is generally quite will provided with informal public open space, but this is an important part of the character of the City. It also contributes to the quality of life and increases the attractiveness of the City to outside investors. Many of these areas are protected for other environmental reasons but the guideline provides a minimum figure to ensure that there will be enough open space for recreation needs. Despite the relatively generous provision, many people live in areas without a community park and lack opportunities for informal recreation.

How it will be put into practice

By:

Deciding planning applications.

Providing appropriate advice to developers, which could include supplementary planning guidance or planning briefs.

Consulting local residents and voluntary groups.

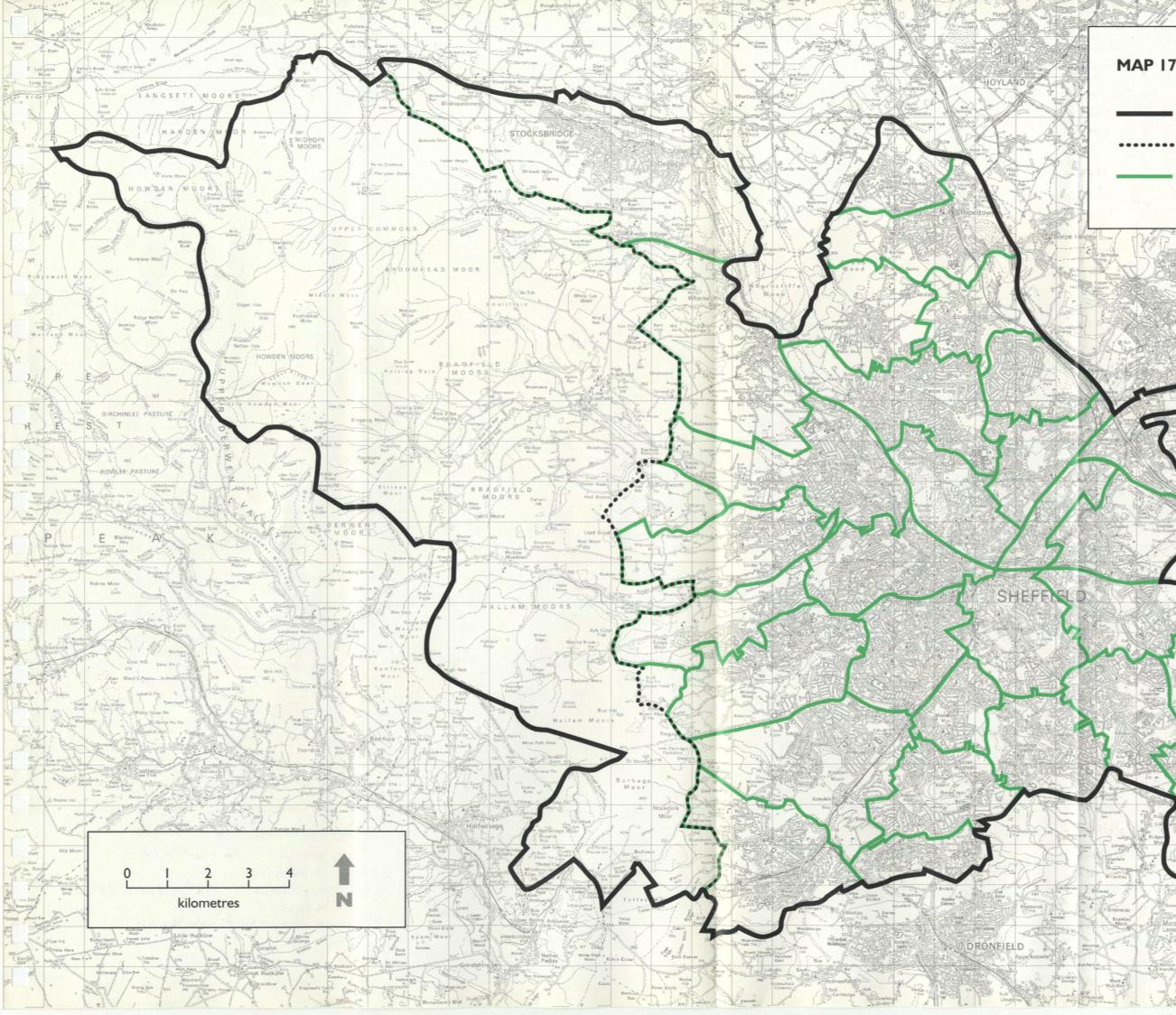
Monitoring the creation and loss of recreation space.

LR8 DEVELOPMENT IN LOCAL OPEN SPACES

Development in local open spaces will not be permitted where:

(a) it would involve the loss of recreation space which:

- (i) serves a Housing Area and where provision is at or below the minimum guideline; or
- (ii) is in an area where residents do not have easy access to a Community Park; or
- (iii) provides a well used or high quality facility for



MAP 17

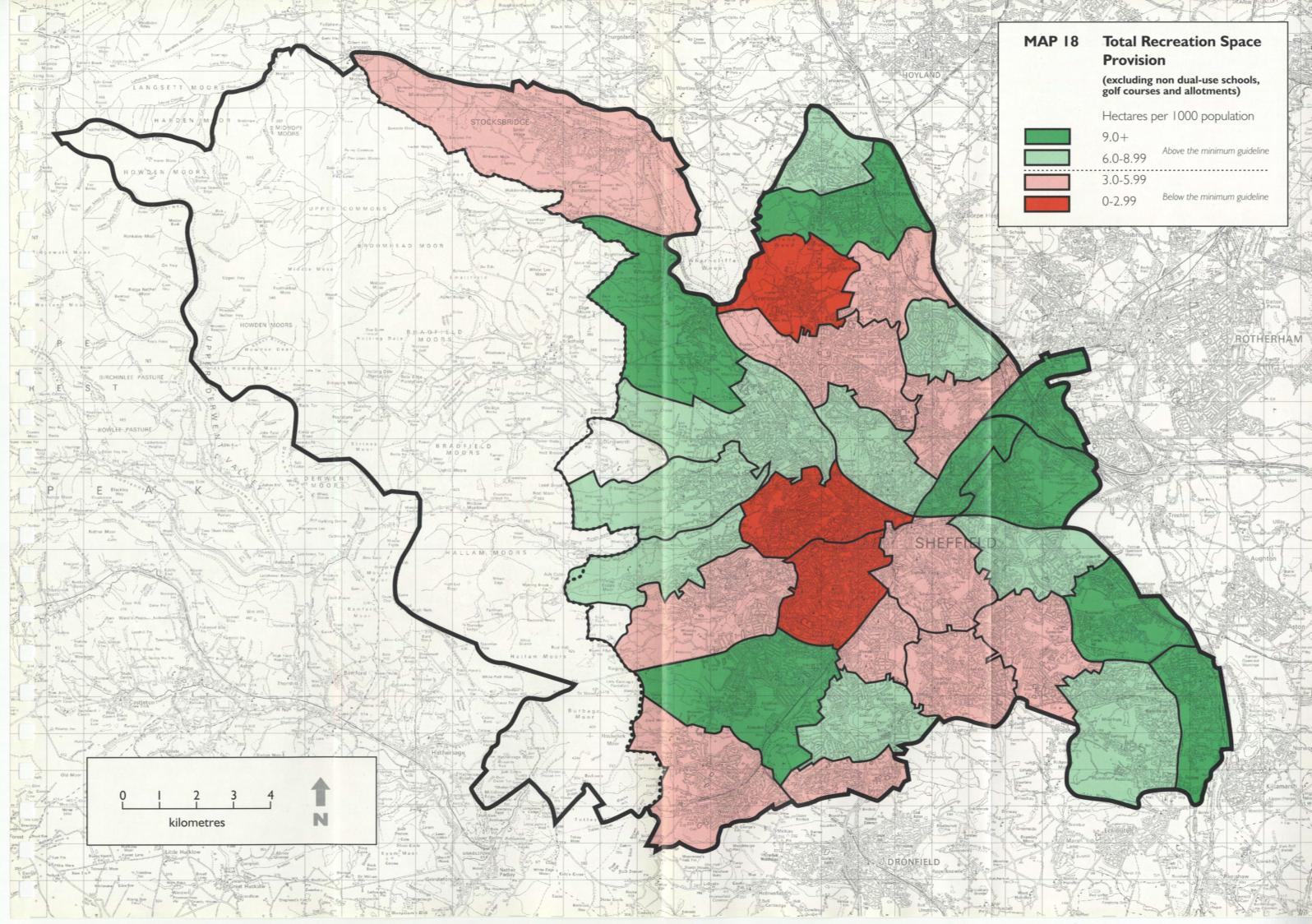
District Park Catchment Areas

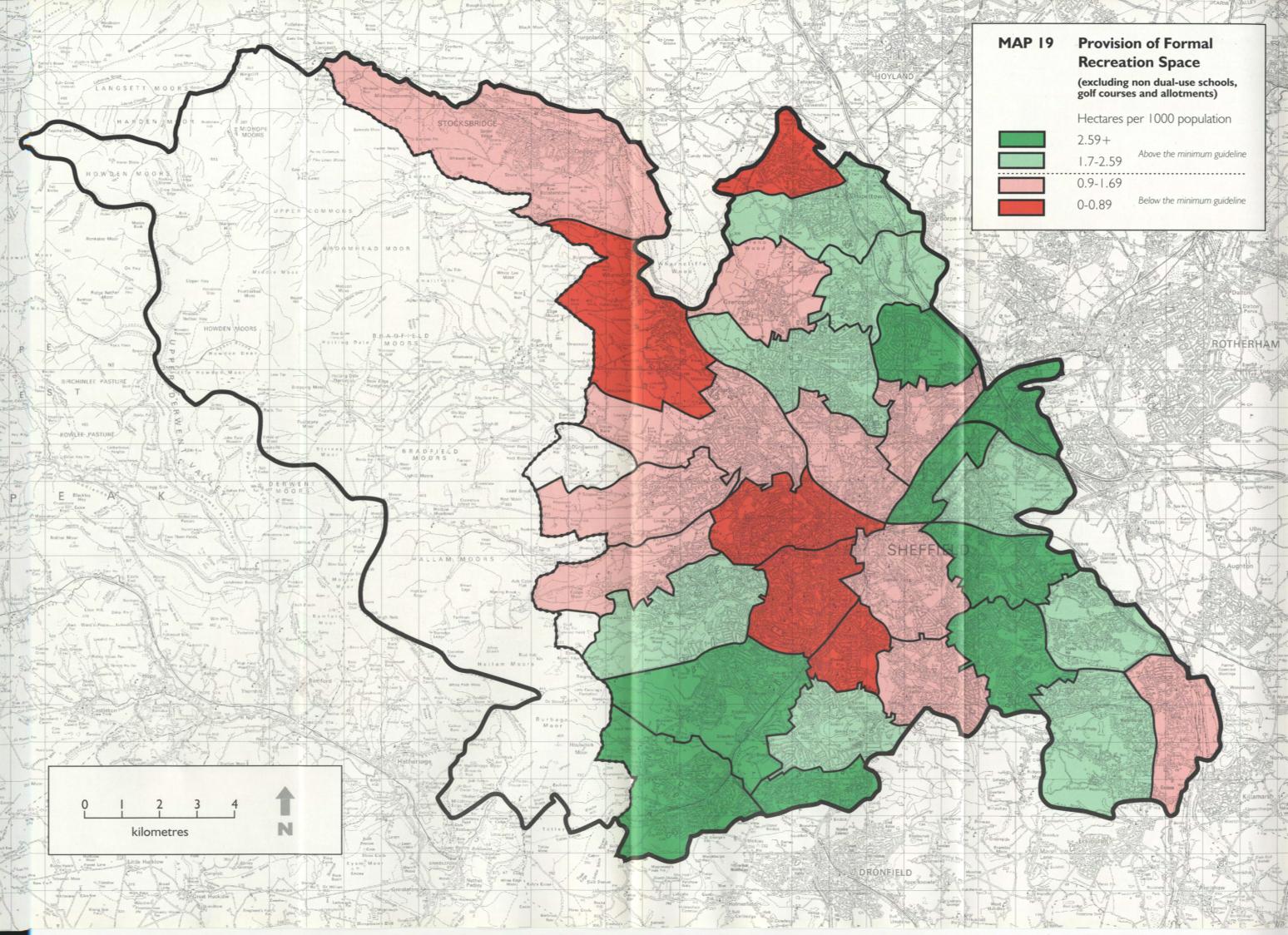
Metropolitan District Boundary

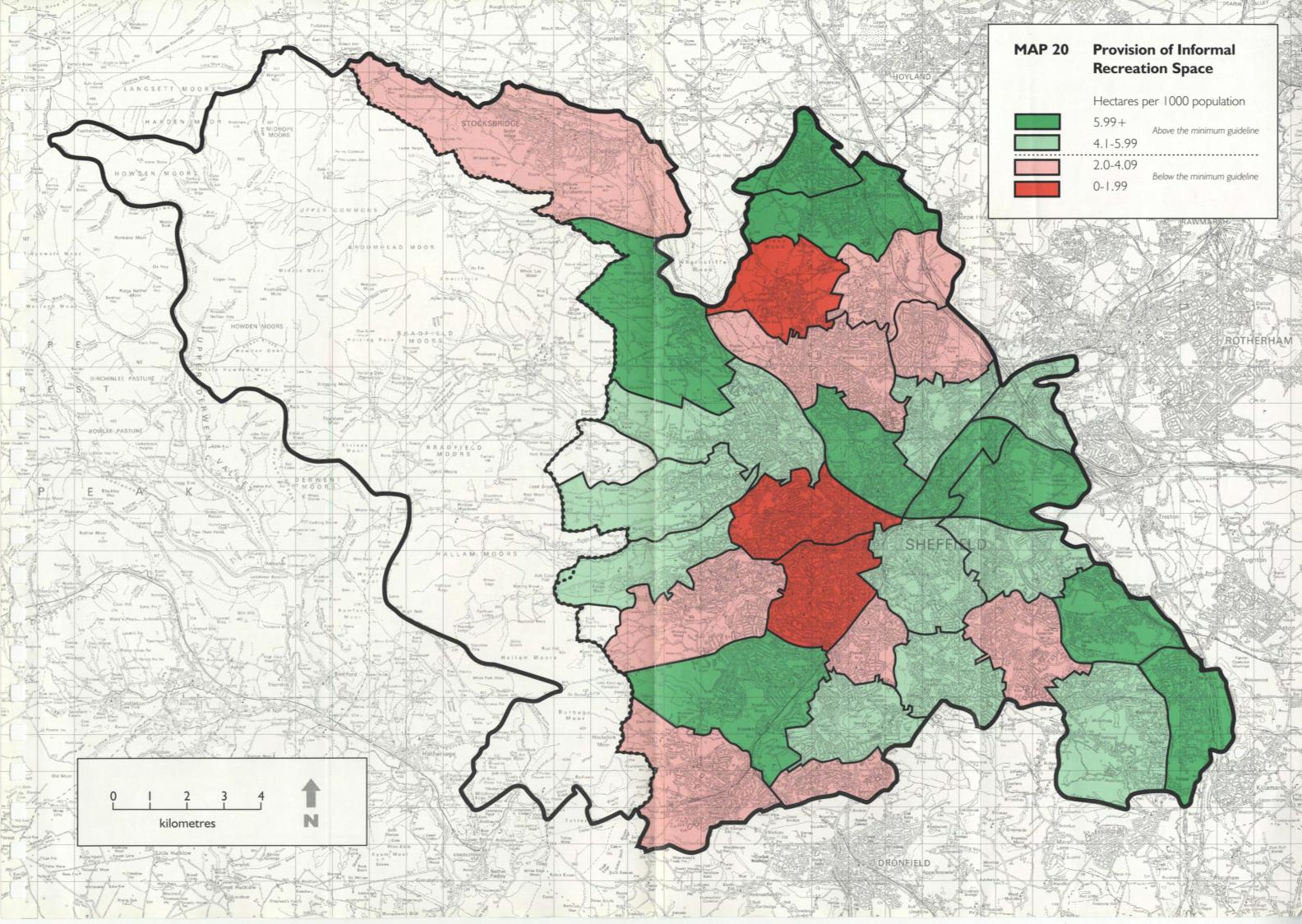
Peak Park Boundary

District Park Catchment Areas

ROTHERHAM







people living or working in the area; or

(b) it would not comply with the conditions of Policy LR5.

Reasons for the Policy

Small open spaces can make an important contribution to people's recreational needs, especially in parts of the City where there is little other open space and where people are unable to walk easily to a park. This is particularly true in Inner-City areas where such sites may also be the only areas of wildlife interest.

Some small open spaces (e.g. bowling greens) are very well used by local people and perform a valuable social function. It is often difficult to replace such well established high quality facilities elsewhere.

Workers want outdoor places where they can relax, play sport or eat their meals. However, there is frequently a lack of recreation space in areas where people work. This is particularly true of Industry and Business Areas and the City Centre. It is therefore important that any areas which do exist are protected from development.

Some small open spaces form an important part of the natural and urban heritage of the City. Others form vital links in the Green Network (see Policy GE10, page 98). They need similar protection to that given to the larger areas.

How it will be put into practice

By:

Deciding planning applications.

Monitoring the creation and loss of open space.

Providing appropriate advice to developers, which could include supplementary planning guidance or planning briefs. Consulting local residents and voluntary groups.

LR9 CEMETERIES, GRAVEYARDS AND CREMATORIA

Redundant cemeteries, graveyards and crematoria will be retained as open space.

Redevelopment of redundant cemeteries, graveyards and crematoria will be permitted only if it would:

- (a) not prevent public access for grieving and paying respects; and
- (b) enhance public use and appreciation of the grounds; and
- (c) comply with Policy LR5.

Reasons for the Policy

Cemeteries, graveyards and crematoria should have a pleasant and peaceful environment where people can grieve and pay respects.

LEISURE AND RECREATION

than 0.4 hectares. For the definition of 'open space', see Policy LR4, page 224.'

"Recreation space" as for Policy LR7, Table 1, page 229.

'Serves a Housing Area' - usually within or immediately adjoining a Housing Area.

'Minimum guideline', 'Easy access', 'Community Park' - as for Policy LR7, Table 1, page 229.

Other information

For open space and leisure uses in Industry and Business Areas, see Policy IB13, page 138. For protection of open space from built development, see also Policies LR5 to LR7, above.

For provision of open space in new housing developments, see Policy H16, page 164.

Definition 'Open Space' - as for Policy LR4, page 224.

Other information For Policy LR5, see page 226. For Listed or other historic buildings, see Policies BE19 and BE20, pages 82-83.

Definitions

'Open Spaces' - as for Policy LR4, page 224. The Policy relates to Open Space Areas (as shown on the Proposals Map), Local Open Spaces (see Policy LR8, page 231) and open spaces in the Green Belt.

'Public Open Spaces' - areas to which the ► The Crematorium and garden of rest has the appearance of a public park and older cemeteries and graveyards also provide valuable open space in the built-up area.

Older cemeteries often have important habitats for animals and plants and some contain buildings of architectural and historic interest whose setting is worth preserving.

How will it be put into practice

By:

Deciding planning applications.

Keeping those areas in City Council ownership as public open space, if their primary use ceases.

Acquiring redundant private cemeteries and graveyards where appropriate.

Encouraging the appropriate re-use of any redundant buildings.

Carrying out the City Council's legal responsibility for maintenance of Church of England churchyards when they are full.

Consulting local residents and voluntary groups, as appropriate.

IMPROVEMENTS TO OPEN SPACE PROVISION

Some areas of Sheffield have many parks, sports fields and open spaces providing for a wide range of leisure pursuits. Other areas are poorly provided for and many open spaces lack interest or facilities. Some open spaces could be made more attractive for wildlife.

The Policies in this section aim to improve existing open spaces and create new ones where they are needed.

LRI0 IMPROVING OPEN SPACES

As opportunities arise, appropriate improvements will be made to public open spaces, which would:

- (a) serve areas of known poverty; or
- (b) improve access and facilities, especially for people with disabilities or with young children; or
- (c) enhance the personal safety of users; or
- (d) improve their appearance; or
- (e) create or improve wildlife habitats; or
- (f) improve the Green Network; or
- (g) provide a wider range of outdoor recreation

opportunities (including children's playgrounds and sports facilities) in suitable areas.

Similar improvements to privately owned open space will also be encouraged.

Reasons for the Policy

Open spaces are valued for a variety of reasons (see Policy LR4, page 224). However, many would benefit from improvements, particularly where this would increase opportunities for sport, children's play or informal recreation or enhance nature conservation.

Increasingly, there is also a need to provide specialist facilities or to cater for resource-based facilities such as golf, water sports or motor sports.

The scale and extent of improvements will depend largely on the resources which are available to the City Council.

Few open spaces provide for the special needs of disadvantaged groups like elderly people and people with disabilities. Improvements such as toilets and parking facilities for people with disabilities, better paths and seating enhance access and use by these groups of people.

Women in particular, may avoid some open spaces altogether because they feel unsafe. They would benefit from more lighting along public footpaths and better security.

Changes to the landscaping and maintenance of existing open spaces could positively enhance nature conservation and contribute to the Green Network (see Policy GE10, page 98).

How it will be put into practice

By:

Deciding planning applications.

Providing appropriate advice to developers, which could include supplementary planning guidance and planning briefs.

Negotiating with developers and entering into legal agreements to improve open space (see Policy CF5, page 173).

Consulting, and working in partnership with, schools, private clubs and voluntary conservation groups.

Consulting with groups which represent people with disabilities.

Providing a countryside management and open space management service throughout Sheffield. (For information on priority areas, see Putting the Plan into Action, page 302).

Continuing to support the South Yorkshire Forest initiative (see Policy GE14, page 103).

Supporting the development of city farms and other community-managed gardens and open spaces.

Monitoring regularly the provision of parks and open spaces, and the

Sheffield Unitary Development Plan - A City for People

LEISURE AND RECREATION

public have access and which are maintained or managed with public money. They may be in public or private ownership.

'Areas of known poverty' - as for Policy BE4, page 63.

'Suitable areas' - open spaces other than nature conservation sites, mature woodland, Scheduled Ancient Monuments and other sites of archaeological interest, or where it would not damage the character of a historic park or the Green Belt.

Other information

For guidance on outdoor sport in the Green Belt, see Policy GE3, page 91.

For guidance on new leisure uses and facilities, see Policies LR2, page 221, and LR6, page 227. demand for sports pitches, in different parts of the City.

Carrying out the City Council's capital and urban programmes.

Seeking sponsorship from the business community.

Implementing policies and proposals in the Nature Conservation Strategy, as appropriate.

LRII NEW OPEN SPACE

Where land can be made available, new open space will be created where:

- (a) existing provision of recreation space is below the minimum guideline; or
- (b) people do not have easy access to a Community Park, District Park or Area of Natural History Interest; or
- (c) it is needed to extend the Green Network; or
- (d) it is needed as an environmental buffer; or
- (e) it is required to satisfy demands created by new development.

Reasons for the Policy

Some areas of Sheffield have many parks and open spaces providing for a wide range of sport and leisure needs. In other parts of the City, particularly the inner areas, there is a shortage (see Maps 18-20 facing page 230). Many areas have an acute shortage of children's playgrounds. New open space may also be needed to cater for specialist sports and activities.

Everyone in Sheffield should have a Community Park nearby. They are particularly important to people living in inner areas, especially those on low incomes who cannot afford to travel to established parks in the City or open countryside. Map 21 (opposite) shows those parts of Sheffield which need new community parks. People should also have a district park or larger area of informal public open space within a reasonable distance of their homes.

This Policy aims to create new open space where it is most needed. However, it may prove difficult in some areas due to the existing pattern of built development. Under these circumstances opportunities may arise only where built-up areas are redeveloped.

New open space is needed to improve opportunities for cycling, walking and movement of wildlife within the Green Network (see Policy GE10, page 98 and Map 4 facing page 98). Everyone should also be able to live close to an area of wildlife interest.

Some developments, such as heavy industry, need to be separated from sensitive uses, such as housing, or wildlife areas by a buffer of open space

Definitions

'Open space' - as for Policy LR4, page 224. 'Recreation space'. 'minimum guideline' and 'easy access to a Community Park or District Park' - as for Policy LR7. Table 1, page 229.

'Easy access to an Area of Natural History Interest' - within one kilometre of their homes.

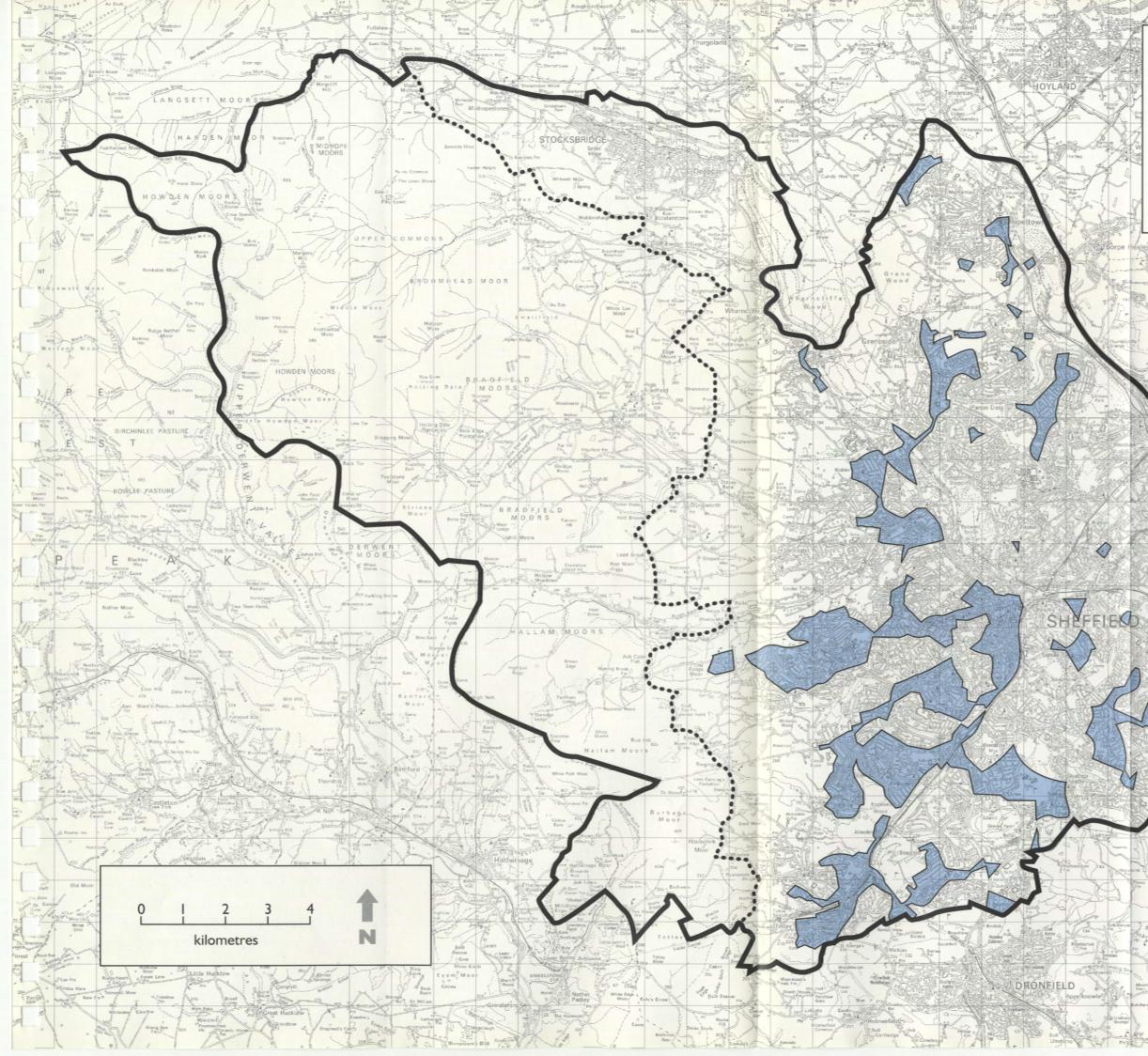
'Green Network' - as in Policy GE10, page 98.

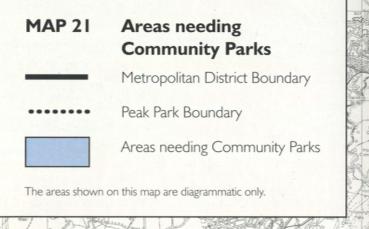
'Environmental buffer' as for Policy IB14, page 139.

Other Information

For more information on provision of recreation space in different parts of the City, see Recreational Open Space in Sheffield, UDP Policy Background Paper No. 11, Department of Land and Planning, Sheffield City Council, 1993.

For more information on access to Areas of Natural History Interest, see the Sheffield Nature Conservation Strategy, Sheffield City Council, 1991.





ROTHERHAM

LEISURE AND RECREATION

which can help to absorb noise and provide screening (see Policy IB15, page 140).

Open space is usually an essential part of the setting and character of new development. Some development, particularly housing, can also create a need for more recreational space (see Policy H16, page 164, and Policy IB13, page 138).

How it will be put into practice

By:

Deciding planning applications.

Negotiating with developers and entering into legal agreements to provide open space where appropriate (see Policy CF5, page 173).

Consulting and working in partnership with local residents, community groups and developers.

Providing appropriate advice to developers in supplementary planning guidance or planning briefs.

Carrying out City Council capital programmes.

Funding projects through schemes like the Single Regeneration Budget and other inner-city programmes.

Monitoring regularly the provision of parks and open spaces and the demand for sports pitches in different parts of the City.

Creating a new District Park at Mosborough, on farmland between Owlthorpe and Mosborough Village.

Creating a major area of informal public open space at Tinsley Park on land restored after opencast coal mining.

Creating a new Community Park in Upper Manor.

Requiring developers to provide new open space as part of new developments.

Continuing to support the South Yorkshire Forest initiative (see Policy GE14, page 103).

Other information

The creation of new open space can result in a loss of agricultural land. For guidance on development which affects agricultural land, see Policy GE7, page 94.

For information on agricultural considerations relating to sport and recreation in the urban fringe and the countryside, see Planning Policy Guidance Note PPG17, Sport and Recreation, Department of the Environment, 1991, paragraphs 32-33 and 35-40.

Sheffield Unitary Development Plan - A City for People

LEISURE AND RECREATION

MINERALS, WASTE AND RECLAMATION

MINERAL WORKING AND WASTE MANAGEMENT

- MWI Mineral Working
- MW2 Conservation of Mineral Reserves
- MW3 Waste Management
- MW4 Waste Disposal Facilities
- MW5 Waste Disposal Areas
- MW6 Recycling and Reclamation
- MW7 Environmental Impact of Mineral Working and Waste Disposal Operations

RECLAMATION

- MW8 Land Reclamation
- MW9 Unstable Land

Minerals, Waste and Reclamation

Both mineral working and waste disposal operations can have a very big impact on the environment. Land used for mineral extraction can also sometimes be used for tipping once the minerals have been extracted.

Providing adequate land in Sheffield for waste disposal is likely to become an increasing problem. It is important to look for ways of reducing the amount of waste we produce and also to make the most of opportunities to recycle and reclaim materials. However, landfill is expected to remain the main method of waste disposal for the foreseeable future. The Policies in this chapter have regard to the relevant waste management objectives in Articles 3, 4 and 5 of the European Commission Framework Directive on Waste.

Land reclamation is central to the principles of sustainable development and protection of the countryside. It is an essential part of improving the environment and regenerating Sheffield. It may also sometimes be linked to proposals for waste disposal or mineral extraction.

MINERAL WORKING AND WASTE MANAGEMENT

MINERAL WORKING

Sheffield has very few mineral deposits which are potentially available for extraction. Coal is the only mineral which has recently been extracted in Sheffield on a significant scale, at Tinsley. It is likely that there will be very few applications for mineral extraction during the period of the Plan.

The Policies set out criteria for determining proposals for mineral development should they arise.

The Policies in this section incorporate those parts of the South Yorkshire County Minerals Plan that applied to Sheffield into the Unitary Development Plan (UDP).

WASTE MANAGEMENT

The production of waste is a part of everyday life. Besides household refuse, waste is created in factories and offices, on building sites, and in hospitals and schools. This mass of waste has to be disposed of by methods which meet health and hygiene standards and at a cost which is acceptable both to society and to waste producers.

Disposal must also have a minimum impact on the environment. Higher standards of control over waste disposal operations are now expected by the Government and the European Community. These are found in the Environmental Protection Act 1990 and recent European Community directives.

During the period of the Plan, it is expected that industrial waste will decrease but household and service industry waste will increase. Some waste can be burned to produce energy and some recycled, but the majority still has to be tipped in landfill sites. As the Waste Disposal Authority for Sheffield, the City Council has an important role in collecting and disposing of waste and, as planning authority for most of the City, in determining applications for planning permission for waste disposal. The Environment Agency also has an important role in issuing waste disposal licences.

There are environmental and economic advantages to Sheffield catering for the disposal of most of its waste within the District. However, it is becoming increasingly difficult to find suitable locations for waste disposal landfill sites in Sheffield. This may mean that waste generated in Sheffield during the

MINERALS, WASTE AND RECLAMATION

period of the UDP has to be transported to other parts of South Yorkshire, or even other parts of the country.

The City Council's Waste Management Plan for Sheffield aims to promote an environmentally sustainable approach to waste management by:

- reducing the amount of waste generated; and
- maximising the re-use of waste materials by increasing participation in recycling activities; and
- minimising the creation of landfill material by methods such as incineration, composting, or other, innovative techniques; and
- using the heat generated by incineration for the benefit of the community; and
- seeking to ensure that sufficient landfill sites can be created to meet Sheffield's requirements into the next century; and
- requiring all waste management operations to be undertaken in a safe and environmentally acceptable way.

The Policies in this section incorporate the land use elements of the Waste Management Plan into the UDP.

MWI MINERAL WORKING

Mineral working will be permitted where:

- (a) it would help meet local, regional or national need for the mineral and:
 - (i) alternative supplies (including synthetic and waste materials) could not reasonably be obtained from other sources; or
 - (ii) it would help to ensure adequate and secure energy supplies; and
- (b) the mineral deposits would be worked in an efficient and comprehensive way; and
- (c) it would not cause irreparable or unacceptable damage to the environment; and
- (d) the operator accepts an agreed scheme of working which would minimise local disturbance as the deposit is being worked, and makes provision for adequate restoration and aftercare of the land.

Proposals which would lead to unprogrammed and piecemeal working of mineral deposits will not be permitted.

Where appropriate, mineral working will be encouraged where it would also help to meet the need for waste disposal facilities once mineral extraction has ceased.

Other Information

For more information on the restoration and aftercare of land following mineral working, see Minerals Planning Guidance Note MPG7, The Reclamation of Mineral Workings, Department of the Environment, 1989.

MINERALS, WASTE AND RECLAMATION

Other information

For the Government's national planning guidance, see Minerals Planning Guidance Note MPG1, General Considerations and the Development Plan System, Department of the Environment, 1996, paragraph 40.

See also, Minerals Planning Guidance Note MPG3, Coal Mining and Colliery Spoil Disposal, Department of the Environment, 1994, paragraphs 1 and 3-11.

See also Minerals Planning Guidance Note MPG6, Guidelines for Aggregates Provision in England, Department of the Environment, 1994, paragraph 32-34 and 37-39.

For the Government's strategic planning guidance, see Regional Planning Guidance Note RPG5, Strategic Guidance for South Yorkshire, Department of the Environment, 1989, paragraph 24.

For the environmental and traffic impact of mineral working and waste disposal facilities, see Policy MW7, page 245.

For proposals for waste disposal facilities, see Policies MW4 and MW5, pages 242-244.

For Environmental Assessment, see Putting the Plan into Action, pages 305-306.

Definitions

'Pot clay' - a type of clay deposit used in the manufacture of refractories.

Other information

For the Government's national planning ➤

Reasons for the Policy

The Government's national and strategic planning guidance states clearly that mineral planning authorities should make a contribution to the local, regional and national demand for minerals. This contribution will reflect the extent of minerals in their area, as well as the need to protect the environment. Particular emphasis is placed on the importance of energy minerals such as coal.

The Plan does not identify areas where mineral working would normally be permitted or refused. This is because large areas of Sheffield are not available for mineral extraction because the land is already built on. Furthermore, the Sheffield area contains very few minerals (other than coal) for which there is likely to be a demand during the period of the Plan.

