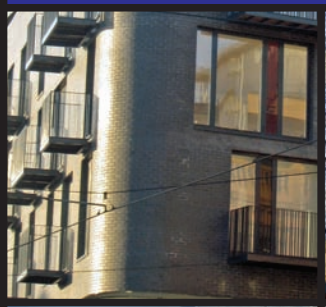
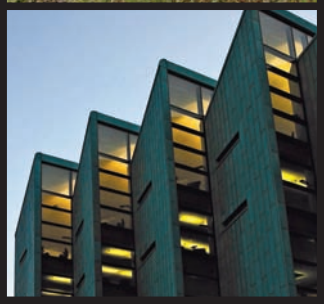
Sheffield Development Framework
Core Strategy

Adopted March 2009





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CUSTOMER SERVICE EXCELLENCE

Sheffield City Council

Sheffield Development Framework

Core Strategy

Adopted by the City Council on 4th March 2009

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Sheffield City Council
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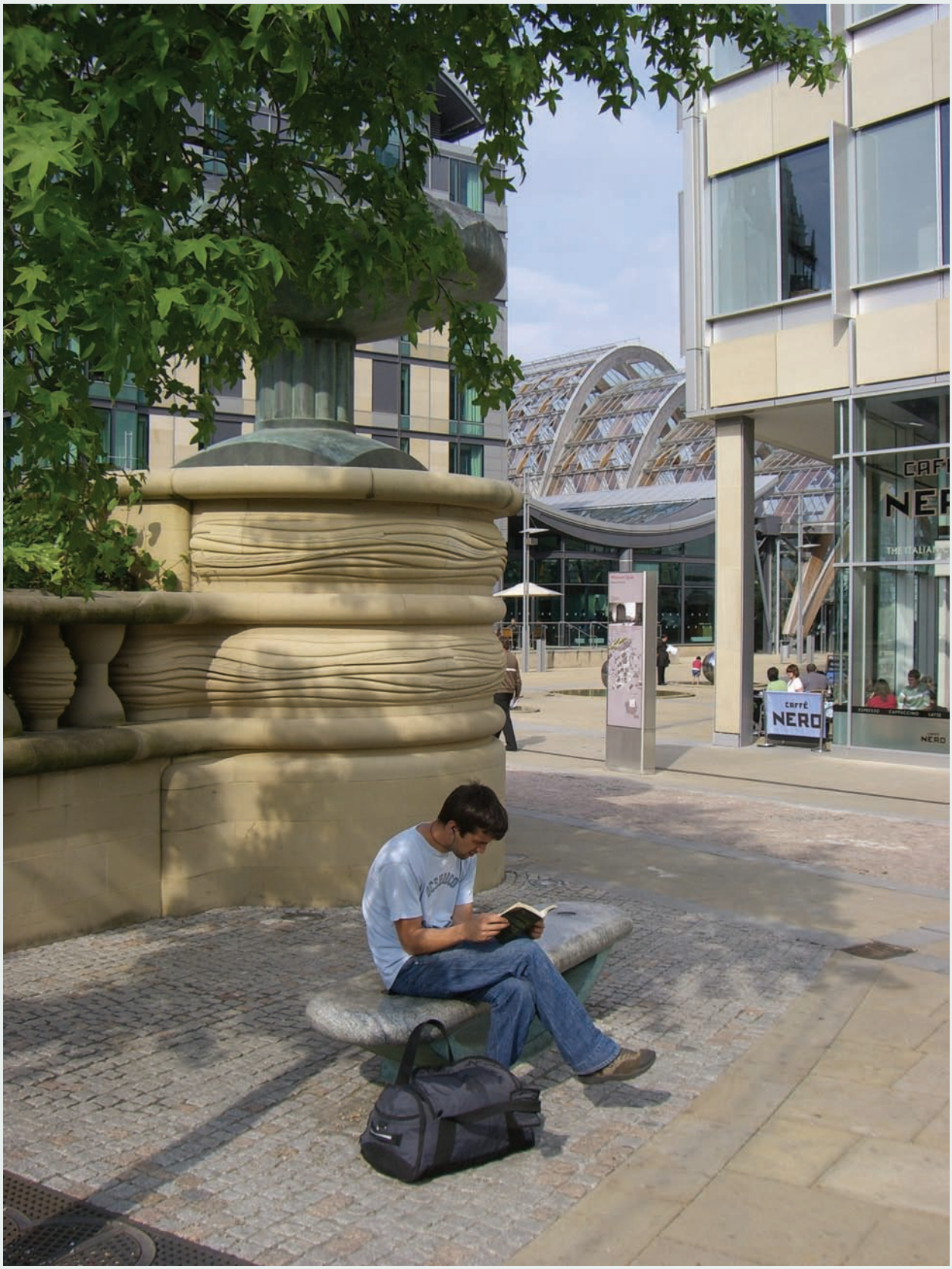
Chapter 1 : Introduction to the Core Strategy



Chapter 1 Introduction to the Core Strategy

What is the Sheffield Development Framework about?

1.1 The Sheffield Development Framework is the City Council's Local Development Framework, prepared in accordance with the Planning and Compulsory Purchase Act 2004. It comprises a set of planning documents that show how:

- the city will develop spatially
- different land uses will be located
- the environment will be protected and enhanced
- areas and buildings will be designed
- places in the city will be connected through the location of new development and provision of transport.

What is the Core Strategy?

1.2 The Core Strategy provides the overall spatial strategy for the Framework. It answers the question, 'At a strategic level, what is going to happen, where, and how is it going to happen?' It sets out for the period to 2026 the overall vision for the city, the relationships between the areas within it and how different factors come together in each area.

1.3 The Core Strategy has two parts:

- Part 1: **Context, Vision, Objectives and Spatial Strategy** how Sheffield has evolved to date, the new challenges it faces, the wider policy context, the overall vision and objectives for all of the Framework's documents and the overall spatial strategy.

- Part 2: **Spatial Policies** set out how the vision is taken forward through the policies for the city as a whole and areas within it.

1.4 The Core Strategy is one part of the Sheffield Development Framework. It is the pre-eminent document and all other documents should flow from it. However, there are three important things that it does not do, for which it is necessary to consult two other documents that also form part of the Framework.

1.5 Firstly, the Core Strategy does not generally set out the rules and guidelines for decisions about applications for planning permission for new development. It does contain the overall objectives and spatial context for decisions about particular developments but the specific guidance is set out in the **City Policies** document, which contain the policies to promote sustainable design and safeguard the environment.

1.6 Secondly, the Core Strategy does not allocate specific sites. These are identified in the **City Sites** document. This document will be subject to more frequent review than the Core Strategy.

1.7 Thirdly, the Core Strategy provides only the broad outline of spatial policy. It does not identify sites that can be defined precisely on a map. To find out what the Sheffield Development Framework proposes for specific areas and sites, you will need to look at the

Proposals Map. The Core Strategy, with its Key Diagram, contains the basic principles for the Proposals Map, but not their detailed application.

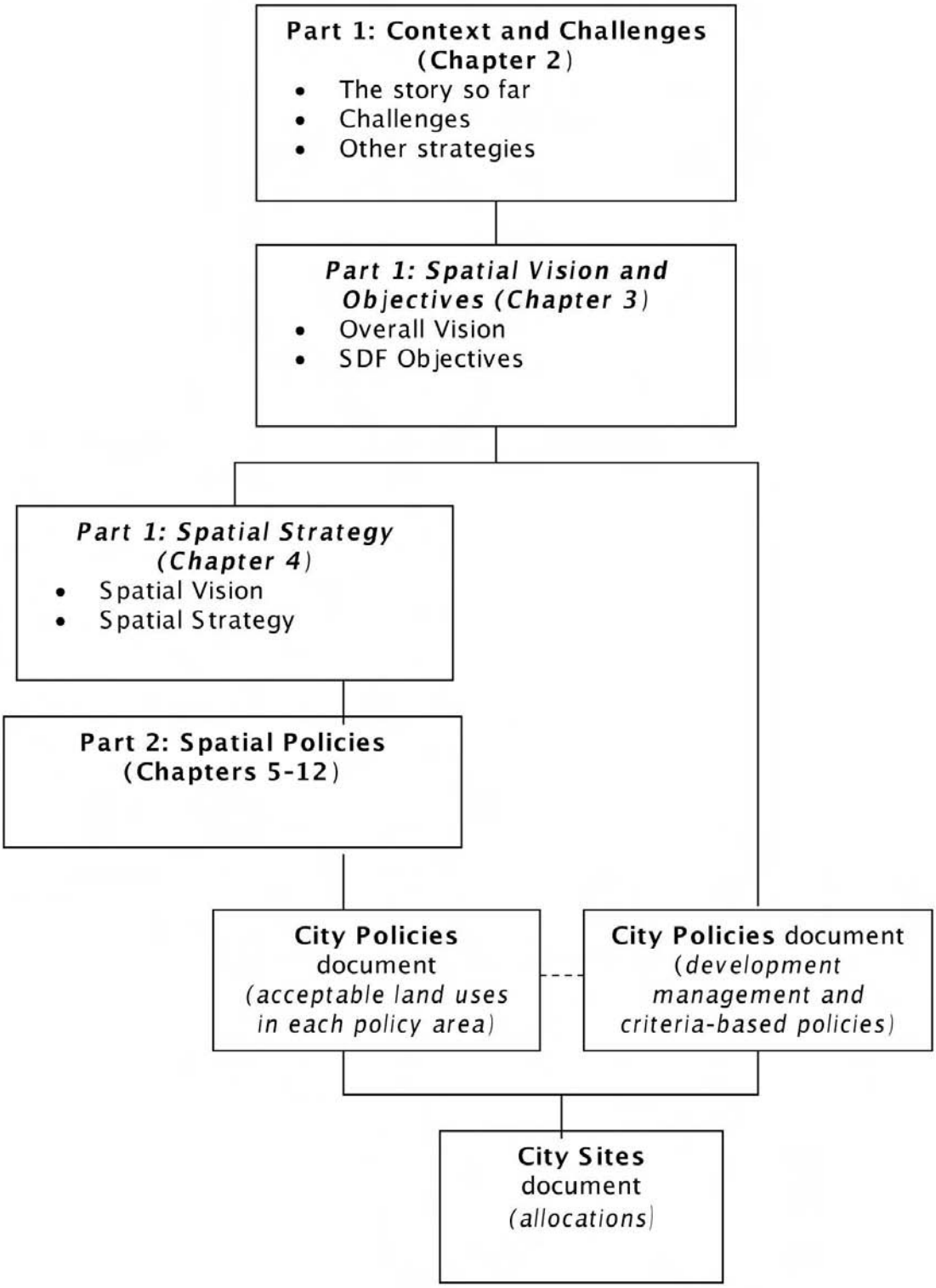
1.8 Although the Core Strategy does not go into great spatial detail, it is sufficiently specific to form a meaningful policy context for future individual area action plans and major schemes. The Core Strategy should be used alongside the City Policies and City Sites documents and the Proposals Map when considering applications for planning permission for proposals of strategic significance.

1.9 The Core Strategy seeks to be both more comprehensive and more explicit about spatial policy than preceding plans for Sheffield have been. Previous plans have tended to be more implicit about spatial issues and to say little about outcomes. Much was left to be decided through decisions about planning applications with reference to the more regulatory policies of the Unitary Development Plan.

1.10 Even now, it is recognised that not all the spatial issues have yet been resolved and some will need to be followed up as the availability of resources becomes clearer. For these issues, the present Core Strategy provides a starting point for further strengthening and revision in any subsequent review. This might be after a five-year period and, in the meantime, matters not resolved through the spatial policies will be informed by annual monitoring of the Core Strategy and the application of the criteria in the City Policies document.

1.11 The structure of the Core Strategy reflects the structure of the overall Framework. The first two chapters present the context both for the spatial policies that form the greater part of the Core Strategy and also for the City Policies document. The structure is summarised in Figure1.1.

Figure 1.1: Structure of the Core Strategy



PART 1: CONTEXT, VISION, OBJECTIVES AND SPATIAL STRATEGY

Chapter 2 : Context and Challenges

Chapter 2 Context and Challenges

Sheffield: the story so far

2.1 Sheffield is at a turning point in its development and the purpose of the Sheffield Development Framework is to help shape the city's continuing evolution over the period to 2026.

2.2 Sheffield's origins as a major city lay in the wide range of local natural resources for making iron and steel, for which the city achieved world renown. As a result, heavy industry came to fill much of the three main valleys of the Don and Sheaf that converged on the old town centre. Rail connections drew its Pennine-edge location into the national network. Sheffield maintained its distinctive role as a steel city and centre of heavy manufacturing into the second half of the last century and steel and manufacturing continue to form an important part of the economy.

2.3 Early economic and population growth led to major physical expansion with densely built terraces close to workplaces in the valleys and less intensively developed, leafier, stone-built suburbs, mainly in the west. The new housing was supported by local services and facilities in district centres and the creation of extensive and attractive parks. These continue to be an important part of the city's heritage.

2.4 The expansion of the city continued through much of the 20th century with the development of large Council estates with their planned neighbourhood centres in the north and south-east of the city. Private housing was built in other areas and significant segregation developed between the privately owned and publicly rented housing areas. This continues to affect the structure of the present housing market. Development extended well into Derbyshire, leading in 1967 to a major enlargement of the administrative area of the city to incorporate this and accommodate a large, planned extension to the south-east, at Mosborough.

2.5 The second half of the last century saw significant change and renewal. Much of the city centre was rebuilt in the 1950s and 1960s. There was major clearance of 19th century terraces that had become unfit, with rehousing in outer estates. The opening of the M1 and the Sheffield Parkway helped to connect the city with the new motorway network whilst Sheffield went on to develop a national reputation for its public transport. The universities and hospitals expanded considerably, not only serving the city but also becoming national centres of excellence. Air quality improved dramatically. Conservation areas were designated, reflecting the heritage value of parts of the suburbs, and the natural setting of the city was given protection as Green Belt.

2.6 But, in the final two decades, the city entered a period of considerable upheaval. Closures of major steelworks and related manufacturing and engineering businesses led to a serious loss of jobs. Derelict sites opened up in the industrial valleys. The city began to explore new roles but the prospects for new commercial development were unpromising, overshadowed by more successful neighbouring cities. When new jobs came, many were initially unskilled and low-paid. Shopping in the City Centre lost ground, comparing poorly with other major cities. Deregulation of public transport led to a marked fall in the use of the buses and traffic congestion became a problem in some corridors and approaches to the City Centre and at motorway junctions. Air quality worsened in areas of greatest traffic

growth. Demand for housing in large parts of the north and southeast sectors of the main urban area declined seriously whilst the market in the southwest experienced overheating.

2.7 The city took early action to tackle these challenges. Redevelopment on the sites of former steelworks included the Meadowhall Shopping Centre and the Don Valley Athletics Stadium and Arena, whilst new businesses were developed on other sites in the Don Valley. A range of other sports and leisure activities were created in former industrial areas. Creative and cultural facilities developed in declining industrial inner areas. The Supertram network opened up sites in the Don Valley and improved connections with Mosborough. The gap between city and national levels of unemployment narrowed but it remained significant. By 1999, economic prosperity was still below 75% of average GDP for the European Union.

2.8 Following designation as a European Union Objective One area in 2000, the process towards transformation has accelerated. Additional resources have been invested in the city and the results have become more visible. Implementation of the Objective One Integrated Development Programme and Sub-Regional Investment Plan has led to new investment and environmental improvements, as in the Heart of the City (including the Peace Gardens and the Winter Garden), around the City Hall and at the rail station. There is now a buoyant market for office space, with the growth of the administrative, financial and legal sectors in the City Centre. Businesses in metallurgy, bioscience and other knowledge-based sectors, often linked to the universities, are expanding. Major redevelopment and consolidation of the central shopping area is about to start in the New Retail Quarter. City Centre living, led by student housing schemes but now including more upmarket demand, is resulting in many new apartments. This is attracting demand for more services in the City Centre and providing an alternative use for industrial heritage buildings. Demand also continues to be strong for employment and associated uses in the Don Valley.

2.9 Transformation is extending deeper into the neighbourhoods. The Housing Market Renewal initiative is starting to raise demand and improve the wider environment in previously low-demand neighbourhoods. Wider mixes of housing are occurring in areas of formerly monochrome Council housing. Renewal initiatives are aiming to close the gap between the deprived and more affluent neighbourhoods by improving conditions in previously disadvantaged areas.

2.10 A potential new strand in the city's development is emerging in response to the urgent global challenge of combating climate change. Arising in part from the city's green reputation based on its local environment, there are early initiatives to make a positive contribution to the global environment, for example, by promoting greener forms of design.

Challenges for the Future

2.11 The purpose of the Sheffield Development Framework is to support the next phases of the city's ongoing regeneration by providing the statutory framework for guiding the spatial pattern of change, and the quality of the environment and forms of design. This will mean continuing and improving what has already been started and also anticipating the more recent trends in society and new needs and opportunities. The following challenges need to be addressed.

2.12 Challenge 1: Economic transformation A key challenge in the face of decline of the older metal and related industries is to move from recent economic recovery to real transformation and so secure jobs for the future. This will mean increasing the proportion of the city's economy in sectors with good growth prospects, such as in services, knowledge-based businesses, advanced manufacturing and sustainable technologies. The challenge is to help provide land, services and environments that will draw investment and make the city attractive for skilled workers.

2.13 Challenge 2: Serving the city region Sheffield developed primarily as a large manufacturing city rather than a fully operational regional centre. But there is now the need and opportunity to serve and support its wider region as an effective core city and this includes parts of north Derbyshire and north Nottinghamshire as well as traditional partner districts in South Yorkshire. This also requires good connections within the City Region and with other core cities and regions in terms of both transport and information networks. The challenge is to build on recent successes, to provide for new core city businesses, to support the strengthening of shopping, leisure and other services for the region and to improve sustainable communications with the rest of the region and beyond.

2.14 Challenge 3: Transforming housing markets Demand has increased in certain areas of the city such as the south-west, where the market has overheated, and it has declined seriously in others, such as the north and inner south-east, causing them to become run-down and to need revitalising. The challenge is to support ongoing programmes to help restore demand in those areas where it has grown weak and to enable them to contribute fully to meeting the city's need for new housing.

2.15 Challenge 4: Successful, attractive neighbourhoods The older parts of the city have strongly defined neighbourhoods, some of which focus on district centres, and Sheffield is sometimes known as a city of villages. This structure contributes to the city's distinctive character and sense of community. The challenge is about developing this legacy. Other areas are less well provided for, and these include many areas where the housing market needs revitalising. One way will be improving the neighbourhoods in which the housing is set, including environment and services. In both types of area the development and viability of district and neighbourhood services will need to take account of increasing mobility and the opportunities to choose alternative services further afield. The challenge is to promote neighbourhood identity and development and support district and neighbourhood services and facilities wherever opportunities arise.

2.16 Challenge 5: Opportunities for all This challenge relates to areas and to groups of people. Contrasts in quality of life between different parts of the city are partly a legacy of its history but continuing social diversity, based, for example, on class, income or ethnic grouping, can reinforce this. The challenge is to help close this gap. For example, new jobs should benefit areas of high unemployment and not just the already more successful communities. But, some groups of people are potentially disadvantaged regardless of the area they live in. Transformation of the city should mean all of its people enjoying the benefits. So, it should include providing for education and training for all who need it. A proportion of the population experiences mobility impairments and are disabled by inaccessible environments. Inclusive environments must be created that do not prevent them from fully participating in the life of their communities. The challenge is to improve the services available in disadvantaged areas and promote opportunities for housing, jobs,

education and the meeting of other community needs, through inclusive design and in locations that are accessible for all who need them.

2.17 **Challenge 6: Promoting health and well-being for all** Safeguarding and renewal of the city's neighbourhoods needs to take account of all aspects of the quality of life of those who live there, including safety, health and freedom from disturbance. In particular, Sheffield already has a high proportion of elderly people and longer life expectancy will lead to further ageing of the city's population. Health and well-being mean providing for their needs, which will often benefit other groups as well. The challenge is to design environments that promote safety, health and a sense of well-being for all.

2.18 **Challenge 7: Connecting up the city** Higher incomes and greater economic specialisation will continue to increase the demand and need to travel. Rising expectations about individual choice and quality of life will also contribute to increased mobility. The different parts of the city need to be well connected for both people and goods to move about, enabling each part of the city to relate to other areas. This will complement connections to other parts of the city region and beyond. The challenge is, whilst also meeting objectives for reducing impacts on the environment, to help develop transport systems within the city to enable people and goods to move about conveniently.

2.19 **Challenge 8: Efficient use of the transport network** Connecting up the city will depend on making the best possible use of existing routes, given the limited physical scope for increasing roadspace and the impossibility of satisfying the high level of hidden demand by making small additions. The need is greatest where demand is highest, as around the City Centre, at the motorway junctions and in corridors, for example, in South-West Sheffield. Growth in traffic could lead to congestion that would frustrate the city's aspirations for sustainable transformation. The challenge is to manage development and demand for travel to make the best use of available route capacity.

2.20 **Challenge 9: Reducing the need to travel** Whilst some growth in mobility will be essential for the future economy, the city can be made to work more effectively if the distances people need to travel can be contained or reduced. Motorised travel also contributes significantly to air pollution and to carbon emissions that give rise to climate change and these are increased if developments are unnecessarily dispersed. Many people would prefer to have a good range of more local facilities and services and the legacy of district centres, parks and other facilities can contribute to this. The challenge is to support and locate developments so as to minimise the distances that people have to travel.

2.21 **Challenge 10: Supporting sustainable transport** For those trips that do have to be made a much greater proportion will need to be by walking, cycling and public transport. This would also make a significant contribution to reducing carbon emissions and air pollution, release roadspace to benefit all users and the economy as a whole, and provide for those without access to a car. It would therefore contribute to addressing several of the other strategic challenges for the city. Sheffield has already had experience of an excellent and well used public transport network but this legacy has suffered decline and much needs to be done to make sustainable transport a more genuinely attractive choice for the future. The challenge is to create an environment and transport network in which it becomes a more attractive choice to walk, cycle or travel by public transport.

2.22 Challenge 11: Sustainable design and development Sheffield has the potential to generate much more of its own energy by sustainable means that reduce carbon emissions. The design and layout of buildings could contribute to a reduction in the consumption of energy and emission of greenhouse gases. Meanwhile, some change in climate is certain to occur and it will be necessary to adapt to this in the future development of the city. The challenge is to help, through the development process, to achieve the potential for reducing greenhouse gases and the impacts of climate change.

2.23 Challenge 12: Sustainable use of natural resources Responsible use of the city's physical resources is a key part of a better future. Air and water pollution, noise, land contamination and dereliction have long blighted parts of the city at various times and affected people's health and well-being and this is a legacy that needs to be remedied. Climate change means that the areas subject to flood risk are growing. Increasing consumption tends to increase waste and its demands on land need to be minimised. The challenge is to help ensure that the physical environment is safe and healthy, that land is used efficiently and waste is minimised, recycled and processed sustainably.

2.24 Challenge 13: A city that prizes its green environment The setting of Sheffield in its 'golden frame', with its hills and valleys and the heritage of trees and parks, continues to be a major asset that is appreciated by residents and visitors alike. The natural environment with its variety of wildlife is valuable in its own right but can also contribute to the economic and social vitality of the city. The green spaces within the built-up areas make an important contribution to the life of the city. The challenge is to protect and enhance the city's natural assets both to support the regeneration of the city and as features of value in their own right.

2.25 Challenge 14: A city with character Sheffield has a distinctive location, history and townscape and this is a further potential key to its transformation. This will mean bequeathing to future generations the best of the legacy from the past, including its heritage as a world-class steel producer. The challenge is to protect and enhance the best of its buildings, townscape and urban setting.

2.26 Challenge 15: Urban areas that look good and work well Major changes are already taking place to the appearance of the city, notably in the City Centre and in neighbourhoods needing renewal. These will continue, transforming both the image and reality of life and work here. This will involve planning and pressing for good design, safeguarding areas where the environment is already acceptable and supporting improvements in places that have become run-down. The challenge in all types of area is to ensure high-quality design and environments that reflect the needs of users of spaces and buildings and enhance the city as a whole.

Other Strategies

2.27 These are not just challenges for the Sheffield Development Framework. They are already being addressed in varying degrees by a range of strategies and policies at city, regional and national levels. They provide the policy context for the vision of the Sheffield Development Framework and include the:

- Sheffield City Strategy (Sheffield's Sustainable Community Strategy, produced by the Sheffield First Local Strategic Partnership) and other strategies under its umbrella

- South Yorkshire Second Local Transport Plan 2006-2011
- Housing Market Renewal 'Pathfinder' strategy
- Sheffield City Region Development Programme element of the Northern Way
- South Yorkshire Spatial Vision
- Regional Spatial Strategy (the Yorkshire and Humber Plan)
- Regional Economic Strategy
- Securing the Future: the UK Government Sustainable Development Strategy
- National planning policy statements and guidance

2.28 The Sheffield City Strategy sets out the overall vision, aims and targets for the city and provides the wider context for a range of supporting partnership strategies and for the Sheffield Development Framework. In turn, the Local Development Framework provides the spatial expression of the Community Strategy. Reflecting this complementary relationship, the Sheffield Development Framework shares the vision of the City Strategy. This vision embraces the challenges set out in the previous section and is that:

Sheffield will be a successful, distinctive city of European significance at the heart of a strong city region, with opportunities for all.

Our approach to achieving this vision will be built upon three key principles:

- *Prosperity: We will actively seek to make the city competitive in economic terms, attracting investment and providing an environment that enables wealth to be created.*
- *Inclusion: We will promote access to opportunities and services, so that all residents can take advantage of the benefits of living in the Sheffield area.*
- *S ustainability: Our actions will meet the needs of the present without compromising the ability of future generations to meet their own needs.*

2.29 The City Strategy is developed around five themes, which are (1) Strong economy, (2) Successful neighbourhoods, (3) Inclusive, healthy communities, (4) Great place to grow up and (5) Environmental excellence. It sets out five big ambitions for Sheffield's transformation, where gradual improvement is not sufficient and a 'step' change is needed over the next ten years:

- Sheffield to have an economy that matches the best cities in Europe
- Sheffield to establish excellence in its public transport system
- Every neighbourhood to be a successful neighbourhood
- Everyone to be able to fulfil their potential through learning and enterprise
- Sheffield to be an attractive and sustainable, low-carbon city.

2.30 The Sheffield Development Framework is required to conform generally with the Regional Spatial Strategy. The draft Regional Spatial Strategy addresses many of the challenges identified above and its spatial vision includes:

- Developing Sheffield as a major Regional Centre offering high order shops and services, as well as jobs and homes needed to serve its extended city region

- Focussing most new development on the four urban centres of South Yorkshire with particular emphasis on the city centres and inner areas
- Supporting the role of Sheffield as a major provider of jobs and the regeneration of much of the City Centre, with a range of quarters, and further regeneration of the Don Valley
- Supporting the roles of Chapeltown and Stocksbridge as Main Towns
- Maintaining the strategic extent of the South Yorkshire Green Belt

2.31 The Sheffield Development Framework has a statutory responsibility to "contribute to the achievement of sustainable development". This is defined in the UK Sustainable Development Strategy as enabling people throughout the world to satisfy their basic needs and enjoy a better quality of life, without compromising the quality of life of future generations. It identifies four priority areas for action:

- Sustainable consumption and production
- Climate change and energy
- Natural resource protection and environmental enhancement
- Sustainable communities.

2.32 Sustainable communities should embody the principles of sustainable development and should be:

- Active, inclusive and safe
- Well run
- Environmentally sensitive
- Well designed and built
- Well connected
- Thriving
- Well served
- Fair for everyone.

2.33 The Sheffield Development Framework is required to integrate the strategic and policy themes of these and other documents and apply them to the spatial and land-use challenges for the city. The strands are brought together in the planning vision and objectives for Sheffield in Chapter 3 below.

Chapter 3 : Vision and Objectives

Chapter 3 Vision and Objectives

The Spatial Vision

3.1 The spatial vision for the Sheffield Development Framework reflects the massive changes still needed to regenerate the city and it takes up two recurring themes in existing strategies. Both reflect the long-term nature of the strategy, which looks ahead to 2026. The first is **transformation**, as the city rises from the crises of recent decades into a new era of success. The second is **sustainability**, ensuring that the change is indeed transformational and not just transitory. The twin message forms the core of the Sheffield Development Framework vision and both themes run through the City Strategy. There will sometimes be short-term tensions between these two guiding principles but the key to the long-term strategy is making them work together.

3.2 Transformation is about making Development Programme step changes that are at the heart of the visions of the Sheffield City Strategy's and City Region. The structure of the economy needs to be transformed so that sectors with good growth prospects replace those that are static or declining. Radical change in the City will continue through the City Centre Masterplan and Regeneration Area Plans. There are still large areas where the housing market needs to be revived to make them places where more people want to live. This is the challenge for the Housing Market Renewal Pathfinder initiative in South Yorkshire, 'Transform South Yorkshire'. Transformation is also about design and giving character and identity to areas that lack it. And it requires transport solutions that enable people to move about the city without creating unacceptable levels of congestion and pollution as the demand to travel continues to rise.

3.3 Sustainability provides the guiding principle for bringing together the challenges of economy, social inclusion, transport, the environment and resources into a single integrated strategy. The City Strategy has an ambition for Sheffield to be an attractive and sustainable low-carbon city. The Sheffield Development Framework has a critical role in this, encouraging patterns of land use, methods of travel, design of development and safeguards for resources and the natural environment that help to create sustainable-communities, and minimise harmful impacts on climate, wildlife, landscape and neighbourhoods. The spatial vision of the Sheffield Development Framework is as follows:

3.4 ***Sheffield will be a city that is both transformed and sustainable, and will:***

1. ***be economically prosperous and attractive to business and new investment and will sustain employment for all who seek it***
2. ***enrich the Sheffield city region, as the most attractive and sustainable location for regional services, jobs and facilities***
3. ***have attractive, sustainable neighbourhoods where people are happy to live, offering everyone a range of facilities and services***
4. ***provide for opportunities, well-being and quality of life for everyone***
5. ***enable people and goods to move conveniently and by sustainable forms of transport***

6. ***respect the global environment, by reducing the city's impact on climate change and by using resources and designing sustainably***
7. ***prize, protect and enhance its natural environment and distinctive heritage and promote high-quality buildings and spaces.***

3.5 This spatial vision is developed in two ways, through:

- **Objectives** to be achieved (set out below) that relate to the challenges and vision and apply to the whole of the Sheffield Development Framework. This includes the spatial policies of the Core Strategy and the development management policies of the City Policies document.
- A **spatial strategy** informed by the objectives to show broadly how the city should develop geographically (Chapter 4).

SDF Objectives

3.6 This section outlines the objectives associated with each part of the overall vision and it groups them under the challenges for Sheffield identified in Chapter 2. It also shows how these objectives relate to the existing strategies and policies outlined in Chapter 2. These objectives establish the themes and direction for the Core Strategy and also for the other documents in the Sheffield Development Framework (see Figure 1.1).

