

MIXED USE AREAS

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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 MU11. The general locations are shown on Map 16 (opposite).

Policy MU1 sets the scene by outlining the basic principle underlying policies for all these areas.

MU1 MIXED USE AREAS

Definition

'Mixed Use Areas' - areas consisting of two or more major land uses, with no single use being dominant.

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.

MAP 16 Mixed Use Areas

 Metropolitan District Boundary

 Mixed Use Areas (number indicates Policy number in Mixed Use Areas Chapter)

For the Mixed Use Area boundaries see the Proposals Map



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 MU11.

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 MU11, 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 (B1) 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 MU11.

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 MU11, 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 (B1)

Housing (C3) except for Penistone Road frontage

Acceptable

Small shops (A1)

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 (A1) 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 MUI1 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 MUI1 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 MU11 and S5 as appropriate.

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.

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 ►

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 MUI 1.

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 MUI 1, see page 217.

For development in Conservation Areas, see also Policies BE15 to BE17, pages 76-80.

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.

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 MU11 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.

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 (A1)

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 MU11, see page 217.

For access to rivers, see Policy GE17, page 107.

All new development must also comply with Policy MU11.**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 (B1)

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 MUI 1.

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 MUI 1, 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 MUI 1 and T21 to T24, see below and pages 276-281.

MUI 0 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 (A1)****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 MUI 1 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.

MU11 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 off-street 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. ➤

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).