Mineral extraction often has a greater impact on the environment than other forms of development. In some cases these effects may only be temporary but in others they are irreversible, although adequate restoration and aftercare conditions can reduce the impact and secure a beneficial after-use.

Some proposals for mineral working provide an opportunity for disposing of waste as part of the restoration process, either as a new landform, or in a hole which the workings have created.

How it will be put into practice

By:

Deciding planning applications and enforcing planning conditions.

Applying Environmental Assessment legislation, as appropriate.

Negotiating with developers and entering into legal agreements.

Carrying out a statutory review of mineral working sites in the City (as set out in the Government's Minerals Planning Guidance Note MPG14).

MW2 CONSERVATION OF MINERAL RESERVES

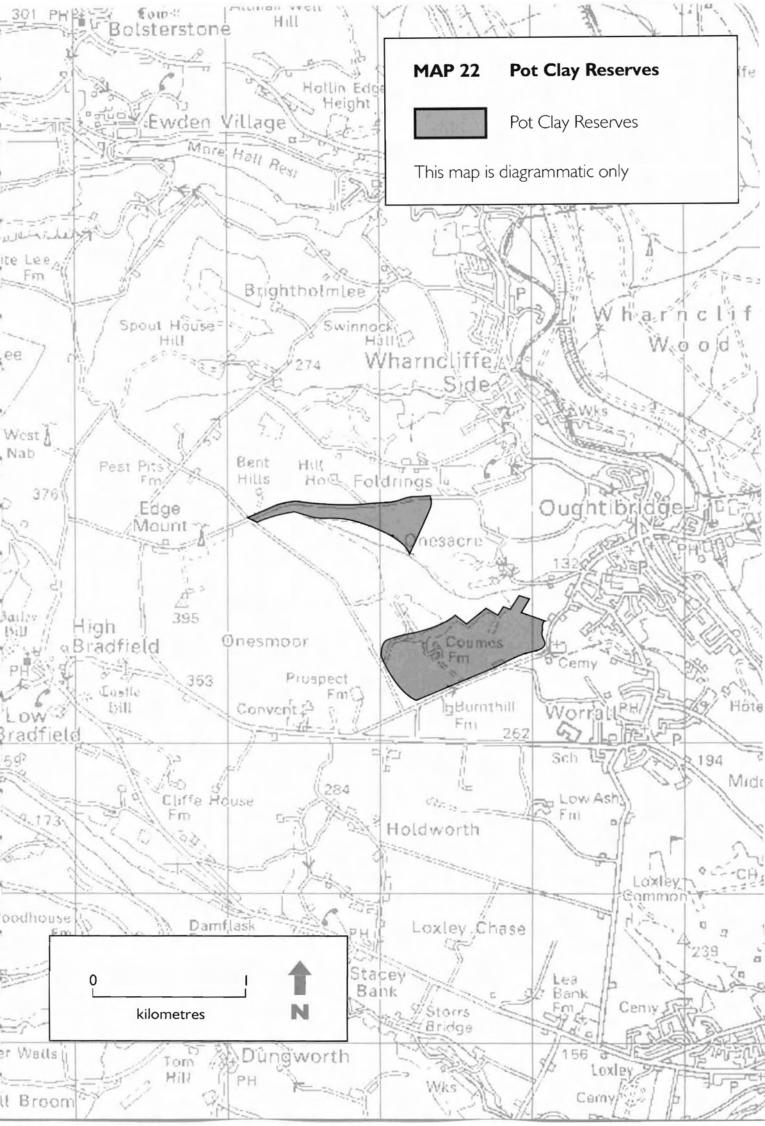
Non-mineral development will not be permitted where it would prevent extraction of valuable mineral reserves. In particular, protection will be given to:

- (a) pot clay reserves; or
- (b) coal reserves.

Reasons for the Policy

The Government's national and strategic planning guidance states that care must be taken to safeguard those deposits which are of economic importance against other types of development which would sterilise the deposits or make their extraction difficult.

The pot clay deposits near Oughtibridge (see Map 22, opposite) lie in an



Area of High Landscape Value and in an area where the local road system is largely unsuitable for heavy goods vehicles. In addition, the City Council considers that adequate resources to satisfy current demands exist elsewhere in Britain. But, although it would not be desirable to extract the deposits now, they could be needed some time in the future.

The whole of the Sheffield District lies within the exposed coalfield and could, therefore, potentially be of interest for coal extraction. However, due to the extent of the urban area and environmental constraints, very few areas are realistically available.

How it will be put into practice

By:

Deciding planning applications.

Consulting with the Coal Authority.

MW3 WASTE MANAGEMENT

When catering for waste materials, all recycling and disposal options will be examined so that:

- (a) the amount of tipping space would be kept to a minimum; and
- (b) sufficient waste, recycling and disposal sites and facilities would be available; and
- (c) the best techniques and highest possible standards could be achieved at all times.

Reasons for the Policy

The Government's Sustainable Development Strategy, 1994, highlights the need for more waste management practices to move up the hierarchy of waste management options.

In order of preference, these are:

- waste reduction;
- re-use;
- recovery (recycling, composting and energy recovery);
- waste disposal.

The City Council has a major responsibility for ensuring that good practice and innovation are encouraged for managing long-term waste disposal capacity. There should be provision for waste minimisation and recycling centres.

There is much public concern over the issue of waste disposal, particularly the environmental impact and potential effects on health and safety. The Government's national planning guidance indicates that planning authorities should ensure that waste is recovered or disposed of without endangering human health and without using processes or

Sheffield Unitary Development Plan - A City for People

MINERALS, WASTE AND RECLAMATION

guidance, see Minerals Planning Guidance Note MPG I, General Considerations and the Development Plan System, Department of the Environment, 1996, paragraphs 36-39 and Annex A.

For the Government's strategic guidance, see Regional Planning Guidance Note RPG5, Strategic Guidance for South Yorkshire, Department of the Environment, 1989, paragraph 24.

Definitions

'Waste material': • is scrap or un-

- wanted material; or • needs to be dis-
- posed of because it is broken, worn out, contaminated or otherwise spoiled.

This definition is based on the one given in the Environmental Protection Act 1990, section 75(2).

"Waste disposal" - the process of getting rid of waste materials in an orderly, regulated fashion (for example, through licensed landfill or incineration operations).

MINERALS, WASTE AND RECLAMATION

Other information

For the Government's national planning guidance, see Planning Policy Guidance Note PPG23, Planning and Pollution Control, particularly paragraph 2.8 and Annex 6.

For the Government's strategic guidance, see Regional Planning Guidance Note RPG5, Strategic Guidance for South Yorkshire, Department of the Environment, 1989, paragraph 25.

For incineration and combined heat and power systems, see Policy GE27, page 117.

For assessing the environmental impact of waste management, see also Policy MW7, page 245.

For waste disposal facilities and areas, see Policies MW4 and MW5 below.

For waste management, see also The Waste Management Plan for Sheffield (prepared under the Control of Pollution Act 1974), Sheffield City Council, 1990. See also, Waste Management in Sheffield, UDP Policy Background Paper No. 12, Department of Land and Planning, Sheffield City Council, 1993.

Definition

"Waste disposal" - as for Policy MW3, page 241.

Other information For Policy MW7, see page 245.

For the Government's national planning guidance on planning and pollution control. methods which could harm the environment.

The Government's strategic guidance states that landfill is expected to remain the main method of waste disposal. The City Council accepts that this will be the case until other practical methods of waste disposal are developed which have a less damaging effect on the environment.

New waste disposal facilities will need to be developed to meet the City's future requirements. The Government's strategic guidance indicated that district councils should coordinate their waste disposal policies in consultation with other relevant authorities in Yorkshire and Humberside and this will also need to involve the Environment Agency. So it is possible that some waste created in the City will be disposed of elsewhere in the region.

Waste disposal sites located in Sheffield will need to be managed to a high standard in order to minimise the visual, physical and other environmental effects. This reflects the more rigorous environmental standards set by the Environmental Protection Act 1990.

How it will be put into practice

By:

Deciding planning applications and issuing waste disposal licences in accordance with the Waste Management Plan.

Continuing a thorough search for potential waste disposal areas.

Continuing to monitor the provision of waste disposal facilities.

Liaising with neighbouring local authorities, including involvement in joint ventures.

MW4 WASTE DISPOSAL FACILITIES

The development of land for waste disposal facilities will be permitted when:

- (a) there is no alternative facility available; and
- (b) there is insufficient capacity elsewhere in Sheffield or within an acceptable distance of the City; and
- (c) in the case of tipping operations, the type of waste and methods to be used would be appropriate to the site; and
- (d) it would comply with Policy MW7.

Reasons for the Policy

The Government's guidance on planning and pollution control states that each region should expect to provide sufficient facilities to treat or dispose of all waste that it produces.

If possible, Sheffield should aim to provide enough waste disposal facilities

to meet its own needs. It is important to balance the release of land for waste disposal with the recognised need for such facilities.

For safety and environmental reasons, certain types of waste can only be disposed of in certain locations. It is therefore important to ensure that only the most appropriate sites are released for waste disposal. They must be restored, once tipping has ceased, to provide a long-term beneficial use.

How it will be put into practice

By:

Deciding planning applications and enforcing planning conditions.

Applying Environmental Assessment legislation, as appropriate (see Putting the Plan into Action, pages 305-306).

Issuing waste disposal licences.

Continuing to monitor the provision of waste disposal facilities.

MW5 WASTE DISPOSAL AREAS

In the Beighton Road and Parkwood Springs Waste Disposal Areas, waste disposal is the preferred use in the short term. Any development which would prevent this use will be unacceptable until after waste disposal operations have ceased. Long-term uses should comply with Green Belt or Open Space Area Policies as appropriate.

Other sites may be used for waste disposal where they comply with Policy MW7.

Reasons for the Policy

The Government's strategic guidance states that waste disposal sites should be selected and managed to minimise pollution and impact on the environment.

There are very few sites in Sheffield which are suitable for large-scale waste disposal. Beighton Road and Parkwood Springs are both major sites which have planning permission for waste disposal. It is essential that they are kept for this purpose and not developed for other uses. However, it will be necessary to find other sites in Sheffield or outside the City which could be used for waste disposal in order to meet Sheffield's needs.

How it will be put into practice

By:

Negotiating with waste disposal operators.

Deciding planning applications and enforcing planning conditions.

MINERALS, WASTE AND RECLAMATION

see Planning Policy Guidance Note PPG23, Department of the Environment, 1994, particularly paragraph 2.5.

For waste disposal facilities, including waste disposal licences, see also The Waste Management Plan for Sheffield (prepared under the Control of Pollution Act 1974), Sheffield City Council, 1990. See also Waste Management in Sheffield, UDP Policy Background Paper No. 12, Department of Land and Planning, Sheffield City Council, 1993.

For other information on waste management, see Policy MW3, above, and Policies MW5 and MW6, below.

Definition

'Waste disposal' - as for Policy MW3, page 241.

Other information

For uses which are appropriate in the Green Belt, see Policy GE3, page 91. For development in Open Space Areas, see Policies LR5 to LR7, page 226-230.

For Policy MW7, see page 245.

For the Government's strategic guidance, see Regional Planning Guidance Note RPG5. Strategic Guidance for South Yorkshire, Department of the Environment, 1989, paragraph 25.

For other information on waste management, see Policies MW3 and MW4, above, and MW6, below. For other aspects of waste management.►

MINERALS, WASTE AND RECLAMATION

see the Waste Management Plan for Sheffield (prepared under the Control of Pollution Act 1974), Sheffield City Council, 1990. See also Waste Management in Sheffield, UDP Policy Background Paper No. 12, Department of Land and Planning, Sheffield City Council, 1993.

Definitions

'Recycling and reclamation' - the reuse and recovery of substances which have been, or would otherwise be, disposed of. 'Waste materials' - as

for Policy MW3, page 241.

Other information

For energy recovery from incineration, see Policy GE27, page 11<u>7.</u>

For recycling and reclamation of derelict land, see Policy MW8, page 246.

For other information on waste management, see Policies MW3 to MW5, above.

For other aspects of waste management, see The Waste Management Plan for Sheffield (prepared under the Control of Pallution Act 1974), Sheffield City Council, 1990. Applying Environmental Assessment legislation, as appropriate (see Putting the Plan into Action, pages 305-306).

Using legal agreements.

Issuing waste disposal licences.

Continuing to monitor the provision of waste disposal facilities.

MW6 RECYCLING AND RECLAMATION

Development involving recycling and reclamation of suitable waste materials will be promoted except where this would be incompatible with surrounding land uses. This will be done by:

- (a) encouraging and developing domestic, industrial and commercial recycling and reclamation in suitable locations; and
- (b) developing recycling centres throughout Sheffield and giving priority to:
 - (i) the Darnall area; and
 - (ii) the west and south west of the City.

Reasons for the Policy

Public opinion has swung significantly behind recycling. Sheffield has played an active role in recycling in recent years through the Recycling City initiative.

In 1990 the Government set a new target for the recycling of household waste: by the end of the century half of all household waste which can be recycled should be.

Recycling centres are collection points for paper, plastics, glass, aluminium and textiles. At the larger centres, people can dispose of garden refuse for composting and get rid of large items of household waste, free of charge. This helps to discourage illegal tipping on open land or in the countryside. Map 18 (opposite) shows where the major recycling centres are located and identifies priority areas for new ones.

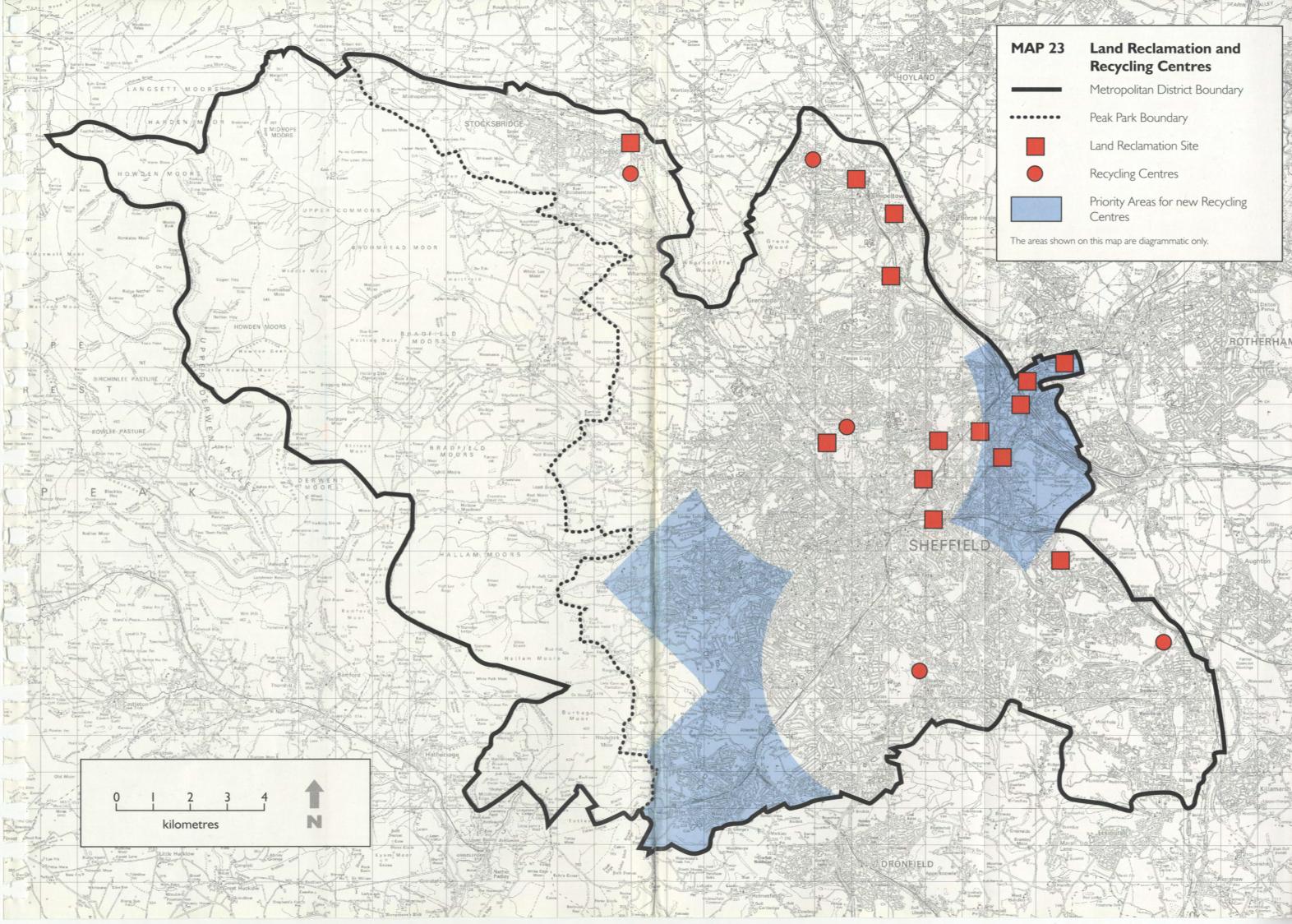
Encouraging the private sector to increase its use of recycling will make an important contribution towards sustainable development and lead to improvements in the local, national and global environment.

Some commercial recycling operations (eg. scrapyards) can have a considerable impact on the area around them. So it is necessary to balance the wider environmental benefits of commercial recycling schemes against any harmful effects on the local area.

How it will be put into practice

By:

Supporting initiatives such as the Recycling 2000 Forum and Sheffield Community Recycling Action Programme (SCRAP).



MINERALS, WASTE AND RECLAMATION

Deciding planning applications.

Providing guidance on the design and location of recycling facilities.

Searching for potential sites for recycling centres and, if possible, protecting them from other developments.

MW7 ENVIRONMENTAL IMPACT OF MINERAL WORKING AND WASTE DISPOSAL OPERATIONS

Mineral working and waste disposal facilities will be permitted only where disturbance to the environment would be kept to an acceptable level and where they would:

- (a) comply with Policies for the Built and Green Environment as appropriate; and
- (b) not disturb or cause a nuisance for other land uses, particularly sensitive neighbours; and
- (c) not cause unacceptable disturbance to the local environment as a result of more than one site being worked at the same time; and
- (d) not involve unacceptable duration, phasing, methods or standards of working, or excessive active areas or hours of working; and
- (e) provide for screening of the site; and
- (f) provide restoration and aftercare of the site for uses appropriate to the area; and
- (g) provide for the use or control of landfill gas; and
- (h) not give rise to levels of traffic that would make roads unsafe or harm the character of the area, both near the development and along the routes used; and
- (i) use canal, rail, pipeline or conveyor facilities, wherever possible.

Reasons for the Policy

Both mineral extraction and waste disposal operations can have a very great impact on the environment, by reason of their scale, location, character and duration.

The City Council is anxious to ensure that any mineral working or waste disposal operations which take place are carefully controlled and cause the minimum amount of disturbance to living conditions and to the natural and built heritage of the District.

The Government's national planning guidance states that a balance should be struck between the case for mineral extraction and protection of the environment. The Government's strategic guidance advises that waste disposal sites should be selected and managed to minimise pollution and

Other Information

For Policies for the Built and Green Environment, see pages 59-119.

Definitions

'Disturb or cause nuisance for other land uses' - includes dust and litter blowing on and off site, smells, fumes, noise, weeds and vermin.

'Sensitive neighbours' - as for sensitive uses in Policy IB14, page 139.

'Uses appropriate to the area' - as set out for the Policy Area in which the site lies (see page 5 for a description of Policy Areas).

Other Information

For the Government's national planning guidance, see Minerals Planning Guidance ≻

MINERALS, WASTE AND RECLAMATION

Note MPG I, General Considerations and the Development Plan System, Department of the Environment, 1996, paragraph 4. See also Mineral Planning Guidance Note MPG 7. The Reclamation of Mineral Workings, Department of the Environment, 1989, paragraphs 1-5. See also Planning Policy Guidance Note PPG23, Planning and Pollution Control, Department of the Environment, 1994, particularly paragraph 2.18.

For the Government's strategic guidance, see Regional Planning Guidance Note RPG5, Strategic Guidance for South Yorkshire, Department of the Environment, 1989, paragraphs 24 and 25. For Policies on Transport, see pages 249-287.

Definitions

"Derelict land" - land so damaged by industrial and other development that it ➤ impact on the environment.

The Government's strategic guidance advises that UDP's should set out criteria for determining proposals for mineral development, including provisions to ensure the satisfactory landscaping, restoration and after-use of sites. National planning guidance emphasises the importance of ensuring that land taken for mineral working is reclaimed at the earliest opportunity and can be put to good use. The Government's national planning guidance advises that planning authorities should establish criteria for the location of development which could cause pollution.

Mineral working and waste disposal operations give rise to substantial traffic, often in rural areas. This can cause road safety problems and spoil the character of an area.

Increased use of canal and rail transport can help overcome these problems. Some mineral extraction operations may also be able to make use of conveyor or pipeline facilities.

How it will be put into practice

By:

Deciding planning applications and enforcing planning conditions.

Applying Policies in the Built Environment, Green Environment and Transport chapters, as appropriate.

Undertaking a comprehensive assessment of the environmental impact of developments and applying Environmental Assessment legislation, as appropriate (see Putting the Plan into Action, pages 305-306).

Negotiating legal agreements (including restoration and after-care guarantees), where necessary.

Providing advice and support to potential rail users and developers and supporting applications for Government grants for private railway sidings (see Policy IB16, page 140).

RECLAMATION

The Policies in this section aim to secure reclamation and beneficial use of derelict and despoiled land throughout Sheffield. The Plan's approach to development on potentially unstable land is also set out. The Policies contribute to urban regeneration and the creation of a high quality environment, both central themes of the Plan.

MW8 LAND RECLAMATION

Derelict and despoiled land within the City will be reclaimed. Priority will be given to the following sites:

Stocksbridge (Proposals Map I) - Station Road, Deepcar

North West (Proposals Map 2)

- Club Mill Road, Owlerton

Chapel Green (Proposals Map 3)

- Johnson Lane, Ecclesfield
- Hesley Wood Tip, Chapeltown
- Thorncliffe, Chapeltown

East End (Proposals Map 5)

- Blackburn Meadows, Tinsley
- Broughton Lane Sidings, Carbrook
- Forgemasters site, Petre Street, Grimesthorpe
- Jessop Saviles, Brightside Lane, Carbrook
- Lumley Street Sidings, Attercliffe
- Sheffield Road/Wharf Lane, Tinsley
- Sheffield Tippers site, Sheffield Road, Tinsley
- Weedon Street, Carbrook
- South East (Proposals Map 6)
- Site of Handsworth Colliery, Handsworth

Where appropriate, land reclamation works should protect and enhance important features of nature conservation interest which exist on the site.

Reasons for the Policy

The Government's national and strategic guidance stresses the need to reclaim and recycle derelict and despoiled land, both to improve the environment and to help urban regeneration. Priority sites are shown on Map 18, facing page 244. Most of the sites identified in this Policy are to be reclaimed for industrial use. This reduces the need to allocate greenfield sites for industry.

The Government's strategic guidance also recognises that some derelict sites may be suitable for open space or forestry. A large number of the priority sites lie within the South Yorkshire Forest area (see Policy GE14, page 103) where the objectives include reclamation of derelict land, improvements to sport and recreation facilities, timber production and nature conservation.

Many derelict and despoiled sites have gradually revegetated and are now of considerable nature conservation interest. Some are identified as Areas of Natural History Interest or Local Nature Sites (see Policy GE13, page 102).

How it will be put into practice

By:

Including sites in the City Council's land reclamation programme and seeking grant assistance from the Government and other agencies.

Regularly surveying the City for derelict and despoiled land.

Continuing to support the South Yorkshire Forest initiative (see Policy GE14, page 103).

MINERALS, WASTE AND RECLAMATION

cannot be put to good use.

"Despoiled land" - land which is unsightly and may require some treatment before it can be put to good use.

Other information

For the Government's national planning guidance, see Derelict Land Grant Advice DLGA1, Derelict Land Grant Policy, Department of the Environment, 1991.

For other aspects of environmental improvements, see Policy BE4, page 62.

For other aspects of industrial land supply, see Policy IB4, page 126.

For the Government's strategic guidance, see Regional Planning Guidance Note RPG5, Strategic Guidance for South Yorkshire, Department of the Environment, 1989, paragraphs 4, 17 and 18. MINERALS, WASTE AND RECLAMATION

Definition

"Unstable land" - land which is subject to movement due to the existence of ground compression, slopes or underground cavities. It may be natural, or the result of human activity such as mining, excavation or landfilling.

Other information

For the Government's national planning guidance, see Planning Policy Guidance Note PPG14, Development on Unstable Land, Department of the Environment, 1990, and PPG14, (Annex 1), Development on Unstable Land: Landslides and Planning, Department of the Environment, 1996. Encouraging voluntary action by landowners to reclaim sites.

Supporting private sector grant applications.

Surveying reclamation sites to identify important nature conservation areas and features.

Placing appropriate conditions on planning approvals, to ensure that reclamation takes full account of any value of the site for nature conservation.

MW9 UNSTABLE LAND

Where unstable land is identified or suspected, development will not be permitted on, or next to, the affected land unless:

- (a) it can be demonstrated that the land is stable; or
- (b) any instability problems can be effectively treated so as to remove any threats to human health, the environment or property.

Reasons for the Policy

The Government's national planning guidance states that in preparing development plans, local authorities need to take into account the possibility of ground instability. At its most extreme, ground instability can threaten life and health or cause damage to buildings and structures, so generating public alarm.

Although ground instability is generally not a major problem in Sheffield, the City's hilly nature and its history of mining means that instability problems could arise in some areas. Problems can also arise on sites which have been tipped or landfilled in the past.

The Policy aims to ensure that risks from land instability to the public, property and the environment are minimised. It helps to ensure that new development is not placed in unstable locations without appropriate precautions. Given proper safeguards, land which is unstable due to mining or other industrial activities can often be brought back into productive use. This reduces pressure for development on greenfield sites.

How it will be put into practice

By:

Deciding planning applications.

Requiring developers to submit a land stability report which is to the satisfaction of the City Council, where there are good reasons to believe that instability could make the ground unsuitable for the proposed development.

Entering into legal agreements.

PROMOTING PUBLIC TRANSPORT

- TI Promoting Public Transport
- T2 Promoting Bus Use
- T3 Supertram
- T4 Promoting Rail Use
- T5 Protecting Rail Routes
- T6 Park and Ride

PROMOTING WALKING AND CYCLING

- T7 Promoting Walking and Cycling
- T8 Pedestrian Routes
- T9 High Amenity Zones
- TI0 Cycle Routes
- TII Long-distance Paths

TRAFFIC CALMING

- T12 Traffic Calming
- T13 Area-wide Traffic Calming
- T14 Environmental Traffic Management Measures

ROADS

- TI5 Strategic Road Network
- T16 Management of Traffic Demand
- TI7 Road Schemes
- T18 Protecting Future Road Schemes
- T19 Road Maintenance

CAR TRAVEL AND PARKING

- T20 Car Travel to the City Centre
- T21 Car Parking
- T22 Private Car Parking in new Development
- T23 Public Long-stay Car Parking
- T24 Public Short-stay Car Parking
- T25 Car Parking in Residential Areas

NATIONAL AND INTERNATIONAL TRANSPORT AND FREIGHT

- T26 National and International Transport
- T27 Freight

TRANSPORT INFRASTRUCTURE AND DEVELOPMENT

T28 Transport Infrastructure and Development

PARKING GUIDELINES

Car Parking Guidelines Cycle Parking Guidelines

Provision for the transport of people and goods is vital to Sheffield's future. The transport Policies of the Unitary Development Plan (UDP) contribute to all four major aims of the Plan (see pages 9-11) in several major ways:

- a better environment, by minimising the impact of transport;
- · a more thriving City, by providing better access for new and existing developments;
- a more accessible environment, by making efficient and effective use of road space and public transport; and
- a more caring environment, by improving road safety and catering for people who cannot get around easily.

The Policies in this chapter should be read together with the land-use Policies to locate development where it can be reached easily by foot or public transport. This will make facilities more accessible for everyone, reduce the need to use vehicles for travel and, hence, lessen the impact of transport on the environment. Taken together, the Policies will significantly reduce road accidents. The Government's national planning guidance encourages local planning authorities to adopt such policies.

The City Council's approach to meeting the aims listed above takes the following factors into account:

- The economic viability of the City Centre depends on access and short-stay car parking for many users of private transport. These include people travelling in connection with their business, shoppers and other visitors to the City outside peak periods.
- The growth in car ownership and use predicted by the Government cannot be catered for in cities. It is forecast that car ownership in the City will increase by between 15 and 34% over the period 1991-2006 (see Central Area Integrated Transport Study). Car ownership is not something the Council can influence through its planning policies, but it can influence car use. What is needed is to spread journeys across different forms of transport and across the day.
- Much air pollution in built-up areas is caused by vehicle emissions. More than a quarter (28%) of carbon dioxide emissions in the UK come from road transport. Carbon dioxide is one of the major contributors to the 'greenhouse' effect. Vehicle emissions, therefore, harm the environment both locally and globally. It is necessary to encourage a switch to forms of transport which are more environmentally sustainable.
- 45% of households in Sheffield do not own a car (1991). An even greater percentage do not have regular access to a car.
- There are certain groups of people, such as children and people with disabilities, who are particularly disadvantaged in gaining access to facilities.
- Accidents can be cut most effectively by reducing the number of vehicles on the road, encouraging
 more use of public transport and reducing the speeds of vehicles. For more information on
 proposals to reduce the number of accidents, see the annual Road Safety Plan produced by the City
 Council.

A balance, therefore, needs to be struck between increasing accessibility for different groups of people and the need to conserve and improve the environment. The Policies aim to reverse the decline in the use of public transport in order to:

- improve access to the City Centre at peak times;
- use road space more efficiently; and

· improve the environment;

while recognising the role of private transport for:

- · business operations in the City;
- · off-peak travel for shoppers and visitors.

The Policies in this chapter will be implemented in a co-ordinated way to achieve the overall aims of the Plan. This is being done first in an area of south Sheffield to demonstrate the benefits to be gained. The South Sheffield Demonstration Project (commonly known as 'The Wedge') covers a part of the City with dense housing development through which major radial roads carry large amounts of traffic. This is described further in the City Council's report, Integrated Transport: South Sheffield Demonstration Corridor, Department of Land and Planning, Sheffield City Council, 1991.

Proposals for the City Centre resulting from the Central Area Integrated Transport Study are incorporated into the Plan. These are integrated with the land-use planning Policies and aim to help the regeneration of the City Centre. The options considered in the Study are described further in the City Council's report, Sheffield Central Area Integrated Transport Study, Department of Land and Planning, 1994.

PROMOTING PUBLIC TRANSPORT

Public transport is the key to the Plan's strategy for making the City more accessible. Policies T1 to T6 outline the main improvements which are proposed.

TI PROMOTING PUBLIC TRANSPORT

Greater use of public transport will be encouraged and promoted, especially for journeys to work, by:

- (a) developing a network of bus-priority routes; and
- (b) supporting Supertram proposals and improvements to local rail services; and
- (c) promoting park-and-ride facilities; and
- (d) improving public transport access into and within the Central Shopping Area; and
- (e) ensuring that road layouts facilitate the efficient provision of public transport services; and
- (f) encouraging development to locate where it can be served adequately by the existing public transport network; and

Definitions

TRANSPORT

'Public transport' includes buses, trains, trams and taxis. Public transport vehicles are owned by a wide variety of publicly and privately owned companies and community organisations.

'Supertram' - as for Policy T3, page 255.

'Park and ride' - as for Policy T6, page 257. 'Central Shopping Area' - as for Policy S1, page 183.

(g) promoting and supporting improvements to the quality of public transport services including improvements to access for people with disabilities.

Reasons for the Policy

Because public transport uses less road space than private cars carrying the same number of people, it enables greater efficiency in the use of available road space. This is especially true of peak times when congestion is currently a problem, which could get worse, particularly around the City Centre. So greater use of public transport is essential to regenerating the economy and environment of the City.

Public transport causes less air and noise pollution than private cars carrying the same number of people, and is a safer way of travelling.

Any measures to promote public transport will benefit the large numbers of people in Sheffield who do not have access to a car.

Encouraging development to locate where it can be served by the existing public transport network will help to maintain and enhance these services.

Measures to promote public transport will also enable more people to get into the countryside around Sheffield.

Strong support for this approach was expressed by many individuals and organisations during public consultation on the draft Plan.

Public transport can be operated efficiently if streets and other infrastructure are designed to cater for it and new developments are located where they can be served economically. However, many buses are smaller than in the past and can often use roads suitable for ordinary service vehicles, without the need for special highway design measures. This may help bus services reach more households. The more convenient and efficient the service, the more people will use it.

Since the deregulation of buses in 1986, the City Council has been unable to maintain the co-ordinated and cheap bus network previously maintained by South Yorkshire County Council. However, the measures that are proposed will successfully promote the use of public transport and make it more attractive to people who would otherwise travel by car.

Better quality public transport will encourage and enable more people to use it. Such improvements should include better design of vehicles and existing facilities - particularly to provide access for people with disabilities - and lower pollution emission levels.

How it will be put into practice

By:

Supporting and influencing the policies of the South Yorkshire Passenger Transport Authority on concessionary fares, tendered bus services, support for the local rail network, integration and co-ordination of public transport services, and its other areas of responsibility.

Other information

For access to the countryside, see Out and About in Sheffield's Countryside, Department of Land and Planning, Sheffield City Council, 1987.

For further guidance on facilitating public transport in residential layouts, see Design Bulletin DB32, Residential Roads and Footpaths: Layout Considerations. Departments of the Environment and Transport, 1992.

For further information on public transport, see Policies T2 to T6 below.

Definitions 'South Yorkshire Passenger Transport Authority' - the Authority responsible >

for overall policy and finance for:

- non-commercial bus services, including evening, early morning, Sunday and special-needs transport;
- the concessionary fares scheme;
- support for the local rail network.

The Authority consists of councillors from Sheffield, Rotherham, Barnsley and Doncaster and is funded by a levy on each Council.

'South Yorkshire Passenger Transport Executive' - the organisation responsible to the Passenger Transport Authority for:

- securing noncommercial public transport services;
- co-ordinating these services wherever possible;
- managing the concessionary fare scheme;
- developing local rail services;
- developing, maintaining and managing bus and rail stations.

'Community Transport' - accessible lowcost transport for individuals and community groups.

Definitions

'Superbus' - highcapacity, low-pollution vehicles with low-floor access.

'High Amenity Zone' - as for Policy T9, page 262.

'Green-wave Technology' - the use of selective vehicle detection technology to ensure that approaching buses trigger the ➤ Pressing all public transport operators to improve vehicle design, including access for people with disabilities, extra handrails and non-slip surfaces.

Liaising with the South Yorkshire Passenger Transport Executive to get improved design standards in tender specifications for subsidised bus services.

Supporting improvements by the Passenger Transport Executive, Railtrack and others, at bus stops, Supertram stops, stations and park-and-ride sites, to seating, waiting facilities, baby-care facilities and information systems, including fully accessible provision for people with disabilities.

Supporting and developing community transport initiatives, making City Council vehicles available to community groups where possible, and seeking improvements to driver training in co-operation with community transport groups.

Deciding planning applications.

Encouraging the South Yorkshire Passenger Transport Executive to liaise with bus companies to improve connections between buses and seek the introduction of more cross-city routes.

Encouraging the South Yorkshire Passenger Transport Executive to secure better access to the countryside when services are put out to tender and improved opportunities for people with disabilities to visit the countryside by bus.

T2 PROMOTING BUS USE

Travel by bus will be promoted, particularly by developing a network of bus-priority routes on which buses have priority over private vehicles. The network will complement Supertram and rail routes and provide links:

- (a) between the suburbs and the City Centre; and
- (b) within the City Centre, where a Superbus network will be developed; and
- (c) elsewhere where buses are subject to traffic congestion.