A city that will be economically prosperous and attractive to business and new investment and will sustain employment for all who seek it (Vision, part 1)

3.7 **Objectives for Economic Transformation** (Challenge 1):

S1.1 ***Conditions created for a balanced, diverse and sustainable high-growth economy in the Sheffield city region***
S1.2 ***Provision for modern and high-technology manufacturing and knowledge-based services, including links with the universities and opportunities for the creation of dynamic business clusters***
S1.3 ***Environments created, improved and conserved to attract business investment, including high-technology manufacturing and knowledge-based services***
S1.4 ***Housing provided to support economic transformation and provide for key workers***
S1.5 ***Land provided for education and training facilities for developing a skilled workforce***
S1.6 ***Cultural and leisure facilities and tourism expanded and improved.***

3.8 These objectives relate strongly to the Sheffield City Strategy key principle of prosperity, its theme of a Strong Economy and its ambition to have an economy that matches the best cities in Europe. They also support the goal of High Employment and High Skills. They contribute to the Regional Spatial Strategy objective of regeneration of older areas and the City Region Development Programme theme of an innovative and creative economy. They also support enhancing the city's manufacturing strengths as identified in the Regional

Economic Strategy. The objectives for economic transformation also take up the principle that sustainable communities are thriving ones.

A city that will enrich the Sheffield city region, as the most attractive and sustainable location for regional services, jobs and facilities (Vision, part 2)

3.9 Objectives for Serving the City Region (Challenge 2):

S2.1 The City Centre and complementary areas regenerated as the core location for major expansion of business, shopping, leisure and culture

S2.2 Excellent connections with sub-regional, regional, national and international transport networks.

3.10 These objectives reflect the role of the city as the successful core of a city region as presented in the vision of the Sheffield City Strategy, which sees Sheffield's future in the context of a strong city region in which the city is a strong driver. The South Yorkshire Spatial Strategy recognises the need to focus new jobs and services in the main urban centres. The city region approach is supported by the Regional Economic Strategy and elaborated in the Sheffield City Region Development Programme. The draft Regional Spatial Strategy identifies Sheffield as a major Regional Centre offering high-order facilities to serve its extended city region. The review of the East Midlands Regional Spatial Strategy also identifies the districts of Bolsover, Chesterfield, NE Derbyshire and Bassetlaw as falling in Sheffield City Region. The transformed economy will be critical in achieving these objectives.

A city that will have attractive, sustainable neighbourhoods where people are happy to live, offering everyone a range of facilities and services (Vision, part 3)

3.11 Objectives for Transforming Housing Markets (Challenge 3):

S3.1 Successful housing markets across all tenures, in all areas of the city and increased demand for housing in currently deprived areas

S3.2 Unfit or low-demand housing replaced or improved so that everyone has the opportunity to live in homes that meet at least decency standards.

3.12 These objectives support the Housing Market Renewal Pathfinder strategies and programmes of Transform South Yorkshire and their more detailed masterplans. They develop the City Strategy themes and contribute to the Regional Spatial Strategy objective of seeking wider housing opportunity and choice.

3.13 Objectives for Successful Neighbourhoods (Challenge 4):

S4.1 Vital and successful neighbourhoods sustained, restored or created

S4.2 Local economic and development initiatives promoted at the district and neighbourhood level to support local communities and small businesses

S4.3 Provision at district and neighbourhood level of local community, health, education, training, shopping, open space, leisure and other services and facilities.

3.14 These objectives reflect the Sheffield City Strategy theme of Successful Neighbourhoods and contributes significantly to its ambitions for every neighbourhood to be a successful neighbourhood and for everyone to be able to fulfil their potential through learning and enterprise. They support the City Region Development Programme aspiration to an unrivalled quality of life and take up the principle that sustainable communities are active, thriving and well served. They are closely related to the challenge of Transforming Housing Markets supporting Housing Market Renewal and other neighbourhood renewal initiatives.

A city that will provide for opportunities, well-being and quality of life for everyone (Vision, part 4)

3.15 Providing for all means meeting the needs of:

- People with low access to private transport
- People on low incomes (who may or may not overlap with those with low access to private transport)
- People requiring personal support services
- People with physical disabilities, infirmities or ill-health
- Young children and their carers
- Young people
- Cultural minority groups (mainly Black or Minority Ethnic).

3.16 Objectives for Opportunities for All (Challenge 5):

S5.1 Investment and renewal directed to neighbourhoods that lack adequate facilities and services or suffer from an unsatisfactory environment

S5.2 The benefits of new development made available to those who are currently excluded or vulnerable

S5.3 Wider choice of housing provided through more mixing of housing types and tenures, to meet the needs of the whole community

S5.4 Workplaces located where they are accessible to all by a range of transport options, including from areas of high unemployment

S5.5 Services located, and buildings and the spaces around and between them inclusively designed, to be safe and safely accessible for all, including disabled people.

3.17 These objectives take up the Sheffield City Strategy key principle of inclusion and its themes of Successful Neighbourhoods and Inclusive, Healthy Communities and they contribute to its ambition for everyone to be able to fulfil their potential through learning and enterprise. The objectives are not only about neighbourhoods with a high concentration of disadvantage but relate to all people in the city. They contribute to the Regional Spatial Strategy objective of social equity and inclusion and the City Region Development Programme aspiration of

a vibrant and cosmopolitan community. They also take up the principle that sustainable communities are fair for everyone and inclusive.

3.18 Objectives for Promoting Health and Well-Being for All (Challenge 6):

S6.1 A healthier environment, which includes space for physical activity and informal recreation and does not subject people to unacceptable levels of pollution, noise or disturbance

S6.2 A safer and more secure environment, minimising physical hazards and opportunities for crime

S6.3 Opportunities safeguarded for peaceful enjoyment of urban neighbourhoods and the countryside.

3.19 These objectives reflect the Sheffield City Strategy's key principle of inclusion and its theme of Inclusive, Healthy Communities, also taking in the issue of Low Crime. They relate to the Regional Spatial Strategy objective of limiting pollution to what is compatible with health and take up the principle that sustainable communities are active, inclusive and safe.

A city that will enable people and goods to move conveniently and by sustainable forms of transport (Vision, part 5)

3.20 Objectives for Connecting up the City (Challenge 7):

S7.1 Provision for transport and other services to improve accessibility for people getting to work and services

S7.2 Improved access by sustainable transport to areas for economic development.

3.21 These objectives contribute directly to the Sheffield City Strategy theme of a Strong Economy and the ambition for excellence in the public transport system. The City Region Development Programme envisages strong connections at every level. The objectives take up the principle that sustainable communities are well connected. Provision for additional and improved links in the short and medium term is set out in the South Yorkshire Local Transport Plan.

3.22 Objectives for Efficient Use of the Transport Network and Other Infrastructure (Challenge 8):

S8.1 Efficient use of existing transport and also of water, electricity, gas and telecommunications infrastructure

S8.2 Effective and efficient movement around the city, making best use of routes and ensuring development would not increase congestion unacceptably.

3.23 The objectives follow from the Sheffield City Strategy and sustainable communities feature of being Well Connected. They contribute to the Regional Spatial Strategy objectives of tackling traffic congestion and making the best use of existing infrastructure and reflect the emphasis of the South Yorkshire Local Transport Plan.

3.24 Objectives for Reducing the Need to Travel (Challenge 9):

S9.1 Development located to limit the distances people and goods need to travel, with mixing of land uses and increased opportunities for single journeys to serve several purposes

S9.2 High-density development focussed on the most accessible locations.

3.25 These objectives reflect national planning policy and complement the Sheffield City Strategy ambition for a sustainable, low-carbon city. They contribute to the draft Regional Spatial Strategy objective of minimising travel needs and relate to the UK Sustainable Development Strategy priority areas for action relating to consumption and energy. A crucial aspect of the objectives is applying them in the context of requirements for increased mobility and a potential tension is acknowledged here.

3.26 Objectives for Supporting Sustainable Transport (Challenge 10):

S10.1 Improvements to public transport supported, and energy-efficient and low-polluting modes of travel given priority

S10.2 Walking and cycling encouraged by design of places and routes and by the location of facilities

S10.3 New development that generates significant trips carried out only in areas accessible by a choice of sustainable forms of transport.

3.27 These objectives (relating mainly to public transport, cycling and walking) offer the principle way of resolving the imperatives of mobility on the one hand and the impacts on the environment, health and congestion on the other. In this, the Sheffield Development Framework works in conjunction with the South Yorkshire Local Transport Plan. The objectives contribute to the draft Regional Spatial Strategy objective about reducing transport related emissions and maximising use of energy-efficient modes. They reflect the key principle of sustainability in the Sheffield City Strategy and contribute to its ambitions to establish an excellent public transport system and for a sustainable, low-carbon city. Walking and cycling also contribute to the Inclusive, Healthy Communities theme of the City Strategy. Sustainable forms of transport tend to be the more widely available and reflect the principle that sustainable communities are inclusive and fair for everyone. The objectives also take up the principle that sustainable communities are environmentally sensitive.

A city that will respect the global environment, by reducing the city's impact on climate change and by using resources and designing sustainably (Vision, part 6)

3.28 Objectives for Sustainable Design and Development (Challenge 11):

S11.1 Developments laid out, designed and constructed to minimise carbon emissions and other harmful impacts on the climate and local environment, to reduce obsolescence, to use energy efficiently and to work with natural processes throughout the lifetime of the building

S11.2 Renewable energy (including solar and wind power and biomass) generated in a variety of schemes and by new buildings, and in excess of regional targets

S11.3 The impact of flooding decreased by reducing surface water run-off; not developing in locations where flood risk is unacceptable, but where development cannot be avoided and the probability of flooding is high, implementing appropriate mitigation measures.

3.29 These objectives engage directly with the challenges of climate change and energy conservation and reflect the key principle of sustainability in the Sheffield City Strategy, its theme of Environmental Excellence and its ambition to be a sustainable, low-carbon city. They contribute to the draft Regional Spatial Strategy objective of addressing the causes and responding to the effects of climate change and they accord with the priority for action in the UK Sustainable Development Strategy about climate change and energy and to national planning policy on climate change.

3.30 Objectives for Sustainable Use of Natural Resources (Challenge 12):

S12.1 Previously developed land and existing buildings in urban areas reclaimed and re-used for all types of development, in preference to greenfield land

S12.2 Contaminated land restored

S12.3 Air and water quality improved in excess of minimum requirements

S12.4 Waste reduced, re-used, used for energy, composted or recycled and land requirements for disposal met but minimised.

3.31 These objectives reflect the Sheffield City Strategy's key principle of sustainability, its theme of Environmental Excellence and its ambition to be a sustainable, low-carbon city. They also support the theme of Inclusive, Healthy Communities, complementing the Air Quality Management Area initiative. They contribute to Regional Spatial Strategy objectives for making fuller use of urban land, limiting pollution and promoting the sustainable management of waste. They accord with the priority for action in the UK Sustainable Development Strategy of natural resource protection. They also take up the principle that sustainable communities are environmentally sensitive.

A city that will prize, protect and enhance its natural environment and distinctive heritage and promote high- quality buildings and spaces (Vision, part 7)

3.32 Objectives for A City that Prizes its Green Environment (Challenge 13):

S13.1 Natural and landscape features, including valleys, woodlands, trees, watercourses and wetlands, safeguarded and enhanced

S13.2 Biodiversity and wildlife habitats protected and enhanced throughout urban and rural areas

S13.3 Areas and features of particular ecological or geological value protected and enhanced

S13.4 Open space protected and improved and, where necessary, created

S13.5 Access to natural areas and countryside improved
S13.6 A sustainable rural economy supported in the local countryside.

3.33 These objectives reflect the Sheffield City Strategy key principle of sustainability, its theme of Environmental Excellence and its ambition to be an attractive and sustainable city. They support the theme of distinctiveness in the City Region Development Programme. They contribute to the Regional Spatial Strategy objectives of protecting and enhancing natural assets and resources and of minimising the loss of the rural landscape, maintaining and, where possible, enhancing its diverse character. They also support the principle that sustainable communities are environmentally sensitive and the aims of the Sheffield Biodiversity Strategy.

3.34 Objectives for A City with Character (Challenge 14):

S14.1 Enhanced character and distinctiveness of neighbourhoods, respecting existing local character and built and natural features to provide the context for new development
S14.2 Preservation and enhancement of buildings and areas that are attractive, distinctive or of heritage value in urban and rural settings
S14.3 The landscape and character of the villages and countryside, including the urban/rural fringe, protected and enhanced.

3.35 These objectives take up the issue of distinctiveness in the Sheffield City Strategy vision and its theme of Environmental Excellence. They contribute to the Regional Spatial Strategy objective of protecting and enhancing historic and cultural assets and support the theme of distinctiveness in the City Region Development Programme.

3.36 Objectives for Urban Areas that Look Good and Work Well (Challenge 15)

S15.1 High-quality and inclusiveness in all aspects of the design of new buildings and the spaces around and between them, with provision for everyone wishing to use them
S15.2 The built environment maintained and safeguarded in neighbourhoods where it is already acceptable
S15.3 New character and improved design and townscape in neighbourhoods where the environment has become run-down.

3.37 These objectives also reflect the Sheffield City Strategy theme of Environmental Excellence and support the ambitions for every neighbourhood to be a successful neighbourhood and for Sheffield to be an attractive and sustainable city. They contribute to the Regional Spatial Strategy objective of making urban areas attractive, high-quality, safe places where people choose to live and they take up the principle that sustainable communities are well designed and built.

3.38 These objectives for design connect with those at the beginning of this chapter for a strong economy, illustrating the integrated nature of challenges and objectives for a comprehensive development strategy. Some of the objectives are most appropriately taken up by the spatial

strategy and spatial policies that follow in this document. Others depend mostly on the more criteria-based policies in the City Policies document.

Chapter 4 : Spatial Strategy

Chapter 4 Spatial Strategy

Introduction

4.1 The spatial strategy and policies are concerned with the kinds of places we want in different parts of the city, how areas relate and are connected to each other and how different needs and opportunities can be brought together in each area. The spatial strategy flows from the vision and objectives in Chapter 3 and provides the framework for the spatial policies in the rest of the Core Strategy (see Figure 1.1) and presented on the Key Diagram (see inside back cover).

Spatial Strategy

4.2 The major spatial outcomes of the vision of transformation and sustainability are as follows:

1. New development will be concentrated in the main urban area of Sheffield, complemented by Chapeltown/High Green and Stocksbridge/Deepcar and will take place mainly on previously developed land. Average densities will be increased within the existing built-up areas rather than spreading out into the surrounding countryside, which will remain protected as Green Belt, and urban open space will be safeguarded.

2. The City Centre will be the driver for the transformation of the city's economy, providing sustainable new employment opportunities and excellent regional services, supported by sustainable transport and a high-quality environment.

3. The Lower and Upper Don Valleys will complement the City Centre, as primary locations for employment supported by a mix of related uses and providing for developments not appropriate in the City Centre.

4. The North-East and South-East Urban areas will have renewed housing markets and transformed environments and services. The character of all other housing areas will be safeguarded and distinctive heritage areas, in the west and elsewhere, will be conserved.

5. The outer built-up areas of Mosborough/Woodhouse, Chapeltown/High Green and Stocksbridge/Deepcar will continue to be served by jobs and services in the rest of the city but local provision will also be safeguarded and, where possible, expanded.

6. The surrounding countryside will continue to be protected from development and linked with a network of green corridors, connecting river valley, parks, recreational areas and green spaces within the urban areas.

7. Sustainable forms of travel will enhance mobility in key corridors into the City Centre with improved public transport and provision for pedestrians and cyclists, supported by increased densities of development in centres and near high-frequency routes.

4.3 The implications of the spatial strategy and the objectives in Chapter 3 are outlined below.

Overall Settlement Pattern

4.4 The priority for development will be in the main urban area. This includes all of the continuously built-up area and the suburban areas around the old village cores of Dore, Stannington, Grenoside, Ecclesfield, Woodhouse, Beighton and Mosborough. Development will also occur within the existing built-up areas of the separate settlements of Chapeltown/High Green and Stocksbridge/Deepcar.

4.5 The future development of the city will be principally through the re-use of land within existing settlements rather than expansion into the countryside or into urban open space. Priority will be given to using previously developed land and existing buildings in urban areas, wherever possible, so long as they would be accessible by all forms of transport and relate well to neighbouring development and existing communities.

4.6 Local jobs, services and facilities to satisfy needs that can be met locally will be encouraged. A degree of self-containment will be supported in the Mosborough, Chapeltown and Stocksbridge areas but they will continue to be integrated with the opportunities of the wider District.

4.7 The settlement strategy supports the objectives for economic transformation, reducing the need to travel, supporting sustainable transport, sustainable use of natural resources and prizing the green environment.

The City Centre

4.8 The City Centre is recognised as a key economic driver for the City and the City Region. Since the late 1990's it has been the major focus for economic regeneration in the City, led by a City Centre Masterplan.

4.9 The City Centre is defined as the area within the Inner Relief Road together with the Kelham/Neepsend area (as shown on the Key Diagram).

4.10 The City Centre will play a crucial role in the transformation of the city's economy and in the development of Sheffield's role as the core city for its city region. It will be the focus for most new development of offices, shops, leisure, culture, higher education and other services.

4.11 The City Centre's locational advantages will continue to be used to attract new businesses, including knowledge-based services, which will play a key role in transforming the economy and achieving sustainable employment. A large proportion of the new office development will be located here. The shopping area will be transformed to help it fulfil its role more effectively as the most accessible location for regional services from other parts of the city region and beyond. This concentration of development will help to increase the demand for, and quality of, public transport services. The strong market demand for housing in the City Centre will be harnessed to support and complement its primary role as a regional centre for jobs, shops and services. The distinctive historic character of the City Centre will be safeguarded and enhanced with an emphasis on the buildings associated with the Sheffield metal trades, which will be used as opportunities for regeneration initiatives.

Improvements to the environment and design of the City Centre will continue to be made to help attract investors and users and to cater for the needs of all groups of people.

4.12 This emphasis supports the SDF objectives for economic transformation, serving the city region, transforming housing markets and sustainable transport. It accords with the Sheffield City Strategy, the draft Regional Spatial Strategy and the requirements of sustainable development. The approach to land-use and transport will make the best use of finite road capacity, help contain congestion and moderate pollution and gases that contribute to climate change. This will be necessary to support SDF objectives for health and well-being, efficient use of the transport network and sustainable transport.

The Lower and Upper Don Valley

4.13 The Lower and Upper Don Valley will continue to complement the City Centre as strategic employment areas and will provide for businesses and workers that require different kinds of area from the City Centre. They will take advantage of current and proposed transport links and the relative attractiveness of the locations for developers. Specific gateway locations and routes will be improved to enhance the areas' attractiveness. There will be additional locations for offices to complement the City Centre, near public transport interchanges at Meadowhall and Hillsborough, and at Tinsley Park, where public transport provision will continue to be promoted. Development in these locations will be carefully managed to ensure that they remain complementary to the City Centre and do not detract from its primary role for new jobs and services.

4.14 Manufacturing will continue to be important in these areas, where it will be developed away from residential areas but in locations that can be reached by public transport.

4.15 Whilst business and industry will be the prime users of land in the Don Valley, they will be complemented by sports and leisure development that would not be appropriate in the City Centre or district centres. Meadowhall will continue to be a major regional draw but shopping space will remain at around its current capacity. Housing will be introduced in selected locations, subject to the creation of an acceptable living environment, including Attercliffe/Darnall and the Infirmary Road/Langsett Road corridor and, potentially, at Meadowhall, to support regeneration of employment and provide for more homes close to workplaces.

4.16 Transport investment will be critical, including measures to offset potential congestion at motorway junctions 33 and 34 and ensure that air quality is acceptable. This will be necessary to support objectives for health and well-being, efficient use of the transport network and supporting sustainable transport. The Upper Don Valley will benefit from investment proposed for this corridor in the current Local Transport Plan.

4.17 This approach supports the SDF objectives for economic transformation with benefits for serving the city region, successful neighbourhoods and supporting sustainable transport. The Don Valley is identified in the draft Regional Spatial Strategy as a regeneration area and these locations will also provide for some more local employment from neighbouring residential areas experiencing regeneration.

Other Employment Areas in the Main Urban Area

4.18 To help provide more local employment and choice of locations, new businesses will also be developed outside the main concentrations including, for example at Burngreave, the Blackburn Valley, Orgreave and in the Sheaf Valley between the City Centre and Heeley. This will support the objective of reducing the distances people need to travel. But these locations will not be used for major office developments, as these require more accessible locations due to the high number of trips that they generate.

Housing Areas

North-East and Inner South-East Urban Areas

4.19 The north-east and inner south-east of the main urban area will include extensive priority areas for the release of new housing land to encourage the revival of the housing market where there has been stagnation or decline. The emphasis in design will be on regeneration rather than conserving existing character. A greater mix of housing types will be provided with a range of other uses to make these areas more sustainable places in which to live. This will include regeneration of the district centres at Spital Hill, Firth Park, Darnall and Manor Top and a new District Centre at Chaucer. The density of housing will be greatest in and around centres and along high-frequency public transport routes.

4.20 This approach will promote the SDF objectives for economic transformation, transforming housing markets, successful neighbourhoods, reducing the need to travel, supporting sustainable transport and urban areas that look good and work well.

South and West Urban Areas

4.21 Land will be released in other parts of the urban area to provide choice, so long as it would not jeopardise housing market renewal in the north and south-east areas.

4.22 In the south-west sector of the city (between the Manchester Road (A57) and Abbeydale Road (A621) corridors), the character of its distinctive neighbourhoods will be respected and conserved. The amount of new housing will be largely limited to infill and other windfall sites. This will help to moderate the increases in demand on roads that are already at, or near, capacity and encourage demand for housing to expand into new areas to support the city-wide economy and help create more balanced communities.

4.23 Elsewhere in the south and west of the city the main housing areas are relatively stable and the emphasis will be on safeguarding their residential character as new proposals come forward.

4.24 Opportunities will be taken to renew the city's District Centres to help develop neighbourhood economies and provide services and jobs more locally than is possible in the City Centre or superstores. Where possible, the centres will also include leisure, health and other community facilities. The scope for developing their role may be constrained by the need to provide for movement on Key Routes but measures will be taken to reduce the impact of traffic.

4.25 This approach will support the SDF objectives for economic transformation, transforming housing markets, successful neighbourhoods, opportunities for all, reducing the need to travel, efficient use of the transport network, a city with character and urban areas that look good and work well.

Outer Areas

Mosborough

4.26 Mosborough (including all the new 'townships' development from Beighton to Mosborough Village) is more distant from the main services and employment centres than other parts of the main urban area but has significant employment areas of its own and a strong District Centre at Crystal Peaks. Local employment will be safeguarded and expanded to complement the concentrations in the main urban area. This supports the objectives for successful neighbourhoods and reducing the need to travel (i.e. into the main urban area). But significant further expansion of Crystal Peaks is not envisaged. The expansion of new housing beyond the existing built-up area will occur only at Owlthorpe, in order to complete the partly built township, but will be strongly resisted elsewhere to safeguard countryside overlooking the Rother and Moss Valleys that is not already protected as Green Belt.

Chapeltown/High Green and Stocksbridge/Deepcar

4.27 Chapeltown and Stocksbridge are both designated as 'Principal Towns' in the Regional Spatial Strategy, which fulfil a regionally significant role as service, employment and transport hubs for their surrounding area. Development in these settlements will be confined to their existing urban areas and expansion into the surrounding countryside not already protected as Green Belt will be strongly resisted. Provision for local jobs will be promoted on redevelopment sites in the Chapeltown area and in Stocksbridge to support a degree of self-containment to reduce the need to travel out to work. However, the total number of jobs in Stocksbridge is not expected to grow and the town will take on more of a commuter role, requiring improvements to transport connections with neighbouring areas of Sheffield and Barnsley. Improvements to the town centres will be encouraged to reduce the need to travel outside the two settlements for shopping and other services.

Green Corridors and Countryside

4.28 A network of green corridors, parks, recreational areas and greenspaces will be preserved and enhanced within and close to the urban areas, including strategic links along the main river valleys. These will serve a range of purposes including movement of wildlife in the city, leisure and recreation, and walking and cycling.

4.29 This network will connect with the surrounding countryside and the city's rural setting will be safeguarded and enhanced. Most of the countryside will remain protected as Green Belt to support urban and rural objectives. The three larger rural settlements of Oughtibridge, Wharncliffe Side and Worrall will continue to act as small service centres for the surrounding countryside.

4.30 The environmental features of the spatial strategy will support the SDF objectives for health and well-being for all, sustainable transport, sustainable use of natural resources, prizing the green environment and a city with character.

Transport Routes

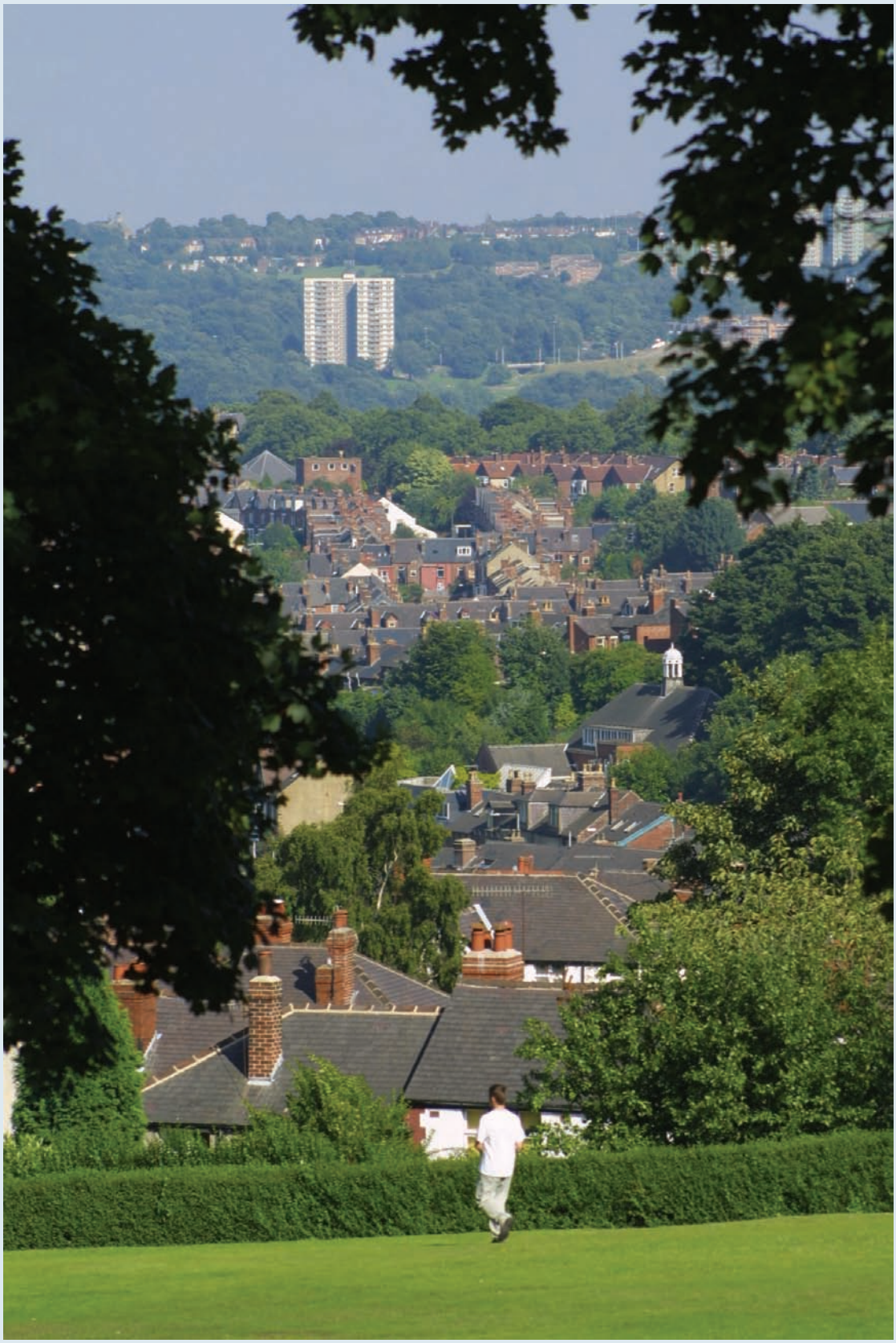
4.31 A Network of Key Routes will form the major arteries for future investment. These are routes carrying the largest numbers of people, where interventions can have the greatest impact on meeting the Core Strategy's transport objectives. Most of the routes converge on the City Centre so investment supports the concentration of development in the centre. Two Key Routes also run through each of the Lower and Upper Don Valleys, supporting the regeneration of these complementary employment locations. Intervention to combat congestion will also be focused on these routes and also on Manchester Road (A57), Ecclesall Road (A625), Chesterfield Road (A61), Sheffield Parkway (A57) and the Outer Ring Road (A6102). The types of intervention on Key Routes will vary according to the needs and opportunities on each link but the outcome will be a network on which the priorities are:

- improving operating conditions for buses
- managing congestion and reducing delays
- improving air quality and road safety
- providing facilities and improvements for freight movement.

4.32 Public transport will also be improved to make areas away from the Key Routes more accessible. This strategy will support a wide range of SDF objectives but particularly those for economic transformation, serving the city region, connecting up the city, efficient use of the transport network and supporting sustainable transport.