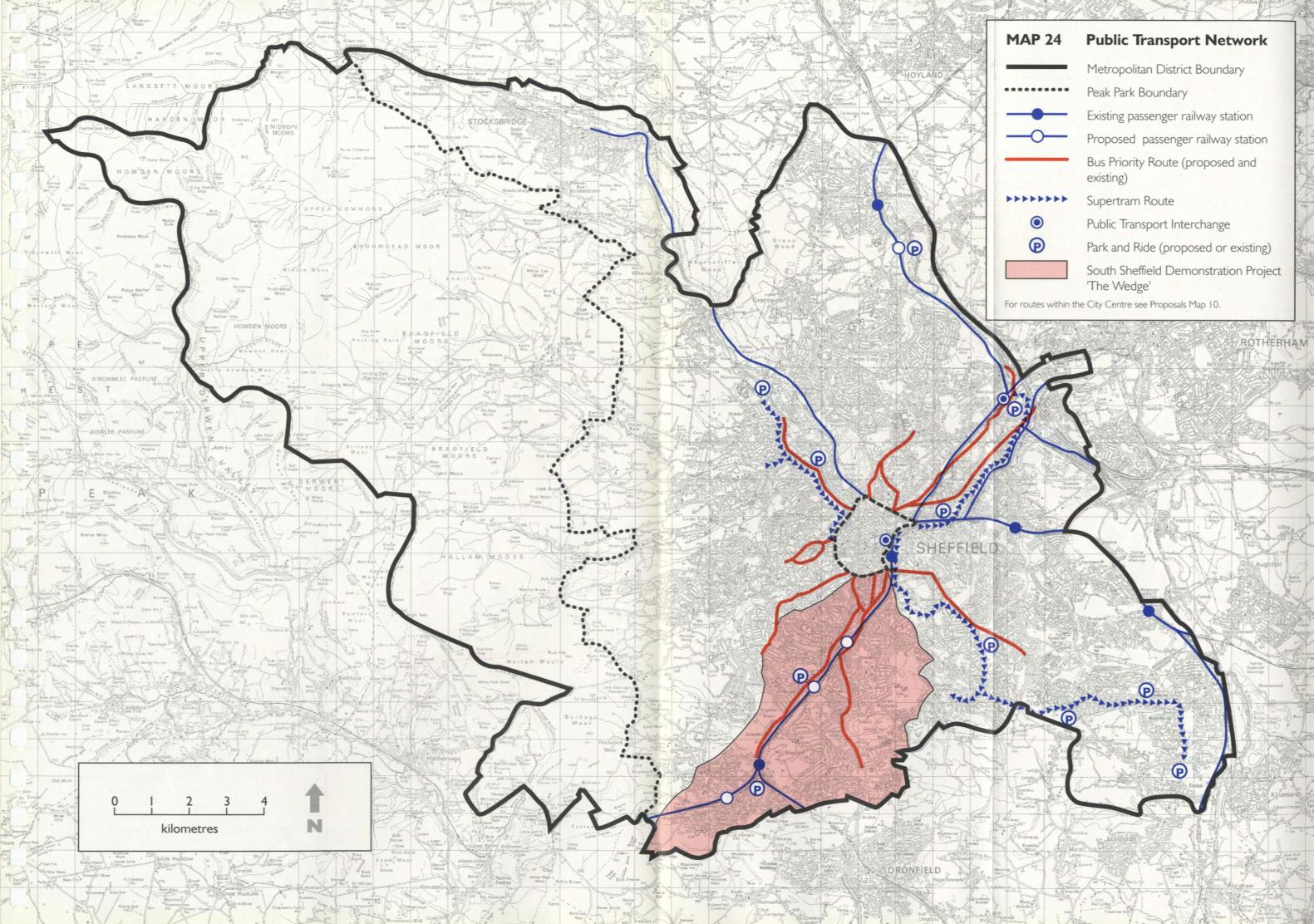
Reasons for the Policy

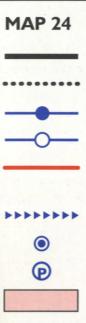
Traffic congestion disrupts and delays bus services. Bus-priority measures will enable buses to run more reliably and more effectively, making bus travel more attractive for everyone, including people who would otherwise use the private car.

Buses use road space more efficiently than private cars. If buses are used more, the growth in traffic will harm the environment less and more people will be able to get to the City Centre at peak times.

A network of routes will make areas in the City Centre and elsewhere more accessible for bus users.

254





There are currently too many buses on the main shopping streets in the Central Area. This adds to congestion and creates a poor environment for pedestrians, bus users and essential access traffic. Within the High Amenity Zone, therefore, bus access will be restricted to high-quality Superbuses.

How it will be put into practice

By:

Introducing a range of traffic management measures to give buses priority in congested conditions.

Creating more bus lanes on existing roads and, where appropriate, within new road schemes, whilst meeting the essential needs of other traffic.

Investigating the feasibility of introducing new types of bus priority measures such as green-wave technology and guided buses in appropriate locations.

Encouraging the development of park-and-ride sites on bus-priority routes (see Policy T6, page 257).

Promoting the use of Superbuses, particularly in the High Amenity Zone in the City Centre (see Policy T9, page 262).

Promoting a high quality shuttle service (using low-floor, low-pollution vehicles) around the High Amenity Zone, linking the Zone with the Interchange, other bus services and public short-stay car parks.

Supporting improvements by the Passenger Transport Executive to facilities such as bus stations and waiting facilities (see Policy T1, page 252).

T3 SUPERTRAM

The Supertram network, promoted through the 1988/1989 South Yorkshire Light Rail Transit Acts, will continue to be supported.

Future extensions to the network will be supported where they would contribute towards a more comprehensive, efficient and environmentally acceptable system of public transport and where the completed development would comply with Policies for the Built and Green Environment as appropriate.

Reasons for the Policy

Supertram is one of the major ways of implementing the City Council's strategy to improve public transport. It has improved access to the City Centre and is comfortable and reliable. It has started to attract people from their cars, particularly during peak periods.

The Supertram system is more accessible than the bus for people with

TRANSPORT

green light at all traffic signals along a route.

'Guided buses' - buses fitted with guidewheels which extend from the front axle to meet with the walls of a guideway. This enables the bus to operate like a tracked vehicle when within the guideway, and like any other bus elsewhere.

Other information

For the bus-priority routes which are currently proposed, see the Proposals Maps and Map 24 facing page 254. Other routes will be added.

Definition

'Supertram' - a modern, lightweight, single-deck, electric tram. It has about 100 seats with room for wheelchair users, people with pushchairs, and standing passengers. Up to 300 passengers may be carried on a single tram.

Other information For Policies for the Built and Green Environment, see pages 59-119.

Other information

For the Supertram network, see the Proposals Map and Map 24, facing page 254. disabilities. It includes low-floor access for wheelchair users.

Supertram is a clean, quiet modern public transport system. A switch from car to Supertram will reduce air and noise pollution.

Supertram will have continuing economic benefits for Sheffield as a whole and, in particular, the City Centre, the Don Valley and the Mosborough area. It has improved accessibility and is acting as a catalyst for regeneration.

How it will be put into practice

By:

Supporting further development of completed routes which would increase patronage and maximise the benefits of the system.

Implementing further traffic management measures, especially where the trams are running on-street.

Encouraging the development of further park-and-ride sites on Supertram routes (see Policy T5, page 257).

Investigating, with the Passenger Transport Authority, the scope for extending the Supertram network, in consultation with local residents, businesses and the emergency services and taking into account the monitoring study of the initial network to be published by the South Yorkshire Passenger Transport Executive and the Department of the Environment, Transport and the Regions in 1998.

T4 PROMOTING RAIL USE

Improvements to the local rail network, including the provision of new stations, will be encouraged and promoted. Proposals put forward by the South Yorkshire Passenger Transport Authority for new stations at Ecclesfield, Heeley, Millhouses and Totley Brook will be supported.

Reasons for the Policy

The improvement of the local rail network is an important part of the strategy for encouraging people to use public transport.

New stations and improved services will make rail an attractive alternative to the car for travel to the City Centre for many more people.

A switch from car to rail would produce an overall reduction in air and noise pollution.

How it will be put into practice

By:

Continuing to liaise with the South Yorkshire Passenger Transport Executive on the local Rail Plan, including the provision of new stations.

Liaising with the Passenger Transport Executive and Office of Passenger

All the local rail services supported by the Passenger Transport Executive are provided > Rail Franchising to ensure increasing levels of grant to improve service levels and ensure that numbers and timings of trains meet demand.

Liaising with the Passenger Transport Executive to ensure that the local rail network is as accessible as possible to everyone, including people with disabilities.

Investigating, with the Passenger Transport Executive, the possibility of reopening passenger services to Stocksbridge and developing new stations at Wadsley Bridge, Deepcar and Stocksbridge.

Protecting both the existing network and disused railway alignments for future use (see Policy T5, below).

T5 PROTECTING RAIL ROUTES

The existing network of rail freight and passenger routes will be safeguarded. Disused railway alignments will be protected for transport uses including recreation purposes.

Reasons for the Policy

Movement of freight by road creates environmental and road safety problems (see Policy T27, page 284).

Improving the passenger rail network is an important part of the strategy for encouraging people to use public transport (see Policy T4, above). This includes maintaining and seeking to expand the existing network. Planning powers can be used to protect the network of routes from development which might prejudice existing or future transport services, but not to ensure the operation of such services.

The linear nature of railway routes offers opportunities for improving transport facilities. This could include extending the Supertram network, introducing guided-bus or expanding the pedestrian and cycle network. These opportunities should be protected.

How it will be put into practice

By:

Continuing to liaise with the South Yorkshire Passenger Transport Executive

Deciding planning applications

Acquiring land as opportunities arise

Supporting, where appropriate, applications for freight facilities grant aid under the Railways Act 1993 (see Policy IB16, page 140).

T6 PARK AND RIDE

Park and ride will be encouraged and promoted at appropriate

TRANSPORT

by Regional Railways North East. The Office of Passenger Rail Franchising will agree a minimum service level with the Passenger Transport Executive with funding for this coming from central Government to the Passenger Transport Executive.

Definition 'Disused railway alignment' - rail routes shown on the Proposals Map not used by passenger or freight

Other information For protected disused lines, see also Policy TII, page 264, and the

Definition 'Guided bus' - as for Policy T2, page 254.

Definition 'Park and ride' - a system of car parks outside the City

Centre, linked to the centre by fast, frequent and direct public transport.

Other information

For access to the countryside, see Out and About in Sheffield's Countryside, Department of Land and Planning, Sheffield City Council, 1987.

locations in the suburbs and on the edge of the City, to serve local rail, Supertram and the bus-priority network.

Reasons for the Policy

Park and ride will encourage motorists to leave their cars and switch to public transport, particularly along routes which are heavily congested at peak times. This will also help to reduce pollution and environmental problems.

Park and ride will encourage people travelling to the City by car to take advantage of the improvements to public transport into the City Centre.

The development of a park-and-ride network may enable long-stay car parking in the City Centre to be converted to short-stay (see Policy T23, page 279).

Because Sheffield is a regional centre, used by people from a wide area for work, shopping and leisure, park-and-ride provision on the fringes of the City will help to encourage regeneration without increasing congestion.

Park and ride can also be used to encourage people travelling into the surrounding countryside to use public transport services, reducing congestion, pollution and car parking problems in, for instance, the Peak District.

How it will be put into practice

By:

Developing sites next to the local rail network in conjunction with the Passenger Transport Executive. Sites at Ecclesfield, Millhouses and Dore (Proposals Maps 3, 8 and 9) are currently under investigation.

Investigating park-and-ride facilities at Stocksbridge, Deepcar and Wadsley Bridge if a passenger line to Stocksbridge is opened (see Policy T4, page 256).

Developing sites next to the proposed Supertram network in conjunction with South Yorkshire Supertram Limited and the Passenger Transport Executive. Sites currently under consideration, and shown on the Proposals Maps, are at:

- Cuthbert Bank Road
- Manor Top
- Moss Way/Waterthorpe Greenway
- Halfway
- Birley Lane.

Considering other sites on major commuter routes, e.g. The Arena and Coleridge Road.

Identifying sites alongside the proposed bus-priority network.

Negotiating with developers in the City Centre to make a financial

contribution towards park-and-ride facilities as an alternative to providing parking in the Centre (see Policy CF5, page 173 and Policy T23, page 279).

Promoting the use of facilities with the Passenger Transport Executive, and public transport operators.

Liaising with promoters of schemes to ensure a high standard of design (for landscape design, see Policy BE6, page 65).

Deciding planning applications.

PROMOTING CYCLING AND WALKING

Everyone is a pedestrian at some stage of each journey. Because many trips are over short distances, travelling by foot or cycle is a realistic alternative to using the car for many people. Policies T7 to T11 outline ways in which the environment will be improved for pedestrians (including people with wheelchairs, prams and pushchairs) and for cyclists.

T7 PROMOTING WALKING AND CYCLING

Walking and cycling will be promoted as alternatives to car travel by providing better facilities to make them safer and more attractive activities. In assessing transport and development proposals, particular attention will be given to the needs of pedestrians and cyclists.

Reasons for the Policy

Walking and cycling are cheap methods of travel, available to many, including young people.

They do not harm the environment. In particular, they do not use up non-renewable energy resources or produce noxious emissions. For example, a switch to walking and cycling would lower carbon dioxide emissions, which would help reduce global warming.

A switch from motor travel to walking and cycling would improve people's health. This is a major aim of the Healthy Sheffield 2000 strategy and the consultation, Improving Health in Sheffield and Rotherham: The Transport Challenge.

The Plan aims to locate development where it would reduce the distances people have to travel. This will make it possible for more people to switch to walking and cycling. Already a lot of journeys currently made by motorised transport are over short distances. The most recent National Travel Survey has shown that 59% of car journeys were under 5 miles.

The lack of facilities and unfriendly environment deter many people from walking and cycling - for example, the lack of defined routes, the danger and nuisance from road traffic and the fear and risk of injury in road

Other information

For the Government's national planning guidance on improving facilities for pedestrians and cyclists, see Planning Policy Guidance Note PPG13, Transport, Department of the Environment, 1994.

See also: Our City, Our Health, Healthy Sheffield 2000, 1991, page 41.

Improving Health in Sheffield and Rotherham: The Transport Challenge, Sheffield and Rotherham Transport and Health Group, 1996.

Transport Statistics Report: National Travel Survey, 1993-95. ➤

Government Statistical Service, HMSO, 1996. Road Safety Plan, Transport Policies and Proposals, 1997-98, Sheffield City Council, 1996, page 49. accidents or personal assault. Both cyclists and pedestrians are very vulnerable to other traffic. Between 500 and 700 pedestrians are injured or killed on Sheffield's roads each year (1983-94).

Improving the pedestrian environment benefits everyone as everyone is a pedestrian at some stage of all journeys.

Transport schemes and development proposals have frequently concentrated on the needs of car drivers at the expense of those of pedestrians and cyclists. This Policy helps to correct that imbalance by ensuring that full account is taken of all means of transport from the outset.

During public consultation on the draft Plan strong support was expressed by many individuals and organisations for such a policy.

How it will be put into practice

By:

Improving the environment for pedestrians and cyclists, as described in Policies T8 to T11, below.

Easing any potential conflict between pedestrians, including wheelchair users, and cyclists. Designing shared-use areas so as to minimise conflict, where it is not feasible to segregate cycling facilities, in accordance with Government guidelines, and monitoring the use of such areas.

Taking into account the needs of different groups of pedestrians such as people with various disabilities, including wheelchair users, as well as elderly people, women, and parents with young children, and cyclists, and consulting such groups as appropriate.

Deciding planning applications.

T8 PEDESTRIAN ROUTES

The safety, convenience and attractiveness of footpaths and pedestrian areas will be improved, and new routes and areas created, to form a pedestrian-friendly network throughout the City and provide access to the countryside around Sheffield.

Priority for action will include the City Centre, District Shopping Centres, areas of known poverty and areas with a high proportion of pedestrian accidents. Particular priority will be given to improving links into the Central Shopping Area and between it and the public transport interchange.

Major new developments will be required to include links to nearby existing or proposed pedestrian routes.

Reasons for the Policy

Pedestrian routes form a vital part of the provision for non-motorised transport (see Policy T7, above).

Many people fear for their personal safety on pedestrian routes, for example when they have to use bridges and subways, especially after dark.

Many existing pedestrian routes are inconvenient, and, for some people, impossible to use, for example, when there are steps or long ramps because of changes in level to cross major roads.

Where the environment of pedestrian routes is unpleasant many people simply stop using them. This has happened in parts of the City Centre.

Expansion of the network of long-distance strategic footpaths will give people better access to the countryside around Sheffield (see Policy T11, page 264).

Pedestrian routes into the Central Shopping Area should be attractive and convenient approaches to the heart of the City. The link between the Central Shopping Area and the public transport interchange is particularly unattractive at present, with many steps, unpleasant subways, inconvenient detours and physical barriers, some of which are associated.

inconvenient detours and physical barriers, some of which are associated with the Arundel Gate/Eyre Street dual carriageway.

Pedestrian links to new development should be an integral part of new schemes, in which the development and the pedestrian environment are harmonised.

How it will be put into practice

By:

Creating routes which are safe at night as well as during the day.

Creating an attractive pedestrian network into the Central Shopping Area from bus stops and the railway station (including the public transport interchange), car parks, and surrounding commercial, industrial, housing and leisure areas.

Providing surface-level road crossings instead of subways or bridges, and making them safe through thoughtful design.

Taking into account the needs of different groups of pedestrians such as people with various disabilities, including wheelchair users, as well as elderly people, women and parents with young children and consulting such groups as appropriate.

Using traffic features and surfacings as appropriate,

Maintaining footways.

Providing comprehensive signposting and information for pedestrians and publicising pedestrian routes extensively.

Providing and maintaining footpaths, as part of the Countryside Management Service (see Putting the Plan into Action, page 302).

Negotiating access with landowners and entering into legal agreements to create paths.

Achieving the Countryside Commission's Recreation 2000 strategy in Sheffield (having all rights of way open, signed and publicised by the year

Other information

For the design of pedestrian routes, see Policy BE10, page 70.

112 .

Definition 'High Amenity Zones' - areas where measures to give pedestrians (people on foot or in wheelchairs) preference over motor transport will be combined with measures to create a high-quality built environment and public spaces. The Zones could include areas of major pedestrian concentrations such as shopping centres. The designated City Centre Zone is shown on Proposals Map 10.

Other Information

For the design of pedestrian areas, see Policy BE10, page 70.

2000).

Keeping an up-to-date Definitive Map of Public Rights of Way.

Deciding planning applications.

Negotiating with developers and entering into legal agreements to link major developments to pedestrian routes (see Policy CF5, page 173).

Making improvements through regeneration programmes and in partnership with the private sector.

T9 HIGH AMENITY ZONES

In the City Centre High Amenity Zone, improvements will be carried out to pedestrian facilities. New Zones will be designated as appropriate in other parts of the City.

Reasons for the Policy

People travel to the City Centre by various means but, once there, they are all pedestrians. The area designated as a High Amenity Zone in the City Centre contains the streets with the largest numbers of pedestrians.

Some City Centre streets are for pedestrians only, some are for buses, cyclists and local access only, and others are general traffic routes. People on foot vastly outnumber vehicles, and yet more attention has often been paid to the design of routes for traffic than to design for pedestrians.

Providing a high quality pedestrian environment will attract more people to use these areas. This is important if the City Centre is to continue to thrive and compete with new developments, such as Meadowhall, which have a high quality environment for pedestrians.

How it will be put into practice

By:

Keeping the numbers of vehicles as low as possible, particularly in peak pedestrian hours, and taking measures to ensure that vehicles travel slowly.

Taking into account the needs of different groups of pedestrians such as people with various disabilities, including wheelchair users, as well as elderly people, women and parents with young children, and consulting such groups as appropriate.

Monitoring air quality improvements in the City Centre.

Retaining access for cyclists and for vehicles of people with disabilities.

Creating a pedestrian environment which is safe at night as well as during the day.

Making road crossings more convenient for pedestrians by allowing people to stay at surface level.

Introducing traffic calming and traffic management measures in

consultation with businesses, emergency services and local residents.

Restricting bus access in the City Centre High Amenity Zone to Superbuses using prescribed bus-priority routes (see Policy T2, page 254).

Restricting new car parking provision in the City Centre High Amenity Zone (see Policies T21 to T24, pages 276-281).

Giving high priority to maintenance in the Zones (see Policy $\top 19$, page 274).

Providing comprehensive signposting and information for pedestrians.

Requiring developers of major schemes to incorporate good pedestrian access and signing, as appropriate (see Policy CF5, page 173).

Making improvements in partnership with the private sector and through regeneration programmes.

Investigating the creation of High Amenity Zones outside the City Centre and the extension of the City Centre Zone, for example to include the transport interchange.

TI0 CYCLE ROUTES

The safety, convenience and attractiveness of cycle facilities and routes will be improved and new ones created to make the City cycle-friendly and provide access to the countryside around Sheffield. Priority will be given to improvements in the City Centre and other major commuter routes.

New developments will be required to include cycle links with existing or proposed routes where such an opportunity exists. Cycle parking facilities will be expected in new developments, including at park-and-ride sites and tram stops. The provision of cycle parking facilities will be encouraged at existing major destinations for cyclists, including in the City Centre and at railway stations.

Reasons for the Policy

Cycling is an alternative to motor transport for trips which are too long for walking. It could therefore play a significant part in relieving traffic congestion (see Policy T7, page 259).

The expansion of cycle routes will enable people to get more easily to the countryside around Sheffield and to the regional long-distance network (see Policy TII, below).

Cycle route links to new development should be an integral part of new schemes, in which the new development and its surrounding area are harmonised.

Cycling is a healthy pursuit, particularly where cycle routes are sited away from busy main roads which are polluted by exhaust fumes.

Definition

TRANSPORT

'Cycle routes' - routes on which cycling will be promoted. They include cycle lanes and longdistance strategic cycle paths (see Policy T11, page 264) and may include the shared use of bus-priority facilities and the shared use of roads which are sufficiently traffic free for cycling to be encouraged there.

How it will be put into practice

By:

Identifying the routes which cyclists prefer to use, into and around the City Centre and to other major destinations, and the journeys which cyclists find the most difficult.

Developing a City Centre network which provides access to all major facilities and links up with long-distance paths (see Policy T11 below). It will include streets little used by traffic and involve specific cycle-priority measures.

Providing more cycle routes with complete or partial segregation from motor traffic. These will have surface-level crossings, where appropriate, and other measures to protect cyclists from road traffic.

Converting subways so that pedestrians and cyclists can share them, especially at roundabouts where no other safe route exists.

Providing a continuing right of way for cyclists, unless there are overriding safety reasons for not doing so, where the right of way for vehicles has been or is to be removed (with or without physical enforcing measures), either at a particular point or over a length of road.

Providing wide bus lanes on major radial routes into the City Centre, for buses and cycles to share.

Including safe and convenient provision for cyclists in all new road schemes promoted by the City Council.

Maintaining cycle routes.

Publicising the network of cycle routes extensively, to encourage its use.

Negotiating with developers and entering into legal agreements to provide cycle routes and signing (see Policy CF5, page 173).

Encouraging the provision of cycle parking at existing major destinations.

Consulting and negotiating to establish designated cycle routes through city parks.

Taking into account the needs of different groups of cyclists, including children, and consulting as appropriate.

TII LONG-DISTANCE PATHS

Long-distance paths will be created as part of a Strategic Cycle/Footpath Network along the following routes:

- City Centre to Deepcar;
- Wincobank to Chapeltown;
- Holbrook to Mosborough Parkway;
- City Centre to Bowden Housteads Wood;
- Bowden Housteads Wood to the Lower Don Valley;
- City Centre to Meadowhall (along the River Don);
- City Centre to Porter Clough (along the Porter Brook)

Other information

For cycle parking provision in new developments, see Parking Guidelines, pages 295-297.

Definition

"Strategic Cycle/ Footpath Network" a network of recreational pedestrian/cycle routes providing access to the countryside around Sheffield, and linking with the regional and national longdistance network. As a general guide, the ➤ Development which would prevent these paths from being created will not be permitted.

Routes linking other parts of the City with the surrounding countryside will be developed as needs and opportunities are identified.

Reasons for the Policy

The City Council is committed to improving the opportunities for people to take part in recreational activities. Demand is increasing for facilities for walking, cycling, horse riding and nature study.

Redevelopment can provide opportunities to create long-distance routes leading from the Inner City out into the countryside. Disused railway lines also provide ready-made routes and the first three routes proposed use them.

Long-distance paths form part of the Green Network (see Policy GE10, page 98).

A long-distance network of pedestrian/cycle routes will provide better access to the countryside around Sheffield and link with the regional longdistance network, including the Trans-Pennine Trail between the Lancashire and Yorkshire coasts.

How it will be put into practice

By:

Carrying out City Council and other funded programmes.

Deciding planning applications.

Negotiating access with landowners and developers and entering into legal agreements to create paths including as part of developments.

Acquiring land as opportunities arise.

Continuing to support the South Yorkshire Forest initiative (see Policy GE14, page 103).

Assessing the feasibility of developing cycle/long-distance footpath links between Sheffield and the surrounding countryside, including the Peak District, concentrating on the provision of safe routes along existing green corridors.

Taking into account the needs of different groups of pedestrians such as people with various disabilities, including wheelchair users, as well as elderly people, women, parents with young children, and cyclists and consulting such groups as appropriate.

TRAFFIC CALMING

Vehicles can cause problems for pedestrians and cyclists and for people living on busy roads. Measures are proposed to manage traffic in a way that creates a safer and more pleasant environment while allowing access

TRANSPORT

standard of the paths will vary between 5 metres in width, with segregation between footpath and cycle track, and 3 metres in width where use is shared, although precise widths and the extent of segregation will depend on local conditions.

Other information

For access to the countryside, see Out and About in Sheffield's Countryside, Department of Land and Planning, Sheffield City Council, 1987. Definitions

'Traffic calming' reducing the impact of traffic by design or redesign of the physical features of streets. Its aim is to make motorists more aware of their surroundings, minimise danger and nuisance from traffic, reduce vehicle flows and speeds and provide secure and convenient routes for pedestrians. Design features can include road humps, bends, road narrowing, landscaping and changes in the materials and colours of the road surface.

'Strategic Road Network' - as for Policy TIS, page 269.

Other information

For further guidance on traffic calming in Housing Areas, see Policy H18, page 167.

For other guidance on traffic calming in residential areas, see Design Bulletin DB32, Residential Roads and Footpaths: Layout Considerations, Departments of Environment and Transport, 1992. where it is needed. The Plan's approach to reducing the impact of traffic is set out in Policy T12. Policy T13 describes how this is applied across an area as a whole. Policy T14 describes where traffic calming measures may be carried out more locally. For the Plan's provision for the needs of traffic, see Policies T15 to T25, pages 269-282.

TI2 TRAFFIC CALMING

Traffic calming measures will be introduced to reduce the impact of traffic. Priority will be given to new developments and to existing parts of Housing Areas, Shopping Centres and other locations where pedestrians come, or would come, into significant conflict with motor transport. This may include parts of the Strategic Road Network.

Reasons for the Policy

People will continue to make many journeys by car and most freight will be carried by road. But the environmental impact of these journeys can be severe including:

- safety problems for other road users, especially pedestrians and cyclists. Elderly people and children can be particularly vulnerable.
- problems of safety, noise and air pollution for nearby residents, schools and shops.
- heavy flows of traffic which sever communities and make it harder for people to get around on their own.

Traffic calming can:

- stop communities being divided by traffic and make it easier to get about locally.
- reduce the fear, risk and severity of road accidents, through lower speeds, particularly for vulnerable groups of pedestrians.
- reduce vehicle flows by removing through traffic and concentrating it on the most appropriate roads (see Policy T15, page 269).
- provide safe and convenient routes for pedestrians and cyclists.
- improve the environment, including the appearance of streets.
- play a major role in revitalising run-down housing areas, giving the streets back to people.
- enable children to play outside more safely.

Traffic calming measures have been adopted by an increasing number of local authorities and central Government support for them is also increasing.

Such measures are very popular. During public consultation on the Plan, strong support was expressed by many individuals and organisations and many areas were suggested where they could be implemented.

But reducing the impact of traffic on some roads may increase it on others and it is important to ensure that problems are not simply transferred. All the effects of calming proposals will be carefully assessed to ensure that clear overall benefits will result.

How it will be put into practice

By:

Identifying priority areas and sites and carrying out schemes there (see Policies T13 and T14, below).

Including traffic calming measures in planning briefs and design guides for housing, shopping and other development.

Securing contributions from developers for traffic calming where development worsens the environmental impacts of traffic.

Consulting with local residents, businesses and emergency services before the introduction of traffic calming measures.

T13 AREA-WIDE TRAFFIC CALMING

Area-wide traffic calming schemes will be carried out in designated Traffic Calming Areas at Nether Edge, Bramall Lane, Hillsborough, Meersbrook/Heeley, Beighton and in the City Centre, particularly within the High Amenity Zone. Such schemes will be extended to other parts of the City as needs and opportunities arise.

Reasons for the Policy

In these areas, environmental and safety problems can be considered together. Access to the area by traffic which has no need to be there can be restricted, while essential traffic can be calmed.

Traffic calming on an area-wide basis ensures that a problem is not merely shifted from one street to the next.

At Nether Edge, there have been major road safety problems. Heavy on-street parking and the use of narrow residential streets for through traffic have caused a lot of accidents here, especially involving children. This scheme has been substantially completed. It is part of the 'Wedge' project in South Sheffield to demonstrate the advantages of linking improved public transport with traffic calming (see page 252).

There are severe environmental problems in the housing areas surrounding Bramall Lane. Many of these are caused by traffic congestion and the use of the residential streets by through traffic and for on-street car parking by non-residents.

At Hillsborough, the improvement of Penistone Road as part of the Strategic Road Network and the development of Supertram, have removed through traffic from Infirmary Road/Langsett Road. Substantial road safety and environmental benefits are now possible for residents

Definitions

TRANSPORT

'Traffic Calming Areas' - designated areas in which areawide traffic calming schemes will be introduced. These schemes may be funded by the Department of the Environment, Transport and the Regions, either because they would reduce road accidents or for broader objectives. The designated areas are shown on the Proposals Map.

'High Amenity Zones' - as for Policy T9, page 262. over a wide area, including Wadsley and Wisewood. The District Shopping Centre on Middlewood Road at Hillsborough can now be improved. This scheme has been started.

A great deal of through traffic uses the Meersbrook/Heeley area at peak periods. Much of the housing in the inner part of the area fronts straight onto the road and access to play space is limited. This scheme is also part of the 'Wedge' project (see page 252) and has been started.

In Beighton Village, about 70% of vehicles are through traffic. Development pressures in areas around the village could worsen the situation. However, the completion of the Mosborough Parkway Link Road and the Supertram network create the opportunity to alleviate the impact of traffic and improve the environment and safety for residents.

Improvement of the City Centre environment is a priority. Traffic calming will help to improve accessibility for pedestrians and cyclists. This will benefit routes between the Central Shopping Area and the public transport interchange (see Policy T8, page 260) and help create the quality of pedestrian environment which is needed to regenerate the City Centre.

How it will be put into practice

By:

Introducing area-wide accident reduction schemes and traffic calming schemes into Traffic Calming Areas, in consultation with local residents, businesses and emergency services. (Any alteration requiring a Traffic Regulation Order brings with it a statutory requirement to consult.)

Redesigning streets to improve the quality of the pedestrian environment.

Removing vehicles which do not need to be in the area and making essential vehicles travel slowly.

Introducing 20 miles-per-hour zones.

Creating areas within the City Centre, where vehicles are banned at certain times, and designing access loops which remove through traffic while providing for vehicles which need direct access.

Continuing road safety studies to develop long-term solutions.

T14 ENVIRONMENTAL TRAFFIC MANAGEMENT MEASURES

Environmental traffic management measures will be carried out where area-wide traffic calming cannot be carried out and where they would:

- (a) minimise the danger and nuisance caused by through traffic in residential and other environmentally sensitive areas; or
- (b) give priority to selected types of transport, in particular

Definitions

'Environmental traffic management measures' - measures to reduce the volume and nuisance of through traffic in environmentally sensitive areas and focus traffic onto the most suitable routes. buses and cyclists; or

- (c) concentrate through traffic onto the most suitable roads; or
- (d) minimise the problem of parking by non-residents in residential areas around major destinations, such as the City Centre, the Universities and the hospitals.

Reasons for the Policy

The impact of traffic is reduced by removing through traffic from environmentally sensitive areas and concentrating it on the most appropriate roads (see Policy T15, page 269).

Giving priority to buses and cyclists at particular locations can help to use road space more efficiently and favour forms of transport which benefit the environment.

Traffic management can provide short-term relief from the environmental impacts of traffic until resources are available for area-wide traffic calming schemes.

Parking by non-residents in residential areas near major destinations is often for commuting and therefore long-stay. It reduces the space for parking by residents and works against measures to discourage the use of private vehicles at peak times (see Policies T21 to T25, page 276-282).

How it will be put into practice

By:

Introducing Traffic Regulation Orders for measures like restricting heavy goods vehicle movement, road closures, and banning particular turning movements. (Any alteration requiring a Traffic Regulation Order brings with it a statutory requirement to consult.)

Introducing access and speed restrictions to discourage through traffic and make what remains less of a hazard.

Using the Urban Traffic Control system.

Extending the use of residents' parking permits.

ROADS

Some traffic which is taken out of Housing Areas and Shopping Centres will need to be provided for on other roads. Policies T15 to T19 show how the road system will be managed and, where necessary, extended to cater for both public and private transport.

T15 STRATEGIC ROAD NETWORK

Traffic will be concentrated onto a limited number of roads

Other information

For reducing the traffic impact of mineral or waste disposal operations, see Policy MW7, page 245.

Definitions

Traffic Regulation Orders' - legal orders which allow or restrict the movement of vehicles within the highway.

"Urban Traffic Control system" - a centrally managed system of traffic signal controls, operated by the City Council.

whose main purpose will be to carry large volumes of both public and private traffic. These roads form the Strategic Road Network.

The Strategic Road Network will be designed to balance the need to:

- (a) create priority routes for through traffic; and
- (b) remove through traffic from the City Centre; and
- (c) accommodate large volumes of local traffic; and
- (d) encourage greater use of public transport; and
- (e) protect and enhance the environment.

Reasons for the Policy

A thriving, successful, regenerated City needs an effective road system.

The underlying principle is to provide for traffic where it is needed but to restrict it in areas where it does not need to be. This approach has been used in traffic calming in residential areas and the City Centre (see Policy T13, page 267). For instance, many people want to get into the City Centre but others simply want to get across from one side to the other as part of a longer journey. They do not need to be in the Centre itself, where they come into conflict with pedestrians and detract from the environment of the City Centre.

The Strategic Road Network (see the Proposals Map and Map 25 opposite) consists of roads whose main purpose is to carry large volumes of traffic.

It provides the links between Sheffield and the national road network. It also includes the major bus corridors so measures may be proposed which will enable public transport to make fuller use of the Network. This may mean giving buses priority over other road users (see Policy T2, page 254).

Large volumes of traffic on Strategic Roads may cause safety and disturbance problems to people who live along these roads. In assessing proposals which would increase traffic flows on Strategic Roads, the Council will take into account the effects on residents and will consider measures which could be taken to reduce harmful impacts when this would not prejudice the main purpose of the Network.

How it will be put into practice

By:

Reviewing the Strategic Road Network regularly.