PART 2: SPATIAL POLICIES

Chapter 5 : Introduction to Policies



Chapter 5 Introduction to Policies

5.1 The spatial policies flow from the vision and objectives and elaborate on the spatial strategy in the previous chapter. The areas that form the basis of the spatial strategy are:

- The City Centre, at the heart of the strategy
- Three employment areas that follow the valleys
    - Lower Don Valley
    - Upper Don Valley
    - Sheaf Valley and neighbouring areas
- The Housing Market Renewal Areas
    - North-East Urban
    - South-East Urban
- Other mainly residential areas
    - South and West Urban
- Peripheral areas
    - Mosborough/Woodhouse
    - Chapeltown/Ecclesfield
    - Stocksbridge/Deepcar
    - Rural Settlements

5.2 These areas are mapped on Figure 5.1 below.

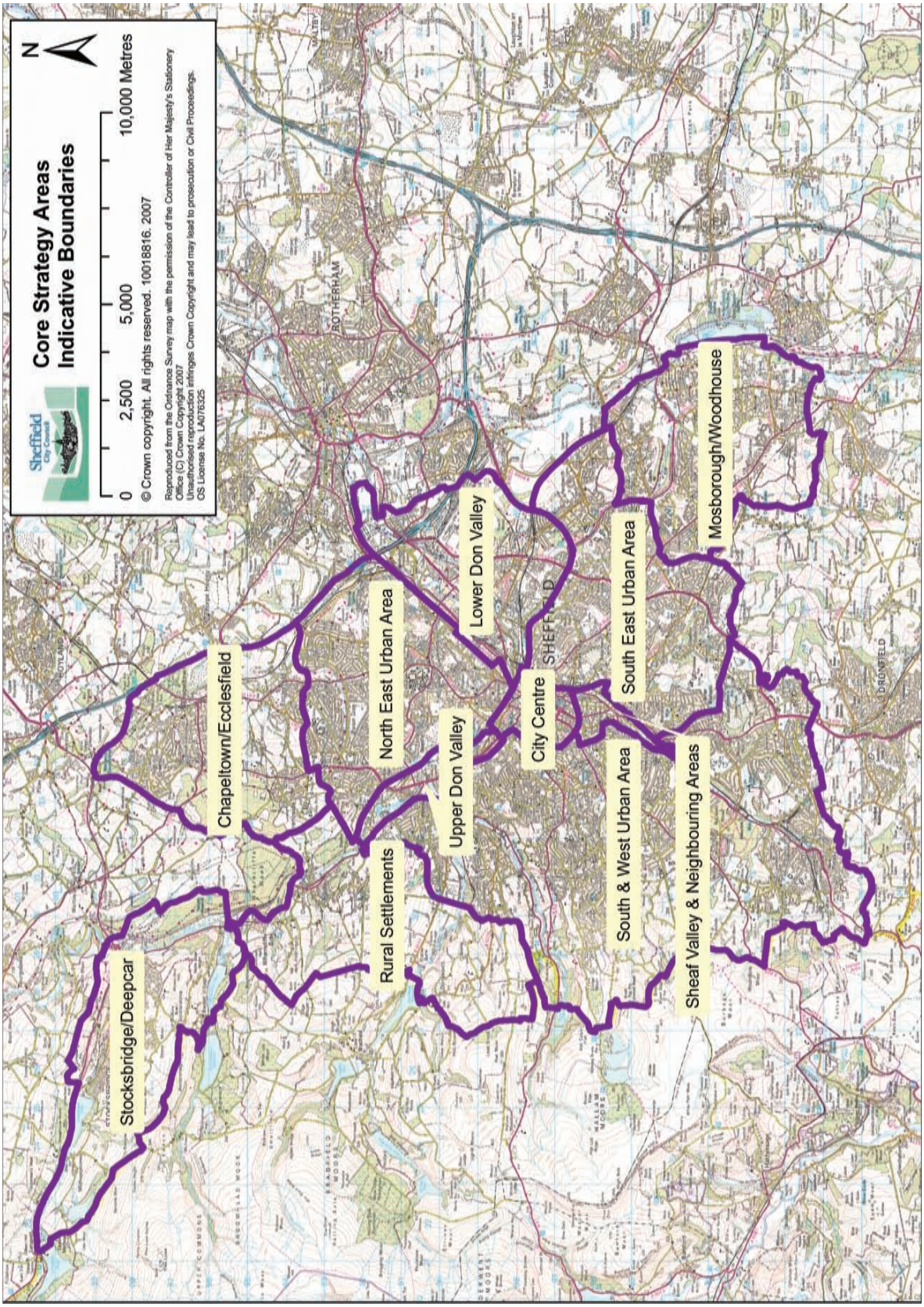
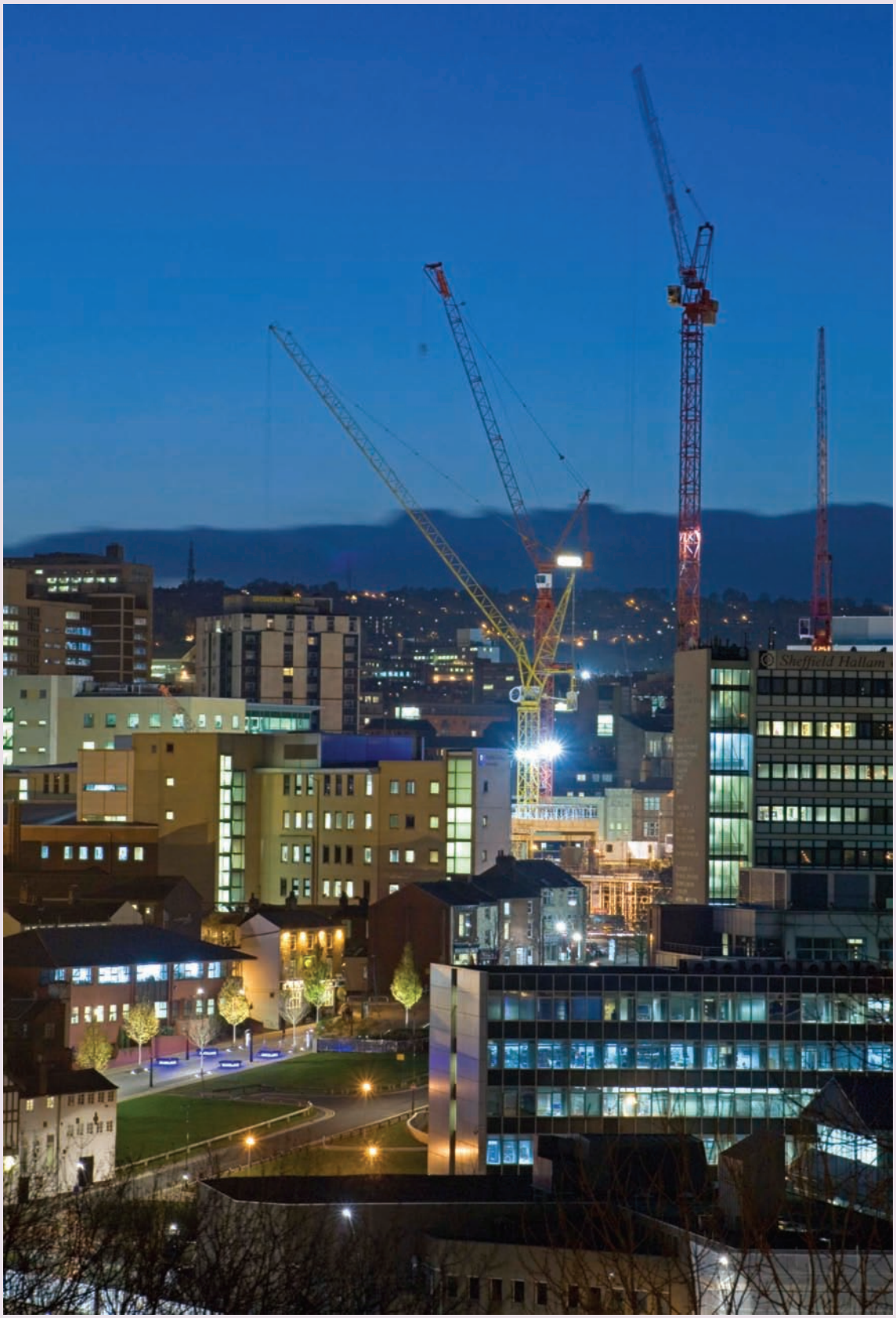


Figure 5.1 Core Strategy Areas

5.3 The supporting text of the policies indicates briefly how they will be implemented. More details about delivery (mechanisms, partners, timing and existence of funding) are given in Appendix 1. Appendix 2 then presents the targets to be achieved and the indicators to be used to monitor progress.

Chapter 6 : Promoting Economic Prosperity and Providing Sustainable Employment



Chapter 6 Promoting Economic Prosperity and Providing Sustainable Employment

CS1 Land for Employment and Economic Development

6.1 Maintaining a supply of land for business and industry is essential for achieving the objectives for economic transformation. It will be necessary to ensure there is enough available land to accommodate the forms of office development needed for growth sectors in the service sector and sufficient land for industry, for the city to develop its distinctive role in manufacturing. This means responding to market demand in sustainable locations and ensuring that sufficient land is safeguarded. This is especially needed where market demand for other uses, such as housing or retail development, could result in a shortage of sufficient employment land to deliver the economic vision.

6.2 This does not mean protecting excessive amounts of land for employment uses, but there is evidence that a shortage of land in Sheffield, particularly of quality sites, has restricted the development of businesses. It is therefore necessary to reduce the amount of land previously safeguarded for employment uses whilst providing for a range of sites, ensuring that the best ones are available and improving their quality where necessary. Employment and economic development covers a wide variety of sectors, but much of it requires buildings in the B1, B2 and B8 Use Classes.

Policy CS 1

Land for Employment and Economic Development

Land will be made available for office and industrial development, principally in existing employment areas. Suitable new sites will be safeguarded in identified industry and business areas as space is created through the demolition of existing premises. Sites will be released for alternative uses where industry or business would no longer be appropriate.

A 5-year supply of each type of land for offices and industry, which would be available and free of major constraints, or could become so during that period, will be maintained at all times. This will comprise:

a. 20 hectares for offices (use class B1(a))

b. 25 hectares for other businesses (use classes B1(b) and (c)).

c. 100 hectares for general industry and storage/distribution (use classes B2 and B8 with associated B1(b) and (c)) and other sui generis general industrial/processing uses.

Sites will also be allocated for a 10-year period and action taken to make them ready for development.

6.3 The figures in the policy total 29 hectares per year and are based upon the report of independent consultants commissioned by the City Council. They are derived from their analysis of the increasing take-up of land for business and industrial uses, the need for redevelopment, relocation and modernising of businesses and the potential to promote the development needed to achieve a transformed economy. The requirements are equivalent to the average rate of development of land for B1, B2 and B8 class uses over the previous ten years, plus a 50% margin to reduce past constraints and provide for an adequate portfolio of sites from which developers can choose. Maintaining an amount of land based on past take-up alone would not achieve the objectives for economic transformation and the margin has been added to reduce past constraints and ensure an adequate portfolio of sites from which prospective new developers can choose. Take-up levels have increased over the last 10 years, demonstrating the potential for new investment in the future. The amount of land required for offices reflects the opportunity for high density of development in the City Centre, often multi-storey, resulting in higher levels of floorspace per hectare, whilst the figures for other business and industry take account of their lower densities, largely as single-storey development.

6.4 The relationship between requirements and supply is outlined in Table 6.1

Table 6.1 Requirement for and Supply of Land for Business and Industry

		Offices	**Other business and industry uses**
	Requirement		
(a)	2008-18	40	250
(b)	2008-26	72	450
(c)	**Available land in 2008** (assumes office development takes place as part of mixed schemes)	45.5	260
(d)	Years supply of land in total =(c)/4 for offices and (c)/25 for other uses	11	11
	Capacity still required (mainly on land still to be released through redevelopment/windfalls)		
(e)	2008-16 =(a)-(c)	0	0
(f)	2008-26 =(b)-(c)	26.5	190

6.5 Table 6.1 above shows that there is already a relatively plentiful supply of total land for office and industrial development (at least 11 years supply). It is expected that significant additional land will be released through redevelopment of older premises and the need for this to occur forms a significant part of the requirement in the policy. This windfall element of the future supply will be monitored and sites identified and assessed for suitability at the earliest opportunity.

6.6 The amount of land that is considered available will vary as sites are developed and new sites are identified. The 260 hectares in 2008 identified in Table 6.1 is a significant reduction on the earlier amount of land (380 hectares) as identified in the Regional Spatial Strategy. The large majority of this land will be located in the priority areas for office and industrial development identified in policies CS3 and CS5. Industry and business areas, where employment uses are preferred, will be defined in the City Policies document and designated on the Proposals Map and new sites will be identified there as they are created through demolition of properties that are no longer fit for purpose. Known sites in these locations will usually be suitable for employment uses and enough land for 10 years requirements will be allocated in the City Sites document. As later sites become available through subsequent redevelopment or relocation they will be allocated in successive reviews. This will be followed up by the promotion of sites and provision of infrastructure and services to support the release of land that might otherwise remain unused. Decisions about applications for planning permission will help to ensure that land required for business and industry is not lost to other uses.

6.7 Actual take-up rates will be monitored through the Annual Monitoring Reports and the release of employment land will be managed through the City Policies and City Sites documents, which will be reviewed if over any five-year period there is an over-supply or under-supply of available land. If that were not effective then the need to review the Policy would be considered.

CS2 Business and Industrial Development on Brownfield and Greenfield Land

6.8 In accordance with the spatial strategy for the city, the emphasis for future development will be on using previously developed land in sustainable locations. A small allowance for greenfield land is proposed for flexibility and unforeseen requirements.

Policy CS 2

Business and Industrial Development on Brownfield and Greenfield Land

Priority for new business and industry development will be given to previously developed land over greenfield land and locations where it would also be accessible by public transport. No more than 4 hectares or 2.5% of all land developed over any five-year period, whichever is the lowest, will be greenfield land.

6.9 The policy will be implemented by active promotion of previously developed land through regeneration strategies, master plans and area action plans and through the safeguarding of greenfield land through decisions about planning applications.

CS3 Locations for Office Development

6.10 Office development is crucial for the transformation of the city's economy and the creation of a vibrant city centre. The spatial strategy places a strong emphasis on the City Centre

in order to promote it as a centre for headquarters offices and to support initiatives to attract more trips by sustainable forms of travel. But complementary locations with less expensive sites as well as good transport links are also required for other types of office development and this also forms part of the basic spatial strategy. Locations that are accessible from deprived neighbourhoods help to bring the benefits of the new developments to a wide range of workers and sites close to public interchanges are especially sustainable.

Policy CS 3

Locations for Office Development

Office development will take place in the following locations:

a. the City Centre

b. in accessible locations at the edge of the City Centre

c. District Centres, on high-frequency public transport routes in urban areas and near Supertram stops (small-scale offices only)

d. around Hillsborough and Crystal Peaks transport interchanges

e. around Meadowhall

f. Tinsley Park.

Development in the City Centre and at its edge should include at least 65% of total office development in the city.

6.11 The relative contribution of the City Centre (65%) takes account of recent market assessments that point to it being the key to attracting new businesses and the scale of development that can be achieved in support of the spatial strategy. Priority Office Areas within the City Centre that would be particularly suitable and attractive are identified in policy CS4. The capacity in the other locations may be constrained by the availability of land or transport systems. However, there are also transport capacity issues for the City Centre with peak-period congestion at some approaches to the City Centre and the support provided by related transport policies will be crucial (see Chapter 10). Locations at the edge of the City centre can have many of the advantages of the City Centre itself and are more accessible to the sector of the city in which they are located.

6.12 Meadowhall, Hillsborough and Crystal Peaks all have nearby public transport interchanges. At Meadowhall proposals for office development should not be large in scale and will be assessed in line with PPS6. At Tinsley Park, development would extend the range of types of location and support continuing initiatives to serve the area by public transport but it is not expected that the scale of offices would exceed what is currently proposed. Corridors that are well served by public transport are also considered suitable and these will provide choice and help meet the need for local employment in smaller-scale offices. For the

purposes of this policy, small-scale development outside the main office locations means single office units of less than 1,000 square metres gross internal floorspace.

6.13 Delivery of development and new jobs in each of the areas indicated in the policy is taken up in Part 3 below. Decisions about planning applications will aim to ensure that the geographical distribution of the city's five-year land supply would provide for at least 65% of floorspace being developed in or at the edge of the City Centre. If it can be demonstrated that available capacity for 65% within the five years cannot be identified, planning permission for office development outside that area, other than for meeting a local need, would be either refused or allowed only with phasing conditions. The conditions would ensure that it could only be developed once the figure for the City Centre and its edge had reached 65% and would remain at that figure. The proportions will be measured in terms of gross floorspace. This will be supported by measures to release regeneration sites and increase the capacity for trips into the centre. Current land figures indicate that meeting both the overall requirement of policy CS1 and achieving the distribution indicated in policy CS3 will mean most of the new provision for offices being in the City Centre. Progress will be recorded in the Annual Monitoring Report. The scale of individual proposals for office development contributing to the remaining 35% will be assessed in line with PPS6.

CS4 Offices in the City Centre

6.14 Policy CS3 establishes the City Centre as the primary location for future office development in the city. Most businesses would prefer to be located in areas that have a strong commercial character, but there are currently inadequate established office areas in Sheffield. Offices are more attractive and viable if located in prominent, high-profile locations and with modern, high-quality accommodation. Concentrations of offices can support complementary developments, such as hotels and conferencing facilities. Established office areas can also help to encourage the supporting uses that will attract workers, such as shops, leisure and culture, cafes, bars and restaurants. There are parts of the City Centre that present immediate and identifiable opportunities for redevelopment, where land is underused and buildings are old and not appropriate for their current use. The closeness of the Digital Campus/Sheaf Valley to parts of Sheffield Hallam University's City Campus makes this location particularly suitable for knowledge-based businesses.

Policy CS 4

Offices in the City Centre

New large-scale and high-density office development will be concentrated in the City Centre in Priority Office Areas:

a. in the Heart of the City and Eyre Street, particularly for prestige office accommodation

b. at Moorfoot and Charter Row, particularly for headquarters and other high-quality offices

c. the Digital Campus/Sheaf Valley areas in front of the railway station, particularly for digital, creative and knowledge-based businesses

d. along the new northern Inner Relief Road and Tenter Street, particularly for professional, financial and legal services

e. Castlegate, on the west side of Park Square, particularly for professional, financial and legal services.

Major office development will be promoted and encouraged in these locations. Other uses that provide for active frontages and a vibrant street scene such as cafés, restaurants and leisure will be encouraged in small amounts. Mixed uses including a suitable proportion of housing may also be appropriate. Significant amounts of new office floorspace will also be located in other areas of the City Centre, including development as part of mixed schemes, together with housing where appropriate.

6.15 Development will be achieved through close working with landowners and developers in the private sector as well as with regeneration and funding agencies and direct intervention. Management of demand for other uses will be achieved through partnership working and decisions about individual applications for planning permission. It is expected that market demand will be sufficient to maintain progress and measures to increase the numbers of workers who can travel into the City Centre are set out in policy CS60.

CS5 Locations for Manufacturing, Distribution/Warehousing and other Non-office Businesses

6.16 The guiding principles in the spatial strategy for locating manufacturing, distribution and warehousing are that they should be away from housing areas and accessible by public transport. These locations are also appropriate for other non-office businesses (research and development and light industry), which may also be acceptable nearer to housing areas to provide more local opportunities for employment.

Policy CS 5

Locations for Manufacturing, Distribution/Warehousing and other Non-office Businesses

Manufacturing, distribution/warehousing and non-office businesses will be located in:

a. the Lower Don Valley

b. the Upper Don Valley

c. other established areas within the main urban area, including the Sheaf Valley (Heeley area), the Blackburn Valley and Orgreave

d. locations within each of the more outlying areas of Mosborough/Woodhouse, Chapeltown/Ecclesfield and Stocksbridge/Deepcar.

Innovative new and expanding businesses (especially high technology manufacturing and knowledge-based services) will be promoted in areas close to centres of research, including locations near the universities, the Sheffield Teaching Hospitals and the Children's Hospital, and Tinsley Park.

6.17 There are four types of location, each of which accords with the Core Strategy objectives and spatial strategy. The Lower and Upper Don Valley are strategic employment locations. The Blackburn Valley supplements the Lower Don Valley, though as a secondary location. The Sheaf Valley and Orgreave are inherited employment areas in the main urban area that continue to provide a source of more local jobs whilst there are sites in and around Mosborough, Chapeltown and Stocksbridge that can continue to contribute towards the supply of local jobs in these more peripheral areas of the city. Small innovative businesses may benefit in their early years from locations close to 'parent' research locations at the major educational institutions and teaching hospitals and near the Advanced Manufacturing Park at Waverley.

CS6 Manufacturing and the City Centre - Transition Areas

6.18 Historically, metal industries and related manufacturing developed in and around the City Centre. However, in some areas, the City Centre is no longer a suitable location for this purpose, because of topography and restricted accessibility for industrial traffic. Also, competition from other more suitable and viable uses is increasing pressure for relocation. As a result, many of these areas often fail to meet the requirements of modern manufacturing and distribution. Also, some industrial operations are incompatible with other City Centre uses, particularly housing. In these transition areas there are long-term advantages for the efficient operation of the business and the regeneration of the City Centre if the industry can be relocated.

Policy CS 6

Manufacturing and the City Centre – Transition Areas

Manufacturing in City Centre transition areas should not expand where it would detract from the regeneration of the centre and it will be encouraged to relocate, providing suitable alternative sites and premises are available in the city. Transition areas include:

a. parts of St. Vincent's area

b. part of Kelham/Neepsend

c. part of Wicker/Riverside

d. most of West Bar

e. the southern part of the Devonshire Quarter

f. parts of the Cultural Industries Quarter.

6.19 The process of transition needs to be managed so as to allow important businesses and employment to relocate within Sheffield where this is also the ambition of the companies themselves. Locations need to be made available for these businesses (see policy CS5) and possible relocation areas include the Upper and Lower Don Valleys (see, for example, policy CS10). There would be sustainability and operational advantages for some of these businesses to relocate close to the City Centre. In the City Centre, the resulting regeneration should also give priority to safeguarding and enhancing of features of industrial heritage value (see policy CS74).

6.20 The transition will be achieved, as opportunities arise, through decisions about applications for planning permission for industrial uses and developments that would promote area regeneration, the preparation of area action plans and funding redevelopment through the added value to sites currently in industrial use being developed for alternative uses. The specific areas referred to in the policy are shown on the Key Diagram.

CS7 Meadowhall

6.21 Meadowhall has vacant land with good road and public transport access where a new range of employment opportunities would contribute to the strategy for the Valley. Policy CS3 identifies it as a location for offices and it could also contribute to meeting the longer-term housing need. The location would be suitable for large-scale leisure that could not be accommodated in the City Centre. But, in keeping with the Regional Spatial Strategy, there would be no significant expansion of shopping at Meadowhall. The expansion of District Centre shopping would be at Darnall.

Policy CS 7

Meadowhall

Around the Meadowhall centre, the predominant land uses will be for employment, including office development and non-office business uses. Housing may be included as part of a mixed-use development providing air quality and other environmental conditions can be made acceptable.

The shopping centre will remain at around its present size and large-scale leisure uses that cannot be located in the City Centre or at its edge may also be located close to the Interchange.

All new development around the Meadowhall Centre should be integrated with the existing development.

A wide range of transport measures, including Travel Plans, will be employed to mitigate the transport impact of new development on the strategic road network and the new development and to reduce adverse impacts on air quality. These will include:

a. improved public transport services for workers and visitors, including new bus rapid transit

b. connections with the proposed park-and-ride site at Waverley

c. restrictions on long-stay car parking, other than to serve park-and-ride services to the City Centre, and on other private non-residential parking levels

d. the creation of a car club

e. provision of the M1 Junction 34 Relief Road (Halfpenny Link).

The scale and density of development will be consistent with the transport capacity created by these measures.

6.22 This is identified as one of the complementary non-City Centre office locations (see policy CS3) and the area would lend itself to non-office businesses as well, particularly at those locations furthest from the Interchange. Housing might be included as part of a mixed-use development on selected sites but the acceptability of this will depend on evidence about air quality and flood risk. The provision for the shopping centre is consistent with the Regional Spatial Strategy policy for out-of-centre retailing.

6.23 As the area most likely to generate uses intended to take advantage of closeness to the motorway junctions, it will be essential to take action to minimise additional congestion at the junctions and loss of air quality that could make living conditions unacceptable. The measures required in this location must, therefore, be particularly robust. The presence of good public transport and proposed improvements on Key Routes will help to make this viable but complementary constraint on the overall numbers of trips will be essential.

Restrictions on long-stay parking will be important in reducing the number of additional trips generated by new development.

6.24 The road link will be achieved through a combination of public and private funding for regeneration in the area. Other measures will be implemented through Local Transport Plan investment, Travel Plans and decisions about applications for planning permission and negotiation of developer contributions.

CS8 Tinsley Park

6.25 Tinsley Park has a distinctive contribution to make to the regeneration of the Lower Don Valley proposed in the Spatial Strategy (see paragraphs 4.13-14) having sites well suited to industrial development on account of being located away from residential development but potentially accessible by public transport. It also benefits from its closeness to the Advanced Manufacturing Park at Waverley in Rotherham.

Policy CS 8

Tinsley Park

At Tinsley Park, the major land uses will be industry and warehousing/distribution, making particular use of rail freight facilities. Tinsley Park will also be a location for non-office business uses with other office development located only south of Europa Way.

Public transport links to Tinsley Park will be improved and Travel Plans will be required for all new developments to ensure that air quality does not suffer and to enable sustainable forms of transport to be used, including:

a. public transport services for workers

b. connections with the proposed park-and-ride site at Waverley

c. transhipment facilities and direct links to the rail network for freight

d. vehicle fleets with low emissions of pollutants.

6.26 The transport connections are important for both the economic success and the sustainability of the area. It does not yet have particularly good public transport access and one benefit from promoting it is to achieve the size needed to attract frequent bus services from a wide range of origins. It is conveniently located for the motorway at Junctions 33 and 34 but measures must be taken to ensure that development does not worsen the already unsatisfactory air quality in the area or cause unacceptable increases in traffic at the motorway junctions.

6.27 Appropriate measures are set out in the policy and they will be introduced at each stage in the development process from marketing to negotiating of planning obligations.

CS9 Attercliffe/Newhall and Parkway/Kettlebridge

6.28 These two areas have large existing concentrations of industry and warehousing and are well placed in relation to Key Routes to contribute to the regeneration of the Lower Don Valley.

Policy CS 9

Attercliffe/Newhall and Parkway Kettlebridge

Traditional and modern manufacturing and distribution will be located within Attercliffe/Newhall and Parkway/Kettlebridge and more sensitive uses that would prejudice such development will not be located here.

Public transport links will be improved between these areas and the rest of the city, including surrounding neighbourhoods, to maximise accessibility for employees and reduce reliance on the private car.

6.29 Although located further from the motorway junctions than other parts of the Valley, new development here is likely to have a significant effect on the congestion levels. So, Travel Plans will still be needed to ensure that the impacts are at acceptable levels. The area will benefit from improvements to Key Routes and the proposed priority bus measures.

6.30 Developments will be delivered through decisions about applications for planning permission. Other measures will be implemented through Local Transport Plan investment, Travel Plans and negotiation of developer contributions.

CS10 Business and Industry in the Upper Don Valley

6.31 The Upper Don Valley has traditionally been a key area for employment in Sheffield but has been in decline physically and economically for several decades. There are still evident successes in the valley but these sit alongside a significant number of vacant industrial sites and obsolete premises. The strategy would support existing businesses and encourage new ones, with a range of industry and non-office businesses (policy CS5).

Policy CS 10

Business and Industry in the Upper Don Valley

Employment uses will be maintained and promoted in the North Neepsend/Hillfoot Riverside and Wadsley Bridge areas, including improvements to access and the local environment.

Industrial and business uses will be promoted in the Upper Don Valley with significant access improvements including bridging the River Don from Middlewood Road.

6.32 The areas in the central part of the Valley, as well as being accessible, are well located to take advantage of the improvements for the Penistone Road, already programmed in the South Yorkshire Local Transport Plan, including bus priority measures. Future development and investment in the Neepsend and Hillfoot riverside areas would make opportunities to create high-quality riverside settings. Improvements to frontages on Penistone Road will help to enhance this gateway route.

6.33 Environmental improvements will be brought about through negotiation and co-operation with developers and landowners as development takes place and funding associated with economic regeneration and initiatives such as the Upper Don Walk. The City Council will work in partnership with local landowners, community groups, the South Yorkshire Forest Partnership and Yorkshire Forward.

6.34 The northern part of the Valley provides a large area of land satisfying the requirements for industrial and non-office businesses and an opportunity for businesses to relocate from unsuitable, declining premises, elsewhere in the valley or the City Centre, to a modern and flexible employment location (see policy CS20). A bridge over the River Don from Middlewood Road would greatly improve the presently poor access, open up jobs to people living in Stocksbridge and also help to relieve congestion in other parts of the Valley.

6.35 In both parts of the Valley, land will be safeguarded through allocations in the City Sites document. The area will be considered for Area Action Planning to help deliver longer-term changes. The bridge is the subject of a bid in the Local Transport Plan. The City Council will continue to take a proactive approach to partnership working with local landowners in order to facilitate future investment.

CS11 Employment Locations in the North-East Urban Area

6.36 Policies CS3 and CS5 identify the adjoining areas of the City Centre and Don Valley as major locations for new employment. But, there is current demand for more local jobs, which would complement the physical renewal of the area and attract investment. Direct links to the Don Valley are not always good and there is a shortage of local opportunities for those who would prefer to work or train closer to home.

Policy CS 11

Employment Locations in the North-East Urban Area

New opportunities for employment, education and training will be promoted at:

a. Parkwood Springs Business Area;

b. Woodside (along Rutland Road/Oakham Drive);

c. Spital Hill;

and by improved access to existing employment areas including the Northern General Hospital.

6.37 These locations reflect new development opportunities within the area, which are particularly accessible for residents of Burngreave. The Northern General Hospital is an important existing local employer for all parts of the area. There are no significant employment locations in Southey/Owlerton or Brightside/Shiregreen, as these areas are mainly residential, though there may be some additional jobs at Firth Park and Chaucer District Centres (see policies CS3, CS34 and CS37) and in the Neighbourhood Centres (see policy CS39).

6.38 A range of partners would enable these sites to be developed within five years, drawing on the joint working already achieved in the regeneration of the area. The improved transport to existing employment areas will be brought about by the City Council, Passenger Transport Executive and the bus operators, subject to resources.

CS12 Blackburn Valley

6.39 The Blackburn Valley contains a number of industrial uses and presents an opportunity to extend the employment area of the Lower Don Valley and to meet the more local needs for jobs. It is one of the areas where manufacturing, distribution/warehousing and non-office businesses will be located (policy CS5). However, extension would require improved access to the Valley because its current relative remoteness discourages new businesses. There are no foreseeable proposals for transport improvements and the prospects are constrained by the capacity of the nearby motorway junctions and the priority given to redeveloping sites in the better served Lower Don Valley. But, it presents opportunities to enhance the largely green character of much of the Valley with its gateway role for visitors to the city from the north (see policy CS75).

Policy CS 12

Blackburn Valley

Manufacturing, distribution and non-office business uses will continue be located within the existing business and industry areas of the Blackburn Valley. Environmental improvements to enhance walking and cycling access, biodiversity and physical attractiveness of the Valley will be emphasised.

6.40 It is envisaged that manufacturing, distribution and non-office businesses could all continue to provide a source of local employment, taking advantage of the area's relative distance from housing areas whilst not being too far for people needing to work locally. But parts of the valley are occupied by developed floodplain, where the extent of the built area should not be increased (see policy CS67). The valley is also a priority of the South Yorkshire Forest Plan and Sheffield Countryside Management Strategy for environmental improvements, including the maintenance and enhancement of existing features of value where possible, for example, the TransPennine Trail and the wider footpath/cycle network together with landscape features such as woodland along Blackburn Brook and at Woolley Wood and habitat creation. This approach complements and supports the Housing Market Renewal strategies and programmes for the adjoining residential areas and the Strategic Green Network (policy CS73) with its corridor up the Blackburn Valley.

6.41 Provision for employment and environmental enhancement would be made through the process of determining applications for planning permission for consolidation, expansion or redevelopment and guidance would be given to developers as appropriate. Initiatives in environmental enhancement would be made in partnership between the Council, developers, the South Yorkshire Forest Partnership and other environmental and local community groups and funding will be sought from forestry resource grants, lottery funding, landfill tax credits and the voluntary and business sectors.

CS13 Employment and Services in Mosborough/Woodhouse

6.42 Mobility has grown significantly, increasing the distances that many people are willing to travel, whilst the strengthening housing market has put more pressure on employment land. However, local jobs should still be provided for those who prefer not to travel far, helping to reduce unnecessary travel and take pressure off heavily used routes at peak periods. The precise balance to be struck between job provision locally and more centrally in Sheffield reflects the local availability of sustainable development sites, and provision still needs to be made for travel to work in the main urban area. But, policy CS3 identifies Crystal Peaks as a location for office development and CS5 locates manufacturing, distribution/warehousing and non-office businesses at Holbrook/Oxclose. A similar issue arises for provision of shopping and other services, centred on the Crystal Peaks District Centre (policy CS34) and Drakehouse Retail Warehouse Park. It is envisaged that Woodhouse District Centre (see policy CS34) would continue to meet a more local need.