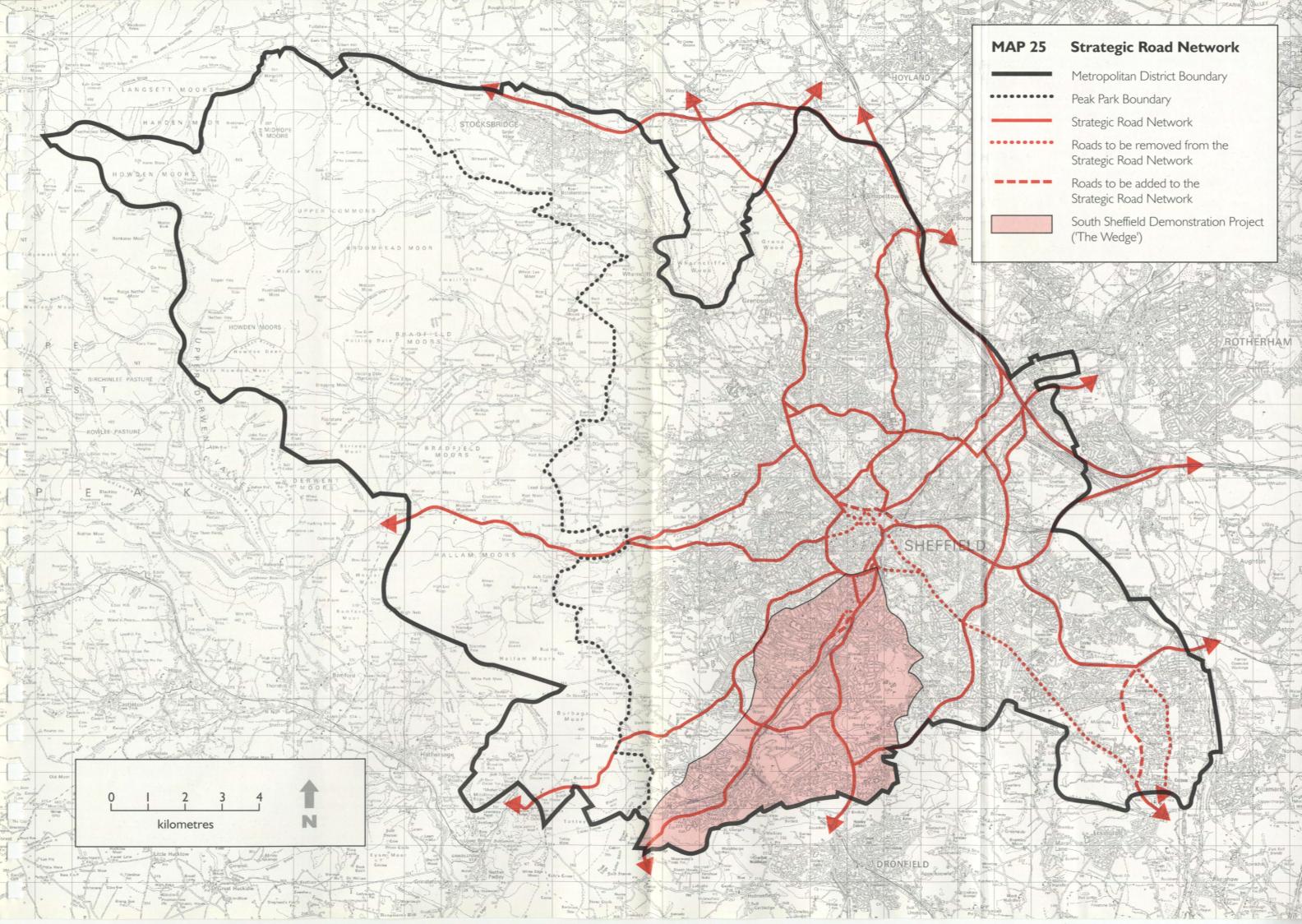
Incorporating bus-priority measures as appropriate (see Policy T2, page 254).

Improving the Network for through traffic as appropriate (see Policy T17, page 271).

Identifying parts of the Network with particular environmental and safety problems and dealing with these. This may include diverting parts of the

Other information For other information on

the Strategic Road Network, see the Proposals Maps and Map 25 opposite.



Network to more suitable routes or including traffic calming measures on the Network (see Policy T12, page 266). This will include diverting the Strategic Road Network at Wolseley Road/Abbeydale Road to Broadfield Road (see Proposals Map 9), subject to funding of a scheme to improve Broadfield Road.

Maintaining a comprehensive route-signing system for Strategic Roads.

Discouraging through traffic from using Housing Areas (see Policy H18, page 167) and the City Centre (see Policy T13, page 267).

Deciding planning applications to ensure that only appropriate development is permitted alongside the Strategic Road Network.

TI6 MANAGEMENT OF TRAFFIC DEMAND

When and where the demand for trips by car exceeds the capacity of the Strategic Road Network, controls on car parking and access to roads will be used to regulate private traffic and reduce congestion.

Reasons for the Policy

Future demand to use the Strategic Road Network, particularly at peak times, may exceed the capacity that can be provided without damaging the environment. Policies to encourage alternatives to the car will help to reduce this demand, but it may still be necessary to regulate peak-time use of the Network by the private car.

Congestion itself can regulate demand, causing trips to be made at other times, or by other forms of transport, or perhaps not made at all. However, it is an inefficient and environmentally damaging way of limiting levels of use.

Matching supply and demand through regulation at times when demand exceeds the capacity of the Strategic Road Network is more efficient (for example, it can be used to ensure that essential road users benefit) and is less environmentally damaging.

How it will be put into practice

By:

Regulating the number of long-stay car parking spaces, public and private, in particular areas (see Policies T22 and T23, pages 277-280).

Managing the Strategic Road Network (see Policy T15, above).

Introducing and reviewing Traffic Regulation Orders, to balance the needs of different road users.

Investigating the scope for introducing permit systems (including electronic) to regulate peak-time access to the Network by private cars.

Promoting the use of public transport (see Policies T1 to T6, pages 252-259).

Assessing development proposals for their effect on the demand for transport and how this demand will be met (see Policy T28, page 285).

T17 ROAD SCHEMES

Road schemes may be proposed where they would:

(a) enable more existing traffic to concentrate on the Strategic Road Network,

Definition

'Heavy goods vehicles' - vehicles with a gross weight over 7.5 tonnes.

Other Information

For Policies for the Built and Green Environment, see pages 59-119.

Definition

'Transport objectives' - as summarised in the strategy, pages 251-252. reducing the impact on housing, shopping or other environmentally sensitive areas; or

- (b) improve the movement of public transport, cyclists or pedestrians; or
- (c) increase road safety; or
- (d) reduce the impact of heavy goods vehicles; or
- (e) open up land for development.

Any road scheme proposed will:

- (f) be designed not to increase peak-hour traffic; and
- (g) comply with Policies for the Built and Green Environment as appropriate; and
- (h) be the most appropriate way to achieve the Plan's transport objectives.

The following road schemes are proposed (in priority order):

- (1) Inner Ring Road, north and east of the City Centre;
- (2) Broadfield Road;
- (3) A6102 Outer Ring Road, Stage 4 (Prince of Wales Road);
- (4) Moss Way Extension;
- (5) Oakham Drive, Parkwood Springs.

Reasons for the Policy

It may be necessary to make improvements to the Strategic Road Network so that traffic can be concentrated onto it (see Policy T15, page 269). Improvements will be considered where they remove traffic from sensitive areas. They are likely to be part of a package of measures, such as traffic restrictions and calming.

Local road schemes can help to encourage people to use public transport, walking and cycling as alternatives to the private car (see Policies T1 to T11, pages 252-265).

Sites suitable for development may have inadequate or no links to the existing road network. New road schemes may be necessary to make development possible.

Increased peak-hour traffic will cause more air pollution, environmental problems and delays.

Any road scheme should be the most appropriate way to meet the Plan's transport objectives. It should not, in general, provide extra capacity for private transport as this will simply lead to more cars on the road and further congestion.

It is particularly important that new road schemes should not encourage more peak-hour traffic into and out of the City Centre. But if growth in the length and number of journeys generally is to be reduced, highway capacity should be constrained throughout the network. When considering proposals for new roads, the aim is that there should be no overall increase in the capacity of the City's highway system.

Inner Ring Road schemes will improve the Strategic Road Network around the north and east of the City Centre. They will take through traffic out of the City Centre and make it possible to improve the environment there significantly. The City Centre roads that will be replaced by the Inner Ring Road will cease to be part of the Strategic Road Network and some are defined as Public Spaces (see Policy BE12, page 73). These schemes will also allow public transport and pedestrians to be given greater priority and allow the provision of well ordered access into car parks, using an access loop system.

The Broadfield Road scheme will enable the diversion of the Strategic Road Network from Wolseley Road and part of Abbeydale Road (as shown on Proposals Map 9), benefiting these environmentally sensitive areas, and allowing improvements for public transport, cyclists and pedestrians.

The Outer Ring Road scheme at Prince of Wales Road is an improvement to the Strategic Road Network and needed to allow traffic to be concentrated on it.

The Moss Way extension will take traffic from Eckington Way and Mosborough High Street/the A6135 onto Mosborough Parkway. This will make it possible to remove the A6135 and Eckington Way from the Strategic Road Network and benefit housing areas along this route.

A short length of road will be constructed at Parkwood Springs to extend Oakham Drive through to Douglas Road. A low railway bridge on Douglas Road at present restricts access to a large development site. Until this alternative access is provided, the site cannot be redeveloped.

How it will be put into practice

By:

Designing road schemes to minimise harmful environmental and safety impacts.

Designing new road schemes that do not reduce car journey times, with capacity no greater than that of any existing road they replace.

Improving the environment of the 'old' road and reducing its capacity as part of the design of a new road scheme.

Designing road schemes to include bus and cycle lanes and other priority measures, along and across them, as these roads form parts of the buspriority network and the network of cycle routes (see Policy T2, page 254 and T10, page 263).

Seeking a contribution from developers towards the cost of providing new roads and, in particular, the Oakham Drive scheme.

Bidding for Government funding for other proposals through the City Council's annual Transport Policies and Programme.

Consulting with the public on the alignment and design of new schemes.

Other information

TRANSPORT

For the Government's national planning guidance on road schemes and peak-hour traffic in cities, see Planning Policy Guidance Note PPG 13, Transport, Department of the Environment, 1994.

Sheffield Unitary Development Plan - A City for People

Protecting the alignment of all the proposed schemes by building control lines and orders (see Policy T18 below).

Developing an assessment procedure for possible road schemes based on the criteria set out in this Policy.

Monitoring schemes undertaken to ensure they have achieved their objectives.

TI8 PROTECTING FUTURE ROAD SCHEMES

Building control lines and orders will be used to protect:

- (a) road schemes listed in Policy T17;
- (b) road and footpath schemes within proposed Traffic Calming Areas;
- (c) minor schemes.

Reasons for the Policy

Major schemes, which are intended to be implemented within the Plan period and need protecting, are identified in Policy T17 above.

Within Traffic Calming Areas (see Policy T13, page 267), the precise solutions to environmental, road safety, and other traffic problems will be proposed only in consultation in each area. The existing control lines and orders will be protected to allow a variety of solutions.

The programme for minor schemes is continually changing. This is because of changes in the availability of land and finance, in the occurrence of traffic problems and in the opportunities to include a scheme with an adjacent development. It is not possible to list all the minor schemes for the next ten years or more. However, control lines and orders protecting minor schemes were reviewed, in a rolling programme, between 1988 and 1990 and will be reviewed at least every ten years.

How it will be put into practice

By:

Continuing to draw up building control lines and orders for major road schemes and appropriate schemes in Traffic Calming Areas.

Reviewing the control lines and orders for minor improvements.

Reviewing building control lines and orders and revoking those which are no longer needed.

T19 ROAD MAINTENANCE

The reconstruction and maintenance of existing roads will be given priority over the construction of new roads.

Reasons for the Policy

The condition of roads in Sheffield affects the comfort and safety of all people who travel on them and, in particular, bus passengers and cyclists, whom the Plan seeks to encourage.

The increasing volume and weight of vehicles are harming Sheffield's existing roads and bridges. The percentage of principal roads with a remaining life of less than five years is more than twice the national average (1995).

The upper limit on the weight of lorries is to be raised in 1999. This is increasing the need to maintain the Strategic Road Network.

How it will be put into practice

By:

Allocating more money for routine maintenance to reduce the need for more costly reconstruction work.

Establishing a system for prioritising maintenance work to ensure that the Strategic Road Network, bus routes, cycle routes, footpaths and pedestrian areas will have a high priority for all maintenance, signing and cleansing.

Improving monitoring to identify worsening road conditions.

CAR TRAVEL AND PARKING

There is an increasing demand to travel by car and private transport will continue to have a role in making trips within the City. But at peak hours there is not enough space on the busier routes, particularly those into the City Centre. At these times the increased demand for travel must be met by public transport (see Policies T1 to T6, pages 252-254). To encourage this, car parking will be regulated, where necessary, to limit the spaces available for commuters to park all day (see Policy T16, page 271). But at other times of the day there is more scope for car journeys to most parts of the City and so parking for shorter stays can be increased. The Council, therefore, supports short-stay parking for visitors and is committed to its provision, but discourages further increases in long-stay commuter parking.

Policies T20 to T25 outline the provision made for the private motorist and, in particular, for car parking.

T20 CAR TRAVEL TO THE CITY CENTRE

Through traffic will be kept out of the City Centre. Commuting into the City Centre by car will be restrained. Access will be improved for shoppers, visitors and people with disabilities, for servicing of businesses, and for those private car users who need access for business purposes.

Reasons for the Policy

Removing through traffic will make access easier and less congested for traffic which needs to be in the City Centre. It will also allow improvements to the environment of the Centre, particularly to the High Amenity Zone (see Policy T9, page 262).

Restraining car commuting reduces peak-hour congestion and allows a

Definitions 'High Amenity Zone' as for Policy T9, page 262. greater total number of people to get to the City Centre at peak times. This will enable economic regeneration measures to be more successful.

Providing for other private car users is an important part of the Plan's strategy to make the City Centre both thriving and accessible. Many of these journeys are made outside peak hours when there is more capacity on the road network. Many people with disabilities are particularly dependent on the private car.

How it will be put into practice

By:

Developing and constructing Inner Ring Road schemes to the north and east of the City Centre. This will allow existing City Centre strategic roads to be taken out of the network and environmental improvements made to them (see Policy T17, page 271).

Concentrating through traffic on the Inner Ring Road and the Strategic Roads outside it (see Policy T15, page 269).

Developing a system of well signed access loops into the Central Area from the Inner Ring Road as proposed, providing easy access to public car parks and other major destinations, while not allowing private cars to travel across the City Centre.

Improving alternative modes of transport, in particular public transport, for peak-hour commuting (see Policies T1 to T6, pages 252-259).

T21 CAR PARKING

Provision will be made for car parking where it would:

- (a) meet the operational needs of businesses; or
- (b) be essential for the viability of a new development; or
- (c) enable ready access to the City outside peak hours; or
- (d) improve the environment or safety of streets; or
- (e) meet the needs of people with disabilities; or
- (f) be needed by visitors to the countryside;

and provided that it would comply with Policies T22 to T25, and the Parking Guidelines.

Levels of parking will be regulated to prevent excessive peakhour congestion.

Reasons for the Policy

Business would be deterred from the City if parking for operational purposes, including servicing and deliveries, were constrained.

The aim of a more thriving City means that it is important to attract new development. Parking restrictions should not be so strict that they put its viability at risk.

For parking provision in new developments see Policy T22, below and the Parking Guidelines pages 288-297. Car parking provision is needed to allow people to visit the City at times of the day when there is no congestion. Shopping, leisure and other activities will all benefit from having enough short-stay parking.

An adequate supply of short-stay parking within reasonable walking distance of the main shopping streets is important to the commercial viability of the Central Shopping Area.

Parking on the street can make an area look less attractive and may be a cause of accidents. Controlling this can contribute to creating a better and more caring environment.

Many people with disabilities are dependent on the private car and need to park as near as possible to their destinations.

Many trips to the countryside are made by car. Informal parking can cause damage to the environment and safety problems and can interfere with farming operations.

Generous provision of long-stay parking can encourage commuting to work by car, which, in turn, can contribute to peak-hour congestion and a poor environment in the City Centre. Regulating the level of such parking will, in the long term, help to control congestion and, accompanied by improvement to other means of transport, will help to change travel patterns and reduce the disruptive effects of car traffic.

How it will be put into practice

By:

Deciding planning applications with reference to Policies T22 to T25 (pages 277-282) and the Parking Guidelines (pages 288-297).

T22 PRIVATE CAR PARKING IN NEW DEVELOPMENT

In new office developments in the following areas, private car parking will be permitted within the site, provided that it complies with the guidelines indicated:

- (a) within the Key Development Sites at:
 - Union Street/Union Lane,
 - Cambridge Street/Carver Street,
 - West Bar/Exchange Brewery, and
 - Post Office:

up to one space per 70 sq. m. of gross floorspace;

(b) within the City Centre High Amenity Zone (but excluding Key Development Sites):

up to one space per 175 sq. m. of gross floorspace;

(c) within the City Centre Fringe Area (but excluding Key Development Sites):

up to one space per 100 sq. m. of gross floorspace;

TRANSPORT

Other information

For cycle parking, see Policy T10, page 263 and the Cycle Parking Guidelines pages 288-297.

For access to the countryside, see Out and About in Sheffield's Countryside, Department of Land and Planning, Sheffield City Council, 1987.

For guidance on the design of car parks, see Policy BE9, page 69, and the City Council's Guidance Note for Car and Lorry Parks, Department of Land and Planning, Sheffield City Council, 1990.

For larry parks, see Policy IB15, page 140.

Definitions

'Private car parking' parking essential for the day-to-day operational needs of a business, and commuter parking for its employees.

'Key Development Sites' - locations identified on the Proposals Map where it is particularly important to attract commercial development.

"High Amenity Zone" as for Policy T9. page 262

'City Centre Fringe Area' - includes all the City Centre, outside the High Amenity Zone and the Key Development ➤

Sheffield Unitary Development Plan - A City for People

Sites, and a band 400 metres from the outer edge of the Inner Ring Road.

'Specific categories of development' and 'Sufficient off-street parking' - see the Parking Guidelines, pages 288-297.

Other information

For guidance on the design of car parking, see Policy BE9, page 69, and the City Council's Guidance Note for Car and Lorry Parks, Department of Land and Planning, 1990,

For further guidance on car parking, see Car Parking Guidelines, pages 288-297. (d) outside the City Centre within approximately 500 metres walking distance of Supertram stops, frequent bus services or railway stations, or where there is a combined adequate level of public transport provision:

up to one space per 100 sq. m. of gross floorspace;

(e) in all other locations:

up to one space per 35 sq.m. of gross floorspace will generally be required.

In other types of development within the City Centre, private car parking is permitted for operational purposes, for people with disabilities, and in a small number of specific categories of development.

In other types of development outside the City Centre, developers will be expected to make provision for sufficient off-street parking to meet the needs of their development.

The use of private car parking for public short-stay use outside business hours will be encouraged, particularly in development in the City Centre close to the High Amenity Zone.

The guidelines above will be kept under review during the Plan period.

Reasons for the Policy

Within the City Centre, controlling levels of private parking provision is a means of discouraging peak-hour commuting by car. Together with improving public transport, this enables a larger total number of people to get to the centre, and helps to improve its environment. However, the appropriate level of control will differ between different areas and different types of development - it is particularly important to the regeneration of the City Centre to attract commercial development.

The Key Development Sites are target locations for commercial development.

In the High Amenity Zone, pedestrians will be given preference over motor transport, which will be reduced (see Policy T9, page 262).

Where public transport is good, levels of private parking with new development can be regulated to discourage peak-hour commuting into this area.

New developments outside these locations will be expected to provide sufficient parking space within the site so that neighbouring streets are not obstructed.

The operation of the guidelines will be monitored to determine whether any adjustments are required.

How it will be put into practice

By:

Applying the Plan's Parking Guidelines in deciding planning applications.

Negotiating with developers and existing businesses for the use of private parking for public short-stay use outside business hours.

Encouraging major employers, particularly in the City Centre, to draw up Commuter Plans to encourage their employees to use alternative means of transport to the private car for commuting to work.

T23 PUBLIC LONG-STAY CAR PARKING

Good quality, permanent public long-stay car parking will be permitted only outside designated High Amenity Zones where there is good access from the Strategic Road Network, and within the West Street area of the City Centre High Amenity Zone, and provided that it would not lead to excessive peakhour congestion.

No further temporary public long-stay parking will be permitted in the City Centre and temporary permissions will not be renewed.

A transfer of long-stay spaces to short-stay use will be promoted in the City Centre following the successful provision of good public transport alternatives.

Reasons for the Policy

Further public long-stay parking is permitted in appropriate locations because public transport is not yet a viable alternative for all commuting. It also reduces the need for on-street parking.

In the City Centre, however, much existing long-stay parking is on unattractive temporary sites which are rarely fully occupied. This overprovision of low quality sites is a disincentive to car park developers and operators to improve parking.

Commuters are encouraged to use public transport, including park-andride facilities, particularly to get to the City Centre. If successful, this could lead to a reduction in the need for long-stay public spaces there, releasing sites for short-stay parking or for alternative uses.

The level of provision will depend on private developers and may give rise to an increase or decrease on current amounts. Such changes will be monitored in conjunction with other transport-related developments in the City and the Policy will provide support for any restrictions on parking needed to prevent excessive peak-hour congestion.

How it will be put into practice

By:

Deciding planning applications.

Encouraging developers to provide a high quality of provision.

Promoting good public transport alternatives (see Policies T1 to T6, pages 252-259).

Definitions

"Long-stay car parking" - parking mainly for purposes of commuting (stays longer than 6 hours).

'Good access from the Strategic Road Network' - either direct or via the access loop system see Policy <u>T2</u>0, page 275.

Other information

For guidance on the design of car parking, see Policy BE9, page 69, and the City Council's Guidance Note for Car and Lorry Parks, Department of Land and Planning, 1990.

Definitions

'Public short-stay car parking' - public parking provision, opening after 9.30 a.m., for shopping, leisure and similar purposes.

'Appropriate' complying with the Policies of the Plan.

'Major shop development' - as for major retail development, Policy S5, page 191.

'Replacement' equivalent to the average parking level before the development was proposed.

'High Amenity Zone' as for Policy T9, page 262.

Other Information

For parking in new developments, see the Parking Guidelines, pages 288-297. Monitoring the level of provision and its effects on peak-hour congestion.

T24 PUBLIC SHORT-STAY CAR PARKING

Public short-stay car parking provision will be encouraged in the City Centre, District Shopping Centres and other appropriate locations. Provision will be made for car parking at Broad Street.

All major shop developments in the City Centre will be required to incorporate at least:

- (a) sufficient off-street short-stay car parking to meet its needs; or
- (b) where the site is already used as a short-stay car park, replacement capacity if this is greater than that required to meet its needs.

All other developments in the City Centre on sites used as short-stay car parks will be required to provide replacement parking:

- (c) through contributions to the proposed car park at Broad Street; or
- (d) on sites outside the High Amenity Zone, as part of the development.

Permanent public short-stay car parks, and some other types of development incorporating public short-stay parking, will be permitted outside the City Centre High Amenity Zone and within the West Street area of the High Amenity Zone.

All new developments outside the City Centre will be required to incorporate sufficient off-street short-stay parking to meet the needs of its visitors.

Coach parking facilities will be encouraged, within reasonable walking distance of appropriate locations, for shoppers and other visitors.

Reasons for the Policy

The majority of shopping trips to the City Centre are made by public transport. But short-stay parking within reasonable walking distance of the main shopping streets is important to enable the Central Shopping Area to thrive. In the City Centre and elsewhere, most short-stay trips are made outside the peak periods and so do not contribute to peakperiod congestion.

The provision of short-stay parking integral to major retail development in the City Centre will ensure an improvement in the standard and location of parking provision.

Many off-street spaces in the City Centre are in temporary car parks on

vacant sites awaiting development. As these spaces are lost through redevelopment, replacement spaces will be needed. These can be either on-site or at Broad Street, as set out in the Policy. The multi-storey development proposed at Broad Street could provide for the replacement of all current temporary spaces and is in an area of the City Centre where there is a shortage of public short-stay parking.

New development elsewhere in the City should make provision for the extra parking it creates so that neighbouring streets are not obstructed.

Coach parking facilities are needed to make the major attractions of the City more accessible to visitors.

How it will be put into practice

By:

Deciding planning applications.

Entering into legal agreements (see Policy CF5, page 173) with developers of appropriate sites to contribute to the cost of providing public multi-storey car parking at Broad Street.

Permitting the temporary use of vacant land for public short-stay parking only, in appropriate locations.

Encouraging the provision of additional parking for orange-badge holders in appropriate locations, to be identified in consultation with relevant groups.

Monitoring the number of spaces in the City Centre and their distribution in relation to the main shopping and visitor areas.

Monitoring the effect of the 9.30 threshold for public short-stay parking on the continued availability of some parking for early morning visitors.

Encouraging the use of City Council-controlled car parks in the City Centre for short-stay parking.

Negotiating the provision of additional public off-street parking for shoppers in district shopping centres, where necessary, including seeking contributions from developers and retailers.

T25 CAR PARKING IN RESIDENTIAL AREAS

In residential areas, car parking will be regulated to:

- (a) limit all-day parking by commuters, particularly those with jobs in the City Centre; and
- (b) restrict on-street parking where necessary; and
- (c) protect adjacent pedestrian areas and verges; and
- encourage property owners to provide suitable off-street parking within the boundary of their property, wherever possible.

Housebuilders will be required to provide off-street parking

TRANSPORT

Other information

For the location of the Broad Street car park, see Proposals Map 10.

For guidance on the design of car parking, see Policy BE9, page 69, and the City Council's Guidance Note for Car and Lorry Parks, Department of Land and Planning, 1990.

Definition

'Residential areas' -Housing Areas and any parts of other Areas with significant amounts of housing.

Sheffield Unitary Development Plan - A City for People

Other information For parking provision in

new developments, see Parking Guidelines,

pages 288-297.

appropriate to the development.

Reasons for the Policy

Commuters into the City Centre who park just outside it worsen the environment of inner-city housing areas. Commuter parking causes similar problems in other residential areas such as next to the University of Sheffield and the Hallamshire Hospital.

On-street parking may also need to be restricted where it makes access difficult, particularly for emergency, service and public transport vehicles, or where it causes problems of road safety, pedestrian safety, or inconvenience to residents. Damage caused by on-street parking to footways, kerbs and verges is a problem in many parts of the City. In many cases, these problems cannot be tackled without restricting parking.

Adequate off-street parking for new housing would ensure that on-street parking problems are not made worse.

How it will be put into practice

By:

Implementing environmental traffic-management measures, including residents' parking schemes, in consultation with local residents.

Restricting on-street parking where necessary, using Traffic Regulation Orders (see Policy T14, page 268).

Implementing measures to prevent parking on footways and verges.

Deciding planning applications in residential areas using the Parking Guidelines (pages 288-297).

Taking into account the impact of increased on-street parking, when considering applications for garage conversions which require planning permission.

Seeking contributions from residents' associations towards the cost of providing public off-street car parking.

Permitting drives and access ways, where road safety and environmental considerations allow.

NATIONAL AND INTERNATIONAL TRANSPORT AND FREIGHT

The contribution of transport to the City's economy depends on the links to the City as well as those within it. Policies T26 and T27 deal with the wider network and with how freight is carried once it reaches the City.

T26 NATIONAL AND INTERNATIONAL TRANSPORT

Improved links by rail, road and air to international, national

and regional transport networks will be sought where this would help the economic regeneration of Sheffield and where it would comply with Policies for the Built and Green Environment, as appropriate.

Reasons for the Policy

Improved transport links to other areas for people and goods could:

- make Sheffield more attractive for industry, commerce, tourism and major events;
- promote links between existing businesses and potential clients, elsewhere in the country and overseas;
- enable Sheffield people to travel outside the City more easily.

Sheffield has been poorly placed for air services. However, Sheffield City Airport is now open. Any further proposals for its development will be assessed against the relevant Policies in the Plan. Particular attention will be given to possible noise and traffic generation and to the impact of development on the Green Belt.

The City is reasonably well located in the national road and rail networks and these links need to be promoted to attract business, visitors and events.

However, the existing inter-city and regional rail services, including those between Sheffield and London, could be improved, particularly the journey speeds.

The national road network to the north, east and south of Sheffield is satisfactory. But road access to Manchester (and the nearest major airport) and to the west, is inadequate and badly affected by adverse weather during the winter.

But new transport links can have a major impact on the environment and proposed improvements must be balanced against the need for conservation in Sheffield and the special sensitivity of the Peak Park.

How it will be put into practice

By:

Supporting improvements to rail passenger and freight services (see Policy T27, below) including to passenger services along the Hope Valley Line, to Manchester Airport, and linking with the East Coast Main Line. The City Council will continue to lobby for improvements to the Midland Main Line to London.

Supporting selective improvements to the regional road network, including support for selective improvements to the A628 Woodhead Pass trunk route to Manchester for road safety reasons.

Investigating the feasibility of park-and-ride provision at motorway junctions in Sheffield and neighbouring Districts to remove local traffic onto public transport networks and reduce motorway congestion for through traffic.

Sheffield Unitary Development Plan - A City for People

Other information

For Policies for the Built and Green Environment, see pages 59-119,

Definitions

'Strategic Road Network' - as for Policy T15, page 269.

'Heavy goods vehicles' - as for Policy T17, page 271.

'High Amenity Zone' as for Policy T9, page 262.

Other information

For the Strategic Road Network, see Policy T15, page 269.

For complementary traffic management measures, see Policies T12 to T14, pages 266-269. Assessing the impact of new development on the capacity of national and regional transport infrastructure and services (see Policy T28).

Liaising with, and influencing the decisions of, regional and national transportation planning organisations.

T27 FREIGHT

The environmental impact of moving freight by road will be reduced by:

- (a) concentrating lorries onto the Strategic Road Network; and
- (b) banning heavy goods vehicles from sensitive areas; and
- (c) encouraging the use of smaller freight vehicles, particularly within the High Amenity Zone; and
- (d) encouraging the development of rail-freight facilities; and
- (e) using the Canal, if this proves feasible.

Reasons for the Policy

Freight movement is important to the local economy. But it has become increasingly concentrated onto the road system and in heavier lorries, and can cause:

- danger to other road users, including cyclists and pedestrians;
- safety problems and noise and air pollution for adjoining land users residents, schools, shopping centres, etc.;
- damage to roads and bridges;
- disturbance caused by overnight parking in residential areas.

The impact on the environment will increase when the upper weight limit on lorries is raised in 1999.

The movement of freight, particularly bulk freight, by rail or canal rather than road will help improve the environment on the roads and for adjoining land users.

During public consultation on the draft UDP many individuals and organisations stated their strong support for this approach.

How it will be put into practice

By:

Maintaining a comprehensive, well signed Strategic Road Network (see Policy T15, page 269).

Developing and signing a network for heavy goods vehicles capable of carrying commercial traffic, with an exemption permit system for local access.

Controlling parking of heavy goods vehicles, for example by encouraging

lorry parking facilities in General Industry Areas (see Policy IB15, page 140).

Assessing the feasibility of a break-bulk transhipment depot to service the retail sector. This would enable loads to be carried by smaller vehicles, particularly within the High Amenity Zone (see Policy T9, page 262).

Deciding planning applications, where freight movement to and from a development is a relevant factor.

Encouraging the provision of road-rail freight interchange facilities in the region. This would enable Sheffield businesses to take full advantage of the opportunities offered by the Channel Tunnel to improve rail-freight links to and from Europe.

Providing advice and support for potential rail users and developers and supporting applications for Government grants for private railway sidings (see Policy IB16, page 140).

Urging on the Government the need for on-train custom clearance facilities to allow dispatch by rail direct to the Continent.

Examining the potential for moving bulky freight from East Coast ports and beyond by the Sheffield and Tinsley Canal.

Protecting both the existing rail network and disused railway alignments for future use (see Policy T5, page 257).

TRANSPORT INFRASTRUCTURE AND DEVELOPMENT

T28 TRANSPORT INFRASTRUCTURE AND DEVELOPMENT

New development which would generate high levels of travel will be permitted only where it could be served adequately by:

- (a) existing public transport services and infrastructure; or
- (b) additions or extensions to such services linked directly to the development; or
- (c) proposed extensions to the Supertram network;

and

(d) the existing highway network;

and will be promoted where it would be best served by public transport, and where its location would reduce the need to travel, especially by car.

Where transport improvements will be needed to enable the proposal to go ahead, these should normally be provided, or commitment entered into to secure their provision, before any

Definition

'Break-bulk transhipment depot' - depot where loads carried to the City by heavy goods vehicles are broken down into smaller loads for transport within the City.

part of the developments comes into use.

Reasons for the Policy

Developments which will be major travel generators, such as shopping, business, industry and housing, should generally be located where they can benefit from, and support, existing public transport systems or proposed extensions to such systems like future Supertram routes. They will also be permitted where they can be served by extensions or additions to existing services provided that these will be of an adequate standard and will not detract from levels of service elsewhere. Where new public transport infrastructure is required as part of new developments this will generally be secured by imposing planning conditions or entering into planning obligations.

Such major travel generators should also be served by the existing highway network to avoid the need for expensive and disruptive new roads which could encourage generation of further traffic, though this does not preclude providing access roads where these are needed to open up land for development which accords with the Plan.

Consideration of development proposals needs to ensure that no new transport and highway problems are created or existing ones exacerbated.

Government guidance is that development proposals must take into account their effect on the demand for transport and the resulting costs this imposes and reduce reliance on the private car.

Developments in the vicinity of motorways and all-purpose trunk roads, and junctions with them, can add significantly to local traffic movements and prejudice the ability of the trunk network to carry long-distance traffic. These roads are the responsibility of the Department of the Environment, Transport and the Regions. Government guidance is that these developments should take into account their effect on the demand for transport in the area over a 15-year period.

Where improvements to roads are necessary to enable development to go ahead, they will generally be the subject of conditions on planning permissions; in the case of motorways and trunk roads, the Department of the Environment, Transport and the Regions may direct that such conditions be imposed. Developers may be required to pay the cost of highway improvements when the need for them is created directly by the development.

How it will be put into practice

By:

Consulting the Department of the Environment, Transport and the Regions in the case of developments on or next to motorways and trunk roads.

Assessing development proposals for their effect on the demand for transport and how this demand will be met.

Other information

For the Government's national planning guidance, see Planning Policy Guidance Note PPG13, Transport, Department of the Environment 1994, section 6, and Circular 4/88, The Control of Development on Trunk Roads, Department of Transport, 1988. Negotiating improvements to transport infrastructure and services.

Requiring contributions for necessary transport improvement from developers through planning obligations.

Promoting development, particularly in the City Centre and other areas well served by public transport.

PARKING GUIDELINES

Car Parking

SHEFFIELD CITY CENTRE

- location
- public parking
- private parking
 - for people with disabilities
 - operational parking
 - office development
 - other development
- replacement parking.

SHEFFIELD OUTSIDE THE CITY CENTRE

- location
- parking requirements
 - for people with disabilities
 - guidelines

These Guidelines are designed to strike a balance between the need to constrain car commuting and influence mode of travel (as emphasised by Government guidance) and not to deter investment. They are meant to be applied flexibly (for example, reducing parking requirements in locations well served by other means of transport).

The Guidelines will be kept under review during the Plan period and adjusted as necessary in the light of experience and any further Government guidance.

SHEFFIELD CITY CENTRE

Location

The City Centre is defined as that part of the City shown on Proposals Map 10.

Public Parking

For short-stay public car parking, see Policy T24 (page 280).

For long-stay public parking, see Policy T23 (page 279).

Private Parking

Parking for people with disabilities

Parking for people with disabilities should be provided where suitable parking is not already available, at the following rate:

- for staff, either 1-2 spaces or 1.5 spaces per 100 staff, whichever is the greater;
- for clients, either 1-2 spaces or 1.5% of the total spaces recommended for a similar development outside the City Centre (see pages 290-295).

Parking for people with disabilities should be situated on the ground floor in covered car parks, and should be adjacent to main exit points.

Parking spaces for people with disabilities should be 3.5m. wide.

All car parks should be easily accessible for people with disabilities.

Operational Parking

Developers may be permitted to provide operational parking in the City Centre.

Office Development

For private parking in office development, see Policy T22, page 277.

Other Development

The only other parking permitted in the City Centre is limited to a small number of specific development categories as detailed below.

DEVELOPMENT	GUIDELINE
Builders Merchants	A small number of customer-only parking spaces may be allowed in exceptional circumstances (e.g. distance from existing public car parking).
DIY Stores (DIY only, not general retailers)	I space per 25 sq.m. gross floor area for public short-stay parking - if outside the High Amenity Zone (see Policy T9).
Garages, Garage Services	2-3 spaces per serving bay.
Garden Centres	As Builders Merchants.
Hospitals	I space per 3 outpatients at the busiest time. I space per staff dwelling.
Hotel and Guest Houses	Maximum of 1 space per 3 bedrooms for a guests-only car park, or 1 space per 1-2 bedrooms if parking is public short- stay with exemptions for hotel guests.
Housing:	
I-3 bedrooms	I space per dwelling.
4 or more bedrooms	2 spaces per dwelling.

Sheffield Unitary Development Plan - A City for People

Elderly Persons	I space per 5 dwellings. Reserved space for medical practitioners, social workers, etc.
Flats and Housing Association Development	l space per dwelling.
Homes for people with disabilities, elderly people or children, and elderly persons' sheltered housing	I space per 7-10 residents only for those homes where residents are likely to own their own vehicles. I space per staff dwelling. Off-street provision for dropping off and picking up residents.
Hostels for homeless persons	I space per staff dwelling.
Hostels for students, nurses etc.	I space per 5-10 residents. I space per staff dwelling.
Nurseries: Day Nurseries	Off-street provision for dropping off and picking up children.
Retail: Major Developments:	
- Food	I space per 30 sq.m. gross floor area, subject to location and agreed traffic generation.
- Non-food	At 2,500 sq.m. gross floor area, 1 space per 60 sq.m. gross floor area, plus 1 space for each additional 30 sq.m. subject to location and agreed traffic generation. Also see Policy T24. See above for 'DIY Stores'.
Transport Facilities: Bus Stations, and Railway Stations	Short-stay public parking. Parking for taxis. Off-street provision for dropping off and picking up passengers.
Universities	University offices - as defined for offices within Policy T22, page 277. Other University uses - operational parking at a level justified by the University and agreed.
Warehouses: Retail	See Retail: Major developments.

Replacement Parking

Where a development site is already used as a short-stay public car park, replacement parking will be required (see Policy T24, page 280).

SHEFFIELD OUTSIDE THE CITY CENTRE

Location

This section deals with all developments in Sheffield District outside the City Centre.

Parking Requirements

Developers will be required to provide, or contribute to the provision of, sufficient off-street parking to meet the needs of their development, as detailed in the Guidelines.

Parking for People with Disabilities

- 1.5% of parking spaces provided in all developments, except those for residential purposes, should be reserved for people with disabilities.
- Parking for people with disabilities should be situated on the ground floor in covered car parks, and should be adjacent to the main exit points.
- Parking spaces for people with disabilities should be 3.5m. wide.
- All car parks should be easily accessible for people with disabilities.

Guidelines

DEVELOPMENT	GUIDELINES
Art Galleries and Museums	Between 1 and 2 spaces per 100 sq.m. gross floor area, depending on the local or regional significance of the development. 1-2 spaces per staff dwelling.
Banks, Building Societies, Estate Agents, Post Offices, etc.	Staff - I space for the manager. Visitors - I space per office or I space per 30 sq.m. gross floor area whichever is greater.
Builders Merchants	I truck or van space per 100 sq.m. gross floor area.
Business Parks	I space per 30 -35 sq.m. gross floor area of site depending on the amount of office space, and subject to location and agreed traffic generation.
Car Sales Showrooms	l space per 50 -70 sq.m. display area.
Cemeteries	Each application to be determined separately.
Cinemas and Theatres	I space per 4 seats. I-2 spaces per staff dwelling. I space per 3 non-residential staff on duty at the busiest time.
Clubs, Concert Halls, Dance Halls, Working Men's Clubs, etc.	I space per 6 sq.m. gross floor area. I-2 spaces per staff dwelling. I space per 3 non-residential staff on duty at the busiest time.
Community Centres, Church Halls, etc.	I space per 20 sq.m. gross floor area. Parking for an adjacent place of worship may be taken into account.
DIY Stores (DIY only, not general retailers)	I space for 25 sq.m. gross floor area, subject to location and agreed traffic generation.
Fast Food Take-Aways without internal seating	I space per 10 sq.m. gross (without internal seating) floor area. 1-2 spaces per staff dwelling. I space per 3 non-residential staff on duty at the busiest time.
Fire Stations	I space per staff member on duty at the busiest time.

G	arages:	
- 5	Service Garages	2-3 spaces per service bay. I - 2 spaces per staff dwelling. See the appropriate standard if retailing is provided in addition.
- F	Petrol Filling Stations	I space per 3 staff employed at the busiest time with a minimum of I space.
G	arden Centres	I space per 100-145 sq.m. gross floor area of site. 1-2 spaces per staff dwelling. I space per 3 non-residential staff on duty at the busiest time.
Н	ospitals	I space per doctor or surgeon. I-2 spaces per staff dwelling. I space per 4 non-residential staff on duty at the busiest time. I space per 3 patients/ outpatients. I space per 2 beds, for visitors.
Н	otels and Guest Houses	I space per bedroom. I space per residential staff. I space per 3 non-residential staff on duty at the busiest time. Parking for restaurant, bar and other facilities open to non-residents.
Н	ousing:	
-	l bedroom	I space per dwelling, excluding garages, plus I space per 4 dwellings, for visitors, to be provided communally, or 2 spaces per dwelling.*
-	2-3 bedrooms	2 spaces per dwelling.*
-	4-5 bedrooms	2-3 spaces per dwelling.*
-	More than 5 bedrooms	Applications to be assessed individually.*
*		r-cost (e.g. sheltered /Housing Association) housing, 50% only % should be identified, and drop crossings provided for access to
-	Elderly persons' dwellings	I space per 3 dwellings when provided communally, or I space per dwelling.

- Flats: I -2 bedrooms I space per flat, plus I space per 4 flats for visitors, to be provided communally.
- Flats: 3 or more bedrooms 2 spaces per flat plus 1 space per 4 flats for visitors, to be provided communally.
- Homes for people with disabilities, elderly people or children, and elderly persons' sheltered housing
 I space for 5-10 residents for residents and visitors. 1-2 spaces per staff dwelling. I space per 3 non-resident staff on duty at the busiest time. Off-street provision for dropping off and picking up residents.
 - 2 spaces per staff dwelling. I space per non-residential staff on duty at the busiest time.
 - I space per 4-8 residents. 2 spaces per staff dwelling. I space per 3 non-residential staff on duty at the busiest time.

Hostels for homeless persons

Industry:

- General

 High Technology, Science-based and Business Parks

- Public Utilities

Libraries

Marinas

Medical Facilities: Doctors and Dentists' Surgeries, Health Centres, Clinics, etc.

Nurseries: Day Nurseries

Offices

Places of Worship

Police Stations

Public Houses and Licensed Restaurants.

Restaurants:

- Drive In

- Unlicensed

Retail Stores: Food

 Up to 2,000 sq.m. gross floor area I space per 3 employees on duty at the busiest time or I space per 70-200 sq.m. gross floor area. To be determined by the Local Authority.

I space per 30-35 sq.m. gross floor area, subject to location and agreed traffic generation.

I space per 40-50 sq.m. gross floor area.

I space per 50-100 sq.m. gross floor area depending on location and availability of public car parks. I space per 3 nonresidential staff on duty at the busiest time.

I space per berth. Parking for bar, restaurant and other facilities open to the public.

I space per medical practitioner on duty at the busiest time plus 2-3 spaces per consulting room for patients, depending on whether an appointment system operates or not. I-2 spaces per residential unit.

Off-street provision for dropping off and picking up children. I space for 1-3 staff on duty at the busiest time. 1-2 spaces per residential unit.

I space per 35 sq.m. gross floor area, subject to location and agreed traffic generation, except in the City Centre Fringe Area and within 500 metres of Supertram stops, bus stations and railway stations, where I space per 100 sq.m. gross floor area. See Policy T22, page 277.

I space per 4-6 worshippers for regional places of worship. I space per 10-20 worshippers for others. I-2 spaces per dwelling unit.

I space per member of staff on duty at the busiest time.

I space per 2.3-4 sq.m. net public area. I-2 spaces per dwelling. I space per 3 non-resident staff.

I space per 20 sq.m. gross floor area, subject to location and

Each application to be determined separately.

I space per 4 seats.

traffic generation.

Sheffield Unitary Development Plan - A City for People

- between 2,000 and 7,000 sq.m. gross floor area	I space per 10 sq.m. gross floor area, subject to location and agreed traffic generation.
- above 7,000 sq.m. gross floor area	Each application to be determined separately.
Retail Stores: Non-Food	I space per 35 sq.m. gross floor area for developments up to 1,000 sq.m.; I space for each additional 20 sq.m. gross floor area in developments up to 2,000 sq.m.; I space for each additional 10 sq.m. in developments above 2,000 sq.m. gross floor area, subject to location and agreed traffic generation.
Retail Warehouses	I space per 25 sq.m. gross floor area, subject to location and agreed traffic generation. For wholesale etc., see Warehouses below. See also DIY Stores above.
Schools and Colleges:	
Colleges (Tertiary)	I space per 1-4 staff, depending on location. I space per 20 students and 1-2 space per dwelling. All parking should be designed for evening use.
Schools	I space per 1-6 staff. 1-2 spaces per dwelling. Provision for dropping-off children at primary schools. All parking should be designed for evening use.
Sports Facilities	I space per 3 participants and 3 spaces per 10 spectators. Adequate coach parking where necessary.
Telephone Exchanges	I space per member of staff on duty at the busiest time.
Transport Cafes	I space per 1.5 seats. Up to 50% of spaces should be large enough to park lorries. I-2 spaces per staff dwelling.
Transport Facilities:	Short stay parking Long stay parking for park and ride. Parking
- Bus Stations	Short-stay parking. Long-stay parking for park and ride. Parking for taxis. Off-street provision for dropping off and picking up passengers.
- Railway Stations	As for bus stations.
- Supertram Termini	As for bus stations.
Universities	I space per 10 students plus I space per 1-4 staff depending on location. 1-2 spaces per staff residential unit.
Warehouses:	
- Retail	See Retail Warehouses above.
- Storage and Distribution	I space per 3 staff on duty at the busiest time.

- Wholesale (Trade only)
- Wholesale; Cash and Carry; Warehouse Membership Clubs

I space per 3 staff on duty at the busiest time. 2 spaces per 150 sq.m. gross floor area. 50% of spaces to be suitable for lorries.

I space per 20-30 sq.m. gross floor area, subject to location and agreed traffic generation.

Cycle Parking

Long-stay spaces are mainly for commuting cyclists. Security and protection from the elements are crucial. Provision should, therefore, be covered, preferably enclosed, and subject to regular surveillance by staff or passers-by. Wherever possible, it should be provided inside buildings.

Short-stay spaces are mainly for visitors. They should be located as close as possible to entrances (and no more than 30 m. away). They should also be subject to regular surveillance by passers-by and/or people inside the building. The stands provided should give support to both the wheels and the frame (further advice on types of stands is available).

Guidelines

DEVELOPMENT	GUIDELINES
Art Galleries, Museums and Libraries	I short-stay space per 40 patrons (determined using the total capacity of the building) plus I long-stay space per 40 staff (minimum provision I short-stay and I long-stay space).
Banks, Building Societies, Estate Agents and Post Offices	Minimum of 1 short-stay space. I long-stay space per 40 staff (minimum provision of 1 long-stay space).
Car Parks	I long-stay space per 25 commuter car parking spaces.
Car Sales Showrooms	Minimum of 1 short-stay space plus 1 long-stay space for staff, thereafter to be determined on individual circumstances.
Cinemas, Theatres and Bingo Halls	I short-stay space per 80 seats (minimum provision of I short- stay space). I long-stay space per 20 members of staff.
Educational Establishments:	
- Schools (secondary), Colleges (tertiary) and Universities	I short-stay space per non-residential I0 students. I long-stay space per 40 staff (minimum provision of I long-stay space).
- Primary Schools	I short-stay space per 30 pupils plus I long-stay space per 40 staff (minimum provision of I short-stay and I long-stay space).
Hospitals, Hospices	I short-stay space per 50 beds, for visitors. I long-stay space per 40 non-residential staff on duty at busiest times.

TRANSPORT

Hotels, Motels and Guest Houses	Consideration will be given to the provision of long-stay cycle parking for guests if the proposed development is close to a long-distance cycle route. I long-stay space per 20 staff.
Housing:	
- Houses	The property is to be accessible by cycle.
- Flats (new build and conversion)	I long-stay space per 2 flats plus I short-stay space per 20 flats for visitors.
- Sheltered Housing, Homes for people with disabilities,etc.	I short-stay space per 20 flats for visitors plus I long-stay space per unit of accommodation for residential staff.
- Hostels for homeless people	I long-stay space per 20 staff (minimum provision of I long-stay space).
- Hostels for students, nurses, Halls of Residence etc.	I long-stay space per 2 flats/bedsits/bedrooms. I short-stay space per 20 flats/bedsits/bedrooms for visitors.
Industry:	
- Light Industry	I long-stay space per 1,000 sq.m. gross floor area (minimum provision of I long-stay space). Minimum provision of I short- stay space, thereafter to be determined on individual circumstances.
- High Technology, Science-based and Business Parks	I short-stay space per 1,000 sq.m. (minimum provision of 1 short-stay space) plus I long-stay space per 350 sq.m.
Medical Facilities: Doctors' and Dentists' Surgeries, Clinics, Health Centres, etc.	I short-stay space per 3 consulting rooms (minimum provision I short-stay space). I long-stay space per 40 staff (minimum provision of I long-stay space).
Nurseries: Day Nurseries	I short-stay space per 40 children. I long-stay space per 20 staff. Minimum provision of I short-stay and I long-stay space.
Offices	I short-stay space per 1,000 sq.m. of gross floor area plus 1 long-stay space per 350 sq.m. of gross floor area (minimum provision of 1 short-stay and 1 long-stay space).
Places of Worship	Minimum provision of 1 short-stay space, thereafter to be determined on individual circumstances.
Police Stations	Minimum provision of 1 short-stay space plus 1 long-stay space per 40 staff on duty at busiest time (minimum provision of 1 long-stay space).
Public Houses, Restaurants, Working Men's Clubs, Dance Halls etc.	I short-stay space per 80 seats (minimum provision of I short- stay space). I long-stay space per 20 members of staff (minimum provision of I long-stay space).

Retail:

- Regional Centres	I short-stay space per 100 car parking spaces and 1 long-stay space per 40 staff at busiest times.
 Retail Warehouses, Supermarkets, Superstores and Hypermarkets 	I short-stay space per 1,000 sq.m. plus I long-stay space per 40 staff (minimum provision of I short-stay and I long-stay space).
- Small Shops	Minimum provision of 1 short-stay space and 1 long-stay space.
Sports Facilities, Sports Centres, Swimming Baths etc.	I short-stay space per 20 patrons/participants (determined using the total capacity of the building) plus I long- stay space per 20 staff members (minimum provision of I short-stay and I long-stay space).
Transport Facilities:	
- Bus and Coach Stations	I long-stay space per 2 bus stands (for passengers).
- Park-and-ride Car Parks	I long-stay space per 10 car parking spaces.
- Supertram stops outside the City Centre	Minimum of 2 long-stay spaces per stop.
- Rail Stations	Minimum of 3 long-stay spaces per platform. Note: This provision is not in addition to the park-and-ride provision in proposals which include both a rail station and a park-and-ride car park. In such instances one guideline or the other should be adopted.
Warehouses:	
Storage and Distribution, Wholesale and Cash and Carry Warehouses	I short-stay space per 5,000 sq.m. of gross floor area plus I long-stay space per 40 staff with a minimum provision of I short-stay and I long-stay space.



PUTTING THE PLAN INTO ACTION

The Plan will mean something for the City only if it leads to action. So after each Policy statement in the earlier chapters there is a section on how this will happen.

This chapter outlines:

- specific schemes which will go ahead during the next five years or so;
- areas where priority will be given to new regeneration projects;
- ways in which the Plan's Policies will be turned into action;
- how the Plan will be kept up-to-date as events and circumstances change.

TARGETS FOR ACTION

The Policy chapters and Proposals Map provide the framework and priorities for action. They also contain a lot of specific schemes. Some are in hand now and others will follow, within the framework of the Plan. The main targets for action are:

ENVIRONMENTAL IMPROVEMENTS

A high quality environment in the City Centre, including improved pedestrian areas, new paving, lighting, seating, signposts, litter bins and tree planting.

Similar improvements in older housing areas, especially Darnall, Norfolk Park, Shiregreen, Burngreave, Sharrow, North West Inner-City Action Area and in the Manor redevelopment.

Improvements to District Shopping Centres including Firth Park, Spital Hill and Darnall.

Transformation of derelict or run-down industrial and commercial areas, through land reclamation, planting, new lighting, improvements to walls and fences and new paving, to take place as resources permit in:

- Philadelphia/Shalesmoor/Kelham Island;
- Wicker/Neepsend;
- Matilda Street/the Cultural Industries Quarter;
- Wellington Street
- Spital Hill
- Shiregreen
- the Lower Don Valley

Improvements to the rivers, especially the Sheaf and the Don, including access, appearance and water quality.

Continuing restoration of the Sheffield and Tinsley Canal and improvement of its green corridor.

INDUSTRY AND BUSINESS

Industrial development, including major sites at:

- Junction 35, MI
- Tinsley Park next to the Airport
- former Tinsley Marshalling Yard
- Blackburn Meadows, Tinsley

- Sheffield Road, Tinsley
- Weedon Street, Carbrook
- Brightside Lane, Brightside
- Kettlebridge Road, Darnall
- Oxclose Farm

Development of Sheffield Science Park and the Sheffield Technology Park.

Office development in the City Centre and the Lower Don Valley on major sites at:

- Castlegate
- Victoria Quays
- Moorfoot/St. Mary's Gate
- Union Street/Charles Street
- Wellington Street/Chester Street
- the former Royal Hospital, West Street
- Broad Street Lane/Sheffield Parkway
- West Bar
- Exchange Riverside
- Pond Hill
- Doncaster Street
- Smithfields
- Sheaf Street/Suffolk Road
- Weedon Street, Carbrook
- Nunnery Sidings
- Tinsley Park, next to the Airport

Offices and other business development at the Airport and Parkwood Springs.

Development of the Science and Cultural Industries Quarter.

A Medipark built up on a network of sites around the City.

HOUSING

10,700 new houses to be built (1991-2001) by the private sector and housing associations. Major sites include:

- Middlewood Hospital
- Manor
- Attercliffe
- Queen Street/Bridle Stile, Mosborough
- Owlthorpe
- Woodhouse East
- Totley Campus
- Lodge Moor Hospital

EDUCATION AND HEALTH

Continued expansion of the universities, including a new campus for Sheffield Hallam University in the City Centre.

New student accommodation at Portobello.

Extensions and increased off-street parking at the Royal Hallamshire Hospital.

Major expansion at the Northern General Hospital.

SHOPPING

Developments in the City Centre at Union Street/Charles Street, Angel Street/High Street, Cambridge Street and Division Street/Devonshire Street/West Street.

Shopping facilities at Crystal Peaks, Mosborough.

LEISURE, TOURISM AND HOTELS

Kelham Island developed as a major tourist attraction.

Development of Victoria Quays for leisure and tourism.

Leisure facilities at Crystal Peaks, Mosborough.

NATURE CONSERVATION

Declaration of Local Nature Reserves at:

- Blackburn Meadows
- Bowden Housteads Wood
- Loxley and Wadsley Common
- Shirebrook Valley
- Wheata Wood area
- Woolley Wood

and identifying additional sites where the main use of land will be nature conservation.

PARKS AND COUNTRYSIDE

Improvements to various parks and public open spaces but giving priority to:

- Crookes Valley Park/Oxford Street Open Space (Ponderosa)
- Hillsborough Park
- Abbeyfield Park
- Firth Park
- Parkwood Springs
- Parson Cross Park
- Meersbrook Park
- Norfolk Park
- Richmond Park
- Graves Park
- Millhouses Park
- Concord Park
- Hartley Brook

but reviewing priorities regularly to take account of new problems and opportunities.

A new District Park at Mosborough, on farmland between Owlthorpe and Mosborough Village.

Community Parks, for example, at Upper Manor.

New open space in the Sheaf Valley near Ponds Forge, and at Tinsley Park on land restored after opencast coal mining.

Continuous access to the River Don and River Sheaf.

A forest from Stocksbridge through the north and east of the City to Mosborough with:

- extensive tree planting, creating a wooded landscape
- increased public access to the countryside
- reclamation of derelict land and landscaping
- improved facilities for sport and recreation.

A countryside management service at:

- Loxley Valley and Loxley/Wadsley Common
- Mosborough Country Walk area
- the Moss Valley
- North Sheffield (including Blackburn Brook, Charlton Brook, Ecclesfield, Firth Park, Hartley Brook, Parkwood Springs, Cross Park, Wincobank Wood, Woolley Wood).
- the Shire Brook and Shirtcliff Brook Valleys and Bowden Housteads Wood.
- the Stocksbridge area

and other areas as opportunities arise (such as the Rivelin Valley and Porter Valley) or where urgent attention is required.

LAND RECLAMATION

Derelict land reclaimed for built development including sites at:

- Station Road, Deepcar
- Thorncliffe, Chapeltown
- Brightside Lane Sidings
- Sheffield Road/Wharf Lane, Tinsley

Derelict land reclaimed for open space including sites at:

- Club Mill Road, Owlerton
- Blackburn Meadows
- Handsworth Colliery
- · Holbrook Colliery tip, Oxclose

Derelict land landscaped at:

- Hesley Wood Tip
- Tinsley Park
- Site of Handsworth Colliery, Handsworth

TRANSPORT SCHEMES

Bus Priority Routes, starting with the South Sheffield Demonstration Project ('The Wedge') on the Abbeydale Road, Chesterfield Road and Ecclesall Road corridors.

Improvements to the rail network, with new stations at Ecclesfield, Heeley, Millhouses and Totley Brook.

Park-and-ride schemes on Supertram routes at Cuthbert Bank Road, Manor Top, Moss Way/ Waterthorpe Greenway, Halfway and Birley Lane and at new or existing stations including Ecclesfield, Millhouses and Dore.

Major footpath/cycle routes from:

- the City Centre to Deepcar, Bowden Housteads Wood and Meadowhall
- Wincobank to Chapeltown
- Holbrook to Mosborough Parkway
- Bowden Housteads Wood to the Lower Don Valley
- City Centre to Porter Clough

Traffic Calming Schemes at Bramall Lane, Hillsborough, Nether Edge/Meersbrook, Beighton, Heeley and in the City Centre.

Improvements to the Strategic Road Network including:

- the Inner Ring Road
- the Outer Ring Road
- Broadfield Road
- Moss Way extension

City Centre short-stay car parking, especially at Broad Street.

Better rail links to London and other locations and selective improvements to the A628 Woodhead Pass trunk road to Manchester.

PRIORITY REGENERATION AREAS

Future action and investment will be targeted in those areas of the City where there is greatest need, opportunity or both. They will be known as Priority Regeneration Areas.

The City Council will concentrate its regeneration activities in these areas, improving the environment, co-ordinating and promoting development and meeting the needs of the local communities. It will also actively encourage private investment, partnership ventures and funding from outside sources in these areas.

15 areas are proposed (with numbers in brackets shown on Map 26, facing page 304)

- Burngreave Pye Bank Ellesmere Abbeyfield (1)
- Sharrow Highfield Broadfield Road (2)
- Darnall Greenland Attercliffe Village (3)
- Manor Estate (4)
- Fir Vale (5)
- Flower Estate Wincobank Hill (6)
- Parson Cross (7)
- Lower Don Valley (8)
- Park Hill Norfolk Park Estate Wybourn (9)
- Owlerton Hillsborough Corner Malin Bridge (10)
- Upper Don Upperthorpe Netherthorpe (11)
- City Centre (12)
- Holbrook Oxclose (13)
- Chapeltown MI Junction 35 Ecclesfield Common (14)

• Shirebrook - Drakehouse (15)

The Priority Regeneration Areas will be reviewed from time to time. New areas may be added as opportunities or problems arise. And existing areas may be taken out as intensive action brings about improvements.

WHERE THE MONEY COMES FROM

Most development in the City will come from private investment in:

- Major schemes, shops, offices, hotels and other projects promoted and financed by development companies.
- Industries, small and large, setting up or expanding.
- Utility services, like water, gas, electricity and telecommunications.
- House building.
- Home extensions and improvements.
- Other initiatives by voluntary organisations, community groups, co-operatives and individual people.

The Plan sets out some of the opportunities and gives advice on how private investment can contribute to the Plan's aims for a better City.

Partnerships between the City Council, the private sector, and voluntary and other agencies will be encouraged to stimulate investment and achieve many of the target projects.

Some local community needs like meeting rooms, play areas, street furniture and toilets may be met as part of larger developments.

Much of the private investment can only take place in partnership with public investment or where the public sector has provided roads, drainage, and other infrastructure first.

So the Plan reflects the City Council's development proposals for the services it has to provide. The Council is not only the planning authority but also the highway authority and provider of services such as housing, education and recreation. So its various departments will work corporately to help achieve the Plan's aims and targets for action. Other public sector investment will come from the universities, housing associations, etc.

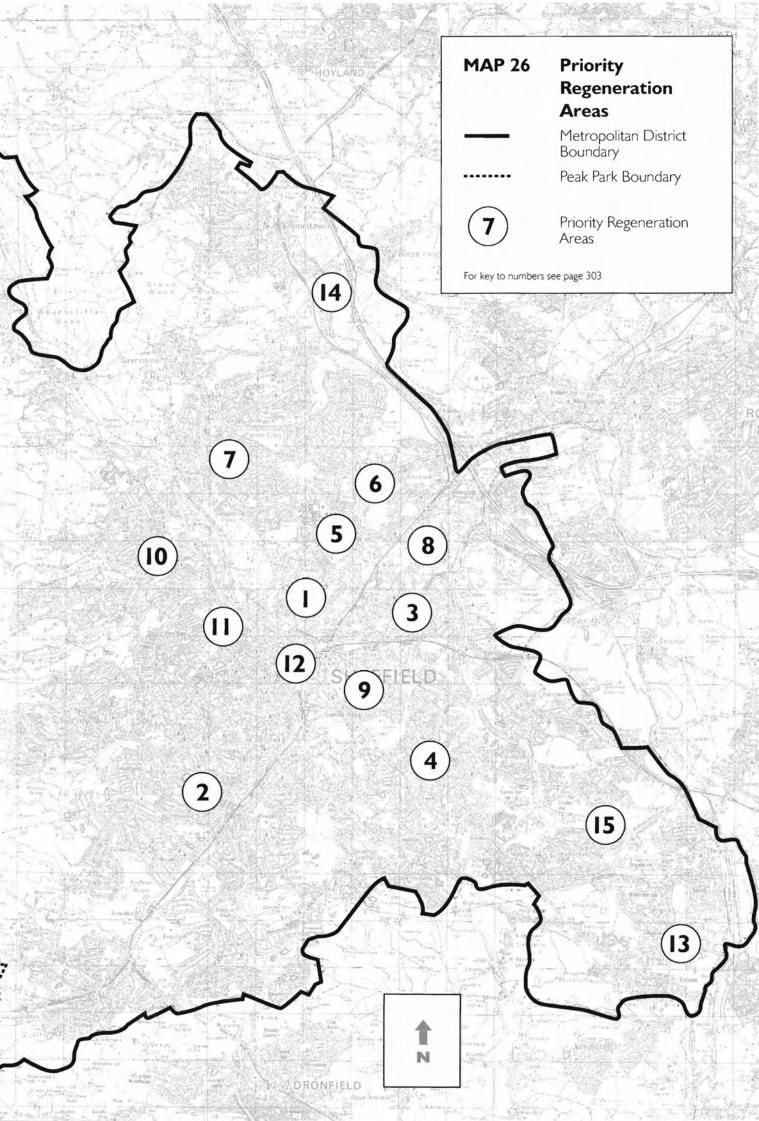
How much public money is available will be critical in deciding how far and how fast some of the targets and related developments can occur. The City Council will use its own budgets. It will also work in partnership with other public and private bodies to combine resources and to investigate other sources of funding.

The Plan will also help to provide the context and justification for bids for grants from:

- the European Commission
- bodies like English Partnerships, English Nature, the Countryside Commission, the Forestry Authority, English Heritage, the Sports Council, and English Tourist Board;

and for:

- special Government funding, particularly the Single Regeneration Budget
- established short-term programmes, like the Housing Investment Programme and Transport Policies and Programme.



MAKING IT HAPPEN

PLANNING AND OTHER POWERS

The main way the City Council will put the Plan into practice is in deciding planning applications. The Council deals with nearly 3,000 applications every year, puts resources into discussing and negotiating with applicants and defends decisions, where necessary, in public inquiries. Advice in Government circulars and Planning Policy Guidance Notes will be used alongside the Plan.

At the local level, the City Council will use its various powers to designate areas for special treatment, such as Conservation Areas. It will also make Tree Preservation Orders and request the listing of buildings of historical and architectural value. All will be used to improve the quality of Sheffield's environment.

Where development which is contrary to the Plan and which harms the local environment is carried out without permission, the City Council will take enforcement action to uphold the Plan's objectives.

The City Council is also the Highway Authority. It will use its powers to do a variety of work on roads, footpaths and cycle routes to help put the Plan into action.

As a property owner, the City Council will continue to review the land and premises needed for Council services. It will sell or lease property surplus to its needs and will exercise its compulsory purchase and land management powers. These will be used imaginatively, together with planning powers, to enable the kinds of development Sheffield needs - as happened at Orchard Square, for example.

The various departments of the City Council provide a wide variety of other services which affect the environment of the City. These include the management of parks, open spaces and recreational facilities, countryside management, ecological services and pollution monitoring. They all help to implement Policies in the Plan.

NEGOTIATING WITH DEVELOPERS

The City Council will negotiate legal and other agreements to make sure that developers contribute to improving services to their schemes and reducing any harmful impacts on the environment. This will mean, for example, requiring or expecting developers to provide, or contribute towards, road improvements, pedestrian links, parking, environmental improvements or extra drainage.

This will be done through negotiation and by using powers given by the Town and Country Planning Act 1990, Section 106. Where the Policies of the Plan indicate that provision is required it would also be a condition for receiving planning permission.

Developers and occupiers of new buildings will also be encouraged to provide, or contribute to, facilities which would add to the social or cultural life of the City. These often benefit the providers and general public alike.

In these circumstances, the City Council will negotiate with developers to include facilities such as toilets for public use, creches, meeting rooms for voluntary groups, and public art and have design features which make it easy and comfortable for potential customers to use. These may involve entering into legal agreements under Section 106 of the Town and Country Planning Act 1990 (see Policy CF5, page 173).

ENVIRONMENTAL ASSESSMENT

The City Council actively supports British and European law on environmental assessment and will call for technical studies of the effect that major developments will have on environment (for example, a waste water treatment plant, a major industrial installation or a power station).

Consultation and participation are part of this process. The results will be made available in the form of an Environmental Statement before a decision is made about whether or not a project may proceed. The requirements and procedures are set out in the Town and Country Planning (Assessment of Environment Effects) Regulations 1988 and explained further in the Department of Environment Circular 15/88.

The City Council will monitor new developments to ensure that their environmental effects are in accordance with the conditions of planning permission.

SUPPLEMENTARY PLANNING GUIDANCE

The UDP gives overall advice on land use, appearance of buildings, siting, layout etc. A more detailed explanation can help to turn this into the desired result.

Supplementary Planning Guidance will be based on Policies in the UDP but will give information and advice which are too detailed to go into the main text of the Plan or which may need updating from time to time. It has to be consistent with the Plan and clearly cross-referenced to the relevant Plan Policy or proposal.

Guidance will be produced in consultation with other bodies and be available to everyone. It may also be subject to public consultation.

Existing or forthcoming guidance takes up certain themes of the Plan such as:

- house extensions
- · access arrangements for people with disabilities
- · provision for particular land uses such as social housing
- open space in housing areas.

And planning briefs for key sites will set out:

- · appropriate types of development;
- physical factors;
- · community needs; and
- site layouts.

CONTINUING PUBLIC INVOLVEMENT

The Plan aims to ensure that, as far as possible, the needs of all groups of Sheffield people are met. So we will continue to ask the public for their views. Wherever possible and appropriate, comments will be invited on major developments or environmental improvements as well as on any future changes to the Plan. For example, comments may be invited on major schemes for specific sites, buildings or streets:

- when planning briefs are produced to guide the details of development on individual sites
- when development sites owned by the City Council are the subject of architect/developer competitions
- · when major planning applications are received
- when pedestrian and similar schemes are designed.

KEEPING THE PLAN UP TO DATE

The UDP is intended to provide a firm and clear policy statement guiding Sheffield's development into the next decade. However, the world doesn't stand still - economic and environmental circumstances change, new laws come into force and unexpected development opportunities arise. So the City Council will keep a running check on how well the Plan is working and take steps to keep it up to date.

ENVIRONMENTAL APPRAISAL

An initial environmental appraisal has been made of the Plan, in accordance with national advice, to assess the likely environmental costs and benefits of its Policies and proposals. This work will be carried forward and refined as part of the monitoring and review process, and interested organisations will be consulted on it and invited to contribute.

MONITORING REPORT

A Monitoring Report will show periodically where things have happened in line with the Plan's Policies and proposals, where they have not, why they have not and what might be done about it.

It will analyse planning applications and include the results of surveys to check development trends and the state of the environment. It will also pick up any major departures from the Plan, new issues and unexpected changes which may need further study.

FORMAL REVIEW

An early review and rolling forward of the Plan will be needed, mainly because the Policy for housing land requirements and the provision for housing land on the Proposals Map look ahead only to 2001. Extending the period will also have effects on other aspects of the Plan and the Review will create the opportunity to provide a more long-term, strategic framework for development in the City. It will also take account of the most recent regional planning guidance (which may then look ahead to 2016).

Strategic issues to be reviewed will include the environmental sustainability of different patterns of development and transport, the economic prosperity of the City, the movement of people to neighbouring areas and the long-term future of the Green Belt. However, it is quite possible that, in many parts of the City, major changes to the Plan will not be needed.

The procedure for the Review is set out in the Town and Country Planning Act 1990 and related Regulations. The Government is considering ways of streamlining the statutory process and it should take much less time than the preparation of the present Plan. There will continue to be consultation with the public and with specific groups and organisations as required.

PUTTING THE PLAN INTO ACTION

APPENDICES

Sheffield Unitary Development Plan - A City for People

309

APPENDIX I - ACCEPTABLE LAND USES

Key Policies in the Plan list those land uses which may and may not be developed in each type of Policy Area on the Proposals Map. This Appendix explains how these Policies work and summarises them in a table. Appendix 2 goes on to describe the land uses which are listed in the Policies. The land-use Policies for each group of Policy Areas are:

- Industry and Business Areas: IB5, IB6, IB7
- Housing Areas: H10, H11
- Institution Areas: CF6, CF7, LR3
- Shopping Areas: S2, S3, S7, S8, S9
- Mixed Use Areas: MU2 to MU10

The land uses are listed under three main headings:

Preferred - uses which determine the distinctive character and role of the Area and the scope of the policy criteria for permitting development there (see Policies IB9, H14, CF8, S10 and MU11).

Acceptable - uses which are ancillary to the preferred uses or compatible with the character and role of the Area. Provision for these uses allows mixing to occur (as encouraged in national planning guidance).

Unacceptable - uses which are not needed as ancillary to the preferred use and are incompatible with the character and role of the Area.

Some land uses do not come under any of these headings. They need to be weighed **on their merits** in the light of the relevant policy conditions for the area and any other material considerations.

The Policies on acceptable and other uses provide the basic framework for the Plan. But, as broad statements of principle, they do not remove the need to consider each proposal on its merits. So the Policies do not mean that a use described as being acceptable must always be approved or that one described as unacceptable must always be refused. The Reasons sections for each of the Policies indicate why acceptable uses are appropriate to each Area and refer to the interests which unacceptable uses would harm.

The preferred uses determine the character and role of each Policy Area and, in turn, the Policy Area boundaries are defined to help ensure that enough land can be provided in the City for each of the preferred uses. Both of these considerations come into play in deciding how much of each Area should be taken up by the preferred use (or uses).

Policies IB9, CF8 and S10 indicate that the preferred uses should be 'dominant' and the conditions for non-housing uses in Policy H14 have a similar effect. (In Mixed Use Areas, Policies MU1 and MU11 indicate that no one use should become dominant). In keeping with the principles underlying the Policy Areas, dominance is defined as:

A level of development sufficient to help secure an adequate supply of the preferred land use (or uses) for City-wide needs in appropriate locations and to establish or maintain the distinctive character and role of the Area. This will usually mean that non-preferred uses do not occupy more than half of the Area.