Policy CS 13

Employment and Services in Mosborough/Woodhouse

New jobs will be provided:

a. within established industrial and business areas at the east side of Mosborough; and

b. at the edge of Crystal Peaks District Centre.

Shopping provision at Crystal Peaks District Centre will be maintained at around its current size.

Public transport services will be maintained and selectively improved, particularly to serve the needs of peak-period travel between Mosborough/Woodhouse and major employment areas elsewhere in Sheffield, primarily the City Centre and Lower Don Valley.

6.43 Opportunities remain for new development close to Crystal Peaks (including for offices and leisure) and in the established industry and business areas (predominantly for general industry and warehousing). Major new development may require the expansion of wastewater treatment capacity at Yorkshire Water's Woodhouse Mill Wastewater Treatment Works.

6.44 Forecasts show that the existing District Centre at Crystal Peaks is large enough to meet the area's needs over the plan period. Demand for specialist goods that are not available in existing shops will be more appropriately met by the City Centre.

6.45 Current transport connections with the rest of the city, and particularly with the City Centre, include two Key Routes and bus and Supertram services. They are reasonably adequate for present commuter numbers from Mosborough/Woodhouse, although at peak periods there is some localised road congestion and crowding on tram services. Improvements to the Key Routes are proposed (policy CS52) and routes to both Halfway and Woodhouse are priorities for bus improvements (see policy CS56). The purchase of new tram units would help to relieve this by improving frequencies at peak times. There is significant unmet demand for travel between Mosborough/Woodhouse and the Lower Don Valley and the limited frequency of direct bus services (even at peak periods) tends to promote car use instead. The South Yorkshire Rail Plan does not propose significant improvements to services at Woodhouse station (see policy CS16).

6.46 Improvements by 2016 are expected to include increased capacity on the tram, with new vehicles, and improvements to the Crystal Peaks interchange, possibly complemented by extra park-and-ride facilities. Improvements to direct bus services to the Lower Don Valley are more likely to occur once the Transport Authority has gained enhanced influence over the bus network (see paragraph 10.22 below).

Chapter 7 : Enriching the Sheffield City Region as the Most Sustainable Location for Regional Services, Jobs and Facilities

Chapter 7 Enriching the Sheffield City Region as the Most Sustainable Location for Regional Services, Jobs and Facilities

7.1 The spatial policies for shopping are based on a three-tier hierarchy of centres of different sizes serving a range of catchment populations.

CS14 City-wide Distribution of Shopping and Leisure Development

7.2 The spatial strategy identifies the City Centre as the most sustainable location for new shops and leisure facilities that attract people from beyond their district or neighbourhood and that cannot be met more locally in other town centres in the city region. However, the existing central shopping area is overextended and becoming run-down in parts. The quality range of shops and facilities is also significantly short of the potential for a major core city. A major regeneration initiative is imminent in the form of the New Retail Quarter, which is needed to consolidate the shopping area and improve the range and quality of shops and facilities. The policy affirms the priority that is attached to this scheme and the implications for large shop development in other locations. It is envisaged that Meadowhall will continue to be a major regional draw. But, the priority to City Centre regeneration, the provisions of the Regional Spatial Strategy and the lack of need for further out-of-centre non-food retail development means that shopping space there should not expand beyond its current capacity.

Policy CS 14

City-wide Distribution of Shopping and Leisure Development

New shops and leisure facilities with city-wide and regional catchments will be concentrated in the City Centre Primary Shopping Area and immediately adjacent shopping streets of the City Centre, which will be strengthened through a major retail-led, mixed-use regeneration scheme, which will form the New Retail Quarter.

Meadowhall Shopping Centre will remain at around its present size and major non-food retail development will not occur outside the City Centre's Primary Shopping Area and District Centres and their edges.

7.3 The various shopping areas of the City Centre are indicated in policy CS18. The provision for Meadowhall to remain at around its present size is consistent with the Regional Spatial Strategy. Major non-food development will usually consist of increases in gross floorspace of more than 2,500 sq m.

7.4 Construction of the New Retail Quarter is expected to begin in early 2008 with completion by 2012 and being fully operational by 2014. Provision for non-food development outside the City Centre Primary Shopping Area, District Centres, and their edges, where appropriate, will be considered in the light of current national retail policy, supported by any other local considerations in the Sheffield Development Framework.

CS15 Locations for Large Leisure and Cultural Development

7.5 The spatial strategy indicates that leisure and cultural facilities with a city-wide or regional catchment should be concentrated in the City Centre. However some types of facility may be inappropriate or too large for a central location but still require a location that is easily accessible by public transport.

Policy CS 15

Locations for Large Leisure and Cultural Developments

Development of leisure and cultural facilities that serve the city and wider region will be located in, or at the edge of, the City Centre where possible. Major leisure facilities will be located in the Lower Don Valley if no sites are suitable or available in the City Centre or at its edge. Leisure development serving smaller catchments, such as the north or south of Sheffield, will be located in the specified alternative concentrations in the Upper Don and Sheaf Valleys if no sites are available or suitable in existing centres.

7.6 Whilst the preference is for City Centre locations, alternative areas for large-scale developments are proposed in each of the three main valleys. The Lower Don Valley is more accessible to the wider region than the other non-central locations. The other locations would be more appropriate for developments with a catchment within their part of the city.

7.7 The policy will be implemented by active promotion of locations for appropriate leisure development through regeneration strategies, master plans and area action plans.

CS16 Rail Connections

7.8 Rail has a distinctive contribution to make to a well connected city. The number of trips to and from the City Centre have increased by around 15% over the past five years, which may reflect both the attractiveness of rail as a mode of transport and the number of people travelling from outside the city. But, the local network's capacity is constrained and any significant investment is likely to be long term, so it will be important to make the most effective use of the capacity that is available. Rail's distinctive contribution is for long-distance travel which is critical to the objective of the city being well connected and the South Yorkshire Spatial Strategy and City Strategy specifically identify links with Leeds and Manchester. Connections with the main urban areas of the city region are equally important for the region's success. But, these priorities may limit the future growth of more local travel by rail.

Policy CS 16

Rail Connections

Priority for development of the rail network within the city will be given to improving connections with London, Leeds and Manchester and main urban centres within the City Region. Local stations and services will be improved where there would still be enough capacity for longer distance services.

The existing track-bed of the rail route between Sheffield and Dore stations and the freight line from the City Centre to Stocksbridge will be safeguarded for transport uses.

Former rail routes will be safeguarded for future transport use, either rail, where possible, or walking and cycling, where suitable, at:

a. the Blackburn Chord near Tinsley

b. the Woodhead route north of Deepcar

c. the Meadowhall to Chapeltown (former Great Central) line.

7.9 Continuing improvements to connections with other cities will be made by the train operators and more efficient operation of the South Yorkshire network through the South Yorkshire Rail Plan. The issue of the constrained approaches to Sheffield station is under review in the Rail Utilisation Strategy. Developments to the rail network will be made through future reviews of the Rail Plan. The routes proposed for safeguarding are to ensure opportunities are not lost for strategic investment in rail in the longer term, including on the busy route south of Sheffield Station, in the Lower Don Valley corridor and in any new Trans-Pennine link to Manchester. The safeguarded routes in the north of the city could also provide links for pedestrians and cyclists.

CS17 City Centre Quarters

7.10 Areas within the City Centre that have their own distinctive character and role have been recognised in previous masterplanning of the City Centre and these are the ‘quarters’ referred to in the Regional Spatial Strategy. Many of them have already been the subjects of specific Area Action Plans, approved by the City Council to provide a finer grain of interim planning guidance. These will be reviewed as appropriate and will be crucial in making the most of the opportunities presented in the City Centre.

Policy CS 17

City Centre Quarters

The distinctive and fundamental roles of different 'quarters' of the City Centre will be consolidated and strengthened, namely:

a. Heart of the City, including the New Retail Quarter – the prime office and retail streets and main civic, arts and cultural buildings, with high-quality public spaces. Shopping and visitor facilities, in particular, will be improved;

b. Cathedral Quarter – currently the main professional, legal and financial district, strengthened by the introduction of a richer mix of uses including residential, leisure and retail;

c. Cultural Industries Quarter – an area with a wide mix of uses and established as the main location for the city's creative and digital industries, as one of the key growth clusters for the economy of the City Region;

d. Sheaf Valley – an important gateway area and the academic focus for Sheffield Hallam University;

e. The Moor – a linear retail area anchored by several major stores and the proposed location for the new indoor market, that also has considerable potential for mixed office and residential uses and will experience major changes;

f. Devonshire Quarter – a thriving, distinctive and vibrant area with city living, niche shops, restaurants and bars and a variety of business uses with the City Centre's largest green space, Devonshire Green;

g. St. George's – a mixed area that is an academic focus for the University of Sheffield, with complementary retail and business uses;

h. St. Vincent's – a mixed business, residential and educational area with links to the University of Sheffield and the legal and professional quarter and including a number of manufacturing companies that will require sensitive attention;

i. Castlegate – an area for a mix of uses including offices, housing, hotels and leisure, linking the Heart of the City with Victoria Quays, as a focus for mixed waterside uses – relocation of the central Markets will reduce the retail presence and create potential for the viewing of the Sheffield Castle ruins;

j. Kelham/Neepsend – formerly dominated by industry but becoming a focus for new riverside housing and jobs with the Inner Relief Road as a catalyst to redevelopment – existing small businesses will continue to perform an important economic role for the City as a whole;

k. West Bar – a mixed area of predominantly business uses, with a possible emphasis on the legal and financial professions, being located close to the Courts complex; also a location for new housing and a new neighbourhood centre and public space;

l. Wicker/Riverside – a gateway location on the Inner Relief Road and key business area with new housing taking full advantage of the opportunities presented by the river.

Complementary relationships, interaction and physical links between the Quarters will be promoted.

7.11 The following policies work through the spatial implications for key land uses to provide a strategic context for the Proposals Map.

CS18 Shopping in the City Centre

7.12 Achieving the vision for a core city that enriches its region requires the concentration of shops and related development proposed in policy CS14 and the associated major improvements to the layout of the central shopping area and the range of shops. This means taking full advantage of the consolidation and expansion that are already committed through the New Retail Quarter, whilst also reducing the over-extended existing shopping area. Having shops located next to each other, without other uses intervening, is the most important factor in ensuring attractiveness and viability. But provision also needs to be made for other shops that do not significantly contribute to the city region function (e.g. for City Centre workers' day-to-day needs). New roles and uses have been identified for those areas that are no longer part of the P rimary Shopping Area, including Castlegate, Arundel Gate, West Street, Devonshire Street, Division Street, Norfolk Street and Union Street (see policy CS17). The Moor and High Street are not in the Primary Shopping Area, but they are on the edge of it and they perform an important retail function that requires the retention of shopping uses.

Policy CS 18

Shopping in the City Centre

Major non-food retail development will be concentrated in the Primary Shopping Area, extending from Moorhead to the north end of Fargate. This area will be strengthened as the heart of a regional shopping centre by the development of the New Retail Quarter, a major comprehensive retail-led mixed-use development.

Within and adjacent to the Primary Shopping Area development that might individually or cumulatively prejudice or delay the success of the regeneration of the Primary Shopping Area will not be permitted.

In addition to the Primary Shopping Area, retail uses will also be required on the ground floor frontages of the following Shopping Streets at the approaches to the Primary Shopping Area:

a. The Moor (north of Fitzwilliam Gate)

b. High Street.

More limited levels of new retail uses will be located on the ground floor frontages of Shopping Streets at the approaches to the Primary Shopping Area.

The other Shopping Streets are:

c. Division Street and Devonshire Street

d. King Street

e. Angel Street

f. Haymarket

g. Arundel Gate between High Street and Norfolk Street

h. Surrey Street.

On other streets leading into the Primary Shopping Area, small shops, food and drink outlets and services that would promote the vitality of the area will be acceptable on ground floor frontages.

7.13 The Shopping Streets reflect those areas where shopping is currently the main use and the basic character is unlikely to change. However, new shopping development there would be unacceptable if it prejudiced regeneration of the Primary Shopping Area. The Moor and Castlegate areas would develop their shopping role as part of their wider mix of uses. Other streets in neighbouring parts of the Heart of the City, Sheaf Valley and Cultural Industries Quarters lead into the Primary Shopping Area and smaller shops and services might contribute to the general vitality without undermining the Primary Shopping Area regeneration.

7.14 The implementation of the New Retail Quarter redevelopment is about to commence and the development of alternative roles for areas outside the Primary Shopping Area will be through masterplans and area action plans (e.g. the current Castlegate Plan). The management of levels of shopping outside the Primary Shopping Area will be mainly through decisions about applications for planning permission (see City Policies document) and the promotion of alternative new uses, as appropriate.

CS19 Cultural Facilities in the City Centre

7.15 The City Centre is the primary location in the city for leisure and cultural facilities (see policy CS15). In particular, theatres, centres for the arts and other cultural facilities play an important part in the life of an attractive and thriving city region. The existing cluster in and around the Tudor Square/Millennium Square area gives a sense of area identity and they benefit from the linkages between them.

Policy CS 19

Cultural Facilities in the City Centre

The retention of arts and cultural facilities will be supported and new uses that relate to cultural activity will be encouraged, particularly in the Cultural Hub area around Tudor Square.

7.16 The area will be supported through the improvement of the existing facilities and of the quality of design of buildings and spaces. Expansion of the facilities will also be encouraged where it is needed within the Cultural Hub. Much has already been achieved in the Heart of the City and elsewhere and this progress will be maintained through the plan period. This will be done by existing operators, including the City Council, the Theatres Trust and central government.

CS20 The Universities

7.17 The two universities, both of which have their main campuses within or at the edge of the City Centre, play a crucial role in the economic, cultural and social life in the Centre and in the city and region as a whole. They make a significant contribution to the Sheffield City Strategy ambition for everyone to be able to fulfil their potential through learning and enterprise, by raising the qualifications of people. This will enable them to take jobs in the new economy, particularly the knowledge economy. Their close links with existing and promoted innovative businesses are considered important for economic transformation.

Policy CS 20

The Universities

Provision will be made for the two universities to consolidate and expand their teaching and research operations within and adjacent to their existing campus areas.

7.18 The universities' facilities are mostly located within or at the edge of the City Centre, focused in fairly compact 'campuses'. This contributes to the vitality of the City Centre and makes best use of the advantages that the Centre provides in terms of accessibility and facilities.

7.19 These benefits will be maximised by the universities consolidating and growing within their existing locations and this is reflected in their future plans. Both have delivered major new construction projects in recent years and are continuing to do so, in order to locate more departments within the central area. They have also been investing heavily in public realm improvements.

CS21 The Boulevard of Sport

7.20 Existing facilities such as English Institute of Sport, Ice Sheffield, Don Valley Stadium, and the Hallam FM Arena already form a nucleus of sports related leisure facilities in the Lower Don Valley. The area forms an appropriate location for the large-scale leisure uses envisaged for the Lower Don Valley, benefiting from the clustering of related activities and access from the tram and a Key Route through the Valley.

Policy CS 21

The Boulevard of Sport

In the area around the Don Valley Stadium, sports-related leisure will continue to be the principal land use. Other large-scale leisure uses, if they cannot be located in the City Centre will be located here.

A wide range of transport measures, including Travel Plans, will be employed to maximise the accessibility of the area for visitors and workers and ensure that air quality does not suffer. Measures will include:

a. improved public transport services for visitors

b. measures to contain parking at levels that are sustainable

c. a high-quality, safe pedestrian environment between facilities.

7.21 This area is accessible by a choice of means of transport, including the tram. But, these land uses can also generate large amounts of traffic, which would add to the congestion and air quality problems in the Valley. Before locating large-scale leisure uses it would be essential to ensure that provision is made to minimise its impact. Travel Plans will be an important means of achieving this.

7.22 The area is already being promoted as a leisure area in the Lower Don Valley Vision and Masterplan and developments will be delivered through decisions about applications for planning permission. The transport measures will be identified through Travel Plans and negotiation of developer contributions.

Chapter 8 : Creating Attractive, Sustainable and Distinctive Neighbourhoods

Chapter 8 Creating Attractive, Sustainable and Distinctive Neighbourhoods

CS22 Scale of the Requirement for New Housing

8.1 The scale of future housing in the city is largely determined by the Regional Spatial Strategy. This specifies the number of additional homes needed over the period 2004 to 2026.

Policy CS 22

Scale of the Requirement for New Housing

The requirement for new housing is as follows:

a. an average of 1,025 net additional dwellings per year over the period 2004/05 to 2007/08 (4 years).

b. an average of 1,425 net additional dwellings per year over the period 2008/09 to 2025/26 (18 years).

Sufficient sites will be allocated to meet the housing requirement to at least 2020/21.

A 5-year supply of deliverable sites will be maintained at all times.

8.2 This policy provides the starting point for deciding the scale of site allocations that need to be made to ensure that the need for housing in the city will be met. These will be presented in the City Sites document.

Table 8.1: Provision for housing land requirement 2008/09 to 2025/26

(a) Requirement

Requirement	Annual Requirement (Dwellings)	Total Requirement (Dwellings)
Net requirement 2004/05 to 2007/08 (4 years)	1,025	4,100
Net requirement 2008/09 to 2015/16 (8 years)	1,425	11,400
Net requirement 2004/05 to 2015/16	**1,292**	**15,500**
Net requirement 2016/17 to 2020/21 (5 years)	1,425	7,125
Net requirement 2004/05 to 2020/21	**1,331**	**22,625**
Net requirement 2020/21 to 2025/26 (5 years)	1,425	7,125
Net requirement 2004/05 to 2025/26	**1,352**	**29,750**
Replacement allowance 2004/05 to 2015/16	400	4,800
Gross requirement 2004/05 to 2015/16 (12 years)	**1,692**	**20,300**
Gross requirement 2004/05 to 2025/26 (22 years)	**-**	**34,550**

(b) Identified Supply

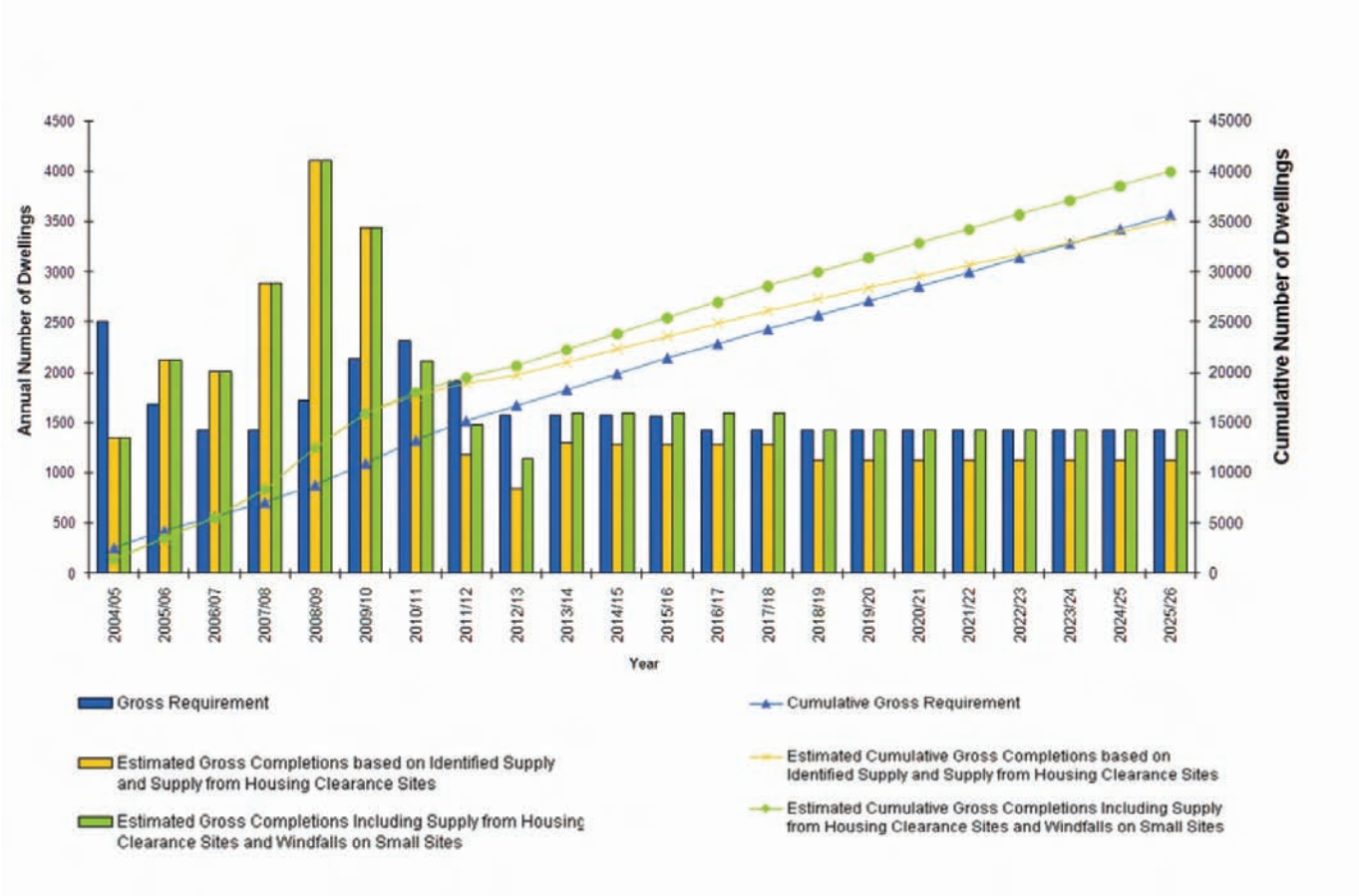
Net Supply	Dwellings
Net completions 2004/05 to 2007/08	5,425
5-year supply of deliverable sites 2008/09 to 2012/13	9,425
Developable sites 2013/14 to 2015/16	8,875
Total net supply 2004/05 to 2015/16	**23,725**
Developable sites 2016/17 to 2020/21	3,080
Total net supply 2004/05 to 2020/21	**26,805**
Developable sites 2020/21 to 2025/26	1,500
Total net supply 2004/05 to 2025/26	**28,305**
Margin for period 2004/05 to 2015/16	8,225 (53%)
Margin for period 2004/05 to 2020/21	4,180 (18%)
Margin for period 2004/05 to 2025/26	-1,445 (-5%)

8.3 New homes (in addition to those required to meet household growth) will also be provided to replace those lost through demolition or conversion. Annual rates of demolition are expected to average around 400 homes per year over the period 2004 to 2016 but much of that demolition will be concentrated in the first three years of that period. Annual rates of demolition are uncertain after 2016. It has been assumed that any replacement housing will be accommodated on sites arising from demolition (i.e. at least one-for-one replacement) but actual levels of demolition and replacement will be monitored.

8.4 The figures in Table 8.1(b) are based on the potential housing land supply identified in the Sheffield and Rotherham Strategic Housing Land Availability Assessment (2008). National planning policy permits an allowance to be made for windfall sites where it is possible to provide robust evidence of genuine local circumstances that prevent specific sites being identified. Renewal and recycling of land are central to Sheffield's strategy. In the longer term, additional supply will therefore also be brought forward in parts of the city where significant regeneration and change are taking place. No allowance has been made in the supply figures for development on small windfall sites but it is estimated that a further 4,200 dwellings could be provided on small sites over the period to 2025/26. These, and other larger windfalls, provide flexibility and mean that some of the identified supply may not be needed until later than shown.

8.5 The requirement figures are based on the Regional Spatial Strategy to 2026. Future reviews of the Regional Spatial Strategy could, of course, increase the requirement to a level that would exceed the capacity from the proposed land supply and this would trigger a review of the Core Strategy. Monitoring of windfalls and the supply from deliverable sites will be important in assessing whether an increased housing requirement could be accommodated. Any additional capacity should be considered in the light of the policies in the reviewed Regional Spatial Strategy.

Figure 8.1 Gross Housing Trajectory 2004/5-2025/26



CS23 Locations for New Housing

8.6 The overall approach to the location of land for housing follows from the spatial strategy with its focus on development in the main built-up area of the city. The locations have been subject to sustainability appraisal and reflect the two key themes of transformation and sustainability. They particularly support the objectives of making efficient use of previously developed land and infrastructure (especially public transport).

Policy CS 23

Locations for New Housing

New housing development will be concentrated where it would support urban regeneration and make efficient use of land and infrastructure. In the period 2008/09 to 2020/21, the main focus will be on suitable, sustainably located, sites within, or adjoining:

a. the main urban area of Sheffield (at least 90% of additional dwellings); and

b. the urban area of Stocksbridge/Deepcar.

After 2020/21, and before then as opportunities arise, additional housing growth will occur in parts of the city where significant change and regeneration are taking place. This will be primarily in the main urban area of Sheffield (with an emphasis on the Lower Don Valley and North East Urban Area) and Stocksbridge/Deepcar.

In Chapeltown/High Green and in the larger villages of Oughtibridge, Worrall and Wharncliffe Side housing development will be limited to suitable, sustainable sites within the existing built-up areas.

Outside the urban areas and larger villages, housing development will be limited to that which is consistent with policies for the Green Belt and countryside areas.

8.7 Current commitments will provide a large source of the supply needed in the period to 2015/16 but new allocations will also contribute to meeting the levels of development. The proportion of development indicated for the main area of Sheffield in the period to 2021 reflects the potential land supply identified in the Sheffield and Rotherham Strategic Housing Land Availability Assessment (2008).

8.8 In the main urban area of Sheffield, over a third of total supply is concentrated in the City Centre and concerns have been expressed about supply outstripping demand, though a recent study supports current confidence here. There is, however, a sufficient margin in the land supply in other areas to 2020/21 to compensate for any downturn in the City Centre market during that period. Housing clearance sites and other sites in the Housing Market Renewal Pathfinder Area (North-East and South-East Urban Areas) will provide a significant source of land supply in the period to 2015/16. Former employment land in parts of the Lower Don and Upper Don Valleys, in areas neighbouring the Sheaf Valley and at Stocksbridge/Deepcar will also make an important contribution to supply, both before and after this date.

8.9 The areas identified for development after 2021 (and earlier as opportunities arise), reflect strategic and regeneration priorities. Housing in the northern part of the main urban area will be accessible in relation to the major employment areas, reducing the need to travel and it will take forward the area transformation programme already underway. These are also areas where a significant amount of additional land is expected to be released through urban renewal, which will continue to be central to the city's spatial strategy.

8.10 The Housing Land Availability Assessment identified only limited opportunities for new housing development in Chapeltown/High Green and in the larger villages of Oughtibridge, Worrall and Wharncliffe Side (which are inset within the Green Belt). Most of the land outside the existing built up areas is designated as Green Belt but other areas of countryside around the city are also protected from development (see policy CS72). This limits the scope for peripheral growth outside the existing built-up areas.

CS24 Maximising the Use of Previously Developed Land for New Housing

8.11 The focus on the urban area and the emphasis on sustainable use of resources and efficient use of existing infrastructure mean that priority is given to building new housing on previously developed land.

Policy CS 24

Maximising the Use of Previously Developed Land for New Housing

Priority will be given to the development of previously developed sites and no more than 12% of dwelling completions will be on greenfield sites in the period between 2004/05 and 2025/26.

In the period to 2025/26, housing on greenfield sites will be developed only:

a. in the Housing Market Renewal Area and other housing renewal areas where it is essential for the effective regeneration of the area and adequate open space would be retained to meet local needs; and

b. on small sites within the existing urban areas and larger villages, where it can be justified on sustainability grounds; and

c. in the Owlthorpe township; and

d. in sustainably located larger sites within or adjoining the urban areas and larger villages, if annual monitoring shows that there is less than a 5-year supply of deliverable sites.

8.12 This will be achieved through allocations and decisions about applications for planning permission. Greenfield sites will be allocated for housing where there are sustainability benefits and where land is not of high ecological, landscape or recreational value. No difficulty is anticipated in achieving this target in the short and medium term and even with the greater uncertainties about markets and funding over the longer term it is expected that it will continue to be achievable. The sequence for using sites should reflect that set out in the Regional Spatial Strategy (policy YH7).

8.13 Permitting some development on greenfield sites in Housing Renewal areas and on sustainably located small greenfield sites (fewer than 15 units) is unlikely to prevent the

88% target from being met. Valued urban green spaces are protected by policies which safeguard open space (see policy CS47).

8.14 The monitoring process will be used to assess performance against the target for development on previously developed land. If the overall required minimum level of net dwelling completions since 2004 (see policy CS22) has been achieved but the proportion of completions on previously developed land is below 88%, planning permission for development on larger greenfield sites (15 or more new homes) will usually be refused. However, the policy would maintain overall housing delivery over the next 5 years. If completions on previously developed land over the previous 5 years fall below 88%, the Council will take steps to improve delivery of previously developed sites (e.g. through land assembly, compulsory purchase orders).

CS25 Priorities for Releasing Land for New Housing

8.15 The objectives for transforming housing markets mean supporting areas where demand is weak and this includes phasing the release of land to avoid problems of over-supply. This accords with national planning policy and the Regional Spatial Strategy says that permissions for new homes should support the interventions in the housing market proposed by Transform South Yorkshire (the South Yorkshire Housing Market Renewal Pathfinder body).

Policy CS 25

Priorities for Releasing Land for New Housing

The release of allocated sites will be phased as follows:

Phase 1: to meet the housing requirement from 2007/08 to 2015/16

Phase 2: to meet the housing requirement from 2016/17 to 2025/26

The priority locations for new housing development are:

a. housing renewal areas in the Housing Market Renewal Pathfinder area; and

b. other housing renewal areas; and

c. the City Centre (but only where it would involve mixed-use development that would support economic regeneration).

Sites in priority locations that are outside zones with a high probability of flooding and are free of other development constraints will be included in Phase 1 (up to, and including, 2015/16). Sites outside the priority locations will be included in Phase 2 unless:

d. there would be insufficient sites in the priority locations to meet the net housing requirement; or

e. there are overriding sustainability benefits associated with bringing forward a site earlier.

If there are insufficient sites in the priority locations to meet the net housing requirement, the most suitable sites in other locations that are outside zones with a high probability of flooding and that are free of other development constraints will be included in Phase 1.

Phase 2 sites may be released before 2016/17 if the development would not prejudice targets for the Housing Market Renewal Area.

8.16 A considerable amount of land is already committed outside the Housing Market Renewal Area, particularly in the City Centre, the west of the city and the outer suburbs. Relatively little recent building has taken place in the Housing Market Renewal Area although it covers nearly half the urban area. The policy will help to ensure a more appropriate balance over the course of the plan period. The priorities also take account of the opportunities for City Centre housing to support employment-related schemes and provide for the needs of specific groups.

8.17 The priorities for release of sites will be set out more specifically in the City Sites document. The process will be managed through the phasing policy in the City Policies document, which will inform individual decisions about applications for planning permission. The release and development of viable sites in the Housing Market Renewal Area will be secured by Transform South Yorkshire and its partners.

CS26 Efficient Use of Housing Land and Accessibility

8.18 Building at high densities helps to make more efficient use of available land in the urban area and may contribute to more viable public transport services. But high densities are not acceptable where they would be out of character with the rest of the area or where they would not be high enough to support a sufficiently frequent public transport service.