The assessment of the balance of land uses will take account of the area at ground level of both existing and committed development.

The areas for assessment will be up to 10 hectares (allowing non-preferred uses to occupy sites up to 5 hectares). This guideline strikes a balance between allowing flexibility for non-preferred uses whilst avoiding concentrations which would be out of keeping with the character and role of the area.

In many cases the whole Policy Area is under 10 hectares. But in other instances it is necessary to define sub-areas (notably in Industry and Business Areas; in the Housing Areas, which are also large, 'dominance' is not an explicit condition). Sub-areas will be defined using major physical barriers where appropriate (including rivers, the Canal, railways and Strategic Roads where adequate crossing points are not available). Where this is not possible, sub-areas of up to 10 hectares will be defined using other readily recognised features, and, in any cases where the definition of such features is not obvious, in negotiation with the prospective developer.

In providing for the preferred uses the following principles will apply:

- the guidelines for assessing dominance will be used alongside any other material planning considerations in each area;
- where competing proposals for preferred and acceptable uses each satisfy the Policy criteria the preferred status of the one is not a basis for refusing the other;
- whilst the City Council may be promoting the preferred use or uses in an area, if there is no prospect of such development coming forward then an otherwise acceptable use could not be refused just because it is not preferred.

More specific provision for particular land uses is made where:

- the Policy indicates that a particular use is required;
- the Reasons for the Policy elaborate on how the preference should be put into action;
- the site is covered by a further Policy (Policies IB8 and H13) which indicates that it should be used solely, or almost solely, for preferred uses.

The broad framework created by the Policies on acceptable uses is summarised in the following table. This is not intended as a statement of policy and it does not tell you about the conditions which should be met. But it does provide a simple way into an important part of the Plan.

ACCEPTABLE LAND USES : SUMMARY TABLE

	Policy number Page number	IB5 128	IB5 128	IB6 130	IB7 132	H10 154	H11 157	CF6 176	CF7 177	S2 185	S2 185	\$3 187	\$7 194	58 196	S9 197	LR3 223
Use		General Industry		Fringe	Business	ess Housing		Institution		Central Shopping Area		District & Local	Meadow	Retail	Business:	
Class ref.		Туре А	Туре В	Industry & Business		General	Nether Edge Broomhall	Health	Education	Retail core : Fargate	ground floor Rest	Rest	Shopping Centres	-hall	Parks	Institution: Leisure
AI	Shops	0 (')	O ^(I)	O ⁽¹⁾	0(1)	O ^(I)	O ^(I)	O ⁽¹⁾	O ^(I)	•	•	•	•	0	• (2)	O ^(I)
A2	Offices used by the public	0	0	0	0	0	0	0	0	×	0	•	0	0	0	×
A3	Food & drink outlets	0	0	0	0	0	0	0	0	х	0	٠	0	0	0	0
BI	Business	0	0	•	•	0	×	0	0	×	×	0	0	0	х	0
B2	General industry	٠	٠	•	х	х	X	х	X	х	X	X	X	X	х	X
B8	Warehouses & open storage	• (3)	• (4)	•(4)	0(4.5)	х	X	Х	Х	Х	х	X	Х	X	х	Х
СІ	Hotels	0	0	0	0	0	x	0	0	x	×	0	0	0	x	0
C2	Residential Institutions	X	×	0	Х	0	0	٠	0	×	×	0	0	X	×	0
C3	Housing	Х	X	0	O ⁽⁶⁾	٠	•	0	O ⁽⁷⁾	Х	X	٠	0	Х	Х	×
DI	Community facilities & institutions	0	0	0	0	0	0	0	•	×	×	0	0	0		0
D2	Leisure & recreation facilities	0	0	0	0	0	×	0	0	х	×	0	0	0	0	0
	Amusement centres					×	x			×	0	0				
	Car parks (for public use)	•	•	0	0	•	•.	•	•	×	×	0	0	•	•	•
	Car showrooms	•	•	•	•	×	×	•	•	х	×	×	0	X	•	•
	Garage & transport depots	•	•	•	•	×	×	×	×	×	×	×	×	X	X	×
	Hostels	0	0	0	0	0	0	0	0	×	×	0	0	•	•	0
	Launderettes	•	•	•	•	•	•	•	•	×	X	•	0	•	•	•
	Lorry parks	0	0	x	×	•	•	•	•	×	×	•	•	•	•	•
	Open space	0	0	0	0	0	0	•	•	X	X	•	•	•	•	0
	Petrol filling stations	•	•	O ⁽⁸⁾	O ⁽⁸⁾	×	×	х	•	×	×	×	O ⁽⁸⁾	•	•	•
	Scrapyards	0	×	×	х	×	×	×	×	×	×	×	×	×	Х	×
	Taxi & vehicle hire businesses	•	•	•	•	х	X	•	•	Х	X	•	0	•	•	•

NOTES

- For Mixed Use Areas see continuation table
- (1) Small shops only unless at the edge of Central Shopping Area or District or Local Shopping
 - Centre
- (2) Retail warehouses only- other shops unacceptable (3) Open storage acceptable

- (4) Open storage unacceptable
- (5) Unacceptable in Manor Opportunity Area
- (6) Acceptable only at upper levels in the City Centre
- Preferred at Psalter Lane (7)
- (8) On Strategic Roads

KEY

- Required use Preferred use
- O Acceptable use
- X Unacceptable use
- Use decided on its merits

313

ACCEPTABLE LAND USES : SUMMARY TABLE (continued)

	Policy number Page number	MU2 205	MU3 206	MU4 207	MU5 209	MU6 210	MU7 212	MU8 213	MU9 214	MU10 216
Use Class ref.	Area Use Class	City Road	Broad Street	Hills- borough	Bramall Lane	Hanover	Attercliffe	Archer Road	Kelham	Victoria Quays
AI	Shops	O ^(I)	O ^(I)	O ⁽²⁾	O ⁽³⁾	O ⁽¹⁾	O ⁽⁴⁾	O ⁽¹⁾	O ^(1,5)	O ⁽¹⁾
A2	Offices used by the public	0	0	0	Х	0	0	•	Х	•
A3	Food & drink outlets	0	0	0	0	0	0	•	O ⁽⁵⁾	0
BI	Business	0	• (7)	•	0	0		0	•	0
B2	General industry	х	х	Х	х	х	X	0	O ^(5,6)	Х
B8	Warehouses & open storage	Х	Х	×	Х	×	X	х	х	х
СІ	Hotels	х	0	0	0	0		0	O ⁽⁵⁾	0
C2	Residential Institutions	х	Х	(8)	0	0		•	х	0
C3	Housing	х	×	(8)	•	0		•	•	0
DI	Community facilities & institutions	0	0	0	0	0	0	0	•	0
D2	Leisure & recreation facilities	0	0	0	0	0	•	0	•	0
	Amusement centres	•	•	•	•	•	•	•	•	•
	Car parks (for public use)	•	•	•	•	•	0	• (9)	•	0
	Car showrooms	0	•	•	Х	х	X	O ⁽¹⁰⁾	Х	•
	Garage & transport depots	Х	х	Х	Х	X	X	Х	Х	Х
	Hostels	Х	0	0	0	0		0	O ⁽⁵⁾	х
	Launderettes	•	•	•	•	•	X	•	•	•
	Lorry parks	•	٠	•	•	•	•	•	•	•
	Open space	•	٠	(7)	(7)	•	•	■ ⁽¹¹⁾	● ⁽¹¹⁾	0
	Petrol filling stations	0	•	•	х	×	•	O ⁽¹⁰⁾	х	O ⁽¹²⁾
	Scrapyards	Х	Х	Х	Х	×	X	х	х	х
	Taxi & vehicle hire businesses	0	•	•	•	•	X	•	Х	•

This table provides a simple way into the different chapters of the Plan and it is not intended as a statement of policy in itself. It does not tell you about most of the conditions which should be met.

NOTES (Mixed Use Areas)

(1) Small shops only

- (2) Small shops only unless at Leppings Lane(3) Small shops only unless at the edge of Shoreham
- Street Local Shopping Centre
- (4) Small shops only unless at the edge of Attercliffe Road Shopping Centre
- If rel: o a pre d use

(6) If involving use at an existing building

- (7) As part of mixed development
- (8) Except for Penistone Road frontage
- (9) Park-and-ride with railway station
- (10) On Abbeydale Road frontage(11) By the river
- (Nith ac o the P ay

KEY

- Required use
- Preferred use
- O Acceptable use
- X Unacceptable use
- Use decided on its merits

APPENDIX 2 - LAND USE CLASSES

A standard list of land uses known as the 'Use Classes Order' has been defined by the Government. The City Council is legally bound to use this as a basis for controlling development in Sheffield.

Throughout the Plan, the land uses described are based on the Use Classes Order. The following list shows the standard types of land use and development that are mentioned in the Plan, and outlines what each one includes.

Planning permission is needed for all types of development in the Use Classes Order, unless they are very small extensions and alterations. It is also usually required to change land and buildings from one class to another. But, planning permission is not needed to change from one use to another in the same class. Deciding planning applications will be the main way in which the City Council implements the Plan.

There are five groups of land uses in the standard list:

- (a) Class A shopping uses;
- (b) Class B industry and business uses;
- (c) Class C residential uses;
- (d) Class D community and leisure uses;
- (e) Unclassified other uses in a class of their own.

Unclassified uses are not included in any of the other groups and are uses like, for example, amusement centres and petrol stations. Planning permission is always required for these developments.

SHOPPING USES (A)

SHOPS (AI)

The shopping uses usually found on a high street. Also, it includes superstores and retail warehouses but not launderettes (this is an unclassified use).

OFFICES USED BY THE PUBLIC (A2)

Called 'Financial and professional services' in the Use Classes Order. It includes estate agents, betting shops, building societies and banks. These uses must serve the visiting public. It doesn't include health and medical services (which are in Class D1).

FOOD AND DRINK OUTLETS (A3)

Includes restaurants, pubs and hot food take-aways.

INDUSTRY AND BUSINESS USES (B)

BUSINESS (BI)

Includes any business or industrial use which can be carried out satisfactorily in a residential area without damaging local living conditions. In practice, this means offices, research and development, and some light industry.

GENERAL INDUSTRY (B2)

Any industrial use which does not belong to the business class.

WAREHOUSES AND OPEN STORAGE (B8)

Called 'Storage and distribution' in the Use Classes Order. It includes warehouses, distribution centres, wholesale cash and carry and storage centres. It includes much, but not all, open storage. References to 'Open storage (B8)' in the Policy do not include open storage which is ancillary to other acceptable uses. It excludes scrapyards (an unclassified use) for example.

RESIDENTIAL USES (C)

HOTELS (CI)

Hotels and boarding houses with no significant caring role.

RESIDENTIAL INSTITUTIONS (C2)

Hospitals, nursing homes and residential schools, colleges, and training centres.

HOUSING (C3)

Called 'Dwellinghouses' in the Use Classes Order. The definition in the Use Classes Order means that it includes flats and covers groups of up to six people living as single households, even if care is provided.

Student accommodation may be included in either Use Class C2 or C3.

COMMUNITY AND LEISURE USES (D)

COMMUNITY FACILITIES AND INSTITUTIONS (DI)

Called 'Non-residential institutions' in the Use Classes Order. It includes non-residential schools, colleges, universities, training centres, medical and health service buildings, creches, nurseries, lecture theatres, art galleries, museums, public libraries and places of worship.

LEISURE AND RECREATION FACILITIES (D2)

Called 'Assembly and leisure' in the Use Classes Order. It includes cinemas, bingo halls, concert halls, casinos and dance halls, swimming pools, gyms, skating rinks and all other indoor or outdoor sports areas (except those involving firearms and motor vehicles, which are unclassified uses).

UNCLASSIFIED USES

A number of other uses are referred to in the Plan. These are:

- (I) AMUSEMENT CENTRES;
- (2) CAR PARKS (for public use);
- (3) CAR SHOWROOMS;

- (4) GARAGE AND TRANSPORT DEPOTS;
- (5) HOSTELS (including student residential accommodation where appropriate).
- (6) LAUNDERETTES;
- (7) LORRY PARKS;
- (8) OPEN SPACE;
- (9) **PETROL FILLING STATIONS** (including drive-in car service centres);
- (10) SCRAPYARDS (including yards for mineral reclamation, storage or distribution);
- (11) TAXI AND VEHICLE HIRE BUSINESSES

For further information, see The Town and Country Planning (Use Classes) Order 1987, Statutory Instrument No. 764.

APPENDIX 3 - OTHER STRATEGIES AND PROGRAMMES FOR SHEFFIELD

A series of strategies and action programmes is being prepared for Sheffield. Each one deals with different aspects of the regeneration of the City.

The UNITARY DEVELOPMENT PLAN (UDP) is about the environment, the use of land, the design of buildings, and transport. It says where the developments proposed in the other strategies and programmes can take place. It forms the legal framework for all future planning decisions. The UDP is prepared by the City Council's Department of Land and Planning.

SHEFFIELD - GROWING TOGETHER is an integrated economic and social regeneration strategy for Sheffield. It has been produced by Sheffield City Liaison Group, a partnership between the City Council, Sheffield Training and Enterprise Council, Sheffield Health Authority, the Chamber of Commerce and Industry, and Sheffield's two universities. The aim of Growing Together is to increase well-being through wealth creation, jobs and the lessening of geographical and social divisions in the City. It sets out 90 actions to achieve this aim.

The **SHEFFIELD ECONOMIC DEVELOPMENT PLAN** defines the City Council's role in economic development. It sets out six action programmes which, together, will rebuild and develop Sheffield's ability to compete in a global economy and overcome the disadvantages which affect large numbers of people in the City.

HEALTHY SHEFFIELD 2000 aims to encourage changes which will reduce health inequalities in Sheffield and further improve the health of everyone up to and beyond the year 2000. It involves partnership between the City Council's Environmental and Regulatory Services and other departments and agencies, including the Sheffield Health Authority, Family Health Services Authority and Community Health Council.

SHEFFIELD DRAFT CHARTER FOR THE ENVIRONMENT is a 'green print' for future action to create and maintain a healthy environment. It involves everyone, including the City Council, and encourages people to get involved in future policies and action plans for the environment.

LOCAL AGENDA 21: THE LIVING CITY INITIATIVE is being developed as Sheffield's response to Agenda 21, one of the main documents to come from the Earth Summit in Rio in 1992. Agenda 21 calls on local authorities round the world to start Local Agenda 21 processes, local partnerships for sustainable development in their areas.

The **WASTE MANAGEMENT PLAN FOR SHEFFIELD** is a statutory document looking at the disposal of household, commercial and industrial waste. It was produced by the City Council's former Cleansing Services Department and Department of Land and Planning.

SHEFFIELD TOURISM INITIATIVE provides a framework for the promotion and development of tourism in Sheffield. Initially, it is being jointly sponsored by Sheffield Partnership Ltd. (bringing together Sheffield City Council, the Sheffield Chamber of Commerce and the English Tourist Board.

SHEFFIELD PARKS REGENERATION STRATEGY is a strategy for the future management of inner-city parks and open spaces in Sheffield. Its recommendations are to remedy present deficiencies and put Sheffield at the forefront of new thinking about the parks heritage of Britain. Its production was sponsored by the City Council and Sheffield Wildlife Trust.

The **SHEFFIELD NATURE CONSERVATION STRATEGY** aims to protect and enhance the City's natural heritage and promote the public's enjoyment of it. It was prepared by the City Council's former Department of Land and Planning and Museums Department.

The **SOUTH YORKSHIRE FOREST PLAN** will influence land management and land use across a wide area in the north and east of the District (see Map 5). It is a non-statutory plan and is being produced by the Countryside Commission in partnership with Sheffield, Rotherham and Barnsley Councils.

SHEFFIELD'S PLAN FOR SCHOOLS is produced by the City Council's Directorate of Education and aims to match the provision of schools in the City with changing needs. It will be revised frequently.

SHEFFIELD COMMUNITY CARE PLAN covers the full range of care services for adults who need them and related provision of housing, education and employment. It is a statutory document and it is prepared jointly by the City Council's Directorates of Social Services and of Housing and Direct Services, the Health Authority, and the Family Health Services Authority.

SHEFFIELD'S CHILDREN'S SERVICE PLAN covers statutory services for children in need. It is prepared jointly by the City Council, Sheffield Health Authority and Sheffield's Family Health Services Authority.

The **HOUSING STRATEGY** deals with the main housing problems of Sheffield, particularly investment in repair and modernising of Council houses and renewal of older housing areas in the private sector. It is prepared each year by the City Council's Directorate of Housing and Direct Services.

The **SOUTH YORKSHIRE JOINT TRANSPORT BID** is an annual submission to the Department of the Environment, Transport and the Regions for capital funding, prepared by the four South Yorkshire Metropolitan Districts and the South Yorkshire Passenger Transport Authority, acting jointly through a Transport Investment Working Group. It is developing a balanced and co-ordinated programme of transport investment based on a common set of objectives and strategies.

The **TRANSPORT POLICIES AND PROGRAMME** is also prepared annually as a bid to the Department of the Environment, Transport and the Regions for capital funding for highway works over the following three years. It includes the Road Safety Plan. It is produced by the City Council's Directorate of Development, Environment and Leisure.

IMPROVING HEALTH IN SHEFFIELD AND ROTHERHAM: THE TRANSPORT

CHALLENGE looks at ways of reducing the harmful impacts of transport on health. The Transport and Health Group which prepared it includes, in Sheffield, Healthy Sheffield, the City Council, the Passenger Transport Executive, Sheffield Health, Sheffield Chamber of Commerce and Industry and groups from the voluntary sector.

The **UDP** deals with the developments and proposals contained in all these strategies and programmes. It:

- set out the framework for achieving them on the ground
- · deals with aspects of the environment and design which are not covered in other documents
- provides the long-term context for some of the shorter-term programmes.

It has, therefore, been drafted in consultation with those responsible for preparing the other strategies and programmes for the City.

APPENDIX 4 - LIST OF POLICIES AND PROPOSALS

Some of the Policy numbers originally used in the Deposit Version have been changed as a result of modifications to the Plan. Where this has happened the old number is given in italics in brackets.

STRATEGIC POLICIES

- SPI A City for People
- SP2 Sheffield as a Regional Centre
- SP3 A City Centre for People

BUILT ENVIRONMENT

BEI Townscape Design BE₂ Views and Vistas in the Built-up Area BE3 Views and Vistas in the City Centre BF4 **Environmental Improvements** BE5 Building Design and Siting BE6 Landscape Design Design of Buildings Used by the Public BE7 BE8 Access to Workplaces BE9 Design for Vehicles BE10 Design of Streets, Pedestrian Routes, Cycleways and Public Spaces BEII **Public Spaces** BE12 (BE13) Public Art BE13 (BE14) Advertisements BEI4 (BEI4A) Telecommunications BE15 Areas and Buildings of Special Architectural or Historic Interest BF16 Development in Conservation Areas BF17 Design and Materials in Areas of Special Architectural or Historic Interest BE18 Development in Areas of Special Character BE19 Development affecting Listed Buildings Other Historic Buildings **BE20** BE21 Historic Parks and Gardens **BE22** Archaeological Sites and Monuments

GREEN ENVIRONMENT

GEIDevelopment in the Green BeltGE2Protection and Improvement of the Green Belt LandscapeGE3New Building in the Green BeltGE4Development and the Green Belt EnvironmentGE5 (GE7)Housing Development in the Green Belt

GE6 (GE8)	House Extensions in the Green Belt
GE7 (<i>GE6</i>)	The Rural Economy and Agriculture
GE8 (GE5)	Areas of High Landscape Value and the Peak National Park
GE9	Re-use and Adaptation of Rural Buildings
GEIO	Green Network
GELI	Nature Conservation and Development
GE12	Sites of Special Scientific Interest and Local Nature Reserves
GE13	Areas of Natural History Interest and Local Nature Sites
GE14	South Yorkshire Forest
GE15	Trees and Woodland
GE16	Lakes, Ponds and Dams
GE17	Rivers and Streams
GE18	Sheffield and Tinsley Canal
GE19	Water Resources
GE20	Flood Defence
GE21	Protection of Washlands
GE22	Pollution
GE23	Air Pollution
GE24	Noise Pollution
GE25	Contaminated Land
GE26	Water Quality of Waterways
GE27	Alternative Energy Sources
GE28 (GE27A)	Wind Energy
GE29 (GE28)	Energy Conservation

INDUSTRY AND BUSINESS

IBI	Employment and Economic Development
IB2	Locations for Industrial Development
IB3	Locations for Business Development
IB4	Land for Industry and Business
IB5 <i>(IB6)</i>	Development in General Industry Areas
IB6 (IB7)	Development in Fringe Industry and Business Areas
IB7 <i>(IB8)</i>	Development in Business Areas
IB8 (IB9)	Industrial and Business Sites
IB9 (IB10)	Conditions on Development in Industry and Business Areas
IBIO (IBII)	Visitor Accommodation in Industry and Business Areas
IBII (IBI2)	Housing and Residential Institutions in Industry and Business Areas
IB12 (IB13)	Training Centres and Community Facilities in Industry and Business Areas
IB13 (IB14)	Open Space and Leisure Uses in Industry and Business Areas
IB14 (IB15)	Siting Industries and Sensitive Uses Near to Each Other
IB15 (IB16)	Lorry Parks in General Industry Areas
IB16 (IB17)	Rail Freight Facilities in Industry and Business Areas

HOUSING

- HI Land Needed for New Housing Locations for Housing Development H2 H3 Land for Housing H4 Housing for People on Low Incomes H5 Flats, Bed-sitters and Shared Housing H6 Short-term Accommodation for Homeless People H7 Mobility Housing H8 Housing for People in Need of Care Sites for Travellers H9 Development in Housing Areas H10 HII Development in Housing Areas in Nether Edge and Broomhall H12 Housing Development in the City Centre HI3 Housing Sites HI4 Conditions on Development in Housing Areas H15 Design of New Housing Developments H16 Open Space in New Housing Developments H17 Environmental Improvements in Housing Areas
- H18 Traffic in Housing Areas

COMMUNITY FACILITIES AND INSTITUTIONS

- CFI Provision of Community Facilities
- CF2 Keeping Community Facilities
- CF3 Childcare Facilities in Buildings Used by the Public
- CF4 Children's Nurseries
- CF5 Community Benefits
- CF6 Development in Institution: Health Areas
- CF7 Development in Institution: Education Areas
- CF8 Conditions on Development in Institution Areas

SHOPPING

- SI The City Centre and the Location of Major Shop Developments
- S2 (S3) Development of Frontages in the City Centre's Retail Core
- S3 (S4) Development in the Central Shopping Area
- S4 (S4A) District Centre Shopping
- S5 Shop Development outside the Central Shopping Area and District Centres
- S6 (S5A) Conditions on Shop Development
- S7 Development in District and Local Shopping Centres
- S8 (S9A) Development at Meadowhall
- S9 Development in Retail Parks
- S10 Conditions on Development in Shopping Areas
- SII (S13) Design of Retail Development

APPENDIX 4

S12 (S14) Improvements to Shopping Centres

MIXED USE AREAS

MUT	Mixed Use Areas
MU2	City Road Mixed Use Area
MU3	Broad Street Mixed Use Area
MU4 (MU5)	Hillsborough Mixed Use Area
MU5 (MU6)	Bramall Lane Mixed Use Area
MU6 (MU7)	Hanover Mixed Use Area
MU7 (<i>MU9</i>)	Attercliffe Mixed Use Area
MU8 (MU10)	Archer Road Mixed Use Area
MU9 (MUII)	Kelham Mixed Use Area
MU10 (MU12)	Victoria Quays Mixed Use Area
NALLE (NALLES)	

MUII (MUI3) Conditions on Development in Mixed Use Areas

LEISURE AND RECREATION

LRI	Tourism
LR2	New Leisure Uses and Facilities
LR3	Development in Business: Institution: Leisure Areas
LR4	Open Space
LR5	Development in Open Space Areas
LR6	Development of Recreation Space for Indoor Recreation Facilities
LR7	Development of Recreation Space for Non-Recreational Uses
LR8	Development in Local Open Spaces
LR9	Cemeteries, Graveyards and Crematoria
LRIO	Improving Open Spaces
LRII	New Open Space

MINERALS, WASTE AND RECLAMATION

- MWI Mineral Working
- MW2 Conservation of Mineral Reserves
- MW3 Waste Management
- MW4 Waste Disposal Facilities
- MW5 Waste Disposal Areas
- MW6 Recycling and Reclamation
- MW7 Environmental Impact of Mineral Working and Waste Disposal Operations
- MW8 (MW9) Land Reclamation
- MW9 (MW9A) Unstable Land

TRANSPORT

- TI Promoting Public Transport
- T2 Promoting Bus Use
- T3 Supertram

Τ4	Promoting Rail Use
T5 <i>(T5A)</i>	Protecting Rail Routes
Т6 (Т5)	Park and Ride
T7 (T6)	Promoting Walking and Cycling
Т8 (Т7)	Pedestrian Routes
Т9 (Т8)	High Amenity Zones
TIO (T9)	Cycle Routes
TII (TIO)	Long-distance Paths
TI2 (TII)	Traffic Calming
TI3 (TI2)	Area-wide Traffic Calming
TI4 (TI3)	Environmental Traffic Management
TI5 (TI4)	Strategic Road Network
TI6 (TI5)	Management of Traffic Demand
T17 (T16)	Road Schemes
T18 (T17)	Protecting Future Road Schemes
T19 (T18)	Road Maintenance
T20 (T19A)	Car Travel to the City Centre
T21 <i>(T20)</i>	Car Parking
T22 (T20A)	Private Car Parking in New Development
T23 (T21)	Public Long-stay Car Parking
T24 (T22)	Public Short-stay Car Parking
T25 <i>(T23)</i>	Car Parking in Residential Areas
T26 <i>(T24)</i>	National and International Transport
T27 (T25)	Freight

T28 (T26) Transport Infrastructure and Development

APPENDIX 5 - SUPPORTING DOCUMENTS

HOW THE STRATEGY DEVELOPED (pages 29-39)

The figures in brackets refer to paragraphs or pages which are referred to in the chapter.

A European Community Programme of Policy and Action in relation to the Environment and Sustainable Development, Volume II, Towards Sustainability, Commission of the European Communities, 1992.

Europe 2000: Outlook for the Development of the Community's Territory: Planning a European Space, Commission of the European Communities, Office for the Publications of the European Communities, 1991.

Green paper on the Impact of Transport on the Environment: a Community Strategy for Sustainable Mobility, Commission of the European Communities, 1992.

Green paper on the Urban Environment, Commission of the European Communities, HMSO, 1990 (page 51).

Our City Our Health, Healthy Sheffield 2000,1991 (pages 7-8, 28-50) - available from Directorate of Environmental Services and Standards, Sheffield City Council.

Planning Policy Guidance Notes, Department of the Environment, HMSO:

- PPG 3 (revised), Housing, 1992 (paragraph 2).
- PPG 12, Development Plans and Regional Planning Guidance, 1992 (paragraphs 1.8, 5.9, 5.26-28, 5.43-44, 5.48, 6.1, 6.3, 6.14).
- PPG 17, Sport and Recreation, 1991 (paragraph 17).

Regional Planning Guidance Note RPG5, Strategic Guidance for South Yorkshire, Department of the Environment, HMSO, 1989 (paragraphs 2, 6, 9, 17, 23, 26, Appendix 3).

Regional Planning Guidance Note RPG12, Regional Planning Guidance for Yorkshire and Humberside, Government Office for Yorkshire and Humberside, HMSO, 1996

Sheffield Community Care Plan, Family and Community Services, Sheffield City Council.

Sheffield Nature Conservation Strategy, Department of Land and Planning and Museums Department, Sheffield City Council, 1991.

Sheffield Parks and Regeneration Strategy: A Strategy for the Future Management of the 'inner-city' Parks and Open Spaces in Sheffield, Sheffield City Wildlife Trust and Sheffield City Council, 1993.

Sheffield's Plan for Schools, Education Department, Sheffield City Council (Edition 1, 1992).

South Yorkshire Joint Transport Bid, 1998-99, Barnsley, Doncaster, Rotherham and Sheffield Councils and South Yorkshire Passenger Transport Authority, 1997.

Sustainable Development: The UK Strategy, Department of the Environment, HMSO, 1994.

The Waste Management Plan for Sheffield, Department of Land and Planning and Cleansing Services Department, Sheffield City Council, 1990.

This Common Inheritance, Britain's Environmental Strategy, HMSO, 1990 (page 118).

Transport Policies and Programme, incorporating the Road Safety Plan, 1998-99, Directorate of Planning and Economic Development, Sheffield City Council, 1997.

BUILT ENVIRONMENT (pages 59-86)

Areas of Special Character in Sheffield, UDP Policy Background Paper No. 3, Department of Land and Planning, Sheffield City Council, 1993.

Conservation Area Practice, English Heritage, HMSO, 1995.

Department of the Environment Circulars, HMSO:

- 10/82 Re: Disabled Persons Act 1981
- I/84 Crime Prevention
- 11/92 Planning Controls for Hazardous Substances

Guidance Note for Car and Lorry Parks, Transportation Policy Note, Department of Land and Planning, Sheffield City Council, 1993.

Historic Buildings at Risk in Sheffield, UDP Policy Background Paper No. 2, Department of Land and Planning, Sheffield City Council, 1993.

Historic Parks and Gardens in Sheffield, UDP Policy Background Paper No. 4 (revised), Directorate of Development, Environment and Leisure, Sheffield City Council, 1998.

Planning Policy Guidance Notes, Department of the Environment, HMSO:

- PPG1, General Policy and Principles, 1997
- PPG8, Telecommunications, 1992
- PPG12, Development Plans and Regional Planning Guidance
- PPG15, Planning and the Historic Environment, 1994.
- PPG16, Archaeology and Planning, 1990.

Poverty and the Poor in Sheffield 1993, Sheffield City Council, 1993

Regional Planning Guidance Note RPG5, Strategic Guidance for South Yorkshire, Department of the Environment, HMSO, 1989.

GREEN ENVIRONMENT (pages 87-119)

A Strategy for Countryside Management in Sheffield, Department of Land and Planning, Sheffield City Council, 1987.

Department of the Environment Circulars, HMSO:

- 36/78 Trees and Forestry
- 30/92 Development and Flood Risk

Designing House Extensions, Supplementary Planning Guidance, Directorate of Planning and Economic Development, Sheffield City Council, 1996.

Integrated Pollution Control: A Practical Guide, Department of the Environment and Welsh Office, 1991.

Out and About in Sheffield's Countryside, Department of Land and Planning, Sheffield City Council, 1987.

Planning Policy Guidance Notes, Department of the Environment, HMSO:

- PPG2 (Revised), Green Belt, 1995.
- PPG7, The Countryside Environmental Quality and Economic and Social Development, 1997.
- PPG12, Development Plans and Regional Planning Guidance, 1992.
- PPG9, Nature Conservation, 1994
- PPG23, Planning and Pollution Control, 1994
- PPG22, Renewable Energy, 1994
- PPG24, Planning and Noise, 1994.

Regional Planning Guidance Note RPG5, Strategic Guidance for South Yorkshire, Department of the Environment, HMSO, 1989.

Sheffield Nature Conservation Strategy, Department of Land and Planning and Museums Department, Sheffield City Council, 1991.

Sustainable Development: The UK Strategy, Department of the Environment, HMSO, 1994.

This Common Inheritance, Britain's Environmental Strategy, HMSO, 1990.

Woodland Policy, Department of Land and Planning, Sheffield City Council, 1987.

INDUSTRY AND BUSINESS (pages 21-141)

Industrial Land in Sheffield: Demand and Supply, UDP Policy Background Paper No. 6, Department of Land and Planning, Sheffield City Council, 1993.

Industrial Land Allocation, Department of Land and Planning, Sheffield City Council, 1993.

Planning Policy Guidance Note PPG4, Industrial and Commercial Development, Department of the Environment, HMSO, 1988.

Regional Planning Guidance Note RPG5, Strategic Guidance for South Yorkshire, Department of the Environment, HMSO, 1989.

HOUSING (pages | 43-|68)

Department of the Environment Circular 13/96, Planning and Affordable Housing, HMSO, 1996.

Design Bulletin 32 (2nd edition) Housing Estate Roads, Department of the Environment, HMSO, 1992.

Designing Home Extensions: Supplementary Planning Guidance, Department of Land and Planning, Sheffield City Council, 1996.

Development Control Policy Note No. 2, Development in Residential Areas, Department of the Environment, HMSO, 1969.

Housing Land Survey, Department of Planning and Economic Development, Sheffield City Council, 1997.

Housing Strategy Statement, 1996, Department of Housing, Sheffield City Council, 1996.

Joint Study on Housing Land Availability in Sheffield, 1991, Department of Land and Planning, Sheffield City Council and the House-Builders' Federation, 1992.

Mobility Housing: Supplementary Planning Guidance, Department of Land and Planning, Sheffield City Council, 1993.

Planning Policy Guidance Note PPG3 (revised), Housing, Department of the Environment, HMSO, 1992.

Regional Planning Guidance Note RPG5, Strategic Guidance for South Yorkshire, Department of the

Environment, HMSO, 1989.

SHOPPING (pages 181-202)

Planning Policy Guidance Note Revised PPG6, Town Centres and Retail Development, Department of the Environment, HMSO, 1996.

Regional Planning Guidance Note RPG5, Strategic Guidance for South Yorkshire, Department of the Environment, HMSO, 1989.

Sheffield Retail Study, Hillier Parker and the Oxford Institute of Retail Management, OXIRM, 1994.

LEISURE AND RECREATION (pages 219-235)

Planning Policy Guidance Notes, Department of the Environment, HMSO:

- PPG7, The Countryside Environmental Quality and Economic and Social Development, 1997
- PPG17, Sport and Recreation, 1991.
- PPG21,- Tourism, 1992.

Recreational Open Space in Sheffield, UDP Policy Background Paper No. 11, Department of Land and Planning, Sheffield City Council, 1993.

Regional Planning Guidance Note RPG5, Strategic Guidance for South Yorkshire, Department of the Environment, HMSO, 1989.

Sheffield Tourism Initiative, Sheffield Partnership Limited, 1990.

MINERALS, RECLAMATION AND WASTE (pages 237-248)

Derelict Land Grant Advice Note DGLA1, Derelict Land Grant Policy, Department of the Environment, HMSO, 1991.

Minerals Planning Guidance Notes, Department of the Environment, HMSO:

- MPG1, General Considerations and the Development Plan System, 1988
- MPG3, Coal Mining and Colliery Spoil Disposal, 1994
- MPG6, Guidelines for Aggregates Provision in England, 1994
- MPG7, The Reclamation of Mineral Workings, 1989
- MPG14, Environment Act 1995: Review of Minerals Planning Permissions, 1995

Planning Policy Guidance Notes, Department of the Environment, HMSO:

- PPG14, Development on Unstable Land, 1990
- PPG23, Planning and Pollution Control, 1994.

Regional Planning Guidance Note RPG5, Strategic Guidance for South Yorkshire, Department of the Environment, HMSO, 1989.

The Waste Management Plan for Sheffield, Department of Land and Planning and Cleansing Services Department, Sheffield City Council, 1990.

Waste Management in Sheffield, UDP Policy Background Paper No. 12, Department of Land and Planning, Sheffield City Council, 1993.

TRANSPORT (pages 249-298)

Central Area Integrated Transport Study, Directorate of Planning and Economic Development, Sheffield City Council, 1994.

Circular 4/88, Control of Development on Trunk Roads, Department of Transport, 1988.

Guidance Note for Car and Lorry Parks, Department of Land and Planning, Sheffield City Council, 1990.

Improving Health in Sheffield and Rotherham: the Transport Challenge, Healthy Sheffield, 1996 - available from the Directorate of Development, Environment and Leisure, Sheffield City Council.

Integrated Transport: South Sheffield Demonstration Corridor, Department of Land and Planning, Sheffield City Council, 1991.

Our City Our Health, Healthy Sheffield 2000, 1991 - available from Directorate of Development, Environment and Leisure.

Out and About in Sheffield's Countryside, Department of Land and Planning, Sheffield City Council, 1987.

Planning Policy Guidance Note, PPG13, Transport, Department of the Environment, HMSO, 1994.

Residential Roads and Footpaths: layout considerations, Design Bulletin 32 (2nd edition), Departments of the Environment and Transport, HMSO, 1992.

Road Safety Plan, Directorate of Development, Environment and Leisure, Sheffield City Council, published annually.

South Yorkshire Joint Transport Bid 1998-99, Barnsley, Doncaster, Rotherham and Sheffield Councils and South Yorkshire Passenger Transport Authority, 1997.

Transport Policies and Programmes, incorporating the Road Safety Plan, 1998-99, Directorate of Planning and Economic Development, Sheffield City Council, 1997.

Transport Statistics Report, National Travel Survey 1993-95, Government Statistical Service, HMSO, 1996.

APPENDIX 6 - GLOSSARY

'Acceptable' - land uses for which planning permission would be appropriate in principle subject to Policy conditions being satisfied (see Appendix 1).

'Areas of Poverty' - include both the Areas of Acute Poverty and Areas of Poverty which are defined periodically by the City Council. These are based on an analysis of the Census of Population, data on housing benefit claimants and other information. Currently there are five Areas of Acute Poverty and 27 Areas of Poverty. They are shown on Map 2 facing page 64.

'Area of Special Character' - an area which has the special architectural or historic qualities to justify considering its future designation as a Conservation Area. They are listed under Policy BE18, page 80.

'Appropriate' - where it would be the most suitable choice in the circumstances.

'City Centre' - the central area of the City as shown on Proposals Map 10.

'Conservation Area' - an area of special architectural or historic interest which has been formally designated by the City Council under powers in the Planning (Listed Buildings and Conservation Areas) Act 1990, Part II. They are listed in Policy BE16, page 78.

'Countryside management service' - this involves the close co-operation of public agencies, farmers, landowners and tenants and the local community working together to protect and improve the countryside for the benefit of wildlife and people who live and work there, as well as those who visit it for recreation.

'Development' - includes new buildings, alterations, extensions, changes in use of land or existing buildings, and displaying advertisement signs. It also includes operations such as tipping, mining and earth-moving.

'Disadvantaged people' - all those whose access to facilities is inadequate because of unfair discrimination, poverty, or both or because they have special needs which may not be properly recognised. This may include elderly people, people with disabilities, ethnic minorities, women, people with young children, young people, unemployed people and those on low incomes.

'Dominance' - a level of development sufficient to help secure an adequate supply of the preferred land use (or uses) for City-wide needs in appropriate locations and to establish or maintain the distinctive character and role of the Area. This will usually mean that non-preferred uses do not occupy more than half of the Area (see Appendix 1).

'Encouraged' - achieved through negotiations in most cases, in response to other agencies' planning applications or other initiatives or proposals.

'Enhanced' -indicates further improvement of something that is already essentially good (e.g. woodland).

'Environmental Assessment' - an assessment of the effects of a proposed major development on the environment, required by the Environmental Protection Act 1990 (see pages 305-306).

'Environmental improvements' - small-scale improvements to the appearance and use of an area by creating new open spaces, landscaped areas, flower beds, sculptures, murals, seating; renewing street lighting, road signs, paving fences and walls; and improving the frontages of buildings.

'Expected' - where sufficient grounds exist for refusing permission for non-complying proposals unless material considerations indicate otherwise.

'Green Belt' - countryside and large open spaces where development is restricted to that generally

acceptable in rural areas (see Policy GE1, page 89). This is shown on the Proposals Map.

'Green Network' - the City-wide system of linear areas of open space or landscaping (see Policy GE10, page 98). These may be broad 'corridors' of green space (e.g. parks, woodland, agricultural land) or narrower 'links' (e.g. riverbanks within the built-up area, road verges and railway embankments). The Green Network allows wildlife to move around the City and provides pleasant and safe routes for walking and cycling.

'Improved' - applies to a situation which needs to be made good (e.g. degraded land).

'Inner City' - areas of Sheffield with a high proportion of physical, environmental, employment and social problems. The Government and City Council give priority to improving the quality of life here by providing special help. The boundary is reviewed periodically by the City Council using social and economic information. The current boundary is shown on Map 2 facing page 64.

'Listed Buildings' - buildings or structures considered to be of special architectural or historic interest and included in a List (approved by the Secretary of State for Culture, Media and Sport) giving details of each building. They are protected from unauthorised works on or near them and from unauthorised demolition (see Policy BE19, page 82).

'Mixed development' - a development which includes two or more different Use Classes (see Appendix 2) within the overall scheme.

'Nature conservation' - the protection and enhancement of the natural environment (see Policy GE11, page 99).

'Permitted' - where planning permission would be granted.

'Permitted development' - types of development for which planning permission is not normally needed. This includes small extensions and alterations.

'Planning briefs' - provide guidelines for City Council and private developments to ensure the right sort of solutions to the detailed planning needs of sites and areas in Sheffield.

'Planning permission' - consent needed before carrying out most types of development. To obtain planning permission, it is necessary to make a planning application to the City Council.

'Planning Policy Guidance' - is issued by the Department of the Environment as advice to local planning authorities on a range of important planning issues. The City Council must take this advice into account when considering whether or not to grant planning permission.

'Practicable' - where it would be physically or technically achievable.

'Preferred' - land uses which establish the distinctive character and role of the area and which should be the dominant uses there, subject to Policy conditions being satisfied (see Appendix 1).

'Priority Regeneration Areas' - areas of the City targeted for future action and investment, where there is greatest need, opportunity or both. Regeneration activities will be concentrated in these areas.

'Promoted' - achieved through initiatives taken by the Council with or without the support of other agencies, e.g. briefs, disposals, publicity.

'Protected' - where action would be taken on-site to maintain a feature in essentially its present form whilst allowing some adaptation to meet changing circumstances.

'Required' - where sufficient grounds exist for refusing permission for non-complying proposals. Exceptions will not be permitted unless very special or changed circumstances make it inappropriate or impracticable.

'Safeguarded' - where action would be taken off-site to enable an activity or feature to be maintained.

'Scheduled Ancient Monument' - protected under the Ancient Monuments and Archaeological Areas Act 1979. These are of national importance by virtue of their historic, architectural, traditional or archaeological value. Most tend to be archaeological sites or buried deposits but some are standing remains. They could also be ruins or buildings with no present day use. Bridges and industrial structures can also be scheduled (see Policy BE22, page 84).

'Section 106 Agreement' - a voluntary legal agreement relating to the development of land. It is entered into between a developer and the City Council. It often allows better control over the type of development which takes place. It can help get community benefits which could not reasonably be imposed through conditions attached to a planning permission (see Policy CF5, page 173, and page 305).

'Strategic Guidance' - the Government's planning guidance to Councils in metropolitan areas providing a strategic framework for the preparation of Unitary Development Plans (see page 30).

'Strategic Road Network' - a limited number of roads identified to carry large and increasing volumes of traffic, including lorries (see Policy T16, page 271). This will allow measures to be introduced on certain other roads to slow and discourage traffic. The Strategic Road Network will provide the links between Sheffield and the national road network. It is shown on the Proposals Map and on Map 25 facing page 270, but it will be redefined and regularly updated.

'Supplementary Planning Guidance' - is produced by the City Council and supplements the UDP (see page 306). It has to be consistent with the Plan and clearly cross-referenced to the relevant plan policy or proposal. It provides further details on the implementation of Policies and includes Planning Briefs (see above) and advice for development control. It may be taken into account as a material consideration in planning decisions and the weight given to it will increase if it has been prepared in consultation with the public.

'Supported' - achieved through Council backing of initiatives by other agencies.

'Unacceptable' - land uses for which planning permission would be inappropriate in principle.

Α

Abbeydale Park 84 Abbeydale Road 213-214, 271, 273, 302 Abbeyfield 303 - Area of Special Character 81 Abbeyfield Park 301 Access - for people with disabilities 24, 66-69, 101, 107-108, 191 - to rivers and streams 107-108, 116 - to the countryside 90 - to Workplaces 43, 68 Adoption (of streets) 70-71, 161 Advertisements 74-75, 78-79 Advice Centres (see also Community Facilities) 169 Affordable Housing 20, 42, 46, 54, 93, 148-149 Afro-Caribbean People 48 Agricultural buildings - conversion of 96-97 Agricultural development 91 Agricultural workers dwellings 93 Agricultural land 94-95 Agriculture 22, 33, 89, 91, 94-95, 96-97, 104-105, 277 Air links 10, 26 Air Pollution 111, 112-113, 136, 153, 156, 158, 162, 178, 189, 199, 217, 251, 253, 256, 259, 262-263, 266, 272, 284 Airport 13, 18, 114, 124, 283, 300 Albert Road, Heeley - Area of Special Character 82 Allotments 229 Amusement centres 155, 157, 186-187

Ancient woodland 104-105, 226 Angel Street - City Centre Development Site 185, 301 Anglers 107, 109 Archaeological - excavation 174 Archaeological Sites and Monuments 32, 76, 84-86, 95, 105-107, 118, 220, 226 Archer Road - Mixed Use Area 213-214 Areas of High Landscape Value 95-96, 118, 241 Areas of Known Poverty 16, 22, 54-56, 62-63, 166, 202, 221, 232, 260 Areas of Natural History Interest 101, 102-**103**, 108, 234, 247 Areas of Poverty - What the Plan does for People in 55-56 Areas of Special Architectural or Historic Interest 17, 29, 76-86 - Design in 80 Areas of Special Character 17, 74-75, 76-77 - design and materials in 80 - Development in 80-82 Arena (The) - Park and Ride Facilities 258 Art (Public) 73-74, 174, 305 Art galleries (see also Community Facilities) 169, 291, 295 Arundel Street 261 - Area of Special Character 82 Athletic tracks (see Leisure and Recreation facilities) Attercliffe - Area of Special Character 81 - housing site at 300 - Mixed Use Area 212-213 Attercliffe Road - Shopping Centre 212

Attercliffe Village 303

В

Baby changing facilities 43, 46, 52, 66-67, 254 Badminton courts (see Leisure and Recreation Facilities) - Bailey Lane 62 - Bangladeshis 48 Banks (see Offices Used by the Public) Banner Cross - District Shopping Centre 190 Bard Street 207 Barkers Pool 72 Barnsley Metropolitan Borough Council 3 Beauchief Abbey Conservation Area 79 Beauchief Gardens 84 Beauchief Hall Conservation Area 79 Bed-sitters 57, 149-150 Beighton - Area of Special Character 81 - Area-wide traffic calming 267-268, 303 Beighton Road, Woodhouse - housing site at 160 - Waste Disposal Area 243 Birkendale - Area of Special Character 81 Birkendale Conservation Area 79 Birley Carr - Area of Special Character 81 Birley Lane - Park and Ride Facilities 258, 303 Birley Spa Lane, Hackenthorpe - housing site at 160 Black people (see also Disadvantaged People) 33.48 Blackburn Brook 107-108, 110, 115, 302

Blackburn Meadows - industrial site 133, 299 - land reclamation 247, 302 - proposed Local Nature Reserve 101, 103 Blind people (see People with Disabilities) Blonk Street 72 Boarding houses (see Visitor Accommodation) Boatyard 216 Bolsterstone Conservation Area 79 Botanical Gardens 84, 226 - Area of Special Character 82 Bowden Housteads Wood 264, 303 - countryside management area 302 - proposed Local Nature Reserve 101, 301 Bowling greens (see also Recreation Space) 231 Bradfield Road - District Centre Development Site 190 Bradway - Area of Special Character 82 Bramall Lane - Traffic Calming Area 267, 303 - Mixed Use Area 209-210 Bramwell Gardens - housing site at 160 Bridle Stile, Mosborough Village - housing site at 160, 300 Brightholmlee Conservation Area 79 Brightside Lane - industrial site at 133, 300 Brightside Lane Sidings - land reclamation 302 British Oak, Mosborough Village - housing site at 160 British Rail Depot, Kettlebridge Road

- industrial site 133 British Waterways Board 108-109 Broad Street 280-281, 303 - City Centre Development Sites (market sites) 185 - Mixed Use Area 206-207 Broad Street Lane 300 Broadfield Road 271, 303 - road scheme, 25, 272-273 Brocco Bank - Area of Special Character 82 Broomhall Conservation Area 80 **Broomhall Housing Area** - Development in 154, 157-158 Broomhill - Conservation Area 80 - District Shopping Centre 190 **Broughton Lane Sidings** - land reclamation 247 Builders Merchants 289, 291 Building Control Lines and Orders 274 Building Design and Siting 43, 48-49, 52, 64-65. 119. 139 **Building Preservation Notices 83** Building Regulations 67-68, 83, 117 Building Societies (see Offices Used by the Public) Buildings at Risk Register 77, 83 Buildings of Special Architectural and Historic Interest 22, 29, 76-77, 232 Buildings Used by the Public - Design of 43, 46, 50, 52, 66-68 Built Environment 6, 16-17, 25-25, 30, 43, 45, 48-50, 52, 54-56, 59-86, 117, 134, 162, 179, 199, 217, 245, 255, 272, 283 Burncross Road, Chapeltown - Area of Special Character 81 Burngreave 299, 303

- Area of Special Character 81 Bus - Interchange 51, 53 - lanes 273 - operators 71 - routes 18, 124, 253, 270, 275 - stations 290, 294, 297 Bus Priority Network 254-255, 258 Bus priority routes 13, 24, 184, 252, 254, 270, 273, 362 Bus Use - Promoting 254-255 Buses 49, 51, 53, 55-56, 58, 71, 253, 262, 269, 274, 278 Business 16, 97, 128-132, 154, 156-157, 176-177, 187, 194, 196, 198, 205-214, 216, 223-224, 286 Business Areas 19, 125-126, 128 - Development in 159 **Business Development** - Locations for 19, 125-126 Business:Institution:Leisure Areas - Development in 156, 223-224 Business Parks 291, 293, 296

С

Cafes (see Food and Drink Outlets) Cambridge Street - City Centre Development Site 185, 277, 301 Campo Lane 62 Canal 16, 26, 62, **108-109**, 115-116, 212, 216, 245-246, 284-285, 299 Canal Basin 216 Canalisation (of rivers and streams) 107-108 Car Parking 25, 263, 271, **275-282** - for people with disabilities 25, 69, 276-

278, 289, 290, 291, 292, 296 - for shoppers 181, 184, 200-201, 251 - Guidelines 45. 288-295 - in Residential Areas 281-282 - off-street 134, 149, 167, 179, 199-200, 217, 278, 280-281, 291, 301 - on-street 218, 267, 277, 281-282 - ownership 251 - Private (in New Development) 277-279 - Public Long-stay 258, 271, 277, 279-280 - Public Short-stay 38, 48, 255, 279, 280-281, 303 Car parks 130, 132, 187, 194, 197, 212, 214, 216, 261, 273, 275-281, 295 Car showrooms 155, 157, 187, 195-196, 205, 209-213, 215, 291, 295 Car Travel 10, 13, 24, 26, 29, 33-34, 275-282 - ownership 32 - to the City Centre 42, 45, 275-276 Caravan sites (see also VisitorAccommodation) - for travellers 153-154 Carbrook - as a location for business development 19, 124 Care homes (see also Residential Institutions) 44, 46, 152 Carr Road, Deepcar - Area of Special Character 81 Carr Road, Walkley - Area of Special Character 81 Carver Street - City Centre Development Site 185, 277 Castle Street 73 Castle Square 72 - City Centre Development Site 185 Castlegate 72, 300

Catchment areas (for recreation space) 164 Cathedral (The) 62 Cathedral Square 72 Cemeteries 91, 229, 231-232, 291 Census of Population 145 Central Area Local Plan 3-4 Central Area Integrated Transport Study (CAITS) 252 Central Shopping Area 13, 24, 129-130, 132, 155, 157, 176-177, 182-186, 193, 252, 260-261, 276-277, 280 - Development in the 20, 187-188, 196-198 - Shop Development Outside the 21-22, 191-193 Chapel Green 6 Chapel Walk 72 Chapeltown 14, 264, 303 - as a location for industry 13, 122 - District Shopping Centre 190 Charles Street 300-301 Charlton Brook 107, 302 Chelsea Park 84 Chester Street 300 Chesterfield Road 302 Childcare Facilities 49, 52, 66-67, 169, 173-174 - in Buildings Used by the Public 172 Children 33, 60, 167, 251, 264, 266-267 - What the Plan does for People with 5 Children's Hospital 175 Children's Nurseries 172-173 Children's play space 166, 229-230, 232-234 - provision in new housing developments 50, 161, 164-165 Chinese 48 Church Street 62, 72 Churches (see Community Facilities)

Catch Bar Lane 208

340

- Cinemas (see also Leisure and Recreation Facilities) 43, 46, 222, 291, 295
- City Centre 6, 13-16, 29-30, 34-39, 60, 62, 169-170, 173, 175, 178, 192-194, 204, 207, 231, 251-256, 258, 260-261, 264, 269, 272, 281, 303

- and the Location of Major Shop Developments 20, **183-185**, 196-197

- as a location for business development 19, 122, 125-126, 300
- as a location for housing development 19, 133
- as a location for industry 18, 122, 124
- Car Parking in 288-290
- Car Travel to 275-276
- Central Shopping Area 13, 24, 129-130, 132, 155, 157, 176-177, 182-186, 187-188, 189, 193, 252, 260-261, 276-277
- Conservation Area 80
- Development of Frontages in the Retail Core 185-186
- Development Sites in the 185
- Environmental improvements in 16, 54, 56, 62-63, 166, 184, 299
- Fringe Area 277
- High Amenity Zone 26, 45, 255, **262**-**263**, 267, 275, 277-280, 284-285
- Housing Development in the 158-159
- Housing Priority Zone 158-159
- Public Spaces in the 72
- Shopping 42, 47, 181, 182-188, 301
- tourism in the 222
- Traffic in 24, 270-271, 273, 275-281
- Traffic Calming Area 45, 48, 267-268
- Views and Vistas in the 61-62

City Centre Business Plan 39

City Farms 233

City Liaison Group 31, 34

City Road

- Mixed Use Area 205-206 Clarendon Park, Fulwood - Area of Special Character 82 Clifford House, Whirlow - housing site at 161 Clifton Lane, Handsworth 89 Club Mill Road 302 - land reclamation 247 Coach parking 280-281, 294 Coal 117, 238, 240 Colleges 67, 169 Coleridge Road - Park and Ride 258 Combined Heat and Power System 117 Common (the), Ecclesfield - housing site at 160 Community Benefits 47-48, 51-52, 55, 57, 173-175 Community Centres (see also Community Facilities) 154, 169-170 Community Facilities 10, 14, 20, 97, 153-154, 156-157, 159, 161, 169-179, 182, 187, 194-196, 202, 204-217, 223-224, 291, 293, 296, 305 - in Industry and Business Areas 43, 46, 50, 54, 57, 128-132, **137-138** - Keeping 44, 47, 51, 55, 57, 171-172 - Provision of 20, 44, 47-48, 50, 54, 57, 170-171 Community parks 51, 228-230, 234-235, 302 Community Safety Unit 71 Community Care Policy 152 Community Wildlife Areas 102 Commuters 263, 269, 275-279, 281-282, 295 Composting 239, 241, 244 Compulsory purchase powers 305 Concessionary fares 47

Concord Park 301

Conference facilities (see Community Facilities) Congestion (traffic) 13, 25, 29, 34, 37-38, 41, 253-255, 258, 263, 267, 271-272, 275-277, 279, 283 Conservation 15-16, 35, 60, 138 - of Energy (see Energy Conservation) Conservation Areas 65, 74-77, 81, 84, 118, 305 - design and materials in 80 - Development in 17, 78-80 - Enhancement Schemes 77 Consultation Report (for the UDP) 3 Contaminated Land 19, 111-112, 114-115, 126-127, 136 Conveyor facilities 245-246 Coppice Close - housing site 159 Council Housing 145 Countryside 10-11, 14, 17, 25, 29-30, 50, 54, 57, 89-93, 94-97, 98-100, 104, 108, 144, 146, 221, 226, 234, 238, 244, 254, 258, 260-261, 263, 265, 276-277, 301-302 Countryside Commission 90-91, 99, 104, 107, 261, 304 Countryside management 90-91, 99-100, 105-106, 233, 261, 302, 305 County Minerals Local Plan (South Yorkshire) 4 Crabtree - Area of Special Character 81 Craddock Road, Arbourthorne - housing site at 160 Creches (see Community Facilities) Crematoria 229, 231-232 Crime 29, 41, 43, 46, 50, 69 Crookes - Area of Special Character 81 - District Shopping Centre 190 Crookes Valley Park

- improvements to 301 Cross House Road, Grenoside - housing site at 160 Cross Park 302 Crystal Peaks - District Shopping Centre 190, 301 - leisure facilities at 301 Cultural facilities 13, 15, 36, 38, 181 Cultural Industries Quarter 299-300 Culverting (of rivers and streams) 107-108 Cuthbert Bank Road - Park and Ride Facilities 258, 303 Cycle Lanes 273 Cycle Parking Guidelines 295-297 Cycle Routes 51, 53, 107, 263-264, 273, 275, 303 Cycleways - Design of 43, 46, 50, 56, 70-71 Cycling 99 - facilities 70, 174, 200-201, 234, 263 - Promoting 24, 34, 45, 48-49, 51, 53, 55-56, 58, 113, 119, 259-265 Cyclists 11, 16, 24-25, 33, 37-38, 55-58, 69, 71, 184, 191, 259-260, 262-266, 269, 272-274 D Dams 106-107 Darnall 244, 299, 303 - District Shopping Centre 190, 299 Darnall District Plan 4 Darnall Road 212 Deepcar 264, 303 - new railway station 257 - Park and Ride Facilities 258 Demolition 19, 75, 122, 126

- in Areas of Special Character 81

- in Conservation Areas 78

- of houses 144-146

Dental Hospital 175

Department of the Environment, Transport and the Regions 30

Derelict land 10, 12-13, 19, 24, 34, 90, 103-104, 109, 115, 125-127, 212, 246-248, 299, 302

Design 60-76

- for Vehicles 43, 46, 50, 69-70

- In Areas of Special Architectural or Historic Interest **80**

- of Buildings 18, 43, 48-49, 52, **64-65**, 119, 139, 161
- of Buildings Used by the Public 43, 46, 50, 52, **66-68**
- of Cycleways 43, 46, 50, 56, 70-71
- of New Housing Developments 44, 46, 52, 151, **163-164**
- of Pedestrian Routes 43, 46, 50, 56, **70-71**
- of Public Spaces 43, 46, 50, 56, 70-71
- of Retail Development 44, 47, 51-52
- of Streets 43, 46, 50, 56, 70-71

Desired Green Links 17, 98-99

Despoiled land 19, 24, 126, 246-248

Developers

- negotiations with 305
- Devonshire Street 187, 301

- Area of Special Character 82

Disabled Persons Act 1980 41

Disadvantaged People 9, 12, 15-16, 20, 32-33, 35-37, 60, 65, 70, 91, 137-138, 146, 170, 173, 182, 202, 223, 233, 251

- What the Plan does for 5, 41-58

District Centres 42, 47

- Development in 21, 188-190
- Development Sites in 190
- Shop Development Outside **191-193**, 194

- Shopping in 188-190 District parks 228-229, 234 - proposed 235, 301 District Shopping Centres 13, 129-132, 155, 157, 176-177, 182-184, 260, 280-281 - Development in 20-21, 137, 188-190, 194-196. 198 - environmental improvements in 16, 62-63, 299 Division Street 62, 187, 301 DIY Stores 289, 291 Doctors Surgeries (see Community Facilities) Don Valley 62, 256 Don Valley Stadium 73 Doncaster Metropolitan Borough Council 3 Doncaster Street 300 Dore - Conservation Area 80 - Park and Ride Facilities 258, 303 Dore Road - Area of Special Character 82 Douglas Road 273 Drainage 110, 304-305 Drakehouse 304 Drakehouse Retail Park 199 Drop in centres (see Offices Used by the Public) Dumpit sites (see Recycling Centres) Dungworth - Area of Special Character 82 Dunmow Road, Firvale - housing site at 160

Ε

East End 6 - housing sites 14 East Coast Mainline Railway 283 Ecclesfield 302 - as a location for industry 13, 18, 124 - new railway station 256, 302 - Park and Ride Facilities 258, 303 **Ecclesfield Allotments** - housing site at 160 Ecclesfield Common 303 Ecclesfield Conservation Area 79 Ecclesall Road 302 - District Shopping Centre 190 Eckington Way 273 Economic Development 122, 123-127 Economic Development Plan 122 Education - facilities (see also Community Facilities) 10, 13, 300 Elderly people (see Older People) Ellesmere 303 Emergency services 263, 282 Employment 48, 122, 123-124 Employment Act 1944 41, 43 Employment Act 1958 43 Employment and Economic Development 18 Endcliffe Conservation Area 80 Energy 33 - Alternative Sources of 117-118 - Conservation 11, 18, 60, 64-65, 117, 119 - minerals 23, 239-240 - Resources 89, 116-119, 259 - Wind 117, 118-119 Enforcement Action 305 English Heritage 77, 83, 85, 304 English Nature 90-91, 99, 101, 107, 304 English Partnerships 304 English Tourist Board 221, 304 Entertainment facilities (see Leisure and

recreation facilities) Environment Agency 90-91, 108, 110-113, 115-116, 238, 242 Environmental Appraisal 307 Environmental Assessment 100, 102-103. 112-114, 116, 119, 240, 243-244, 246, 305-306 Environmental buffer 102-103, 139, 162, 178, 199-200, 217-218, 226, 234 Environmental Improvements 16, 32, 43, 46, 54-56, 62-64, 70-71, 184, 202, 220-221, 276, 299, 305 - In Housing Areas 56, 165-166 Environmental Improvements Programme 71, 99 Environmental Improvement Schemes 60, 100.102-103 Environmental Protection Act 1990 238 Environmental Traffic Management Measures 268-269 Equal opportunities legislation 41 Estate agents (see Offices Used by the Public) Ethnic Minorities 33, 60, 64, 137, 152, 170 - What the Plan does for 5, 48-49 Europe 2000 (European Commission Report) 32 Europe 2000+ (European Commossion Report) 32 European Commission 30, 32, 53, 64, 304 - Action Programme, Towards Sustainability 33 - Green Paper on the Urban Environment 33 European Community 32 Ewden Beck 107 Exchange Brewery - Key Development Site 277 Exchange Place 72 Exchange Riverside 300 Exchange Street 72

Exhibition halls (see Leisure and Recreation Facilities)

Extensions 96

- design of 80, 161 - to houses in the Green Belt **93-94** Eyre Street 261

F

Factories (see Industry) Fargate 62, 72, 184 Fargate Area 185-186 Farming (see Agriculture) Fences 63, 74 Fife Street, Wincobank - housing site at 160 Fire Stations 291 Firth Park 84, 301-302 - District Shopping Centre 190, 299 Firvale 303 Fitzalan Square 72 Five Weirs Walk 108 Flats 57, 149-150, 151, 158, 195, 290, 292, 296 Flood Defence 109, 110 Flooding 109, 111 Flower Estate 303 - Area of Special Character 81 Fly-tipping 95 Food and drink outlets 128-132, 154, 156-157, 176-177, 183, 186-187, 194-196, 198, 205-209, 212, 215-216, 221, 223, 291, 293, 296 Footpaths 14, 80, 107, 166, 260-262 - maintenance of 71, 274-275 - Long-distance 261, 264-265, 303 Forestry 91 Forestry Authority 90-91, 104, 304

land reclamation 247
Fox Lane, Frecheville

housing site at 160

Freight 10, 26, 140-141, 257, 266, 282-286
Freight Facilities Grant 141
Fringe Industry and Business Areas 128

Development in 130-131, 140

Fulwood Conservation Area 80
Furnival Gate 72

G

Garage and transport depots 155, 157, 176, 187, 195-196, 198, 205-206, 208-209, 211-213, 215-216, 223, 289, 292 Garages (domestic) 97 Garden Centres 289, 292 Gardens 79, 97, 161-162, 167 - Historic 84, 226 Gell Street Conservation Area 80 General Cemetery, Sharrow 84 - Conservation Area 80 General Industry 128-133, 155, 157, 176-177, 187, 195-196, 198, 205-206, 208-209, 211-213, 215-216, 223, 293 General Industry Areas - Development in 128-130 - Lorry parks in 140, 284-285 George Street 72 Gleadless Town End - District Shopping Centre 190 Glen Howe Park 84 Global environment 10 Global warming 32, 105, 117, 259 Glossop Road 187 Golf courses 229, 233 Government Circulars 305 Government Guidance 30

Grants 124, 127 Graves Park 84 - improvements to 301 Graveyards 229, 231-232 Green Belt 5, 12, 14, 31, 34, 50, 54, 57, 89-94, 97-98, 111, 122, 144, 146, 230, 243, 283, 307 - boundary (alterations to) 89 - Development in the 17, 89-90 - House Extensions in the 93-94 - Housing Development in the 93 - New Building in the 91-92 Green Belt Environment - Development and the 92 Green Belt Landscape - Protection and Improvement of 17, 90-91 Green Belt Local Plan 3-4, 89 - Green Corridors 17, 98-99, 299 Green Environment 6, 17-18, 25-26, 43, 50, 52, 54, 56-57, 87-119, 134, 162, 179, 199, 217, 245, 255, 283 Green Links 17, 98-99 Green Network 14, 17, 50, 52, 54, 56-57, 63, 66, **98-99**, 100, 103-109, 138, 165, 225-226, 231-234, 265 Green spaces (see Open Space) Green wave technology 255 Greenfield development 15, 29, 34-35, 115, 146-147, 155, 247-248 Greenhill Conservation Area 79 Greenhouse effect 119, 251 Greenhouses 97 Greening the City 98-109 Greenland 303 Grenoside - Conservation Area 79 Grimesthorpe Road, Pitsmoor - housing site at 160

Groundwater 109 Guest houses (see also Hotels and Hostels) 156 Guided buses 255, 257 Gypsies 33

н

Hackenthorpe Conservation Area 79 - Park and Ride Facilities 258, 303 Hallamshire Hospital 282 Handsworth Colliery - land reclamation 247, 302 Handsworth Road - Area of Special Character 81 Hanover - Area of Special Character 82 - Conservation Area 80 - Mixed Use Area 210-212 Hartley Brook 107, 301-302 Hartshead 72 Health and Safety 136, 153, 158, 162, 178, 199.217 Health and Safety Executive 112 Health Authority 152-153 Health centres (see also Community Facilities) 169 Health facilities 10 Healthy Sheffield 2000 4, 31, 33, 259 Heart of the City Millennium Project 185 Heavy goods vehicles 25-26, 140, 167, 272, 284 Hedgerows 65, 98, 104-105, 179 Heeley - District Shopping Centre 190 - new railway station 256, 302 - Traffic Calming Area 267-268, 303 Heeley Sidings

- District Centre Development Site 190

Heritage 10, 15, 17, 23, 29-30, 32, 35, 61, 76, 83-84, 108, 138, 146, 174, 221, 224-225, 227,231, 245

Hesley Wood Tip, Chapeltown

- land reclamation 247, 302

High Amenity Zones 26, 45, 255, **262-263**, 267, 275, 277-280, 284- 285

High Green 14

High Street, City Centre 62, 72

High Street, Mosborough Village 273

- housing site at 160

Higher education 15, 36

Highfield 303

Highways improvement programme 71

Highways maintenance programme 71

Hillsborough

- District Shopping Centre 190, 208, 268

- Mixed Use Area 207-209
- Traffic Calming Area 267, 303

Hillsborough Barracks

- District Centre Development Site 190

Hillsborough Corner 303

- Hillsborough Park 84, 208
 - Conservation Area 79
 - improvements to 301
- Hillsborough Stadium 208
- Historic Buildings (see also Listed Buildings) **83**, 96-97

Historic Parks and Gardens 84, 226

Hoardings (see Advertisements)

Holbrook 264, 303

- as a location for industry 122

Holbrook Colliery

- land reclamation 302

Homeless People 148, 292

- Short-term Accommodation for 44, 46, 53-54, 57, **ISO-ISI**

- What the Plan does for 53-55

Horseriding 265

Hospitals (see also Residential Institutions) 169, 175-177, 269, 289, 292, 295

Hostels 128-130, 132, 134, 150, 155-157, 176-178, 187, 195, 199, 205-209, 211-213, 215-217, 223, 290, 292, 296

Hot-food take-aways (see food and drink outlets)

Hotels 128-130, 132, 134, 136, 154, 156-157, 176-178, 187, 194, 196, 198-199, 205-213, 215-217, 223-224, 289, 292, 296, 301, 304

House Builders Federation 148

House Extensions 304

- in the Green Belt 93-94

Household waste/refuse 117, 238, 244

Housing 15, 19-20, **143-168**, 176-177, 185, 187, 190, 194, 196, 198, 204-209, 211-212, 214-217, 223-224, 286, 289, 292, 296, 300, 304

- for Particular Groups of People 42, **148**-**154**
- for People in Need of Care 42, 44, 46, **152-153**
- for People on Low Incomes 20, 42, 46, 54
- for People with Disabilities (see Mobility Housing)
- in Industry and Business Areas 129-135, 136-137
- Land for 10, 19, 144-148, 156, 307
- Land Needed for New 19, 145
- low cost 42
- Renewal 16, 54, 56, 62-63, 145, 166-167
- Requirements 144-148
- Housing Areas 5, 13-14, 71, 74, 93, 116, 128, 230
 - Car parking in 281-282
 - Conditions on Development in 161-163

- Development in 154-156 - Environment of 130, 163-168 - Environmental Improvements in 56, 165-166 - Land Uses in 137. 154-163 - Reducing the Impact of Traffic in 24, 266 - Traffic in 24, 167-168, 269, 271 Housing Associations 304 Housing Development - Design of New 44, 46, 52, 163-164 - in the City Centre 158-159 - in the Green Belt 93 - Locations for 13-14, 19, 145-146 - Open Space in New 50, 52, 164-165 Housing Investment Programme 304 Housing Land - Five year supply of 146-147, 162 - Provision of 34, 307 Housing Land Survey 148 Housing Sites 159-161 Housing Strategy 31 Hunshelf - Area of Special Character 81 Hyde Park 207

I

Illuminated advertisement 74

Improving Health in Sheffield and Rotherham: The Transport Challenge 31, 33

Incineration (of waste) 117, 239

Indian people 48

Indoor leisure activities (see Built Leisure Facilities)

Indoor Recreation Facilities

- Development of Recreation Space for **227-228**

Indoor sports centres (see Leisure and Recreation Facilities) Industrial and Commercial Improvement Areas 124 Industrial Development 13, 30 - Locations for 18, 124-125 Industrial Land 103 - 5 year supply of 126-127, 133-134 Industrial Sites 34, 125, 133-134 Industrial waste 238 Industry 10, 41, 195, 286, 296, 304 - Siting Near to Sensitive Uses 139-140 Industry and Business 42-43 - Land for 10, 18-19, 122-123, 126-127 - Locations for 16, 18-19, 299-300 Industry and Business Areas 5, 127 - Conditions on Development in 134-135 - Housing and Residential Institutions in 136-137 - Land Uses in 128-141 - Open Space and Leisure Uses in 138-139.231 - Rail Freight Facilities in 140-141 - Training Centres and Community Facilities in 43, 46, 50, 54, 57, 137-138 - Visitor Accommodation in 135-136 Industry and Business Land Survey 127, 134 Infirmary Road 267 - housing site at 160 Informal recreation 63, 105 Information centres (see also Community Facilities) 169 Infrastructure 10, 18, 26, 123, 127, 253, 304 Inner City 29, 38, 50, 54, 57, 122, 144-147, 170, 230-231, 234, 265, 282 Inner Ring Road 13

Road Scheme 25, 38, 184, 272-273, 275,303

Inner Sheffield

- as a location for housing 14, 19

Institution Areas 5

- Conditions for Development in 178-179

- Development in 175-179

Institution: Education Areas 175

- Development in 177-178

Institution: Health Areas 175

- Development in 176-177

Institutions (see also Community Facilities) 128-132, **169-179**, 187, 194, 196, 205-216, 223