Policy CS 26

Efficient Use of Housing Land and Accessibility

Housing development will be required to make efficient use of land but the density of new developments should be in keeping with the character of the area and support the development of sustainable, balanced communities.

Subject to the character of the area being protected, densities will vary according to the accessibility of locations, with the highest densities in the City Centre and the lowest in rural areas. Density ranges for new housing development will vary, in decreasing order of intensity, according to whether a development is:

a. within or near to the City Centre – at least 70 dwellings per hectare;

b. within or near to Meadowhall or a District Centre – 50 to 80 dwellings per hectare;

c. near to Supertram stops and high-frequency bus routes in the urban areas – 40 to 60 dwellings per hectare;

d. in remaining parts of the urban area – 30 to 50 dwellings per hectare;

e. in rural areas – 30 to 40 dwellings per hectare.

Densities outside these ranges will be allowed where they achieve good design, reflect the character of an area or protect a sensitive area.

8.19 The proposed density patterns will be achieved through the guidance in Area Action Plans and planning briefs and through decisions about applications for planning permission. More detailed guidance about where it will be necessary to vary densities in order to achieve good design or protect a sensitive area and how the policy would be applied in relation to the definition of sites and how densities might be varied between sites to achieve minimum density requirements across a larger area will be provided in a Supplementary Planning Document.

8.20 ‘Near to’ is defined as within an easy walking distance, being 400 metres to a high frequency bus route or 800m to a Supertram stop, taking into account barriers such as railways or rivers.

8.21 'A sensitive area' is defined as an area that is sensitive for reasons of architecture, heritage, landscape or ecology.

CS27 Housing in the City Centre

8.22 The City Centre has an important contribution to make towards meeting the requirement for housing (see policy CS23). It has a distinctive contribution to meeting the growing needs of smaller households (policy CS41) and it is the location where the highest densities are appropriate (see policy CS26). Residential development in the right location also adds to the vitality and viability of the City Centre and living close to work and other facilities helps to reduce carbon emissions. However, it needs to be provided for in a way that does not lead to the loss of locations that are required for uses more directly related to the centre's core city role or prejudice the city's economic transformation.

Policy CS 27

Housing in the City Centre

Further expansion of City Centre living, with a mix of tenures and sizes of unit, including affordable housing, will form part of a mix of uses:

a. at Kelham/Neepsend and Wicker/Nursery Street

b. between Netherthorpe Road and Edward Street

c. between Netherthorpe Road and St. Vincent's Church

d. at West Bar, north of the Crown Courts

e. around Devonshire Green

f. on upper levels along the Moor and in the New Retail Quarter

g. around the Peace Gardens

h. at Victoria Quays/Castlegate

i. within the Cathedral Quarter

j. within the Cultural Industries Quarter.

Limited housing will also be appropriate in other parts of the City Centre where needed as part of mixed schemes to achieve a viable balance of uses.

8.23 The locations identified for housing are those where the environmental and locational benefits are greatest and where the needs of residents would not conflict with other uses, such as night-time uses. Housing would make an important contribution to the vitality of the areas

within which it is proposed, as part of the wider mix of uses. But the precise locations of housing and its phasing, particularly in riverside locations, will be subject to the conditions in policy CS67 on Flood Risk Management. This means that sites not having a current planning permission in the highest risk areas of Kelham/Neepsend and Wicker/Nursery Street would be developed for housing only from 2016/17, and then only subject to adequate safeguards being ensured.

8.24 There is evidence of demand for City Centre living continuing to increase through market demand but the success of new housing here will depend on a broadening of the range of types of accommodation and improving the quality overall. This should include the provision of environmental improvements, services and facilities and open space as part of the new developments. This will be encouraged by negotiation with developers and based on up-to-date assessments of housing market demand.

8.25 The new housing will need a range of services. So, for example, policy CS44 provides for health facilities in the City Centre to meet the needs of residents as well as other users.

CS28 Housing in Attercliffe and Darnall

8.26 Attercliffe originally contained a large amount of housing, which was cleared in the 1970s, and there is renewed demand to bring it back in the area bordering Darnall. Housing Market Renewal plans provide an opportunity to include residential uses with others appropriate to the area, which would be conveniently located for people working in the Valley and travelling by tram or on the Key Routes.

Policy CS 28

Housing in Attercliffe and Darnall

A mix of uses including housing, services and employment will be promoted around the canal between Attercliffe and Darnall and the extension of this development will be encouraged, as opportunities arise, in the direction of the City Centre.

Public transport links will be improved between this area and the City Centre and to employment opportunities in the Valley.

8.27 The location takes advantage of the canal-side frontage, enabling new types of living and working environment to be created. It would share community facilities with the existing housing area and help to support new facilities and the currently run-down Attercliffe centre. Any extension of the housing toward the City Centre would need to be integrated with the existing community.

8.28 The new housing will be delivered through Housing Market Renewal schemes and new bus routes will be implemented as part of the initiative to improve north-south links across the Valley, promoted through Local Transport Plan funding.

CS29 Housing in the Upper Don Valley

8.29 Housing could contribute to the regeneration of the Valley and the meeting of local and city-wide requirements (see policy CS23). The policy identifies those areas where it could be provided whilst meeting the requirement for a satisfactory living environment and not prejudicing the provision of sufficient employment land.

Policy CS 29

Housing in the Upper Don Valley

New housing (including student housing and with a mix of tenures and sizes of unit) will be developed in areas of the Upper Don Valley that are close to the City Centre and the Infirmary/Langsett Road corridor.

8.30 The City Centre is already becoming an established residential location and this is beginning to extend into the Upper Don Valley in the Infirmary/Langsett Road corridor. The character of this area is changing as employment uses give way to housing. This is a sustainable location for residential development, directly on the tram route, also identified for bus priority measures, and close to Hillsborough District Centre and established residential neighbourhoods. The corridor would also be an appropriate location for relatively high-density housing (see policy CS26). Shalesmoor is specifically identified as an area where purpose-built student housing would be appropriate as part of a mix of housing types (policy CS41).

8.31 Housing sites are allocated in the City Sites document and developer contributions will be negotiated to help secure environmental improvements.

CS30 Jobs and Housing in the Sheaf Valley and Neighbouring Areas

8.32 The spatial strategy for the city indicates provision for employment and services that help reduce the need to travel and these locations have an important role in continuing to provide jobs for people living in the south and south-west without having to make trips across the busy Inner Ring Road. The existing mixes of land uses mean that the strategy has to provide for different balances in different areas to meet the objectives of the strategy. Policy CS3 indicates that locations on the edge of the City Centre may be suitable for office development and it would support small-scale offices in the high-frequency public transport corridors through this area. Policy CS5 identifies the Heeley area of the Sheaf Valley as a location for manufacturing, distribution/warehousing and non-office businesses.

Policy CS 30

Jobs and Housing in the Sheaf Valley and Neighbouring Areas

A mix of uses including employment will be provided for in the Sheaf Valley and neighbouring areas that makes jobs available for residents of south and south-west Sheffield seeking local employment:

a. in the Lower Porter Valley, offices will be promoted, mixed with new housing including new purpose-built student accommodation as a secondary land use;

b. the Bramall Lane/John Street area will be promoted as an area of transition with new residential development, including new purpose-built student accommodation along with compatible businesses and activities;

c. the Queens Road corridor will be non-residential and will accommodate business and industry and large-format retailing and leisure outlets not appropriate to a City Centre or district centre location;

d. in the Sheaf Valley, the existing business and industry areas will continue to provide for local jobs and enterprises.

8.33 The Lower Porter Valley lies between Ecclesall Road District Centre to the west and London Road District Centre to the east, and between Ecclesall Road to the north and Cemetery Road to the south. It is already an established office location, close to the City Centre and both universities, within walking distance of high-density residential neighbourhoods and readily accessible from south-west Sheffield. There is also demand for new housing development, which would be highly sustainable in this location, with opportunities for student housing. Housing development would help to make new business development viable and the mix of uses will help create a more vibrant neighbourhood. Priority will be given to regeneration of the Lansdowne and Leverton Estates and renewal areas in Sharrow (policy CS25) and the higher densities in the high-frequency public transport corridors (policy CS26) will help to support the District Centre at London Road (see policy CS34).

8.34 The Bramall Lane/John Street area lies between London Road District Centre to the west and Shoreham Street to the east, and between the Inner Ring Road to the north and Hill Street to the south. The proposed emphasis on housing follows the pattern that has already started, of residential developments replacing traditional industry and warehousing. Policy CS41 indicates that the mix of housing types would include purpose-built student accommodation and connections with the universities would be strengthened with the improvement and development of cycle routes, including Bramall Lane and Charlotte Road (policy CS55). New housing would also support policy CS34 by enhancing demand for the District Centre at London Road, by increasing the local population, which, in turn, would help support environmental improvements.

8.35 However, small-scale business activity continues and the area's closeness to the Cultural Industries Quarter offers opportunities for small firms in the creative sector to network and grow. The area contains Sheffield United's football stadium on Bramall Lane where the

club has long-term regeneration proposals aimed at improving football facilities and diversifying its leisure and entertainment offer. But, the emphasis on housing would rule out new industry.

8.36 The Queens Road corridor lies between Duchess Road and Queens Road to the west and the railway to the east, and between the ring road/Granville Road to the north and Heeley Bridge to the south. It accommodates a broad range of non-residential uses at present and, as a major transport route, it can cater for traffic generated by businesses and activities in the corridor. Large-format retail or leisure developments that would attract users mainly from other parts of southern Sheffield may be located here, as proposed in policy CS15. But, new housing would not be built on Queens Road as the environment is unsatisfactory and it would deter more appropriate uses for this area.

8.37 The Sheaf Valley, for the purposes of this policy, is the existing business and industry area between East Bank Road to the north and Archer Road to the south and flanking stretches of the River Sheaf and railway. The area is well located to continue providing for a range of enterprises and employment uses serving south and south-west Sheffield. There are development pressures for housing but much of the local environment is not good enough for residential uses, the area does not offer highly sustainable locations for housing, and introducing housing would reduce the scope for employment uses and enterprises.

8.38 Both the Lower Porter Valley and the Bramall Lane/John Street area are within the peripheral residential controlled parking zone (see policy CS53), making it practicable to manage travel and parking demands generated by new developments.

8.39 The balance of employment and housing uses in each area will be achieved through decisions about applications for planning permission.

CS31 Housing in the South West Area

8.40 The high demand for housing in this sector (between the Manchester Road (A57) and Abbeydale Road (A621) corridors) reflects its major contribution to supporting economic transformation. It also contains extensive areas with distinctive townscape and natural features that merit safeguarding and enhancing, in keeping with objectives for natural and landscape features and enhanced local character, conservation of heritage and safeguarding of environment. The spatial strategy identifies the south-west sector as an area where the emphasis should be on respecting its existing character. The level of development also needs to take account of the capacity of the transport corridors and the need to stimulate demand in other parts of the city.

Policy CS 31

Housing in the South-West Area

In South-West Sheffield, priority will be given to safeguarding and enhancing its areas of character. The scale of new development will be largely defined by what can be accommodated at an appropriate density through infilling, windfall sites and development in district centres and other locations well served by public transport.

8.41 Priority is given to safeguarding and enhancing the character of the south-west because of the concentration of attractive and distinctive neighbourhoods, which are one of the reasons for the strong demand for housing here. This area has a strong concentration of features that are distinctive to Sheffield and which should be safeguarded and enhanced. This includes the area's natural setting, the parks, open spaces, trees and mature gardens, the stone-built houses of the older suburbs (see policy CS74). Sites are already committed here and the policy allows for unforeseen sites that may arise over the plan period, though this capacity is likely to be limited. In recent years there has been a tendency to increase the volume of housing here through higher densities, including the construction of apartments, but respecting the character of the area means that the density of new developments should be in keeping with it. In many parts of the south-west, such as the Victorian suburbs and other areas with distinctive townscape, this will place significant limits on higher densities (see policies CS26 and CS74). Higher densities would be confined to areas close to district centres and high-frequency bus routes.

8.42 Managing the overall scale of development in the south-west will help to stimulate demand in other parts of the city. It is economically as well as environmentally unsustainable to meet all the latent demand in this finite area and there are other parts of the city with attractive residential areas. The policy also reflects the constraints on road capacity in the area. Each of the major corridors has significant congestion problems and there is limited physical capacity to overcome them. The generation of more traffic through significant housing growth would increase the problems of delay and of conflict with shops and services that are served by these routes. Some of the most serious congestion hotspots on the Inner Ring Road are at the intersection of routes from the south-west and significant growth could worsen this, with wider implications for the City Centre economy.

8.43 The policy will be implemented through the limited allocation of sites in the City Sites document. Decisions about the suitability, density and design of specific development proposals will be made by applying policy CS26 and the criteria in the City Policies document, to ensure consistency across the city.

CS32 Jobs and Housing in Chapeltown/Ecclesfield

8.44 Chapeltown/High Green has grown considerably over the past 30 years and there is very limited remaining capacity for new housing. Employment areas here and in neighbouring Ecclesfield are coming under pressure for housing but the strategy is to retain local opportunities for jobs in the area, helping to reduce the distances local people need to travel.

Policy CS5 proposes non-office businesses and industry within the Chapeltown/Ecclesfield area and policy CS3 would support smaller-scale office development in Chapeltown District Centre. The life and sustainability of the settlement depends on the vitality of the District Centre and the continuing relationship with the neighbouring main built-up area requires good transport links.

Policy CS 32

Jobs and Housing in Chapeltown/Ecclesfield

Business and industrial development will be located at Thorncliffe, Ecclesfield Common and Smithywood on brownfield land. New housing development will be limited to infilling and windfall sites within the existing residential areas and the surrounding countryside will be protected.

The District Centre will be promoted as opportunities arise, through redevelopment, environmental improvement and measures to remove traffic that does not need to be in the Centre.

8.45 Thorncliffe, an existing industrial estate has recently seen the completion of several new developments. Smithywood, a large development site is close to starting construction of its first phase of development to provide new general industrial and warehousing units in a range of sizes. Thorncliffe and Smithywood make a significant contribution to meeting city-wide needs for industry and business development. The Ecclesfield Common area contains long established businesses in older stock. Some of this stock has been replaced by housing and other non-business use but the remaining land should be retained for employment for local needs, being very accessible on a Key Route with high-frequency bus services.

8.46 The business and industry development will be implemented through current regeneration initiatives at Smithywood, the allocation of business and industrial sites in the City Sites document and decisions about applications for planning permission for both housing and business uses.

8.47 Previously developed land in the residential areas will continue to be the most suitable locations for new housing development (see policy CS24). Expansion would mean encroaching into the countryside and Green Belt. Windfall infill sites within the built-up area of Chapeltown/High Green will accommodate some housing growth but there is sufficient land in the city as a whole not to require encroaching on the local Green Belt.

8.48 The District Centre provides an important focus for Chapeltown/High Green with its superstore, market and specialist shops at the local transport hub (see policy CS34). However, there is no evident physical capacity for significant expansion and roads through the centre are congested, especially at peak periods, which makes it less attractive for pedestrians. The strategic issue for the centre is how to maintain its role for shops and services as well as being a transport hub.

8.49 The policies in the City Policies document and Proposals Map would support new retail uses in units that are presently redundant. Improvement to traffic management in and around the District Centre will be implemented through Local Transport Plan investment, following the completion of ongoing traffic modelling work.

8.50 New industrial development in the area will give rise to further traffic as will any increase in commuting to the main built-up area. This makes it important to encourage the most sustainable forms of travel including better bus services. The area will benefit from recent improvements to bus services on the A6135 Key Route and complementing rail services from Chapeltown station. Early consideration will be given to possible integrated transport measures within Chapeltown and these will be tested for impact and feasibility early in the plan period.

CS33 Jobs and Housing in Stocksbridge/Deepcar

8.51 The choice for Stocksbridge is between seeking to support a degree of self-containment by attracting new jobs and services or accepting the town's future role as a largely commuter area, in its distinctive Pennine setting. The former option conforms to the strategy's objective to reduce the need to travel and recognises the relatively constrained transport networks that presently connect the town, with traffic congestion and only a medium-frequency bus service on the route to Sheffield. So policy CS5 identifies Stocksbridge as a location for manufacturing, distribution/warehousing and non-office businesses with smaller scale offices in the District Centre. However, this approach has to be tempered by the greater market demand for housing than for employment-related development and the willingness of many still to travel. This points to an increasing commuter function and this is reflected in the identification of Stocksbridge as an area for new housing (see policy CS23).

Policy CS 33

Jobs and Housing in Stocksbridge/Deepcar

Industrial land identified in Stocksbridge/Deepcar as surplus to operational requirements that could still provide employment and business opportunities for local people will be safeguarded for business development. New housing will be limited to previously developed land within the urban area.

Opportunities will be taken as they arise to improve the environment of Stocksbridge District Centre and to enable its improvement and expansion when land becomes available.

8.52 Some of the employment land that has become surplus to operational requirements has been retained for business development whilst some has been developed for housing. More land is likely to become surplus in the future and, where possible, this will be retained for employment uses. This will help to sustain the town's role as the principal service centre for its catchment and help to meet the City's targets for the supply of industrial land.

8.53 However, market demand is not expected to be sufficient to justify keeping all the employment land that is released. So, some will be made available for housing and related land uses if good living conditions can be achieved without constraining adjacent industry. The revenue from the sale of land for housing may be needed for existing businesses to continue investing in the area. New housing development would also help to meet the need for affordable housing for local people wishing to remain in Stocksbridge.

8.54 In principle, new housing would increase demand for local shops and services and this could contribute to greater self-containment of the area by reducing the need for shopping further afield, for example, at Hillsborough or Chapeltown. However, the future growth in population that could be achieved without major incursion into the Green Belt would probably not be enough to attract the scale of new development needed to revitalise the District Centre in a big way. Even so, the release of former employment land next to the District Centre could still help to bring about smaller-scale improvements that would contribute to making Stocksbridge a more sustainable community. Future housing growth will depend on the replacement Stocksbridge Sewage Treatment works having sufficient capacity to accommodate that growth. Policy CS44 also identifies the need to ensure sufficient health provision here along with the new housing.

8.55 There will still be a need for significant travel between Stocksbridge and the main built up area of Sheffield and this will be helped by recent improvements to the frequency of bus services to Middlewood tram terminus. The area will benefit from the Key Route status of the Manchester Road connection to Sheffield (see policy CS52), the proposed bridge at Claywheels Lane and new connection to Penistone Road in the Upper Don Valley within the main built-up area (see policy CS10), and any improvements programmed through the South Yorkshire Local Transport Plan for that corridor. The freight line to Stocksbridge is safeguarded (see policy CS16). Reinstatement for passengers would be very expensive but the route beyond, via Woodhead, could still feature in long-term national rail strategy.

8.56 The balance between employment and housing uses will be achieved through the City Polices and City Sites documents and Proposals Map.

CS34 District Centres

8.57 District Centres have an important role as focal points for areas within the city and for strengthening local identity. Although they developed in an age when people were less mobile than they are today, they have been adapting to recent changes and can help to reduce the need to travel. They are likely to have a more secure future if they can attract both public and private investment and, in some cases, perform distinctive roles. Centres will be strengthened by complementary small-scale offices and housing though shopping should remain their primary purpose. The following policy affirms the contribution of District Centres. It also identifies where significant renewal and expansion will support the renewal of housing areas and satisfy the need for superstore food sales floorspace in the city.

Policy CS 34

District Centres

The District Centres are:

- Banner Cross
- Broomhill
- Chapeltown
- Chaucer (proposed)
- Crookes
- Crystal Peaks
- Darnall
- Ecclesall Road
- Firth Park
- Heeley
- Hillsborough
- London Road
- Manor Top
- Spital Hill
- Stocksbridge
- Woodhouse
- Woodseats

District Centres will be encouraged in fulfilling their role of providing for everyday needs with a range of retail, leisure and community facilities, appropriate in scale and function to the role of the centre. They may also include concentrations of specific shops or services in response to the market in their particular area. Smaller-scale offices and residential development away from shop frontages will complement shops and services.

Centres at Darnall, Spital Hill and Manor Top will be improved and, where possible, expanded. A new centre will be developed at Chaucer.

8.58 Spending on food will increase over the plan period and Sheffield will need new food superstores to accommodate it. Superstores are best located in district centres, where they will be accessible and encourage people to link trips with other facilities in the centre, reducing the need to travel. The District Centres prioritised for improvement and, where possible expansion, are within the Housing Market Renewal areas. Investment here would benefit deprived areas, help regenerate the centres, create additional local jobs, strengthen the local housing market and improve the physical environment.

8.59 Some of the District Centres are on Key Routes, which makes them accessible but may lead to tensions between the objectives for promoting the centres and those for movement in the city. Whilst provision for free flow of traffic takes priority on these routes, it will be important to take measures to minimise adverse effects on the life of the centre. More specific provision for developing the District Centres in Housing Market Renewal Areas and peripheral settlements is set out in Part 3 of the Core Strategy. Development and improvement will rely mainly on private sector investment supported by Housing Market Renewal funding, for preparing plans and briefs, and appropriate developer contributions.

CS35 Darnall District Centre

8.60 The Darnall Terminus is the district centre for this area and a focal point, helping to strengthen local identity. It has a major potential contribution to the success of Housing Market Renewal in the area.

Policy CS 35

Darnall District Centre

Regeneration, renewal and expansion of the Darnall District Centre will be promoted to provide a wider range of retail and other services.

8.61 There is much scope for regeneration of the centre. Expansion may be achieved by intensification of uses through redevelopment of the core of the existing centre, to provide more modern and flexible retail and community space. This would be supported by improving the quality of the environment, the mixture of uses, and accessibility and safety for pedestrians.

8.62 Regeneration would be delivered through partnership working and the City Council and developers have already begun working together to develop ideas.

CS36 Hillsborough District Centre

8.63 Hillsborough District Centre is the 'hub' of this area, accessible to a wide area and the largest District Centre in the north of Sheffield (see policy CS34). It has been relatively successful but there are a significant number of run-down and vacant premises and the area is in need of environmental improvements. Through-traffic causes congestion and has an adverse effect on the environment of the centre but the proposals for Key Route improvements should bring relief and the interchange makes the location sufficiently accessible to be a location for new office development (see policy CS3).

Policy CS 36

Hillsborough District Centre

Hillsborough District Centre will be maintained and supported at around its present size by consolidating development and by continuing environmental improvements and centre management. The centre will be further supported by:

a. high-density housing and offices close by

b. improved links to the leisure and education area at Livesey Street

c. reducing through-traffic.

8.64 Expansion is not considered appropriate given the existing size of the centre but the policy takes up opportunities to support the development of trade in the centre and improve its surroundings. Development of higher density offices and housing reflects the city-wide spatial policies (see policies CS3 and CS26) and this will help to support trade in the centre as well as public transport on the routes that converge here. Nearby former industrial areas, e.g. along Holme Lane and Infirmary/Langsett Road, are in a state of transition providing the opportunity for new uses to develop that will better support the District Centre. New development (particularly housing) also increases the possibility of high-quality developments and environmental improvements alongside, encouraging the use of previously developed sites that could otherwise be vacant or underused.

8.65 Implementation of improvements to the centre itself will be through the Hillsborough Town Centre Strategy and road improvements to relieve the traffic will be funded through the South Yorkshire Local Transport Plan.

CS37 Firth Park, Spital Hill and Chaucer District Centres

8.66 The three District Centres in the area are identified in policy CS34. Firth Park is the largest District Centre in the North-East Urban Area and plays an important role in providing services and facilities for many residents, particularly in the Firth Park and Shiregreen neighbourhoods. Spital Hill has potential to serve the southern part of the area. But, the housing estates to the north-west of the area are not adequately served by any existing District Centre.

Policy CS 37

Firth Park, Spital Hill and Chaucer District Centres

Firth Park District Centre will be maintained and supported at around its present size with environmental and area management measures.

The Spital Hill District Centre will be expanded and renewed with a wider range of shops and services and other developments providing new jobs.

A new District Centre will be developed at Chaucer incorporating the existing Neighbourhood Centre.

8.67 The Firth Park centre has little physical scope for expansion and the most recent study did not indicate any gaps in the provision of convenience shopping. So no significant expansion is proposed and the emphasis will be on opportunities for improvements to the environment for users to support the vitality and viability of the centre. Improvements to bus access are already programmed. The approach will be kept under review as initiatives on Housing Market Renewal develop.

8.68 Spital Hill District Centre is currently one of the lowest-rated District Centres in the city in terms of its vitality and viability and needs intervention if it is to become the key service centre for Burngreave, as envisaged in Housing Market Renewal plans. There are also expected to be sites where expansion could occur. Although relatively close to the edge of the City Centre, it is still some way from the new Primary Shopping Area and relocated markets and many residents need more local facilities. Some of the renewal will be to meet the need for local jobs as well as shops (see policy CS11). Any expansion scheme will include measures to avoid unacceptable impacts on the road network. Improvements will be achieved by partnership working between stakeholders that has already begun through current regeneration programmes. Some developments would occur within five years whilst major schemes could take 5-10 years.

8.69 The new Chaucer District Centre will be based on a new superstore development but will include other more specialist shops. It will reduce the need to make long food shopping trips and help regenerate the area. The location is accessible, based on an existing neighbourhood centre, and is the option that will do least harm to existing centres. The development will complement the improvement and strengthening of other Neighbourhood centres in the Southey area (see policy CS39). Delivering the Chaucer centre strategy will be through partnership between the City Council, Homes and Communities Agency and the private sector.

CS38 Manor Top District Centre

8.70 Manor Top District Centre is the sole District Centre in this area (see policy CS34). It has the potential to contribute to the overall transformation of the Housing Market Renewal area, with its strategic location at the intersection of a major radial route with the Outer Ring Road (both Key Routes – see policy CS52) and served by tram and high-frequency bus services

with proposals for improvements (see policy CS56(e)). The scope for expansion of the centre is constrained by the potential impact on the movement of traffic. But, the centre still needs investment to improve its vitality and viability so that it can be a driver of regeneration and there is also physical scope for expansion or redevelopment.

Policy CS 38

Manor Top District Centre

Renewal and, where possible, expansion of Manor Top District Centre will be promoted with a wider range of retail and other services. Priority will also be given to improving its appearance and accessibility.

8.71 The centre offers a limited range of retail and other services, which means that residents in its catchment area have to travel further afield to meet their needs. There would be enough future spending to support more growth in centre uses but the centre is relatively unattractive due to the pedestrian severance caused by the layout of the road junction, the lack of convenient parking and its poor physical appearance. Ideally, expansion would include a superstore capable of offering more choice of goods than the existing supermarkets within the centre. However, this is dependant upon the local transport network being able to accommodate such an option without adversely impacting on public transport services through the centre or causing an appreciable increase in delays for general traffic movements on the primary road network. Given the results of independent feasibility work commissioned by the Council it is not clear how this can be achieved. Growth could be accommodated by more efficient use of land and buildings within the centre. Extension of the centre would need to be consistent with the capacity of the local transport network and this may point more towards mixed use development involving smaller scale retail development with commercial, leisure and some residential units.

8.72 Funding for works to public areas will be bid for and advice will also be given to potential developers on the reuse of redundant or vacant premises resulting from market change in the area.

CS39 Neighbourhood Centres

8.73 Neighbourhood Centres are a key to achieving the objectives for successful neighbourhoods. Their role is to provide a basic range of shops and services within walking distance and they provide for basic top-up needs and for people without their own transport. These centres may also give a sense of identity to local areas such as former villages. Demand for goods and services is declining in many Neighbourhood Centres because of the increased mobility of people living nearby and the lack of investment but they still merit support because of the benefits they bring. There are sometimes particular needs and opportunities for investment in Neighbourhood Centres in the Housing Market Renewal Areas.

Policy CS 39

Neighbourhood Centres

New development for local shops and community facilities to serve the everyday needs of the community will be encouraged in Neighbourhood Centres. The facilities of the most viable Neighbourhood Centres in Housing Market Renewal areas will be improved and strengthened and their environments improved.

8.74 The City Policies document will build on this policy to indicate the appropriate scale of development in terms of maximum floorspace. Implementation will depend on private sector investment supported by Housing Market Renewal funding for preparing plans and briefs, and appropriate developer contributions.

Chapter 9 : Providing for Opportunities, Well-Being and Quality of Life for All

Chapter 9 Providing for Opportunities, Well-Being and Quality of Life for All

CS40 Affordable Housing

9.1 A significant potential shortage of affordable homes has been projected and these will be needed in all parts of the city. The Regional Spatial Strategy indicates that between 30% and 40% of all new homes should be affordable (which would be up to 730 homes per year). The 2007 Strategic Housing Market Assessment identifies a need for 729 net affordable homes per year, in addition to around 350 dwellings to be provided through the National Housing Programme. The planning process is expected to secure a proportion of affordable homes as part of open-market housing developments, although there will also be a contribution to new affordable homes through the National Affordable Housing Programme, and other mechanisms.

Policy CS 40

Affordable Housing

In all parts of the city, developers of all new housing developments will be required to contribute towards the provision of affordable housing where this is practicable and financially viable.

9.2 The requirement applies to all areas in order to help deliver the required number of affordable homes across the city.

9.3 The policy will be delivered through the companion policy in the City Policies document and a Supplementary Planning Document. The companion policy will indicate the precise size thresholds for applying the policy, the proportions of affordable housing that are required in different types of area and the ways in which they might be provided. This will reflect both need and what can realistically be delivered. The Supplementary Planning Document will include separate targets for provision of social rented and intermediate affordable housing and the types likely to be needed in particular locations. Evidence for changes to the percentage targets and tenure requirements in different parts of the city will be based on successive Housing Market Assessments, which will be updated regularly.

CS41 Creating Mixed Communities

9.4 The strategy aims to help reduce the segregation of different types of housing between areas of the city and to reduce concentrations of particular types of housing that can create problems for their neighbourhoods.

Policy CS 41

Creating Mixed Communities

Mixed communities will be promoted by encouraging development of housing to meet a range of housing needs including a mix of prices, sizes, types and tenures, and

a. providing housing for a broad range of smaller households in the City Centre and other highly accessible locations where no more than half the new homes in larger developments should consist of a single house type;

b. requiring a greater mix of housing in other locations, including homes for larger households, especially families;

c. providing new purpose-built student accommodation as part of a mix of housing development, with a mix of tenures and sizes of unit on larger sites, primarily in the City Centre and the areas directly to the north west and south of the City Centre;

d. limiting new or conversions to hostels, purpose-built student accommodation and Houses in Multiple Occupation where the community is already imbalanced by a concentration of such uses or where the development would create imbalance.

9.5 A single house type is defined as one with the same number of bedrooms and of the same design or generally similar characteristics (eg 4-bedroom houses, 1-bedroom flats, student cluster flats). Larger developments are those consisting of 60 or more new dwellings (or smaller schemes that would exceed the threshold when combined with an adjoining site). The objectives of this policy will be partly achieved by limiting the forms of housing set out in part (d) where more than 20% of residences within 200 metres of the application site are shared housing, and by working with the universities and providers of student accommodation to ensure that their needs are met in appropriate locations, including those identified in the policy. 'Shared housing' is defined as housing that is recorded by the City Council as local housing authority for the purposes of legislation and monitoring. This includes properties which are not classed as Houses in Multiple Occupation for the purposes of the planning system. The policy will be implemented principally through the development management process.

CS42 Locations for Gypsy and Traveller and Travelling Showpeople Sites

9.6 A need has been identified for additional locations for accommodating gypsies and travellers and the Core Strategy is required to provide for this. There is also a shortfall in site provision for Travelling Showpeople.

Policy CS 42

Locations for Gypsy and Traveller and Travelling Showpeople Sites

Sufficient permanent sites will be made available to accommodate the caravans of Gypsies and Travellers residing in, or resorting to, Sheffield and Travelling Showpeople residing in Sheffield. The first priority will be refurbishment of existing pitches where necessary, to increase effective capacity.

New sites for Gypsies and Travellers will be in areas where housing (Use Class C3) is an acceptable use, and will be subject to the same requirements as for other development in those areas. Preferred locations will:

a. be within safe walking distance of essential services or high frequency public transport routes; and

b. have good access to strategic road networks where being allocated for transit site provision.

Sites for Travelling Showpeople will be in areas where any ancillary yards for business use would be acceptable.

All sites will be well designed and landscaped to give privacy between pitches and between the site and adjacent users.

Where sites contain work areas, use of these areas should not lead to unacceptable air pollution, noise or other nuisance or risk to health and safety to residents.

9.7 This broad statement of location will help to ensure that people in these groups are not disadvantaged and that environmental considerations are satisfied. The scale of the requirement will be set out in successive separate assessments of need.

9.8 Sites will be allocated in the City Sites document. Some will be developed by private individuals, who will receive additional support in submitting planning applications, and others will be the subject of bids for funding to the Regional Housing Board.

CS43 Schools

9.9 Provision of schools where they are needed and their development to meet the demands of a modern curriculum are important aspects of the city's aspirations for successful neighbourhoods and learning. Planning for schools is for a shorter period than for the Core Strategy in order to be responsive to changes in need and resources. Precise locations have still to be selected but broad areas of provision have been identified.

Policy CS 43

Schools

Provision of sufficient modernised education facilities will include:

a. the redevelopment and refurbishment of all secondary schools and significant investment to upgrade some primary schools;

b. new education provision for ages 14-19 in the north-west and Mosborough/Woodhouse;

c. two new Special Education Needs schools in the North-East Urban Area;

d. expansion of schools, to be funded by developers where there is insufficient local space for demand arising from new housing developments.

9.10 This will happen through the Building Schools for the Future Programme and Primary Capital Programme, and the Learning Difficulties and Disabilities Strategy, and by negotiating planning obligations for additional facilities where needed to allow additional housing to go ahead. The assessment of need for such expansion and any implications for developer contributions will be set out in more detail in the City Policies document and a Supplementary Planning Document. School expansion would most often be needed for the primary school sector, but additional provision may be required for nursery education for children aged 3+ and secondary schools.

CS44 Health Centres

9.11 Provision of healthcare is an important aspect of the objectives for health and well-being.

Policy CS 44

Health Centres

Primary Health Centres will be developed in local communities with the highest level of needs or with changing or growing needs.

Additional health facilities will be provided, subject to funding and need materialising:

a. in the City Centre, to meet city-wide needs, particularly of vulnerable people, as well as of workers, residents and other users of the centre;

b. in areas of large new housing development, including Stocksbridge/Deepcar, Darnall and the City Centre, to be funded by developers where there is insufficient local space for demand arising from new developments.

9.12 Primary Health Centres, with clustered primary health and social care services, are expected to be one element of the Enhanced Public Health Programmes focussing on most deprived one third of neighbourhoods in the city. Locations being considered include Parson Cross, Darnall and Manor Park.

9.13 The scale of provision is subject to available resources. In the case of expansion of existing facilities required to meet the need of additional housing, this will be negotiated through planning obligations. The assessment of need for such expansion and any implications for developer contributions will be set out in more detail in the City Policies document and a Supplementary Planning Document.

CS45 Quality and Accessibility of Open Space

9.14 Green and open space is a vital and much valued part of the city, contributing to health and well-being and the distinctive character of neighbourhoods. Provision for open space may be made by creating new areas or improving or safeguarding what we already have. Creation and improvement, being more proactive, have a stronger spatial character. The strategy recognises the constraints on creating new open space, both physical and budgetary, and the potential for improvement wherever open spaces already exist.

Policy CS 45

Quality and Accessibility of Open Space

Safeguarding and improvement of open space will take priority over creation of new areas. Priority for improvement of open space and related sports and recreational facilities will be given to:

a. district parks and open spaces, including the City Centre Sheaf Valley and Parkwood Springs; and

b. areas that are more than 1200 metres from a district park or open space that both delivers a range of formal and informal recreational opportunities and is managed to nationally recognised quality standards such as Green Flag.

9.15 District parks and open spaces offer opportunities for a wide range of facilities without sacrificing too much accessibility and their facilities are more cost-effective than for a lot of small spaces. Significant investment is already proposed in the City Centre Sheaf Valley and at Parkwood Springs (see policies CS48 and CS50, respectively. But, areas without formal parks also deserve comparable improvement. Specific needs will be identified locally by Area Panels and city-wide by a series of audits of different types of provision (e.g. playgrounds, sports pitches and allotments). These will also inform Sheffield's Green and Open Space Strategy, which will help to rationalise the allocation of resources, to meet local need and improve open space.

9.16 Improvements will be achieved through design and the provision of facilities, supported by associated management measures aspiring to nationally recognised quality standards. Funding may be through area renewal schemes or, on occasions, developer contributions. Improvements will be delivered by the developer or the Parks and Countryside Service.

9.17 Sports facilities also need to be accessible but this will mean different requirements for different facilities. These will be fully investigated through specific audits and assessments, which will inform priorities for upgrading the quality of facilities. Improvements may be delivered through grants, Private Finance Initiatives (PFI) (where the facility is an extended school) or, where it is reasonable, developer contributions.

CS46 Quantity of Open Space

9.18 Although the strategy focuses on improvements to the district scale of open space, there is a case for creating new open space in certain circumstances.

Policy CS 46

Quantity of Open Space

As opportunities arise, new open space will be created:

a. where a quantitative shortage of open space per head of population is identified in the local area;

b. where it is required for extending the City's Green Network.

9.19 Local provision is still important for many people who can not get about easily. So, quantitative shortages (defined as 4 or less hectares per 1,000 people) should be made good wherever possible. This criterion will also be used in more specific policies in the City Policies document for safeguarding open space. Neighbourhoods with significant shortages of open space occur across extensive areas of older housing in west Sheffield and in Wadsley, Parson Cross, Southey Green, Firth Park and Firvale in the North-East Urban Area. However, it is recognised that opportunities for creating new spaces here will be limited, especially as these areas include some of the most densely developed neighbourhoods. Specific open space and indoor sports facility needs will be identified through the audits and assessments, which will, in turn, inform Sheffield's Green and Open Space Strategy.

9.20 Possible means of delivery will be developer contributions, as set out in the City Policies document, and redevelopment through Housing Market Renewal. Opportunities that arise to complete links in the Green Network (see policy CS73 below), though they may be few, should be taken, wherever practicable, for example, through determining planning applications.

CS47 Safeguarding Open Space

9.21 One of the most significant contributions of planning to open space provision in the city is the safeguarding of what we already have. Once built upon, open space is likely to be lost to the community forever. Safeguarding open space is therefore vital in ensuring that there is sufficient quantity, and especially to meet the needs of local people. National planning policy presumes against building on open spaces and the sites of sports and recreational buildings for non-recreational uses unless the spaces are proved to be surplus to requirements. The policy below indicates the criteria for considering open space to be surplus.

Policy CS 47

Safeguarding of Open Space

Development of open space will not be permitted where:

a. it would result in a quantitative shortage of either informal or formal open space in the local area; or

b. it would result in the loss of open space that is of high quality or of heritage, landscape or ecological value; or

c. people in the local area would be denied easy or safe access to a local park or to smaller informal open space that is valued or well used by people living or working in the local area; or

d. it would cause or increase a break in the city's Green Network.

Development that would still result in the loss of open space will only be permitted where:

e. as soon as practicable, equivalent or better replacement open space would be provided in the local area; or

f. the site is identified as surplus for its current open space function and:

   i. a proposed replacement would, as soon as practicable, remedy a deficiency in another type of open space in the same local area; or

   ii. it could not fulfil other unsatisfied open space needs; or

g. the development would be ancillary to the open space and have a minimal impact on the use or character of the open space.

Open space or sports and recreational facilities of importance beyond the city will be safeguarded and development or redevelopment will be permitted only where it would improve the quality of facilities provided in the city.

9.22 Open space makes a valuable contribution to local communities and should not be sacrificed for development where it is required to fulfil a local open space need. A community's use of open space depends on the quality of the open space, the amount of open space and how easy it is for people to get to it. The policy therefore ensures that open spaces are safeguarded where they are of particular intrinsic quality or are well used by people in the area, and so would be difficult to recreate. People should have access to a certain amount of open space and the loss of open space will not be allowed in areas where there is an identified quantitative shortage of open space.

9.23 However, there are circumstances where the development on open space would generate benefits for the local community. It may be appropriate that open space is developed where it is proposed to directly replace open space within the local area. Any such replacement should be equivalent to or better than the open space that is lost, in terms of its quantity and quality, as well as being at least as accessible. Similarly, it may be appropriate that part of an open space is developed if it secures improvements to the quality of the remaining open space.

9.24 It is recognised that open spaces can provide for a variety of recreational functions and an open space should not be developed if it is required to fulfil an alternative open space function. In situations where there is sufficient open space to cater for local needs, some open spaces of poor quality from which the community derives little benefit may be considered surplus to requirements, and their loss acceptable. This will require careful consideration of the local context and the potential benefits that could be achieved through development.

9.25 The delivery of the policy will be informed by audits of open space that will identify local needs, highlight areas deficient in certain types open space and indicate the merits of specific open spaces. Through the process of development management, improvements to the quality and accessibility of local open spaces or the provision of new open space will be achieved through developer contributions. A Supplementary Planning Document will give further detail about appropriate open space contributions.

9.26 The policy requires explicit definitions in order to be implementable. These are as follows:

Open space *– a wide range of public and private areas that are predominantly open in character and provides, or have the potential to provide direct or indirect environmental, social and/or economic benefits to communities. For the purpose of assessment, this includes ancillary buildings that contribute to the use of an area as open space.*

This comprises:

Formal Open Space:

- *outdoor sports facilities (with natural or artificial surfaces and either publicly or privately owned) - including tennis courts, bowling greens, sports pitches, golf courses, athletics tracks, school and other institutional playing fields, and other outdoor sports areas;*
- *provision for children and teenagers - including play areas, skateboard parks, outdoor basketball hoops and teenage shelters*

Informal Open Space:

- *parks - including urban parks, country parks and formal gardens (these may also consist of elements of formal provision);*
- *natural and semi-natural urban open spaces – including accessible natural green space, woodlands, urban forestry, scrub, grasslands (e.g. downlands, commons and meadows), wetlands, open and running water, wastelands and derelict open land and rock areas;*
- *river and canal banks, cycleways, and rights of way;*
- *small green or landscaped areas (public or private) which provide a setting for built development and which may offer opportunities for informal recreation close to home or work;*
- *allotments, community gardens, and city (urban) farms;*
- *churchyards, cemeteries and gardens of rest (associated with crematoria);*
- *accessible countryside in urban fringe and rural areas – including woodlands, agricultural land with public rights of way and publicly accessible areas with a right to roam;*
- *civic spaces, including civic and market squares, and other hard surfaced areas designed for pedestrians.*

A quantitative shortage *– less than 4 hectares of open space per 1,000 people and comprising:*

1.3 hectares of formal open space and sports and recreational facilities that may include:

- *Youth/adult outdoor sports provision which can be used by the public (excluding golf courses)*
- *Children's play space*

2.7 hectares of informal open space and sports and recreational facilities that may include:

- *Parks and gardens, natural and semi-natural green spaces and woodland*
- *Cemeteries and graveyards*
- *Allotments*

Assessments of open space provision in accordance with the standard will be complemented by information from audits of open space provision.

Local area – *typically within 400 metres (approximately a 5 minute walk) of the site, though in the case of youth/adult sports provision this would be extended to 1200 metres (approximately a 15 minute walk).*

CS48 Open Space and Riversides in the City Centre

9.27 There is a need to increase the amount of green space in the City Centre, reflecting the environmental objectives of the strategy, reinforcing the distinctive character of the city at its centre, encouraging wildlife and creating an agreeable place for the increased number of workers, visitors and residents to pause or relax. For City Centre living to be sustainable over the longer term, open space and a greener environment need to be created as an integral part of new development.

9.28 Policy CS45 specifically identifies the adjoining Sheaf Valley as an area of open space to be improved and the City Centre is among the areas with a significant quantitative shortage and a requirement for opening up the Green Network, where new open space will be created as opportunities arise (see policies CS46 and CS73).

Policy CS 48

Open Space and Riversides in the City Centre

A network of informal, public open spaces in the City Centre will be provided and enhanced to cater for residents, workers, shoppers, tourists, students and other visitors.

In particular, new spaces will be provided in the following locations:

a. Nursery Street

b. Market Square/Sheffield Castle

c. St. Vincent's Park

d. Porter Brook

e. West Bar

f. Sheaf Valley Park

Improvements will be made to the environment and accessibility of all rivers and riversides and the canal and canal-sides, opening up culverted rivers and providing walkways where appropriate.

9.29 The new spaces will particularly serve workers, residents and visitors attracted to new development in the area. Rivers and riversides in the City Centre are an underused natural resource. But, they have a key role to play at the convergence of several links in the Strategic Green Network and could contribute a distinctive quality to open space areas. Open space at riversides may contribute to strategies to manage flood risk. The Sheaf Valley Park is outside of the defined City Centre, but will also serve City Centre residents and visitors.

9.30 Open space areas to be created, safeguarded and enhanced will be identified in the City Sites document and Area Action Plans and delivered through public funding and developer contributions. Area Action Plans will propose the opening up of riversides in specific locations.

CS49 Education and Leisure in the Upper Don Valley

9.31 A cluster of leisure and education uses (including Hillsborough College), in and around Livesey Street close to Hillsborough, provides a different environment from the surrounding areas. The city-wide policy for leisure development indicates that the Upper Don Valley is

appropriate for facilities serving the north of the city that could not be located in an existing centre.

Policy CS 49

Education and Leisure in the Upper Don Valley

New education and training uses and leisure that would not be appropriate in the City Centre or district centres, will be consolidated and encouraged in the Livesey Street area alongside existing business uses and where the two types of use would be compatible. The pedestrian environment and links with Hillsborough Centre will be improved.

9.32 The area is well served by public transport and could attract people who might also use the neighbouring Hillsborough District Centre. The pedestrian routes and spaces need to be improved to create a more welcoming campus environment and improve connections with the District Centre (pedestrian route improvements are indicated in policy CS54). However, industrial and business uses may still be appropriate here and future investment or expansion need not be restricted. New non-industrial development will need to take account of established business and industrial uses and not prejudice their existing or future operations.

9.33 Delivery of this policy will be supported by funding for the Local Transport Plan, the Upper Don Valley Walk and other sources. The City Council are engaging with local landowners, community groups, Sheffield First for Investment and Yorkshire Forward to facilitate future investment and improvements in this part of the Valley.

CS50 Parkwood Springs and the Parkwood Landfill Site

9.34 Parkwood Springs, overlooking the Upper Don Valley on its eastern side, is identified in policy CS45 as a location for improvement of open space. Here it will make a major contribution to Housing Market Renewal in the north of the city, which forms part of the spatial strategy (see paragraph 4.19) and to enhancing the neighbouring link of the Green Network. It includes beautiful ancient woodland, two Geological Sites of Special Scientific Interest, meadows and springs and a historic graveyard at Wardsend as well as the Ski Village and Parkwood Landfill Site.

Policy CS 50

Parkwood Springs and the Parkwood Landfill Site

Over the medium to long term, Parkwood Springs will be developed into a City Park. Sport and leisure uses could also be located at Sheffield Ski Village if they are needed to support the development of sport and recreation facilities there.

9.35 At around 140ha in size, the Parkwood Springs area is a very large green space for an urban area, but it is currently underused, with a large section of the site being occupied by the landfill site. The landfill site is a temporary use and it is expected that it will be full and that tipping operations could cease within the period covered by this strategy. Even before it is full, there are parts that could and will be given back to public use. (For the use as a waste management site in the intervening period, see policy CS69). Open space is proposed as the dominant use because the site is very prominent on the hillside, it has much wildlife, the area is short of open space and it is accessible from other parts of the city. The urban park might include leisure and recreation facilities, education/visitor facilities, agriculture, woodland and forestry, allotments, water areas for wildlife or for sports use, renewable energy generation. The provision for sports and leisure facilities at the ski village reflects the opportunities associated with the existing facilities.

9.36 The precise means of delivery and funding will be worked out in a masterplan for the area.

Chapter 10 : Enabling People and Goods to Move Conveniently and by Sustainable Forms of Transport

Chapter 10 Enabling People and Goods to Move Conveniently and by Sustainable Forms of Transport

CS51 Transport Priorities

10.1 Transport features in a number of the challenges and objectives of the Core Strategy and is of critical importance in connecting the various areas with their different roles. The strategy objectives are intended to help manage the tensions between the need for mobility and choice on the one hand and those of minimising congestion and promoting good health on the other. The policies for transport reflect those of the South Yorkshire Local Transport Plan 2006-11 and the Government's 10-year Transport Plan. Although this covers a much shorter period than the Core Strategy, the underlying principles and approach will continue to apply over the longer period.

Policy CS 51

Transport Priorities

The strategic priorities for transport are:

a. promoting choice by developing alternatives to the car

b. maximising accessibility

c. containing congestion levels

d. improving air quality

e. improving road safety

f. supporting economic objectives through demand management measures and sustainable travel initiatives.

10.2 The themes of accessibility, congestion, air quality and road safety accord with national policy for transport planning and the South Yorkshire Local Transport Plan. Choice is promoted so that sustainable forms of transport become a more attractive option. Maximising accessibility means making places accessible to all users, including disabled people. This is to be achieved in accordance with the accessibility criteria set out in policy T3 of the Regional Transport Strategy. The aim of containing congestion levels takes into account the pressures of increasing demand and does not preclude the longer-term aspiration to reduce congestion if possible. Supporting economic development means developing transport in ways that are sustainable in the longer term and do not merely create short-term benefits that prove to be short-lived. The Highways Agency has identified specific concerns about the potential impact of development in the Lower Don Valley on congestion and air quality and the policy indicates that addressing these is an integral part of the strategy.

10.3 The complementary priorities of the policy will be delivered through the more specific policies that follow, supported by those in the City Policies document.

CS52 Key Route Network

10.4 A Network of Key Routes identified in the South Yorkshire Local Transport Plan 2006-2011 will form the backbone of future investment. These are routes carrying the largest numbers of people, where interventions can have the greatest impact in achieving transport strategic objectives. The routes, with some modification of the original Local Transport Plan proposals, are shown on the Key Diagram.

Policy CS 52

Key Route Network

The Key Route Network will provide good quality, access to the City Centre and to the regional and national road network, and fulfil the following strategic transport functions:

a. through-traffic and strategic traffic movements will be concentrated on the 'A' roads of the Network, with best use being made of existing road capacity to enable this;

b. specific Key Routes (see table below) will receive integrated 'whole-route' treatment of congestion;

c. specific Key Routes (see table below) will receive 'whole-route' treatment as Quality Bus Corridors;

d. other Key Routes will be treated with bus priority and traffic management measures on a more site-specific basis to alleviate more localised problems;

e. road-based freight will be concentrated onto those Key Routes (see table below) where it would not have an unacceptable impact on local communities.

Investment in the Key Routes will be complemented by improved links into the communities that they serve to increase their accessibility.

10.5 The Key Routes largely focus on the City Centre and other major employment areas and play a crucial role in supporting the new development that is proposed there and enabling the increased number of people travelling there. But it will be important to connect the Network with the neighbourhoods of the city to achieve the objectives for accessibility. The types of intervention will vary according to the needs and opportunities on each link.

10.6 Implementation will be through the current and future Local Transport Plans and further detail appears in the policies below. The 'whole-route' treatment for congestion of specified Key Routes will be carried out through the South Yorkshire Congestion Delivery Plan, which is a focussed contribution to delivering the Government's national congestion journey time

targets. The improvements to bus corridors will be achieved through bus priority and improvement measures, as set out in policy CS56 below. Priorities for public transport investment within the Key Route network are still being identified.

The extent and future role of Sheffield's Key Route Network				
Sheffield's Key Route Network	**Routes for through and strategic traffic CS52(a)**	**Congestion target routes CS52(b)**	**Priorities for public transport investment CS52(c)&(d)**	**Strategic freight routes CS52(e)**
A61 Sheffield Inner Relief Road	✓		✓	✓
A6109 City Centre - M1 J34 North	✓	✓	✓	✓
A6178 City Centre - M1 J34 South	✓	✓	✓	✓
A631 Shepcote Lane	✓			✓
B6200*/B6066 Attercliffe - Woodhouse	✓*		✓	✓*
A630 link towards M1 J33 (Sheffield Parkway)	✓	✓		✓
A57 City Centre - Swallownest	✓ ✓			✓
A6135 City Centre – Mosborough/Halfway	✓		✓	✓
A6102 Sheffield Outer Ring Road (South & East)	✓	✓ ✓*		✓
B6388 Heeley - Gleadless			✓	
A61 Chesterfield Road	✓	✓		✓
C105 Woodseats Road, Sheffield			✓	
A621 Abbeydale Road, Sheffield	✓			✓
B6068 Abbey Lane	✓			
A625 Ecclesall Road	✓	✓	✓	✓
A57 City Centre - Manchester Road	✓	✓		

The extent and future role of Sheffield's Key Route Network				
Sheffield's Key Route Network	**Routes for through and strategic traffic CS52(a)**	**Congestion target routes CS52(b)**	**Priorities for public transport investment CS52(c)&(d)**	**Strategic freight routes CS52(e)**
A6101 Rivelin Valley Road	✓			✓
B6079 - Infirmary Road/Langsett Road		✓	✓	
A61 Penistone Road - to city boundary	✓	✓	✓	✓
A6102 Sheffield Outer Ring Road (North)	✓			✓
A6102 Hillsborough - Stocksbridge	✓			✓
A6135 City Centre - Chapeltown	✓			✓

CS53 Management of Demand for Travel

10.7 The objectives for the strategy include reducing the distances that people need to travel (S9.1, S9.2) and the land-use policies in the chapters above will contribute to achieving this. But, it is also important to plan for those trips that still need to be made, both promoting sustainable modes of travel and managing demand for travel patterns that would otherwise be unsustainable. This does not mean stifling demand for necessary car travel but managing it so that it becomes more sustainable. This is acknowledged to be a very considerable challenge. The success of the Core Strategy will depend on investment in more sustainable alternative modes of travel and these are considered more fully in the later policies.

Policy CS 53

Management of Demand for Travel

Increasing demand for travel in all parts of the city will be managed to meet the different needs of particular areas through:

a. promoting good quality public transport and routes for walking and cycling to broaden the choice of modes of travel;

b. making best use of existing road capacity through the use of variable-message signing and Intelligent Transport Systems;

c. implementing Travel Plans for new developments to maximise the use of sustainable forms of travel and mitigate the negative impacts of transport, particularly congestion and vehicle emissions;

d. active promotion of more efficient and sustainable use of vehicles through car clubs, car sharing to increase vehicle occupancy and incentives for using alternatively fuelled vehicles. These will be associated with new residential and commercial developments and particularly in the City Centre;

e. managing public car parking to reduce long-stay commuter parking in favour of short-stay and providing long-stay park-and-ride facilities near the edge of the main urban area;

f. creating Controlled Parking Zones to manage traffic levels in constrained locations and encourage the use of more sustainable modes of travel, with priority to:

   i. the City Centre;

   ii. the Peripheral Residential Parking Zone around the City Centre, incorporating Broomhill, Sharrow, Broomhall and Crookesmoor;

   iii. the eastern end of the Lower Don Valley, including Atlas and Carbrook;

g. applying maximum parking standards for all new developments to manage the provision of private parking spaces.

10.8 The policy includes a package of measures to make better use of road space and this will mean relying more on public transport at peak periods. It recognises that needs and opportunities will vary between different areas and routes and Travel Plans for specific developments enable actions to be tailored to each case. Travel Plans are also the subject of a further policy in the City Policies document. Additional, more innovative, measures aim to make better use of finite road space and reduce pollution. These will be negotiated when applications for planning permission are being considered. Within the City Centre and District Centres, parking policy and charges will favour short-stay parking over long-stay commuter parking. Controls on parking will help to manage the number of trips to the

affected destinations and the policy supports measures to maximise the number of people who can get to jobs in the City Centre and Lower Don Valley. The zone around the City Centre supports the adjoining City Centre Zone by responding to the displaced demand and safeguarding the living environment of the inner neighbourhoods. The Peripheral Residential Zone will be rolled out over the plan period using Local Transport Plan funding.

CS54 Pedestrian Routes

10.9 Trips made on foot are good for health, the environment and sustainable travel patterns but need to be encouraged by creating an attractive environment for pedestrians. In the period from 2001 to 2005, pedestrian movements across the City Centre boundary increased by over 30%. Although many trips are too long to be made by foot, the strategy does require making it more attractive for those who can walk to do so.

Policy CS 54

Pedestrian Routes

The pedestrian environment will be improved, with priority being given to routes providing access to:

a. the City Centre, via the main radial routes

b. other major employment areas:

   i. University of Sheffield/Museums/Hallamshire and Children's Hospitals/Collegiate Campus

   ii. the Northern General Hospital

   iii. the new Sheffield College site on Penistone Road

   iv. Sheffield College site on Granville Road

   v. the Lower Don Valley between Attercliffe and Meadowhall

c. railway stations and other key transport nodes

d. District Centres and areas within them

Walking routes will also be developed along the corridors of the Strategic Green Network.

10.10 The emphasis of the policy is on routes to major centres of employment where walking would take some pressure off roads at peak times. It also encourages walking to District Centres and leisure walking along key green routes.

10.11 Improvements will be brought about through Local Transport Plan schemes and in association with new development. Routes for walking (and cycling) will also be opened up through the Public Rights of Way Improvement Plan. Accessibility action plans are being produced for routes to, and within, District and Neighbourhood Centres, focused currently in the North-East Urban Area.

CS55 Cycling Routes

10.12 Cycling is a sustainable and growing form of travel for short to medium length journeys in the city – over the past 10 years the number of trips to and from the City Centre has increased by around 15%. Despite the hills in parts of the city, cycling represents a sustainable option, which improves accessibility and can enable extensive connections within Sheffield. The policy aims to retain and increase numbers of cyclists and improve safety.

Policy CS 55

Cycling Routes

Improvement and development of the cycle network will be given priority on strategic links, mainly to key employment locations, particularly on routes:

a. providing access to the City Centre from the University, Bramall Lane, Charlotte Road and Granville Street

b. making up the City Centre ring route northern section (Upper Hanover Way – Exchange Street – Pond Street)

c. providing access within the City Centre

d. through the Upper and Lower Don Valley, with a network of links to neighbouring residential areas;

e. between the Northern General Hospital and City Centre (via Riverside);

f. through the Blackburn Valley, extending through Smithy Wood and Hesley Wood to Chapeltown and the TransPennine Trail.

10.13 The routes specifically identified are based on Sheffield's Cycling Action Plan (2006-11) and focus mainly on a selection of employment locations and principally the City Centre but also the Upper Don Valley and Northern General Hospital. The route up the Blackburn Valley will provide access to employment and will be used by leisure cyclists, complementing other environmental improvements in the Valley. These routes will complement other leisure routes along the river valleys as part of the Strategic Green Network (see policy CS73).

10.14 The route improvements will come about through Local Transport Plan funding, the Public Rights of Way Improvement Plan, the Council's cycle facilities budget and regeneration funds, and developer contributions.

CS56 Priority Routes for Bus and Bus Rapid Transit

10.16 The great majority of trips by public transport are by bus. Bus services to the City Centre account for 70% of person trips by pubic transport, supplementing those by tram and train. Improvements to bus services are crucial for achieving the objectives of more sustainable travel, opportunities for all, well-being and health, connecting up the city and better use of roadspace and they will be critical for the success of the spatial strategy. The South Yorkshire Local Transport Plan and Congestion Plan focus action on specific Key Routes in the city. Two options for Bus Rapid Transit are being investigated between Sheffield and Rotherham centres, one to serve employment areas in the Lower Don Valley and the other to access the Waverley development including its park-and-ride site.

Policy CS 56

Priority Routes for Bus and Bus Rapid Transit

Bus priority measures on Key Routes will be developed to reduce the impact of congestion on buses and improve speed, reliability, frequency and accessibility in the main urban area and on links to economic regeneration areas. Measures will include traffic management schemes (including bus lanes), park-and-ride sites, new transport interchanges, traffic signal technology, improved information and waiting areas for users, and bus/light rail rapid transit, where appropriate.

The following Key Routes will be improved through bus priority measures over the period to 2011:

a. A6109 City Centre – M1 J34 North

b. A6178 City Centre – M1 J34 South

c. A6178/B6200 City Centre – Woodhouse

d. A6135 City Centre – Mosborough/Halfway

e. B6388 Heeley – Gleadless

f. A625 Ecclesall Road

g. A61 Penistone Road

Site-specific public transport priority measures will be developed on a number of other Key Routes, to include:

h. A61 Sheffield Inner Relief Road

i. C105 Woodseats Road

j. B6079 Infirmary Road/Langsett Road

Routes will be identified for Bus/Tram Rapid Transit between Sheffield and Rotherham.

10.17 The concentrating of investment on these routes allows resources to be targeted to greatest effect and complements other aspects of the Key Routes policy. The improvements will be delivered, in partnership with the Passenger Transport Executive and operators, through the Local Transport Plan. The improvements will be supported by land-use policies to concentrate development of high-frequency bus routes (see policies CS3 and CS26) and so raise demand for services and increase frequencies further.

10.18 Past trends indicate that making bus services work well will be challenging and significant levels of investment will be needed to make the bus component of the strategy effective. The current Local Transport Plan provides for the next steps in what must be a long-term

strategy for making bus travel more attractive and effective and the strategy will inform future bids.

10.19 The success of the policy will depend on high-quality operation that will make buses an attractive choice. This will require modern forms of investment such as Bus/Tram Rapid Transit and effective new ways of working in partnership with the Passenger Transport Executive and operators, such as Statutory Quality Partnerships, the first of which in the country has been introduced in the north of the city in the A6135 corridor. The current Transport Bill now makes provision for the Passenger Transport Executive to introduce Quality Bus Contracts to specify networks, timetables and fares and to let contracts to bus operators to run those services. Should the new voluntary partnerships not prove equal to the challenge required of the strategy, then the introduction of these new Quality Bus Contracts will be pursued. The use of buses, particularly on routes to and from the City Centre will be monitored annually for both the Local Transport Plan and the SDF Annual Monitoring Report, and the means of delivery of the policy will be reviewed accordingly.

CS57 Park-and-Ride and Car Parking in the City Centre

10.20 Whilst measures will be taken to improve accessibility to best possible public transport, some people may still have little choice but to make the first part of their journey by car. But the success of the strategy will depend on minimising the distance that they have to use the car. Well located park-and-ride facilities can help to achieve this. In turn, this takes pressure off congested routes at peak periods into the City Centre. But, a different approach is proposed to City Centre access and parking outside peak periods.