Insulation (sound) 150

Investment / /

J

Jessop Saviles, Brightside Lane

- land reclamation 247

Jobs 10, 12-13, 15, 35-36, 38, 41-42, 68, 95, 97, 122-124, 126, 132, 146, 154, 156, 162, 189, 205, 214, 220, 224

Johnson Lane, Ecclesfield

- land reclamation 247

К

Kelham 62 - Mixed Use Area **214-215** Kelham Island 299 - Conservation Area 79-80, 215 - Industrial Museum 215 Kettlebridge Road

- industrial site 300

Key Development Sites 277-278

Kilner Way

- Retail Park 199 Knowle Green, Dore - housing site at 161

L

Lakes 106-107 Land Reclamation 246-248 Land supply - for housing (see Housing Land) - for industry and business (see Industrial Land) Landfill gas 115, 117-118, 245 Landfill sites 114-115, 238-239, 241-243, 248 Landscape 17, 22,31, 83, 89-92, 94-96, 99, 103-104, 118, 302 Landscape Design 65-66 Landscaping 13, 17, 47, 49, 62, 64-66, 70, 74-75, 77, 92, 100, 107-109, 124, 140, 153, 166, 173-174, 233, 246, 302 Langsett Road 267 Launderettes 195, 212 Laverdene Avenue, Totley

- housing site at 160

Lecture Theatres (see also Community Facilities) 169

Leisure facilities

- New 22, 49, 51, 55, 57, 221-223

Leisure and Recreation 22-23, 29, 47, 96, 98-99, 106, 122, **219-235**

Leisure and recreation facilities 10, 13-15, 35-36, 43-44, 46-47, 56, 67, 97, 105, 128-132, 136, 155-157, 172-174, 176-177, 181, 185, 187-188, 190, 194-198, 205-211, 213-214, 216, 220-235, 247, 277, 291, 294-297, 301-302, 305

Leisure Uses

- in Industry and Business Areas **138**-**139**

- New 22, 221-223

Leopold Street 62 Leppings Lane 208 Libraries (see also Community Facilities) 43, 46, 169-170, 293 Lighting 49, 62, 64, 70, 166, 299 Lindsay Road School - housing site at 160 Listed Buildings 76, 216, 305 - demolition of 79, 82 - Development Affecting 17, 82-83, 97, 118, 226 Little Don 107, 115 Local Nature Reserves 42-43, 101-102, 118, 301 Local Nature Sites 102-103, 247 Local Open Space 52 - Development in 230-231 Local Shopping Centres 42, 47, 129-132, 155, 157, 176-177, 182, 188 - Development in 137, 194-196, 198 - environmental improvements in 16, 62-63 Lodge Moor Hospital - housing site 147, 161, 300 London Road - District Shopping Centre 190 Long-distance Paths 264-265 Lorry Parks 131-132 - in General Industry Areas 128-129, 140 Low-cost housing (see Affordable Housing) Lower Don Valley 15, 35-37, 108, 264, 299-300, 303 - as a location for industry 13, 16, 18, 122, 124 Loxley and Wadsley Common - countryside management 302 - proposed Local Nature Reserve 101, 301 Loxley Valley

Area of Special Character 81
 countryside management 302
 Lumley Street Sidings, Attercliffe
 land reclamation 247
 Lyceum Theatre 73

М

MI Corridor 16, 62-63 MI Motorway 13, 18, 124, 126, 140, 283, 286 - Junction 35 299, 303 Main Street, Grenoside - Area of Special Character 81 Major development sites (in the Green Belt) 92 Major developments 10, 44, 67, 73, 114, 172-174, 260, 262-263 Major Shop Developments 67 - Location of 20 Malin Bridge 303 Manchester Road, Stocksbridge - District Centre Development Site 190 Manor Estate 299, 303 - housing sites 160, 300 Manor Top - District Shopping Centre 190, 205 - Park and Ride Facilities 258, 303 Manufacturing 122, 133, 135 Marinas 293 Markets (The) 185 Market trading 72 Masts (telecommunications) 75-76 Mather Road, Darnall - housing site at 160 Matilda Street 299 Mayfield Valley Area of Special Character 82

350

Meadowhall 29-30, 36-38, 181-183, 188, 262, 264, 303 - as a location for business development 19.125-126 - Development at 21, 191, 196-197 - Interchange 36 Meadowhall Retail Park 199 Medical Centres (see also Community Facilities) 43, 46, 169 Medipark 300 Meersbrook - Traffic Calming Area 267-268, 303 Meersbrook Park 84, 301 Meeting places (see also Community Facilities) 47, 55, 57, 137, 169, 173-174, 195, 304-305 Methane gas 115, 117 Middlewood Hospital - housing site at 147, 159, 300 Middlewood Road 268 Midhopestones Conservation Area 79 Midland Main Line Railway 283 Midland Railway Station 51, 53, 62, 261 Millhouses - new railway station 256, 302 - Park and Ride facilities 258, 303 Millhouses Park - improvements to 301 Mineral Reserves 10 - Conservation of 240-241 Mineral Working 23, 111, 238, 239-240 - Environmental impact of 245-246 Minerals, Waste and Reclamation 6, 23-24, 237-248 Minimum guideline (for recreation space) 164, 228-231, 234 Ministry of Agriculture, Fisheries and Food 90, 95, 104 Mixed Use Areas 5, 22, 203-218

- Conditions on Development in 217-218 Mobile homes 153 Mobility Housing 20, 42, 44, 46, 151-152 Monument Ground 84 Moor (The) 61, 72, 184 Moor Valley, Owlthorpe - housing site at 160 Moorfields 72 Moorfoot 300 Moorland 98 Mosborough 6 - as a location for housing development 14, 19, 145-146 - as a location for industry 13, 122 - new district park at 235, 301 - Supertram link 256 Mosborough Country Walk - countryside management 302 Mosborough Moor, Mosborough Village - housing sites 160 Mosborough Parkway 264, 268, 303 - proposed road schemes 273 Mosborough townships 12 Mosborough Village - Area of Special Character 81 - housing sites at 160 - new District Park at 235, 301 - new school at 171 Moss Brook 107 Moss Valley - countryside management 302 Moss Way - Park and Ride Facilities 258, 303 Moss Way Extension - proposed road scheme 125, 272-273, 303 Mount Pleasant, Chapeltown 81

Murals 62 Museums 169, 221, 291, 295

Ν

- National Farmers Union 95
- National Health Service and Community Care Act 1990 41
- National Playing Fields Association 229
- National Travel Survey 259
- Natural environment 14, 17, 19, 23, 29-30, 89, 92, 99-100, 112, 117, 147, 224
- Natural resources 60, 64-65
- Nature conservation 16, 22, 32, 61-63, 66, 89-90, 95-96, 98-108, 220-221, 225, 247, 301
- Nature Conservation and Development 17, 99-100
- Nature Conservation Sites 92, 101-103, 118, 173-174, 221, 226, 248

Nature Conservation Strategy (see Sheffield Nature Conservation Strategy)

Neepsend 299

- Nether Edge
 - Area of Special Character 81
 - Traffic Calming Area 267, 303
- Nether Edge Housing Area
 - Development in 154, 157-158
- Netherthorpe 303
 - housing site at
- Nightclubs (see Leisure and Recreation Facilities)
- Noise 11, 69, 118, 124, 156-158, 178, 199, 206, 217, 235, 253, 266, 283
 - Pollution 111-112, **113-114**, 136, 256, 284
- Non-renewable resources 32, 89
- Norfolk Park 84
 - Area of Special Character 81
 - improvements to 299, 301

Norfolk Park Estate 303 Norfolk Road Conservation Area 79 Norfolk Row 72 North East 6 North West 6 North West Inner City Action Area 299 Northern General Hospital 175, 301 Northumberland Road 211 - Conservation Area 80 Norton Conservation Area 79 Nunnery Sidings - as a location for business development 19, 125, 300 Nurseries (see also Community Facilities) 48, 169, 172, 201-202, 290, 293, 296 Nursing Homes (see also Residential

0

Institutions) 44, 46, 152

Oakes Park 84 - Conservation Area 79 Oakham Drive, Parkwood Springs - proposed road scheme 25, 272-273 Office of Passenger Rail Franchising 256-257 Offices (see also Business) 13-14, 36, 38, 41, 122-123, 125-126, 129, 154, 157-158, 181, 190, 289, 293, 296, 304 Offices used by the public 128-132, 154, 157, 176-177, 186-187, 194-196, 198, 205-212, 215, 223, 291, 295 Off-street parking 134, 149, 161, 167-168 Older People 11, 33, 60, 64, 66-67, 70, 137, 148, 152, 170, 233, 260-262, 265-266, 290, 292 - What the Plan Does for 45-48 Onesacre - Area of Special Character 81

On-street parking 167-168

Open Space 14, 23, 42, 79, 81, 98-99, 128-129, 131-132, 207-210, 213-214, 216, 220-235, 305 - Improvements to Provision of 58 - Improving 44, 47, 49, 53, 58, 232-234 - in Housing Areas 147, 154-157, 159, 161-164 - in Industry and Business Areas 138-139 - in New Housing Developments 50, 52, 152, 164-165, 235, 306 - Local 230-231 - New 17, 49, 51, 62, 234-235 - Protection from Built Development 32, 225-232 Open Space Areas 5, 72 - Development in 226-227, 228-230, 243 Open storage 128-133, 155, 157, 176-177, 187, 195-196, 205-206, 208-209, 211-216, 223-224 Oughtibridge 240 - Area of Special Character 81 Oughtibridge Forge - housing site at 159 **Oughtibridge Station** - housing site at 159 Outdoor recreation 23, 90-91, 164-165 Outer Ring Road 303 - Prince of Wales Road (A6102) 225, 272-273 Owlerton 303 Owlthorpe 301 - housing sites at 160, 300 Oxclose 303 - as a location for Industry 181, 124, 300 - housing site at 160 - industrial and business site at 133 Oxford Street Open Space - improvements to 301

Ρ

Pakistani people 48

- Paradise Square 72
- Park and Ride facilities 13, 24, 37, 174, 184, 213, 252, 254-156, **257-259**, 263, 283, 303

Park Grange Road 61

- Park Hill 61, 303
- Parking 11, 34, 46, 50, 66, 69, 80, 97, 181, 189, **275-282**, 305
 - for heavy goods vehicles 284
 - for people with disabilities 43 69, 233, **289, 291**
 - in Residential Areas 167-168, 269
 - Long-stay (Public) 258, 269, 277, 279
 - off-street 134, 167, 179, 199-200, 217, 278, 280-281, 291, 301
 - on-street 218, 267, 277, 281-282

- Operational 289

- Short-stay (Public) 13, 45, 51, 53, 251, 258, 277-279, **280-281**

Parking Guidelines 25, 201, 276-278, 282, 288-298

Parks (see also Recreation Space) 14, 98-99, 221, 225-235, 264, 301, 305

Historic 84, 226

Parks Regeneration Strategy 31

Parkwood Springs 300-302

- Waste Disposal Area 243

Parson Cross 303

Parson Cross Park 301

Part I (of the UDP) 5, 7-26

Part II (of the UDP) 5, 12, 27-308

Partially sighted people (see People with Disabilities)

Passenger Transport Authority (South Yorkshire) 253, 256

Passenger Transport Executive (South Yorkshire) 45, 48, 51, 53, 71, 254-259

- Pavements (see Pedestrian Routes)
- Paving 63, 70, 299
- Peace Gardens 72
- Peak National Park 3, 14, 29, 94, **95-96**, 118, 258, 265
- Peak Park Planning Board 3
- Pedestrian Routes 51, 53, 72, 108, 260-262

- Design of 43, 46, 50, 56, 70-71

- Pedestrians 11, 13, 16, 21, 24-25, 33, 37-38, 42, 45, 47-48, 52, 55, 57, 64, 69, 71, 174, 181, 184, 191, 193, 199-201, 234, 251, 255, 257, 259-262, 264-266, 268, 270, 272-273, 275, 281-282, 305
 - Safety of 161
- Penistone Road (A61) 13, 207-208
- People on Low Incomes 9, 11, 166, 170, 172, 202, 222, 234
 - Housing for 54, 148-149
 - What the Plan does for **53-55**

People with disabilities 9, 11, 21-22, 33, 41, 60, 64, 70, 137, 148, 150-152, 164, 170, 184, 200, 202, 220, 222, 232-233, 251, 253-256, 259-262, 265, 275, 306

- access for 24, 66-68, 101, 107-108, 191
- Access to Workplaces for 68
- housing for (see Mobility Housing)
- parking for 225, 69, 276-278, **289**, 290, **291**, 292, 296
- What the Plan does for 5, 42-45

People with young children 22, 41, 64, 66-67, 70, 202, 222, 232, 259-262, 265, 292

- What the Plan does for **52-53**

Permitted development rights 77, 97

Petrol filling stations 130, 132, 155, ,157, 176, 187, 195, 205, 209-211, 213-216, 292

Philadelphia 299

- Pinstone Street 72
- Pipelines 245-246

Pismire Hill

- housing site at 160

Pitsmoor

- Area of Special Character 81

Pitsmoor Road 61

Places of Worship (see Religious Meeting Places)

Planning Briefs 36, 39, 61, 68, 73, 77, 79-81, 83-84, 99, 107-108, 118-119, 125-126, 158-159, 161, 163-165, 177-179, 184, 190, 193, 196, 199-200, 202, 205, 209, 211, 213-215, 217-218, 224-225, 227, 230-231, 233, 235, 267, 306

Planning gain (see Community Benefits)

Planning Policy Guidance (PPG) Notes 30

Planning Powers 305

Play areas 52, 56, 169

Play facilities (see children's play areas)

Playgrounds (see children's playspace)

Playing fields (see also Recreation Space) 14, 32, 98, 230

Police Architectural Liaison Officer 71

Police Stations 293, 296

Policy Areas 5

Policy Background Papers 6

Pollution 10-13, 18, 29, 32, 38, 89, 102, 111-116, 124, 136, 153, 192, 243, 245-246, 258, 305

Pollution control 89, 242

Pond Hill

- City Centre Development Site 185, 300

Ponds 106-107, 179

Ponds Forge 302

Population 144-145

Porter Brook 107, 116, 264

Porter Clough 264, 303

Porter Valley 106

Porter Valley parks 84

Portobello 301

- Area of Special Character 82

Post Office - Key Development Site 277 Poster advertisements 74-75 Pot Clay 240-241 Power stations 305 Primary shopping areas Prince of Wales Road - proposed road scheme 272-273 Priority Regeneration Areas 303-304 Private transport 21, 25, 125-126, 184, 191, 251-252, 269-270, 275-278 Proposals Map 5-6 Psalter Lane - Institution/Education Area 178 Public Art 73-74, 174, 305 Public Inquiry (UDP) 4 Public Involvement 306 Publics rights of way 107, 262 Public services 13, 15, 36 Public Spaces 13, 38, 72-73, 226, 273 - Design of 43, 46, 50, 56, 70-71 Public Transport 10-11, 13, 15-16, 20-22, 25-26, 32, 34-38, 42-44, 47, 50, 55, 57, 66-67, 70-71, 113, 122-123, 125-126, 137-139, 146, 152, 170, 174, 184, 189, 191-193, 198, 201, 222, 251, 267, 269-271, 273, 276, 278-279, 283, 285-286 - Promoting 24, 44, 47, 49, 51, 53, 55-56, 58, 119, 252-259 Public utilities 293 Pubs (see food and drink outlets) Pye Bank 303

Q

Queen Street, Mosborough Village - housing site at 160, 300 Queens Road Retail Park 199

R

Race Relations Act 1976 41 Rail Freight Facilities 26, 284-285 - in Industry and Business Areas 140-141 Rail links 10, 26, 125, 141, 245-246, 303 Rail network 48-49, 51, 53, 55-56, 58, 129, 253, 256-258, 283, 302 Rail Routes 18 - Protecting 257 Rail services 13, 24, 252 Rail Use - Promoting 45, 48, 256-257 Railtrack 254 Railway arches 62 Railway embankments 98, 225 Railway lines - passenger 16, 63, 124, 283 - disused 265 Railway Station (Midland) 51, 53, 62, 261 Railway Stations 263, 278, 290, 294, 297 - new 213-214, 256, 302 Railway Act 257 Ramsar Sites 101 Ranmoor Conservation Area 80 Reclamation 23-24 - of land 24, 127, 246-248, 299, 302 - of waste materials 23. 244-245 Recreation 16, 104, 106-108 Recreation Space 20, 164-165 - Development for Indoor Recreation Facilities 227-228 - Development for Non-Recreational Uses 147, 228-230, 231 Recycling

- centres 244-245

- derelict land 34-35, 122, 127, 147,

246-248 - facilities 201-202 - of waste 23, 238-239, 241, 244-245 Recycling 2000 Forum 244 Refurbishment (of buildings) 16, 43-45, 50, 60, 64-65, 67, 144, 148, 204 Regeneration 9-10, 12, 15-17, 26, 30, 33, 35, 37, 63, 82, 89-90, 116, 122, 125, 129, 134, 136-137, 144, 146-147, 174, 181, 183, 193, 204, 207, 238, 247, 252-253, 256, 263, 276, 278, 283, 299 - and Land use 34 Regional Centres 297 - Sheffield as a Regional Planning Guidance for Yorkshire and Humberside 30, 307 Regional Planning Guidance Notes 30 Registered Social Landlords 148-150, 153 Religious groups 33 Religious meeting places (see also Community Facilities) 48, 169-170, 293, 296 Renewal (see Housing renewal) Reservoirs 98. 106-107 **Residential Areas** - Car Parking in 281-282 Residential Institutions 154, 156-157, 159, 161, 176-178, 187, 190, 194, 196, 198-199, 205-206, 208-209, 211-212, 215-217.223-224 - in Industry and Business Areas 129-132, 134. 136-137 Restaurants (see food and drink outlets) Restoration (of mineral workings) 239-240, 245-246 Retail Core (in the City Centre) 38, 184 - Development of Frontages in 185-186, 187 Retail Development (see also Shopping) 20-22 - Design of 47, 51-52, 200-202 Retail Parks 20-21, 183, 188, 190-193

- Development in 197-199 Retail Study (for Sheffield) 183 Retail warehouses 181, 183, 188, 190-193, 197-199, 290, 293-295, 297 Richmond Park 301 Ringinglow - Area of Special Character 82 Rivelin Vallen 105 River Don 13, 38, 107-108, 110, 115-116, 208, 215, 264, 299, 302 River Loxley 107, 116 River Rivelin 107, 116 River Rother 107-108, 110, 115-116 River Sheaf 107-108, 110, 115-116, 214, 299, 302 Rivers 14, 16, 63, 98, 107-108, 299 - access to 302 Road - accidents 251, 259-260, 266-267, 277 - links 10, 26, 125 - Maintenance 174-175 - network 13, 21, 26, 129, 134, 161, 179, 192, 196, 199, 217, 276, 283, 295-286 - safety 25, 251, 266, 272, 282 - verges 98 Road Safety Plan 33, 251 Road Schemes 25, 271, 274 - Protecting Future 274 Roads 10, 16, 36, 80, 161, 166, 269-275, 304 - Strategic Network 16, 24-26, 62, 124, 266, 269-271, 273, 275, 279 Rockingham Street 62 Roscoe Bank - Area of Special Character 81 Rotherham Borough Council 3, 109 Rotherham Road, Halfway - housing site at 160

Royal Hallamshire Hospital 175, 301 Royal Hospital, West Street - City Centre Development Site 300 Royal Mail Office 185 Rural Buildings - Reuse and Adaptation of **96-97** Rural Economy (the) **94-97**, 104, 122, 221-222 Rushley Avenue, Dore 89

S

St. Lawrence Road

- housing site at 160

St. Mary's Gate 300

Savile Street

- as a location for business development 19, 125

Schedule of Historic Buildings of Local Interest 83

Schedule of Historic Parks and Gardens 84

Scheduled Ancient Monuments 84-86, 226

Schools (see also Community Facilities) 29, 67, 169-171, 174, 224, 266, 294-295

Science Park 73, 124

- business site at 133

Scrapyards 128-129, 131-132, 155, 157, 176-177, 187, 195-196, 198, 205-206, 208-209, 211-213, 215-216, 223, 244

Sculpture 62

Seating 47, 62, 66, 166, 299

Security 49, 62, 64-65, 70-71, 261

Sensitive Uses

- Siting near to Industries 139-140

Service industry waste

Sewage 111, 116

Sex Discrimination Act 1975 41

Shalesmoor 299

Shared housing 57, 149-150 Sharrow 299 Sheaf Street 300 Sheaf Valley 62, 107, 184, 302 - as a location for industry 13, 18, 122, 124 Sheffield Airport 13, 18, 114, 124, 283, 300 Sheffield and Tinsley Canal 16, 26, 62, 108-109, 115-116,212, 216, 245-246, 284-285, 299 Sheffield Castle 85 Sheffield Children's Service Plan 31, 33 Sheffield Draft Charter for the Environment 31-33 Sheffield's Community Care Plan 31, 33 Sheffield Economic Development Plan 4, 31-32 Sheffield - Growing Together 4, 31-33 Sheffield Hallam University 13, 29-30, 38, 169, 175, 177-178, 181, 221, 269, 290, 294-295, 300, 304 Sheffield Health Authority 177 Sheffield Investment and Development Agency 124 Sheffield Joint Venture Company Limited 148-149 Sheffield Nature Conservation Strategy 31-32, 100, 102-103, 105, 234 Sheffield Parkway 61, 207, 300 Sheffield Recycling Action Programme 244 Sheffield Road, Mosborough Village - housing site at 160 Sheffield Road, Tinsley - industrial site at 300 - land reclamation sites 247, 302 Sheffield Science Park 29, 73, 124 - business site at 300 Sheffield Technology Park 212, 300 Sheffield Tourism Initiative 31, 221 Sheffield Unemployment Unit 53

Sheffield United Football Club 210 Sheffield Wednesday Football Club 207-209 Sheffield's Children's Service Plan 31 Sheffield's Plan for Schools 31 Sheltered accommodation (see also Housing for People in Need of Care) 44, 46, 152 Shire Brook 107, 115-116, 304 Shirebrook Valley - countryside management 302 - proposed Local Nature Reserve 301 Shiregreen 299 Shirland Lane, Darnall 212 Shirtcliff Brook 107 Shirtcliff Brook Valley countryside management 302 - proposed Local Nature Reserve 101 Shopping 15, 20-22, 29, 36, 42, 47, 122, 181-202, 277,286, 301 - in the City Centre 42, 47, 181, 182-188, 301 - Locations (outside the City Centre) 188-200 Shopping Areas 5, 159 - Conditions on Development in 199-200 Shop Development 293-294 - Outside the Central Shopping Area and District Centres 21-22, 191-193 Shop Developments (Major) 20, 67, 196-197 - Conditions on 193-194 Shopping Centres 150, 152, 172, 195, 199, 269 - Design of 67, 200-202 - District 13, 20-21, 129-132, 137, 155, 157, 176-177, 182-184, 188-190, 194-196, 198, 260, 280-281, 299 - Improvements to 202 - Local 16, 42, 47, 62-63, 129-132, 137, 155, 157, 176-177, 182, 188, 194-196, 198

- traffic calming in 24, 266-267

Shops 10, 14, 185-187, 190, 194-196, 198, 304

- 280 sq.m. and less 21, 128-132, 154-155, 157, 159, 176-177, 191, 205-207, 209, 211-213, 215-216, 223-224, 297
- Design of and Improvement of 43, 46, **200-202**
- larger than 280 sq.m. 129-132, 155, 157, 176-177, 205-216, 223
- Major non-food 182-184, 188-189, 191-192, 196, 290
- Major food 183, 188-189, 192, 290

Shoreham Street 210

- Local Shopping Centre 209

Short-stay car parking (see Parking)

- Short-Term Accommodation (for Homeless People) 44, 46, 53-54, 57
- Signposting 63, 70, 261, 263, 299
- Single Regeneration Budget 64, 78, 235, 304

Sites of Scientific Interest 102

Sites of Special Scientific Interest 43, 101-102, 118

Skelton Lane, Beighton

- housing site at 160

Small firms

- locations for 19, 125

Small shops (see Shops: 280 sq.m. and less)

Smithfields 300

Smithywood

- as a location for industry 18, 124
Smithywood Cokeworks, Chapeltown

- industrial site at 133

Soaphouse Lane, Woodhouse

- housing site at 160

Solar Energy 117
Solly Street 62
South East 6
South Sheffield 6

South Sheffield Demonstration Project (The Wedge) 252, 267-268, 302

South West 6, 14

South Yorkshire 16, 20, 37, 146

South Yorkshire Archaeology Service 85-86

South Yorkshire County Minerals Plan 238

South Yorkshire Forest 14, 18, 54, 91, 99-100, 103-104, 105, 174, 233, 235, 247-248, 265

South Yorkshire Forest Plan 31, 104

South Yorkshire Joint Transport Bid 31-32

South Yorkshire Passenger Transport Authority (SYPTA) 253, 256

South Yorkshire Passenger Transport Executive (SYPTE) 45, 48, 51, 53, 71, 254-259

South Yorkshire Sites and Monument Record 85

South Yorkshire Structure Plan 4

South Yorkshire Supertram Limited 258

Special Areas of Conservation 101

Special Protection Areas 101

Spital Hill 299

- District Shopping Centre 190, 299

Sport (see also Leisure and Recreation) 14, 29-30, 91, 96, 104, 164-165, 221

Sports Council 304

Sports centres/facilities (see Leisure and Recreation Facilities)

Sports grounds (see Recreation space)

Sports halls (see Leisure and Recreation Facilities)

Squares (see also Public Spaces) 72

Squash courts (see Leisure and Recreation Facilities)

Staniforth Road

- District Centre Development Site 190

Stannington Village

- Area of Special Character 81

Station Road, Deepcar

- land reclamation 247, 302

Steel Bank - Area of Special Character 81 Stocksbridge 6, 14 - as a location for industry 18, 122, 124 - countryside management 302 - District Centre Development Site 190 - District Shopping Centre 190 - new railway station 257 - Park and Ride Facilities 258 Stocksbridge District Plan 4 Stoneley Crescent, Charnock Hall - Housing site at 160 Strategic Cycle/Footpath Network 264-265 Strategic Guidance for South Yorkshire 3, 30 Strategic Policies - A City Centre for People 16, 37-39 - A City for People 15, 35-36 - Sheffield as a Regional Centre 15-16, 36-37 Strategic Road Network 16, 24-25, 62, 124, 266, 269-271, 273, 275, 279, 284, 303 Strategic roads 14, 18, 130, 132 Strategic sites 127 Strategy (the) 9-14 - Aims of 9-11 - How it Developed 5, 29-34 - in Outline 9 - How the Aims will be Balanced 11-12 - Support for the Aims of 31-33 - Support for the Balance of 33-34 - What it will Mean on the Ground 12-14 Streams 14, 98, 107-108 Street furniture 51, 55, 57, 70, 77, 174, 304 Streets - Design of 43, 46, 50, 56, 70-71

Students 33, 145, 149, 158, 175, 178, 292, 295, 301

Subways 71, 261, 264 Suffolk Road 300 Summary - of Policies and Proposals 15-26 Superbuses 254-255 Superstores (see Shops) Supertram 13, 24, 26, 37, 184, 207, 212, 252, 254, **255-256**, 257-258, 263, 267-268, 278, 285-286, 294, 297 - Routes 16, 18, 63, 124, 303 - Supporting and Promoting 42, 45, 47, 49, 51, 53, 55-56, 58 Supplementary Planning Guidance 36, 39, 61, 68, 71-73, 77, 79-81, 83-84, 99, 107-108, 118-119, 125-126, 130-131, 133-137, 139-140, 146, 150, 156, 158-159, 161, 163-165, 177-179, 184, 186, 188, 190, 193, 196, 199-200, 202, 206-207, 209, 211, 213-215, 217-218, 224-225, 227, 230-231, 233, 235, 306 Surgeries (see Community Facilities) Sustainable - Development 9. 33-34, 60, 238, 244, 251, 307 - environment 103 Swimming pools (see also Leisure and Recreation Facilities) 169 т Take-aways (see food and drink outlets) Tapton - Area of Special Character 82 Taxi and vehicle hire businesses 155, 157, 205, 212.215 Taxis 290, 294 Technology Park, Attercliffe - housing site at 160 Telecommunications 75-76, 304 Telephone exchanges 294

Temporary buildings 65 - in Conservation Areas 65 Tennis courts (see Leisure and Recreation Facilities) Theatres (see also Leisure and Recreation Facilities) 43, 46 'This Common Inheritance' (Government White Paper) 31, 34 Thorncliffe, Chapeltown - housing site at 160 - land reclamation 247, 302 Thorncliffe Lane - housing site at 160 Tinsley Marshalling Yard 299 Tinsley Park - industrial site at 133, 299-300 - land reclamation 238, 302 - new open space at 235 Tipping (see also Waste Management) 23, 238, 241-246, 248 Toilet facilities 43, 46, 50-52, 66-68, 169, 173-174, 233, 304-305 Totley - Conservation Area 79 - housing sites at 147 **Totley Bents** - Area of Special Character 82 Totley Campus 175 - housing site at 160, 300 Totley Brook, Totley - new railway station 256 Tourism 10, 13, 15, 22, 33, 36, 63, 95, 122, 136, 138, **220-221**, 283, 301 Town and Country Planning Act 1990 30 Town Hall 62 Town Hall Square 72 Townhead, Wadsley - Area of Special Character 81

Townscape 60-76, 77, 107

- Design of 16, 60-61

Traffic 10, 13-14, 18, 24-25, 29, 34-35, 70-71, 140, 187, 192-193, 197, 245-246, 252, 254, 262, 286

- in Housing Areas 24, 156-157, 163, 167-168

Traffic Calming 14, 24, 45, 48-49, 51, 55-56, 58, 167-168, 184, **265-269**, 303

- Area-wide 267-268, 269, 274

Traffic Demand

- Management of 25, 271

Traffic Management Measures 256

Traffic Management Measures (Environmental) 32, 113-114, 119, 184, **268-269**, 282

Traffic Regulation Orders 268-269, 271, 282

Training Centres (see also Community Facilities) 48, 128, 131, 169, 172, 174

- in Industry and Business Areas 43, 46, 50, 54, 57, **137-138**
- Trans-Pennine Trail 265

Transport 6, 15, 18, 24-26, 33, 35, 42, 125, 128, 179, **249-297**

- Infrastructure and Development 26, 125, 174, **285-287**
- National and International 26, 282-285
- Transport Cafes 294

Transport depots (see garage and transport depots)

Transport interchange 260-261, 268

Transport Policies and Programme 31-33, 273, 304

Travellers 42, 148

- Sites for 58, **153-154**

- What the Plan does for 58

Tree planting 91, 103-104, 140, 166, 299, 302

Tree Preservation Orders 79, 105, 305

Trees 65-66, 77-79, 81, **103-106**, 179, 226 Tudor Square 72-73

υ

Urban Traffic Control System 269 Undeveloped land (see also Greenfield sites) 12 Unemployed People 48, 137, 170 - What the Plan does for 53-55 Unemployment 122-123, 137 Union Lane 277 Union Street - City Centre Development Site 185, 277, 300-301 Unitary Development Plan - Consultation Report 3 - Continuing Public Involvement 306 - Deposit Version 4 - Draft for Public Consultation 3 - Environmental Appraisal of 307 - How it Affects Earlier Plans 4 - How to Use it 5-6 - Inspectors' Report 4 - Keeping it Up-to-Date 306 - Monitoring Report 307 - Public Inquiry 4 - Putting it into Action 6, 299-307 - Review of 30. 307 - Targets for Action 299 - What was Involved in Preparing it 3-4 - What it is 1-4 - Why it is being Produced 3 United Kingdom Strategy for Sustainable Development 31, 34 University of Sheffield 13, 29-30, 38, 169, 175, 177-178, 181, 221, 269, 282, 290, 294-295, 300, 304 Unstable Land 246, 248 Uplands 95-96 Upper Don Valley 303

- as a location for industry 13, 18, 122, 124
Upper Manor

- new community park at 235, 302
Upperthorpe 303

Use Classes Order 6, 315-317
Utility Services

- provision of 19-20, 126-127, 147, 304

٧

Vacant land 29, 34, 78, 90, 122, 125-127, 134-135, 281 Vehicle hire businesses (see taxi and vehicle hire businesses) Vehicles - Design for 43, 46, 50, 69-70 Victoria Quays 207, 300-301 - Mixed Use Area 216-217 Views and Vistas - in the Built-up Area 61, 226 - in the City Centre 61-62 Villages 12, 93-94, 97, 125 Visitor Accommodation - in Industry and Business Areas 128-130, 132 Visually impaired people 71 Voluntary organisations 30

W

Wadsley 268 - Conservation Area 79 Wadsley Bridge - new railway station 257 Walking 99 - Promoting 24, 34, 45, 48-49, 51, 53, 55-56, 58, 113, 119, **259-265** Walls 63, 80-81 Warehouses 41, 128-132, 155, 157, 176-177, 187, 195-196, 198, 205-206, 208-209, 211-216, 223-224, 294-295, 297 Washlands - Protection of III Waste 23, 33 - household 117, 238, 244 - industrial 238 Waste Disposal 111 Waste Disposal Areas 243-244 Waste Disposal Facilities 23, 242-243 Waste disposal licences 115, 238 Waste Disposal Operations - Environmental Impact of 245-246 Waste Management 23, 238-239, 241-242 Waste Management Plan for Sheffield 31, 239, 242 Waste materials 23 Water areas (see also Lakes, Ponds and Dams) 10, 14, 66, 98 Water guality 112, 115-116 Water Resources 89, 109-111 Water sports 233 Waterthorpe Greenway - Park and Ride Facilities 258, 303 Waterways (see River and Streams, and Canal) - Water Quality of 112, 115-116 'Wedge' project 252, 267-268, 302 Weedon Street, Carbrook - land reclamation 247 - office development at 300 Wellington Street 299-300 West Bar 72 - Key Development Site 272, 300 West Street 62, 187, 279-280 West Street (Co-op sites) - City Centre Development Site 185,

300-301 West Street (Royal Hospital) - City Centre Development Site 185 Westfield School, Halfway - housing site at 160 Weston Park 84 - Area of Special Character 82 Weston Park Hospital 175 Wetlands 101 Wharf Lane, Tinsley - land reclamation 247, 302 Wheata Wood - proposed Local Nature Reserve 101, 103 Wheelchair access (see access for people with disabilities) Whinfell Quarry Garden 84 Whirlow - Conservation Area 80 Whirlow Brook Park 84 Whirlow House, Whirlow - housing site at 161 Whirlow Green, Whirlow - housing site at 161 Whitley and Woodend - Area of Special Character 81 Wicker 62, 187, 299 Wildlife 10, 14, 17, 32, 98-108, 116, 138, 166, 174, 226, 232, 234 Wildlife sites 89, 101-103 Wilkinson Street 211 Willowcroft, Fulwood - housing site at 161 Wincobank 303 Wincobank Hill 303 Wincobank Wood 302

Wine bars (see food and drink outlets) Wisewood 268 Wolseley Road 271, 273 Women (see also Disadvantaged People) 33, 60, 64, 70, 137, 154, 170, 220, 222, 233, 260-262, 265 - What the Plan does for 5, 49-51 Wood Lane Depot - housing site 160 Wood Royd Road, Deepcar - Area of Special Character 81 Woodhead Road (A628) 283, 303 Woodhouse - Area of Special Character 81 - District Shopping Centre 190 Woodhouse East - housing site 160, 300 Woodhouse Lane, Beighton - housing site at 160 Woodland 14, 42, 98, 103-106 Woodland Policy 105 Woodland View - Area of Special Character 81 Woodseats - District Shopping Centre 190 Woodside Quarry Retail Park 199 Woolley Wood 302 - proposed Local Nature Reserve 102, 301 Workplaces - Access to 43, 68 World Student Games 220 Wortley Road, Chapeltown - Area of Special Character 81

Sheffield Unitary Development Plan - A City for People

Wind Energy 117, 118-119

Y

Yorkshire 29, 32 Yorkshire Water 108, 116 Young People 60, 70, 137, 149 - What the Plan Does for **56-58** Youth Centres (see also Community Facilities) 169-170