Policy CS 57

Park-and-Ride and Car Parking in the City Centre

Short-stay parking provision within the City Centre will be increased to 9,500 spaces and long-stay parking will be reduced to enable this to be achieved. In support, pricing policies will be implemented to favour short-stay over long-stay parking.

Additional long-stay parking to serve the City Centre will be provided through park-and-ride facilities outside the centre and the strategic priority corridors or locations include:

a. Penistone Road

b. Ecclesall Road

c. Abbeydale Road

d. Meadowhead/Chesterfield Road

e. Sheffield Parkway

f. Lower Don Valley

In addition, new locations will be developed where demand exists and as and when opportunities arise, particularly where they would serve links with improved facilities and infrastructure for best possible public transport.

10.21 In order to achieve a more accessible City Centre, and to support its economic transformation, larger, higher quality car parks are needed. These will provide the level of accessibility and security required to encourage people to visit the City, stay longer and boost the economy. The provision of 13 major car parks combined with a number of smaller facilities will create a total of 9,500 shopper and visitor spaces to serve the City Centre. These spaces will be in place by 2012.

10.22 The strategy is to develop park-and-ride capacity in the city to reduce both car-miles and the need for long-stay parking in the City Centre, so reducing potential congestion at peak periods. The locations are selected to make greatest use of transport investment that is concentrated on the Key Route corridors, particularly to make the associated best possible public transport more attractive. It is expected that other opportunities for providing more spaces will arise over the plan period and the strategy will depend on this to help reduce pressure on the City Centre.

10.23 New sites will be identified in the South Yorkshire Park-and-Ride Strategy and delivered through the Local Transport Plan and delivered over the period to 2015, supported by developer contributions. Some sites will be allocated in the City Sites document and others will be identified in subsequent reviews.

10.24 The policy has a different emphasis for off-peak periods. The priority for park-and-ride capacity is for peak-period travel. Off-peak parking provision in the City Centre will not contribute to congestion to the same degree as at peak times and short-stay provision will help to support the centre's regeneration for shopping and other services for the region. Due provision in the City Centre will always be made for disabled drivers.

CS58 Freight

10.25 The movement of freight is as important for the city's economic objectives as the movement of people but may conflict with the strategy's objectives for quality of life in the neighbourhoods.

Policy CS 58

Freight

The movement of freight by sustainable modes will be encouraged, primarily rail through promoting the use of Tinsley Rail Freight Terminal. Road-based freight will be concentrated onto the Key Route Network.

The impact of road-based freight will be managed and minimised through the production of Freight Management Strategies, as part of the Travel Plan process.

10.26 In practice the opportunities for more sustainable forms of freight travel may be limited at first but advantage should be taken of the potential to link directly with the rail network and provide for transhipment. Opportunities for more sustainable freight movement are expected to increase with new engine technology, strategies to improve air quality and the negotiation that precedes the granting of planning permission. In all cases, residential areas away from routes designated from through and strategic traffic should be safeguarded.

CS59 New Roads

10.27 The strategy objectives include making the best use of the existing road network. New roads do not address the causes of congestion and they may have damaging environmental impacts. However, limited new road building in particular circumstances may be required to support the strategy's economic objectives and address local environmental problems caused by traffic on unsuitable routes.

Policy CS 59

New Roads

There will be no significant increase in the physical capacity of the city's highway network. New through-roads will only be built, and existing roads improved, in a limited number of circumstances, to:

a. improve the movement of public transport, cyclists or pedestrians; or

b. enable regeneration; or

c. reduce serious traffic impacts on the local environment where there is no sustainable alternative option.

The following road schemes are proposed:

i. Improvements to M1 Junctions 34 North and South

ii. M1 Junction 34 relief road (Halfpenny Link)

iii. Improvements to Sheffield Parkway (A630) and Catcliffe Junction

iv. Claywheels Lane improvements associated with proposed new road and crossing of River Don

v. A61 Penistone Rd/Herries Rd improvements

vi. A6102 Herries Rd/Barnsley Rd (Fir Vale)

vii. A621 Bramall Lane widening.

10.28 The first four of these schemes are needed to connect major employment areas with the national road network and to support the economic regeneration of the Lower Don Valley. The Claywheels Lane, Penistone Road and Herries Road schemes are all part of the programme of Key Route improvements to support the regeneration of the Upper Don Valley. The Bramall Lane widening is needed as part of the improvements to the Chesterfield Road corridor.

10.29 The schemes will be provided through Local Transport Plan funding, complemented, where appropriate, by developer contributions.

CS60 Transport in the City Centre

10.30 The spatial strategy depends on workers, shoppers and other visitors being able to get into the City Centre and this forms a central theme of the citywide policies for transport. Key Routes converge here (see policy CS52) and demand management measures (policies CS53 and CS57) will be particularly intensive here. The City Centre also crucially depends on provision for sustainable travel within its boundaries to serve the needs of its expanding economy.

Policy CS 60

Transport in the City Centre

The transport network into and within the City Centre will be managed to enable the development of its core city functions. Increased demand for trips will be managed by measures including:

a. public transport improvements including:

   i. a series of midi-interchanges to meet the needs of bus users at priority locations including:

      Moorfoot
      The New Retail Quarter (Charter Square)
      Howard Street/Sheffield Station

   ii. bus-based park-and-ride links on the main radial routes at the edge of the main urban area to serve the City Centre

   iii. City Centre shuttle bus service providing connections between major destinations in the City Centre

   iv. improved penetration of the City Centre by public transport;

b. including the area inside the new Northern Inner Relief Road within the City Centre Controlled Parking Zone;

c. development of car club hubs at the following locations:

   i. Arundel Street

   ii. Charles Street

   iii. Fitzwilliam Street

   iv. St James Street

   v. Victoria Street

   vi. Brown Street

   vii. Millsands

   viii. Moorfoot;

d. providing for 9,500 public short-stay parking spaces but restricting long-stay public and private car parking and providing long-stay park-and-ride facilities on the edge of the urban area;

e. helping all users of the City Centre to understand and find their way round the City Centre, including extending the Connect Sheffield project in conjunction with development in the New Retail Quarter and The Moor.

10.31 The location of bus stops and termini is not always convenient for City Centre workers and visitors and improvements will help to encourage more use of public transport. But a wide range of measures is needed to cater for trips that have to be made by car as well as those that lend themselves to public transport.

10.32 The success of this policy will be critical to the strategy of concentrating economic development in the City Centre and it will be kept under review in the Annual Monitoring Report using indicators for congestion and use of public transport into the City Centre. Continuing the increase in the number of people who can travel into the City Centre will be a key challenge when reviewing the Local Transport Plan.

CS61 Pedestrian Environment in the City Centre

10.33 The transformation of the City Centre has been greatly affected by improvements to the pedestrian environment, benefiting workers and visitors. This has included the linked high-quality public spaces from the station to Barkers Pool and it is proposed to continue this process along an axis from Moorfoot to Victoria Quays/Wicker. Policy CS54 provides for improvements to pedestrian routes into the City Centre. These improvements need to continue to be extended into the centre itself.

Policy CS 61

Pedestrian Environment in the City Centre

A Pedestrian Priority Zone in which a high-quality environment will allow priority for the safe, convenient and comfortable movement of pedestrians within and through the area, will be established in the following areas of the City Centre:

a. Heart of the City

b. Fargate

c. The Moor/NRQ

d. the Cultural Industries Quarter

e. Castlegate/Victoria Quays

f. Devonshire Street

g. the University of Sheffield (Portobello/Portobello Street)

h. routes to St Vincent's

i. West Bar

j. Sheaf Square/Howard Street

k. Kelham/Neepsend.

10.34 The priority for improvements is in areas used by visitors, new residential areas and parts of the University of Sheffield campus. It is expected to include 20 mph zones and improved landscaping, design, materials and street furniture.

10.35 The policy will be delivered through Area Action Plans, development briefs, Local Transport Plan funding, regional funding and developer contributions.

CS62 Access to Wider Employment Opportunities for Residents in the North-East Urban Area

10.36 Although further opportunities for jobs and training will be provided locally, many residents of the North-East Urban Area will continue to work elsewhere, and the provision for local employment needs to be matched by improvements to access jobs in the main concentrations of employment proposed in the strategy.

Policy CS 62

Access to Wider Employment Opportunities for Residents in the North-East Urban Area

Transport links will be improved to major employment areas, especially in the Lower and Upper Don Valley, and Burngreave will be integrated more closely with the neighbouring areas of the City Centre. This will include improvements to public transport and the Key Route Network.

10.37 The need for improvements is recognised in current transport strategies, as direct access to much of the Don Valley employment areas is not possible on the major radial bus routes to the City Centre. Also, whilst access to the City Centre is already generally good, greater integration, particularly with better pedestrian links, would enable neighbouring parts of Burngreave to share more in the regeneration of the Wicker and Riverside areas. Improvements are likely to include better interchange facilities and direct links to employment areas outside the city, including Waverley.

10.38 The improvements will be introduced over the next five years as part of the Burngreave Transport Strategy, and the South Yorkshire Local Transport Plan by a range of partners including the City Council, South Yorkshire Passenger Transport Executive and local bus operators.

Chapter 11 : Global Environment and Natural Resources

Chapter 11 Global Environment and Natural Resources

11.1 Action to reduce the impact of climate change is a key part of the overall vision of the Core Strategy and its specific objectives for reducing the need to travel, supporting sustainable transport and sustainable design and development. It is recognised that significant climate change is still predicted and measures are proposed to help adapt to this. Policy CS63 provides an overall statement of actions proposed.

CS63 Responses to Climate Change

Policy CS 63

Responses to Climate Change

Action to reduce the city's impact on climate change will include:

a. giving priority to development in the City Centre and other areas that are well served by sustainable forms of transport; and

b. promoting higher densities of development in locations that are well served by sustainable forms of transport; and

c. promoting routes that encourage walking, cycling and the use of public transport; and

d. designing development to increase energy efficiency and reduce energy consumption and carbon emissions; and

e. promoting developments that generate renewable energy; and

f. reducing the volume of waste disposed of in landfill sites and generating energy from waste.

Action to adapt to expected climate change will include:

g. locating and designing development to eliminate unacceptable flood risk

h. giving preference to development of previously developed land where this is sustainably located

i. adopting sustainable drainage systems

j. encouraging environments that promote biodiversity, including the city's Green Network

k. designing development to minimise the relative heating of urban areas.

11.2 To help reduce the expected impact of development on climate change, appropriate location and density of development are provided for particularly in policies for business and industry (CS3 and CS5), retail and built leisure (CS14, CS15, CS34 and CS39) and housing (CS23 and CS26). Routes for sustainable travel are promoted in policies CS16 and CS54-58. Design to reduce carbon emissions is proposed in policy CS64 and renewable energy promotion is promoted in CS65. Policies CS68 and CS70 promote methods of waste management that reduce the need for landfilling with its associated methane emissions and policy CS69 supports the energy recovery plant at Bernard Road.

11.3 To help adapt to expected climate change, policy CS67 provides the broad framework for addressing the increased risk of flooding including a requirement for sustainable drainage systems, whilst the preference for the use of previously developed land in policies CS2 and CS24 will help to avoid or reduce increases in run-off. The penetration of green areas into the City (see policy CS73) will create and safeguard habitats that will support species that are adapting to climate change. Proposals for sustainable design in policy CS64 will help to offset the higher levels of heating experienced in larger urban areas.

CS64 Climate Change, Resources and Sustainable Design of Developments

11.4 New development provides an opportunity for reducing energy consumption and enabling more efficient use of energy, both of which are important for reducing carbon emissions and wasteful use of finite natural resources. So, sustainable design of buildings and spaces is an integral part of the vision for transformation and sustainability and respecting of the global environment. It accords with the Regional Spatial Strategy in encouraging better energy and water-efficient buildings (policy YH2). Future proofing of the city against climate change can also contribute to its economic success and foster technologies and jobs through the city's traditional skills and research capacity. Updating of Building Regulations will cover many aspects of sustainable design but planning has a distinctive contribution to make by introducing guidelines in advance of the update to complement the Regulations.

Policy CS 64

Climate Change, Resources and Sustainable Design of Developments

All new buildings and conversions of existing buildings must be designed to reduce emissions of greenhouse gases and function in a changing climate. All developments will be required to:

a. achieve a high standard of energy efficiency; and

b. make the best use of solar energy, passive heating and cooling, natural light, and natural ventilation; and

c. minimise the impact on existing renewable energy installations, and produce renewable energy to compensate for any loss in generation from existing installations as a result of the development.

All new buildings and conversions of existing buildings must be designed to use resources sustainably. This includes, but is not limited to:

d. minimising water consumption and maximising water re-cycling;

e. re-using existing buildings and vacant floors wherever possible;

f. designing buildings flexibly from the outset to allow a wide variety of possible future uses;

g. using sustainable materials wherever possible and making the most sustainable use of other materials;

h. minimising waste and promoting recycling, during both construction and occupation.

11.5 It is important that developments are designed to mitigate climate change, and to withstand its effects. This will help to minimise the impact of development on the global environment, and ensure that buildings and spaces endure. Making the best use of the natural features of a site, and designing to take account of factors such as the sun's path can make an important contribution complementing new technologies.

11.6 Sustainable design also includes the sustainable use of resources, which is an important part of conserving materials and natural resources that are likely to become scarcer. This includes considering how existing buildings can be re-used, and how new buildings might be used in different ways in the future. Sustainable materials include those that are degradable, have low embedded energy, are easily renewed, or are recyclable. Further information and guidance can be found in The Building Research Establishment (BRE) Green Guide to Specification.

11.7 To satisfy the policy, all new developments of 5 dwellings or over (including apartments) should achieve Code for Sustainable Homes Level 3 (or equivalent) as a minimum, and all non-residential developments over 500 sq m gross internal floorspace should achieve a BREEAM (BRE Environmental Assessment Method) rating of very good (or equivalent) as a minimum. Targets for policy CS65 below may also influence the extent of design measures to be taken. The required standards to be achieved may increase, and the thresholds decrease, as advances in technology enable higher standards of sustainable design.

11.8 Green roofs can be used as a sustainable drainage technique, to minimise surface water run-off and therefore help to reduce the risk of flooding. Sustainable drainage techniques are covered by subparagraph (b) in policy CS67.

11.9 The policy will mainly be implemented through the development management process. Developers will be required to submit a sustainability statement with a planning application, if the proposed development involves five or more dwellings or over 500 sq m of floorspace. This statement should show how the sustainability standards are to be achieved on the development. Further information and advice on how to design buildings and spaces sustainably will be provided in a Supplementary Planning Document.

CS65 Renewable Energy and Carbon Reduction

11.10 Sustainable design will help to reduce energy consumption but this must be complemented by the generation of energy from renewable sources. This might include local generation for a specific development or larger-scale development to supply the Grid. Renewable energy capacity targets for the city for supplying the Grid are set in the Regional Spatial Strategy for 2010 and 2021. The Core Strategy needs to state the scale of provision proposed for planning purposes and identify where the energy might be generated.

Policy CS 65

Renewable Energy and Carbon Reduction

Renewable energy capacity in the city will exceed 12MW by 2010 and 60MW by 2021.

The Smithywood and Hesley Wood areas are potential locations for larger-scale wind generation though not to the exclusion of other sustainable locations.

Where appropriate, developments will be encouraged to connect to the City Centre District Heating Scheme. Shared energy schemes within large developments or between neighbouring developments, new or existing, will also be encouraged.

All significant developments will be required, unless this can be shown not to be feasible and viable, to:

a. provide a minimum of 10% of their predicted energy needs from decentralised and renewable or low carbon energy; and

b. Generate further renewable or low carbon energy or incorporate design measures sufficient to reduce the development's overall predicted carbon dioxide emissions by 20%. This would include the decentralised and renewable or low carbon energy required to satisfy (a).

The renewable or low carbon energy technologies must be operational before any new or converted buildings are occupied.

If it can be demonstrated that the required reduction in carbon emissions cannot be met through decentralised renewable or low carbon energy and/or design and specification measures, a contribution towards an off-site carbon reduction scheme may be acceptable.

11.11 Large-scale grid-connected renewable energy installations will play an important part in exceeding the capacity targets set in this policy. To help achieve this, the policy indicates currently identified preferred locations for wind generation, although any proposal will be assessed on its individual merits and other locations may be identified in the course of further survey work. Biomass may also become a significant source of energy in the city.

11.12 Significant developments applies to both new-build and conversions of 5 or more dwellings (including apartments), or more than 500 sq m gross internal floorspace.

11.13 On or near-site generation has the advantages of not requiring transmission (a source of energy loss) and of being less conspicuous. Renewable and low-carbon energy sources are an important way of reducing carbon dioxide emissions. They also help to provide a secure supply of energy to a building or development, and could help to provide more a more affordable supply of energy as fossil fuel prices rise. The requirement for developments to provide 10% of their predicted energy needs from decentralised renewable or low-carbon energy reflects national policy and the Regional Spatial Strategy.

11.14 However, achieving the carbon reduction target in the policy through renewable energy may not always be possible, depending on the constraints of a site. Therefore the policy affords flexibility in allowing the same level of carbon dioxide emissions reductions through design (see also policy CS64 above), or a combination of the two. In and around the City Centre, connections to the District Heating Scheme would further reduce the burning of fossil fuels.

11.15 The target in subparagraph (b) is expressed in terms of reduced carbon emissions as this enables consistency whichever method is chosen and relates directly to the outcome needed to mitigate climate change. The level proposed is considered feasible with current technology. The current Building Regulations (2006) Target Emission Rate is the emission rate for a notional building compliant with Part L of the Building Regulations in 2002, reduced by 20% for dwellings, and between 23.5% and 28% for other buildings depending on whether air conditioning is proposed. It is expressed in terms of kilograms of carbon dioxide per square metre of floor area. The policy will continue to be applied in the same way when the Building Regulations are updated in the future.

11.16 The targets will be achieved through the development management process for large-scale renewable energy installations, and for significant developments required to generate decentralised renewable or low-carbon energy, or to reduce carbon dioxide emissions. The appropriate levels of decentralised renewable or low-carbon energy and reduced carbon emissions will be kept under review in the light of changing science and technology and updates along with more detailed guidance will appear in a Supplementary Planning Document.

CS66 Air Quality

11.17 The strategy supports air quality management initiatives in the city. These are now based on an Air Quality Management Area that covers the whole of the main built-up area. Planning decisions may particularly affect air quality where they influence levels of traffic, which is a major source of emissions.

Policy CS 66

Air Quality

Action to protect air quality will be taken in all areas of the city. Further action to improve air quality will be taken across the built-up area, and particularly where residents in road corridors with high levels of traffic are directly exposed to levels of pollution above national targets.

11.18 The locations where the most harmful impacts may change over time but where air quality currently fails to meet the national targets have included areas near the motorway at Meadowhall and in parts of the City Centre. But new locations are being identified on major roads and particularly at major road junctions and these may be sensitive as places where people live or shop.

11.19 Protection and improvement of air quality will be achieved particularly through decisions about planning applications for uses that give rise to significant amounts of traffic, through the Air Quality Plan and through successive Local Transport Plans.

CS67 Flood Risk Management

11.20 Flood risk management is one of the most important ways of adapting to the predicted more intensive rainfall as a result of climate change, and is particularly important in Sheffield, in view of the city's topography and experience of flooding in June 2007. National policy requires that sites with a lower probability of flooding are preferred to those with a higher risk and that relative risks are considered through a sequential test. However, it is recognised that exceptions may be necessary in certain circumstances where there are no suitable lower risk sites. In Sheffield, the high probability zones in the Don Valley lie within key regeneration areas and suitable alternative broad locations are not available in the city for many of the business and industry uses that are envisaged there. This means relying more on mitigation measures and applying the exception test than might be appropriate in a less constrained area, a tension that is recognised in the Regional Spatial Strategy (policy ENV1). But, the city's planning policy still has to ensure that the requirement for safety for people and property is paramount and that suitable sites with a lower probability of flooding are always preferred when they can be identified.

Policy CS 67

Flood Risk Management

The extent and impact of flooding will be reduced by:

a. requiring that all developments significantly limit surface water run-off;

b. requiring the use of Sustainable Drainage Systems or sustainable drainage techniques on all sites where feasible and practicable;

c. promoting sustainable drainage management, particularly in rural areas;

d. not culverting and not building over watercourses wherever practicable;

e. encouraging the removal of existing culverting;

f. not increasing and, where possible, reducing the building footprint in areas of developed functional floodplain;

g. not locating or subdividing properties that would be used for more vulnerable uses in areas of developed functional floodplain;

h. developing only water-compatible uses in the functional floodplain;

i. designating areas of the city with high probability of flooding for open space uses where there is no overriding case for development;

j. developing areas with high probability of flooding only for water-compatible uses unless an overriding case can be made and adequate mitigation measures are proposed;

k. ensuring any highly vulnerable uses are not located in areas at risk of flooding;

l. ensuring safe access to and from an area with a low probability of flooding.

Where an overriding case remains for developing in a zone with high probability of flooding, development will be permitted only if:

m. more vulnerable uses, including housing, would be above ground floor level; and

n. the lower floor levels of any other development with vulnerable equipment would remain dry in the event of flooding; and

o. the building would be resilient to flood damage; and

p. adequate on and off-site flood protection measures would be provided.

Housing in areas with a high probability of flooding will not be permitted before 2016/17.

11.21 Surface water must be reduced to 5 litres per second per hectare on all sites over 1 hectare, except on brownfield sites where the developer can prove that there is existing surface water run-off. On such sites, run-off must be reduced by 30%. On sites that are less than 1 hectare or 10 dwellings, surface water run-off must be reduced as far as is feasible by design measures such as permeable paving.

11.22 The policy identifies means that are already available for reducing flood risk helping to ensure that developments are sufficiently protected from flooding, while minimising their impact on the rest of the catchment. It also means that the allocation of land for development is carried out using the sequential approach to site selection, and that types of development are appropriate to the level of risk. The most vulnerable types of development, such as fire stations and caravan parks, would be located in the areas at lowest risk of flooding. The following terms included in policy CS67 are defined in PPS25: Development and Flood Risk, Annex D, DEFRA guidance notes FD2320 and FD2321:

- water-compatible uses
- high probability of flooding
- functional floodplain
- less vulnerable uses
- highly vulnerable uses
- safe access to and from

11.23 Areas at risk of flooding refers to areas of both high and medium probability of flooding, both of which are defined in PPS25: Development and Flood Risk, Annex D. Developed functional floodplain is also called Flood Zone 3a(i), and is defined in the Strategic Flood Risk Assessment (2008) as areas that would have served as functional floodplain if they had not been previously developed. Areas of developed functional floodplain will flood, on average, once in every 20 years. The land around buildings in Zone 3a(i) provides a critical flowpath for water, and/or flood storage areas, and it is very important that this land is retained. Maps of the flood probability areas can be found in the latest version of the Strategic Flood Risk Assessment.

11.24 It is necessary to recognise that there may be overriding reasons for allowing development in zones with a high probability of flooding. These reasons will be set out using the Sequential Test and, where necessary, the Exception Test. The second part of the policy proposes a wide range of safeguards to ensure that any development is designed to increase safety for the occupants and minimise damage to the buildings and equipment. These provisions should always be complemented by all possible measures to reduce the extent or impact of flooding. For further guidance on flood resilient design, see Department of Communities and Local Government guidance Improving the Flood Resilience of New Buildings: Flood Resilient Construction (2007).

11.25 The final part of the policy indicates that for housing, the overriding case would not be applied during the period to 2016, because there will be ample capacity for housing in the city without resorting to land with high probability of flooding. This could affect some locations in the

City Centre but the precise locations will be identified in updates of the Strategic Flood Risk Assessment, in consultation with the Environment Agency.

11.26 The policy will mainly be delivered through the development management process. This will include ensuring developers provide the necessary evidence for the Local Planning Authority to undertake the sequential test in order to locate developments in lower probability areas wherever possible. A site-specific Flood Risk Assessment will be required for all developments over one hectare and for any other developments in Flood Probability Zones with medium or high ratings (zones 2 or 3a), in accordance with national planning policy. The assessment will show the risk to the site in greater detail, and advise on mitigation measures as necessary.

CS68 Waste Development Objectives

11.27 Sheffield embraces the overall objective set out in national waste strategy and planning policy of making better use of waste as a resource through reduction and re-use of materials in the first place. However, apart from encouraging home composting and more on-site management of demolition waste, the means of reducing and re-using are largely outside the scope of this strategy. Planning is required to provide for the remaining options. So, where waste is generated the objective is to recover materials or energy to help minimise the volume of waste needing to be landfilled locally. The City Council, in its current Waste Strategy, is committed to its energy-from-waste policy for managing the majority of its municipal (mainly household) waste and the Sheffield Environment Strategy has highlighted the need for improving the household recycling rate.

11.28 Table 11.1 below shows the tonnages of municipal and commercial/industrial waste requiring management for the period to 2018 and beyond. The cumulative requirement figures in the first two columns are based on the benchmark tonnages for the City set out in the Regional Spatial Strategy. The figures include disposal capacity needed to manage the bottom ash from the Bernard Road Energy from Waste facility if new plant is not developed to recycle those residues. If a dedicated ash recycling facility is built in the City, or a larger shared facility is built nearby, this would have a corresponding reduction in landfill rates. The third column extrapolates the regional apportionments to the end of the plan period assuming that the forecast trends in waste growth continue locally until that date. The supply side of Table 11.1 is based on a careful assessment of remaining landfill space in the City and the capacity of existing and committed infrastructure for recycling/composting, energy recovery and other treatment facilities.

Table 11.1 Provision for Municipal and Commercial/Industrial Waste (million tonnes)

	Capacity Required and Available to RSS time horizons		Capacity Required and Available for Core Strategy time horizon
	2007-2018	**2007-2021**	**2007-2024**
Municipal Waste	3.05	3.84	4.64
Incinerator Bottom Ash	0.60	0.75	0.90
Commercial and Industrial Waste	8.12	10.16	12.20
Total Requirement	**11.77**	**14.75**	**17.74**
Recycling and composting of Municipal Waste	0.85	1.12	1.40
Energy-from-Waste facility	2.60	3.25	3.89
Other treatment facilities for Commercial and Industrial Waste	6.60	8.25	9.90
Capacity at Parkwood Landfill Site	2.74	2.75	2.75
Total Provision	**12.79**	**15.37**	**17.94**
Surplus/shortfall	**+1.02**	**+0.62**	**+0.20**

11.29 The table shows that on all assumptions there will be enough capacity for the two waste streams in the city to satisfy the requirement to provide for ten years from adoption of the Core Strategy. In the event that the requirement were to exceed these predictions then it would be necessary to make contingency arrangements for the period after 2018. As the city has limited opportunities for new landfill development we would address this through the established mechanism of negotiating variations in apportionments with the Yorkshire and Humber Regional Assembly and other South Yorkshire authorities in order to allow some waste from the city to be landfilled outside its boundaries. Spare landfill capacity in the South Yorkshire sub-region has already been identified that can meet needs up to 2021. The available capacity could last longer provided waste is diverted from landfill in line with the Regional Spatial Strategy benchmark figures. Future requirements and capacity changes will be monitored regularly to check the adequacy of capacity within the city.

11.30 The following waste management objectives are an integral part of the city's overall development strategy.

Policy CS 68

Waste Development Objectives

The City's waste will be managed more sustainably by:

a. encouraging less consumption of raw materials through the reduction and re-use of waste products; and

b. making the best use of existing landfill capacity and only using the city's Landfill Allowance Trading Scheme allocations when disposing of organic municipal waste; and

c. restricting consent for additional landfill to those cases where local provision can be justified; and

d. meeting the national staged targets for recovering value from municipal waste by utilising the existing energy-from-waste plant and developing services and facilities to meet agreed performance targets for recycling or composting household waste; and

e. permitting a range of additional treatment facilities, mainly in industrial areas, sufficient to meet the regional apportionment for commercial and industrial waste together with requirements for other waste streams where the city is best placed to meet local and wider needs; and

f. avoiding the unnecessary use of greenfield land when identifying suitable sites/areas and permitting other waste development.

11.31 This approach will be achieved in a way that is consistent with recycling/composting levels set out in the Council's own Waste Strategy, the minimum recovery targets used in the regional apportionments and the city's Landfill Allowance Trading Scheme allocation given by the Government (DEFRA). The relatively low levels of landfill that will result from the city's approach will contribute to the reduction of greenhouse gases, especially methane.

11.32 The main spatial implications for the city are followed up in the two policies below. Further policies, to inform decisions about planning applications, appear in the waste management chapter of the City Policies document.

CS69 Safeguarding Major Waste Facilities

11.33 Two major disposal facilities are capable of handling more than 40% of the anticipated arisings of municipal and commercial/industrial waste in the city and their locations therefore need to be safeguarded for that purpose.

Policy CS 69

Safeguarding Major Waste Facilities

The energy recovery plant at Bernard Road and the landfill site at Parkwood Springs will be retained to meet the city's long-term requirements for waste management.

11.34 Although it is designed primarily to take municipal waste, the Energy Recovery facility is flexible enough to accept some non-municipal waste too. The choice of the location at Bernard Road followed careful consideration of the options, when no superior site could be found that could use the existing district heating network. Despite this and the proposed facilities for recycling and recovery, there will still be a need for landfill in the city to deal with the final disposal of residual material that cannot be recycled or treated further (such as 'bottom ash' from the Energy Recovery Facility). Based on the operator's anticipated infill rates and its current planning consent the existing Parkwood Landfill Site has capacity for the next ten years. The alternative to fully using this would be for the City to rely on adjoining districts being prepared to provide sufficient replacement capacity and this would be decidedly less sustainable. As landfilling capacity is used up, the Parkwood site will be progressively restored as public open space (see policy CS50). The safeguarding of these waste management areas is covered in more detail in the City Policies document.

CS70 Provision for Recycling and Composting

11.35 Other provision for waste management in the city is more local but still significant for achieving the city-wide aim of increasing recycling.

Policy CS 70

Provision for Recycling and Composting

Increased recycling and composting will be enabled by:

a. supporting the development of a network of small-scale community composting schemes and new technologies for treating mixed organic waste and using green waste composting facilities at Tinsley and on local farms; and

b. retaining and improving the current network of five major Household Waste Recycling Centres and, in the longer term, building a new facility to serve the south-west area of the city; and

c. expanding the number of local recycling points, particularly in existing shopping centres, transport interchanges and at education and health facilities.

11.36 The extension of composting will be required to meet Landfill Directive targets and is already the subject of action by the Council's waste contractor. Improvements to the waste recycling centres will be made in order to comply with forthcoming regulations about specific forms of waste. The proposed additional centre in the south-west will be subject to resources and a site being identified to serve the sector between the Manchester Road and the Chesterfield Road corridors. Local recycling points will be secured both through the Council's waste contract and the approval of applications for major developments – this is taken up, alongside other recycling initiatives, in the City Policies document.

Chapter 12 : Prizing, Protecting and Enhancing Sheffield's Natural Environment and Distinctive Urban Heritage

Chapter 12 Prizing, Protecting and Enhancing Sheffield's Natural Environment and Distinctive Urban Heritage

CS71 Protecting the Green Belt

12.1 In keeping with the Regional Spatial Strategy and the spatial strategy for the city, it is proposed to maintain the strategic extent of the Green Belt.

Policy CS 71

Protecting the Green Belt

Countryside and other open land around the existing built-up areas of the city will be safeguarded by maintaining the Green Belt, which will not be subject to strategic or local review. Exceptionally, changes may be made to remove untenable anomalies where the change would not undermine the purposes or objectives of Green Belt in that area. Development needs will be met principally through the re-use of land and buildings rather than through expansion of the urban areas and villages.

12.2 The policy follows from the spatial vision of a city renewing itself rather than spreading out. It complements the priority to regeneration and the redevelopment of previously developed land and reflects the very high value attached by the people of the city to the openness of the surrounding countryside. It also complements the Green Belt designations in neighbouring areas, where there are also no proposals for review.

12.3 The policy conforms with national policy, which states that the general extent and boundaries of existing approved Green Belt should be altered only exceptionally. The principal potential reason for review was to enable expansion of the urban area to release sufficient land for housing. However, it has been established that there is enough identifiable land within the city to meet the foreseeable needs for housing development. Provision for added flexibility or for land in excess of the requirement in the Regional Spatial Strategy was not considered to be exceptional grounds for a review.

12.4 Untenable anomalies will be taken to comprise such circumstances, for example, where it is no longer possible to trace the boundary on the ground, as required by national policy. Such changes would normally be minor and would result from problems with the operation of the Green Belt rather than policy issues. Any changes would conform to national policy for the purposes of Green Belt and objectives for the use of Green Belt land. It is essential that any changes do not undermine confidence in the permanence of the Green Belt. The only non-minor change will be at the airport runway, which will be resolved with a land swap, excluding land on the runway and adding a larger area to the south, which also satisfies the purposes of Green Belt.

12.5 The policy will be implemented through the development management process, in accordance with national policy for Green Belts. Anomalies in local boundaries will be rectified through the City Policies and City Sites documents, and the SDF Proposals Map, which will also

designate sustainably located developed sites in the Green Belt as Major Developed Sites in the Green Belt, in accordance with Planning Policy Guidance Note 2.

CS72 Protecting Countryside not in the Green Belt

12.6 The permanence of the Green Belt means not adding to it as well as not taking land out of it. However, there are areas of countryside around the city that are safeguarded in the spatial strategy as much as the majority of land that is in the Green Belt. These areas are greatly valued for the way in which they contribute to Core Strategy objectives for the natural environment, rural settings and opportunities for peaceful enjoyment of the countryside.

Policy CS 72

Protecting Countryside not in the Green Belt

The green, open and rural character of areas on the edge of the built-up areas but not in the Green Belt will be safeguarded through protection as open countryside, including the following locations:

a. to the east of Woodhouse

b. to the south-west and north of Mosborough Village (at Mosborough Moor and Moor Valley)

c. at the former Holbrook Colliery

d. south of Stocksbridge (at Hollin Busk).

12.7 The land at the edge of Mosborough/Woodhouse is valued for its attractive open character, natural history interest and the ready access it provides to the wider countryside. Some of this land was previously allocated for housing but the much increased capacity of housing sites within the urban area means that it is now possible to protect these peripheral areas from development which would be less sustainable than in other available locations, requiring extension of infrastructure and services. The heavily overgrown former Holbrook Colliery site merits protection because of its extremely high natural history value.

12.8 The land at Hollin Busk is a large and integral part of the countryside south of Stocksbridge, prominent in local views and providing an important visual break between the settlements of Stocksbridge and Deepcar. Its rural character is greatly valued locally and there is no need to develop it as new housing can be provided on previously developed land within the urban area. Indeed, protection of the area makes a significant contribution to the character and distinctiveness of Stocksbridge.

12.9 Protection of these areas will be achieved through designation as open countryside in the City Sites document and on the SDF Proposals Map, and the consideration of any applications for permission to develop. As future resources permit, the areas owned by the

City Council will be enhanced, starting with Woodhouse East where implementation of a management plan has begun.

CS73 The Strategic Green Network

12.11 Sheffield's main river corridors are one of its most distinctive and valued features, defining the main areas of the city and associated with its historic development. They form part of a more extensive network of locally accessible open space that provides the means for wildlife and people to move through the built-up areas and to connect with the surrounding countryside.

Policy CS 73

The Strategic Green Network

Within and close to the urban areas, a Strategic Green Network will be maintained and where possible enhanced , which will follow the rivers and streams of the main valleys:

a. Upper Don

b. Loxley

c. Rivelin

d. Porter

e. Sheaf

f. Rother

g. Lower Don/Canal;

and include other strategic corridors through:

h. Oakes Park to the Limb Valley

i. Gleadless Valley

j. Ochre Dike Valley

k. Shire Brook Valley

l. Shirtcliffe Brook Valley

m. Blackburn Brook Valley and its tributaries

n. Birley Edge.

These Green Corridors will be complemented by a network of more local Green Links and Desired Green Links.

12.12 The Network will be secured by preserving open space through development control, enhancing existing open space, creating new open space as part of new development and through developer contributions. The draft Public Rights of Way Improvement Plan proposes to enhance the provision of good quality paths and network links to and along the river corridors. It also proposes to integrate parks, woodlands site facilities, canal/riverside, and open country access into the overall path network. New lengths of footpaths and cycle

routes and improvements will be funded, for example, through Natural England and the Public Rights of Way budget for the Local Transport Plan.

CS74 Design Principles

12.13 Sheffield enjoys a highly distinctive location amongst English cities, with its hills and valleys, its industrial heritage and its reminders of the smaller settlements around which the modern city has grown. The vision of the Sheffield Development Framework embraces this distinctiveness, affirming it in the face of any economic pressures that could compromise it. The Regional Spatial Strategy (policy ENV9) seeks to safeguard and enhance the historic environment and reinforce the distinctiveness of elements including former industrial landscapes, housing areas and civic buildings of note, especially in West and South Yorkshire. However, some of the legacy of the city's past is not fit for future generations and the policy reflects the process of long-term transformation that is already under way in economic regeneration areas and through Housing Market Renewal. More detailed guidelines on design are set out in national policy and good practice. This policy focuses on what is distinctive to Sheffield and its vision.

Policy CS 74

Design Principles

High-quality development will be expected, which would respect, take advantage of and enhance the distinctive features of the city, its districts and neighbourhoods, including:

a. the topography, landforms, river corridors, Green Network, important habitats, waterways, woodlands, other natural features and open spaces;

b. views and vistas to landmarks and skylines into and out of the City Centre and across the city to the surrounding countryside;

c. the townscape and landscape character of the city's districts, neighbourhoods and quarters, with their associated scale, layout and built form, building styles and materials;

d. the distinctive heritage of the city, particularly the buildings and settlement forms associated with:

   i. the metal trades (including workshops, mills and board schools)

   ii. the City Centre

   iii. Victorian, Edwardian and Garden City suburbs

   iv. historic village centres and the city's rural setting.

Development should also:

e. contribute to place-making, be of a high quality, that contributes to a healthy, safe and sustainable environment, that promotes the city's transformation;

f. help to transform the character of physical environments that have become run down and are lacking in distinctiveness;

g. enable all people to gain access safely and conveniently, providing, in particular, for the needs of families and children, and of disabled people and older people;

h. contribute towards creating attractive, sustainable and successful neighbourhoods.

12.14 The first part of the policy identifies those heritage and landscape issues that are most important for the city's distinctiveness. It aims to make the most of the opportunities that new development presents to enhance this distinctiveness and this will mean respecting the scale, grain and context of the places in which development is proposed. Design that reflects the character of particular areas will help to strengthen the identity of neighbourhoods, people's sense of belonging to them and, potentially, their perceived need to travel outside

them. The heritage associated with the metal trades is of particular importance given their unique role in shaping the development of Sheffield. Design should ensure that new development recognises this heritage and regeneration initiatives in the City Centre and the older industrial areas should take full advantage of the opportunities to enhance this heritage. The character of the distinctive Victorian suburbs and old village centres is an important factor when weighing the requirement for higher density of development (see policy CS26).

12.15 The second part of the policy identifies three strands of design of particular importance for the Strategy's overall vision, dealing with economic, physical and social implications. The policy signals that, in all areas, good design is seen as supporting economic and physical regeneration rather than being a consideration to trade off against economic benefits. The design and quality of buildings and spaces has a vital role to play as a positive driver for change in bringing about new forms of distinctiveness and making run-down areas both physically and economically more attractive. Inclusive design and sustainable neighbourhoods are an essential principle in all parts of the city, reflecting the vision for opportunities, well-being and quality of life for all.

12.16 The policy will be implemented through the development management process, including preparation of planning briefs, other advice to developers and negotiation with applicants for planning permission. For residential schemes, all new developments of 10 dwellings or over should achieve a Building for Life assessment rating of good as a minimum. Areas of historic or architectural significance will be managed through the designation and management of conservation areas and the listing of buildings and the provision of local listings. In areas needing regeneration, the policy will be implemented through masterplans for Housing Market Renewal and other areas. More detailed guidance on specific issues, including inclusive design, will be provided through Supplementary Planning Documents.

CS75 Improvements to Gateway Routes into and through the City

12.17 The first impressions of potential investors and workers on entering the city are important and gateways have a special contribution to achieving the strategy's objective of design to support economic transformation.

Policy CS 75

Improvements to Gateway Routes into and through the City

Gateway routes with priority for improvements will be:

a. Lower Don Valley routes, A6109, including Attercliffe Common and Attercliffe centre, and at landmark locations on the M1 junctions and east of the Wicker

b. Penistone Road and landmark locations on Shalesmoor

c. Inner Ring Road and landmark locations at Park Square

d. the railway line between Heeley and Blackburn Meadows.

12.18 The routes selected are those in most need of improvement, offering greatest potential for improvement and most significant in terms of the wider transformation of the city.

12.19 Improvements will be achieved through design criteria for these locations, set out in the City Policies document, funding for environmental improvements linked to economic regeneration, protection of open space through planning controls and carrying out road improvements on Key Routes (see policy CS52).

CS76 Tall Buildings in the City Centre

12.20 A tall building can be defined as any building that is substantially higher than its context or one that will shape the city's skyline. Elegantly designed and appropriately sited tall buildings can create landmark structures in areas of strategic importance. As distinctive and bold features on the skyline, they express confidence about a city that can encourage investment. This will promote the transformation of the City Centre outlined in the spatial strategy (see paragraph 4.10).

12.21 The guiding principles reflect the detailed assessment for the City Centre Urban Design Compendium. This shows how tall buildings should enhance and reinforce the character of particular Quarters of the City Centre and this influences the height that would be appropriate in different areas.

Policy CS 76

Tall Buildings in the City Centre

Tall buildings are appropriate in the City Centre where they:

a. help to define identified gateway sites,

b. mark an area of civic importance,

c. mark a principal activity node or a key route,

d. form the focal point of a vista or enhance the city skyline

e. re-inforce the topography

f. support the vision for City Centre quarters

g. reflect the strategic economic vision for the city.

12.22 The policy will be developed in a Supplementary Planning Document on Tall Buildings. Specific locations will be identified through the City Sites and City Policies documents and the Proposals Map, and implemented through Area Action Plans, planning briefs and decisions about applications for planning permission.

Appendix 1 Implementation of the Core Strategy Policies

This schedule outlines the mechanisms for implementing the policies, the partners who will be involved, the broad timescales and whether funding is secured. The dates given are correct as of early 2008.

Codes:

S – short-term (broadly 0-5 years),

M – medium-term broadly 6-10 years) and

L – long-term (broadly 11-15 years).

An asterisk indicates that funding or other resources are committed:

* Indicates that funding is in place for programmes, monitoring or strategies

** Indicates funding is in place for physical projects

† Indicates that funding is required for delivery, but is not yet in place. Where there are specific expectations that funding will be forthcoming, this is stated.

Policy No	Title	Mechanisms/Partners
Promoting Economic Prosperity and Providing Sustainable Employment (Challenge 1 and Chapter 6)		
CS1	**Land for Employment and Economic Development**	***Mechanisms:*** • Site allocations and Policy Area designations and any subsequent reviews (S/M/L) • Identification and promotion of sites in numerous Area Action Plans and Masterplans (S*). The Economic Masterplan identifies priorities for investment (S*/M*/L) • Promoting sites and areas for business and industrial development (S*/M*/L) • De-allocating unsuitable sites from employment use (S/M/L) • Implementing the Economic Masterplan and City Centre Masterplan (S*/M*/L) • Using public funding (e.g. European Regional Development Fund, Single Pot) and Compulsory Purchase Order powers to develop sites (S**/M†/L†) • Development management (S/M/L) • Working with Creative Sheffield and other regeneration partners to prioritise and programme the most important sites for funding and promotion (S*/M*) ***Partners:*** • The Chamber of Commerce • Creative Sheffield

Policy No	Title	Mechanisms/Partners
		• Yorkshire Forward • Renaissance South Yorkshire • The Yorkshire and Humber Regional Assembly • Homes and Communities Agency
CS2	**Business and Industrial Development on Brownfield and Greenfield Land**	***Mechanisms:*** • Promoting the development of brownfield sites in regeneration strategies, Area Action Plans and Masterplans (M) • Development management (S/M/L) • Prioritising funding to brownfield, rather than greenfield sites (M) • Programming of brownfield allocations in advance of greenfield allocations through the City Sites document (S/M/L) ***Partners:*** • Developers • Creative Sheffield • Yorkshire Forward • The Yorkshire and Humber Regional Assembly
CS3	**Locations for Office Development**	***Mechanisms:*** • Detailed and comprehensive development management to ensure that the target figure for the City Centre is achieved (S/M/L) • Policy Area designation and site allocation and any subsequent reviews (S/M/L) • Area Action Plans and masterplans (S*/M*/L) • Promoting the priority locations identified (S*/M*/L) • Development management (S/M/L) See also under policy SB1 ***Partners:*** • Creative Sheffield • Yorkshire Forward
CS4	**Offices in the City Centre**	***Mechanisms:*** • Policy area designations and site allocations in further Development Plan Documents (and any subsequent reviews) including Area Action Plans (S/M/L)† • Economic Masterplan (S*/M*) • City Centre Masterplan (S*/M*) • Promotion of priority locations (S*): • Land assembly (including compulsory purchase if necessary (S*/M)† • Development management (S/M/L)

Policy No	Title	Mechanisms/Partners
		Partners: • Creative Sheffield • Yorkshire Forward • Developers • Landowners
CS5	**Locations for Manufacturing, Distribution/ Warehousing and Other Non-Office Businesses**	***Mechanisms:*** • Policy Area designation and site allocation and any subsequent reviews (S/M/L) • Development management (S/M/L) • Targeting funding to the areas identified (S/M) † • Working closely with the universities and hospitals in developing innovative businesses (S) ***Partners:*** • Creative Sheffield • Yorkshire Forward • Sheffield Hallam University • The University of Sheffield • Sheffield Teaching Hospitals National Health Service Foundation Trust and Sheffield Children's National Health Service Foundation Trust
CS6	**Manufacturing and the City Centre – Transition Areas**	***Mechanisms:*** • Area Action Plans (S*/M/L)† • Promotion of alternative locations (S/M/L) • Relocation strategy (M/L)† • Development Management (S/M/L) ***Partners:*** • Creative Sheffield • Yorkshire Forward
CS7	**Meadowhall**	***Mechanisms:*** • Policy area designations and site allocations and any subsequent reviews (S/M/L) • Lower Don Valley Vision and Masterplan and Don District Plan (S*/M*/L*) – funded by landowners. The River Don District Plan (April 2007) is fully funded by British Land and forms the second stage of Lower Don Valley Vision and Masterplan for sites around the Meadowhall Centre at Weedon Street/Carbrook • Development briefs (S/M/L) • Marketing of the location (S/M/L) • Transport investment and management including travel plans (S/M/L)

Policy No	Title	Mechanisms/Partners
		• Negotiation of developer contributions towards Halfpenny Link (S/M)†. High levels of development are expected in the area, that should deliver the funding required • Major Scheme Business Case Submission to Department for Transport for Bus Rapid Transit. Outline case endorsed by Regional Transport Board (April 2008) and £36m provisionally awarded (S*) • Development management (S/M/L) • Negotiating developer contributions (S/M/L) ***Partners:*** • Creative Sheffield • Landowners (including British Land) and developers • Environment Agency • South Yorkshire Passenger Transport Executive • Transport operators
CS8	**Tinsley Park**	***Mechanisms:*** • Policy area designations and site allocations and any subsequent reviews (S/M/L) • Marketing of the location (S/M/L) • Development briefs (S/M/L) • Access and public transport improvements including travel plans, park-and-ride connections and negotiation of developer contributions (S/M/L) • Provision of inter-modal rail freight terminal, now under construction (S*) • Development management (S/M/L) • Negotiating developer contributions (S/M/L) • Major Scheme Business Case Submission to Department for Transport for Bus Rapid Transit. Outline case endorsed by Regional Transport Board (April 2008) and £36m provisionally awarded (S*) ***Partners:*** • Creative Sheffield • Landowners and developers. • South Yorkshire Passenger Transport Executive • Transport operators • Helios Properties and English Welsh and Scottish Railways
CS9	**Attercliffe/Newhall and Parkway/Kettlebridge**	***Mechanisms:*** • Policy area designations and site allocations and any subsequent reviews (S/M/L) • Marketing of the location (S/M/L) • Development briefs (S/M/L) † • Public transport improvements including travel plans and negotiation of developer contributions (S/M/L)

Policy No	Title	Mechanisms/Partners
		• Development management (S/M/L) • Negotiating developer contributions (S/M/L) • Major Scheme Business Case Submission to Department for Transport for Bus Rapid Transit. Outline case endorsed by Regional Transport Board (April 2008) and £36m provisionally awarded (S*) ***Partners:*** • Creative Sheffield • Landowners and developers (e.g. Forgemasters) • South Yorkshire Passenger Transport Executive • Transport operators
CS10	**Business and Industry in the Upper Don Valley**	***Mechanisms:*** • Policy area designations and site allocations and any subsequent reviews (S/M/L) • Development Briefs (S/M/L) • Area Action Plans – European Regional Development Fund funding has been earmarked for the Claywheels Lane Masterplan. There is an intention to secure funding for North Neepsend and Hillfoot Riverside Action Plans in the future (S*/M) † • Infrastructure and access improvements to the A61 Penistone Road/Upper Don Valley Quality Bus Corridor. The outline Major Scheme Business Case for infrastructure improvements identified in Local Transport Plan 2 is being developed jointly by the City Council and South Yorkshire Passenger Transport Executive using private consultants. £10 million has been allocated by the Regional Transport Board as part of the Regional Funding Allocation, pending approval by the Department for Transport (S*) • Penistone Road Focus (public realm/urban design strategy for A61 corridor). In the process of securing funding through Yorkshire Forward (S) † • Marketing to raise the profile of the area. Funding is the remit of Creative Sheffield (S/M/L) † • Development management (City Councils Upper Don Valley Strategic Regeneration Area) (S/M/L) • Negotiating developer contributions (S/M/L) ***Partners:*** • Creative Sheffield • Yorkshire Forward • South Yorkshire Passenger Transport Executive • Transport operators • Landowners • Developers

Policy No	Title	Mechanisms/Partners
		• Upper Don Walk Trust • South Yorkshire Forest Partnership
CS11	**Employment Locations in the North-East Urban Area**	***Mechanisms:*** • Policy area designations and site allocations and any subsequent reviews (S/M/L) • Burngreave and Fir Vale Masterplan (S*/M) • Education/training programmes (S/M/L) • Marketing to raise the profile of the area. Funding is the remit of Creative Sheffield (S/M/L) † ***Partners:*** • Developers • Creative Sheffield • Yorkshire Forward • Homes and Communities Agency • Burngreave New Deal for Communities • Northern General Hospital • Local schools • Jobmatch • Team BIG - Make it Your Business (a set of business support activities that aims to boost enterprise in Sheffield) • South Yorkshire Passenger Transport Executive • Local Transport Plan 2 • Local Bus operators
CS12	**Blackburn Valley**	***Mechanisms:*** • Policy area designations and site allocations and any subsequent reviews (S/M/L) • Local Transport Plan 2 (S*) • Area Based Grant/Working Neighbourhoods Fund (S*/M/L) • North Sheffield Conservation Group, Viridor and Breathing Spaces grants (S**/M) - £16,000 • Heritage Lottery Fund (S*/M/L) • Public Rights of Way Budget (S*/M/L) - (including £40,000 to resurface the Trans-Pennine Trail through Hartley Brook, plus grants to match-fund developer contribution through section 106 agreement) • Countryside Planning budget (S**/M/L) - £6,000 • External grants and awards via Sheffield Landscape Trust e.g. Lottery, S106 and landfill tax credits (S*/M/L) – e.g. £8,000 from Working Neighbourhoods Fund, matched funds from Viridor landfill tax, Heritage Lottery Fund Breathing Places grant, £7,000 Forestry Resource Grant • S106 money - £37,500 for 3-5 years (S**/M) • Development management (including negotiating developer contributions) (S/M/L)

Policy No	Title	Mechanisms/Partners
		• Infrastructure improvements (new footpath/cycle links, open space improvements, tree planting, habitat creation, potential cycle hire at Grange Lane linked to restoration of old station building) (S*/M/L) – supported by Sheffield Cycling and Touring Club (Grange Lane Cycle Centre) • Yorkshire Forward Single Pot (S/M/L) • European Structural Funds (S/M/L) • Additional Area funding for Ecclesfield Road open space anticipated ***Partners:*** • Sheffield Landscape Trust (a City Council/voluntary sector partnership) • South Yorkshire Forest Partnership • Developers • Yorkshire Forward • Local voluntary, community and environmental groups (e.g. North Sheffield Conservation Group, Sheffield Countryside Conservation Trust, Friends of Concord Park/Woolley Woods) • Sustrans and Railway Paths (the latter own the Trans-Pennine Trail Meadowhall-Butterthwaite section)
CS13	**Employment and Services in Mosborough/ Woodhouse**	***Mechanisms:*** • Policy area designations and site allocations and any subsequent reviews (S/M/L) • Promoting sites and areas for business and industrial development (S/M/L) • Site disposal (S/M/L) • Development management (S/M/L) • Provision of services and infrastructure (including wastewater treatment facilities (S/M), interchange (S), enhanced public transport links through the development of bus priority on Key Routes (A6135)) (S/M)† • Local Transport Plan reviews (S*/M) • Congestion Delivery Plan – in conjunction with Local Transport Plan 2 (S*) ***Partners:*** • City Councils Corporate Property Division • Creative Sheffield • Landowners • Developers • Infrastructure providers (including Yorkshire Water) • South Yorkshire Passenger Transport Executive • Bus and tram operator

Policy No	Title	Mechanisms/Partners
Enriching the Sheffield City Region as the Most Sustainable Location for Regional Services, Jobs and Facilities (Challenge 2 and Chapter 7)		

CS14	**Citywide Distribution of Shopping and Leisure Development**	***Mechanisms:***
		• Designation of the Primary Shopping Area and Shopping Streets and any subsequent review (S/M/L)
		• Developing the New Retail Quarter – Compulsory Purchase Order approved. To be completed by 2013 (S** - £600 million of mainly private investment)
		• Further investment in and consolidation of the Core Retail Area and Shopping Streets, e.g. The Moor and relocation of Markets (S**)
		• City Centre Masterplan (S*M*)
		• Marketing the City Centre (S*/M*/L)
		• Development management (S/M/L)
		Partners:
		• Creative Sheffield
		• Yorkshire Forward
		• Developers and landowners including:
		  • New Retail Quarter development partner (Hammerson plc
		  • Developers of The Moor (Artisan plc)

CS15	**Locations for Large Leisure and Cultural Developments**	***Mechanisms:*** • City Centre Masterplan (S*/M*) • Supporting the Cultural Hub – e.g. achieving related development at Roxy/Odeon site, which is currently on a long lease to a committed occupier (M)† • Lower Don Valley Vision and Masterplan and Don District Plan (M*) – funded by landowners (S*) • Site allocations and any subsequent reviews (S/M/L) • Development management ***Partners:*** • Arts Council • Creative Sheffield • Sheffield Theatres • The Theatres Trust • Sheffield International Venues • Landowners and occupiers (e.g. British Land and the owners and occupiers of the Roxy/Odeon site) and developers
CS16	**Rail Connections**	***Mechanisms:*** • Local Transport Plan 2 (S*) • Integrated Transport Strategy (M/L)

Policy No	Title	Mechanisms/Partners
		• Regional Transport Strategy (S/M/L) • Northern Way Agenda (S/M/L) ***Partners:*** • South Yorkshire Passenger Transport Executive • Rail Operating Companies • Network Rail • Freight Transport Association • Adjoining Local Authorities • Yorkshire Forward • Creative Sheffield • Developers • Government Office for Yorkshire and The Humber

CS17	**City Centre Quarters**	***Mechanisms:***
		
		• Policy area designations and any subsequent reviews (S/M/L)
		• Area Action Plans (S*/M/L) – implementation short-term through City Council promotion:
		  • Cathedral Quarter Action Plan 2005 (S*/M)
		  • Cultural Industries Quarter Action Plan 1999 – update included in City Centre Masterplan Review (S*/M/L)
		  • Sheaf Valley Masterplan 2006 – included in City Centre Masterplan Review (S*/M/L)
		  • The Moor Design and Development Framework 2004 (S*)
		  • The Devonshire Quarter Action Plan 2000
		  • St Vincents Action Plan 2004 (S*)
		  • Castlegate Masterplan 2005 (S*)
		  • Kelham Island and Neepsend Action Plan 2007 (S*/M)
		  • West Bar Interim Planning Guidance 2006 (S*/M)
		  • Wicker Riverside Action Plan 2007 – (S*/M - public funding identified in page 41-42 of Action Plan, but not yet secured)
		• Development management (S/M/L)
		
		Partners:
		
		• Creative Sheffield
		• Yorkshire Forward
		• See policies below

CS18	**Shopping in the City Centre**	***Mechanisms:*** • Policy Area designations and any subsequent reviews (S/M/L) • Area Action Plans (S*/M/L) • City Centre Masterplan (S*/M*) • Development management (S/M/L) • New Retail Quarter Compulsory Purchase Order approved –to be completed by 2013 - £600 million of mainly private investment) (S**)

Policy No	Title	Mechanisms/Partners

		Partners:
		• Creative Sheffield
		• Developers including:
		  • New Retail Quarter development partner (Hammerson plc)
		  • Some financial support by Homes and Communities Agency
		  • Yorkshire Forward and Local Transport Plan identified as potential funders of work relating to interface issues between New Retail Quarter, New Business District & Heart of the City
		  • Developers of The Moor (Artisan plc)

CS19	**Cultural Facilities in the City Centre**	***Mechanisms:*** • Improvements to design and environment (S*) • Crucible Improvements - £2.5million from the Arts Council, £2.2million European Regional Development Fund for phase 1 March 2009, £6million Yorkshire Forward March 2010 (S**) • Tudor Square Improvements – potential bid for £4million to European Regional Development Fund identified (S) † • City Centre Masterplan (S*/M*) • Development management (S/M/L) ***Partners:*** • Arts Council • The Theatres Trust • A range of national and regional agencies and voluntary groups • Creative Sheffield
CS20	**The Universities**	***Mechanisms:*** • Policy area designations and site allocations and any subsequent reviews (S/M/L) • Campus masterplans (S)† • Feasibility studies for business incubation† • City Centre Masterplan (S*/M*) • Development management (S/M/L) ***Partners:*** • Sheffield Hallam University • The University of Sheffield • Creative Sheffield
CS21	**The Boulevard of Sport**	***Mechanisms:*** • Policy area designations and site allocations and any subsequent reviews (S/M/L) • Marketing of the location as a sport and leisure location (S/M/L) • Development briefs (S/M/L) †

Policy No	Title	Mechanisms/Partners
		• Access and public transport improvements (including travel plans and negotiation of developer contributions) (S/M/L) • Development management (S/M/L) • Negotiating developer contributions (S/M/L) • Major Scheme Business Case Submission to Department for Transport for Bus Rapid Transit. Outline case endorsed by Regional Transport Board (April 2008) and £36m provisionally awarded (S*) ***Partners:*** • Creative Sheffield • Sheffield International Venues • Landowners and developers • South Yorkshire Passenger Transport Executive • Transport operators
Creating Attractive, Sustainable and Distinctive Neighbourhoods (Challenges 3-4 and Chapter 8)		
CS22	**Scale of the Requirement for New Housing**	***Mechanisms:*** • Strategic Housing Land Availability Assessment and annual updates (S*/M) • Site allocations and any subsequent reviews (S/M/L) • Masterplans (especially Housing Market Renewal masterplans, which are largely completed) (S*/M) ***Partners:*** • House builders/developers • Landowners • Yorkshire and Humber Assembly • Rotherham Metropolitan Borough Council
CS23	**Locations for New Housing**	***Mechanisms:*** • Strategic Housing Land Availability Assessment and annual updates (S*/M) • Policy Area designation and site allocations and any subsequent reviews (S*/M/L) • Masterplans (especially Housing Market Renewal masterplans, which are largely completed) (S*/M) • Housing Market Renewal Programme (S**/M/L) - around £50m approved by the Government for Sheffield for 2007-2010; expectation of further funding to 2018 ***Partners:*** • House builders/developers/Housing Associations • Landowners • Transform South Yorkshire (Housing Market Renewal Pathfinder body)

Policy No	Title	Mechanisms/Partners
		• Creative Sheffield • Yorkshire Forward • Homes and Communities Agency • Utility Companies • South Yorkshire Passenger Transport Executive • Highways Agency • Environment Agency • Yorkshire and Humber Assembly • Rotherham Metropolitan Borough Council
CS24	**Maximising the Use of Previously Developed Land for New Housing**	***Mechanisms:*** • Strategic Housing Land Availability Assessment and annual updates (S*/M) • Site allocations and any subsequent reviews (S/M/L) • Masterplans (especially Housing Market Renewal masterplans, which are largely completed) (S*/M) ***Partners:*** • House builders/developers • Landowners • Transform South Yorkshire (the Housing Market Renewal Pathfinder body) • Creative Sheffield • Yorkshire Forward • Homes and Communities Agency • Utility companies • South Yorkshire Passenger Transport Executive • Highways Agency • Yorkshire and Humber Assembly • Rotherham Metropolitan Borough Council
CS25	**Priorities for Releasing Land for New Housing**	***Mechanisms:*** • Strategic Housing Land Availability Assessment and annual updates (S*/M) • Site allocations and any subsequent reviews (S/M/L) • Housing Market Renewal Programme (S**/M/L) - around £50m approved by the Government for Sheffield for 2007-2010 • Burngreave New Deal for Communities (S**/M/L) - £52m over period 2001-2011 • Sheffield Central Riverside Regeneration Strategy (S*/M/L) • Local Housing Company – Sheffield pilot approved by Government – aim is to deliver 2,500 dwellings (up to 50% affordable) from 2008 onwards over a 5-10 year period (S*/M/L)

Policy No	Title	Mechanisms/Partners
		• Local Economic Growth Initiative S/M - £25m over 4 years focussing on the disadvantaged areas- close correlation to the Housing Market Renewal areas but rolling out city wide (S**) • Liveability Programme - North Sheffield. Funding is in place for the short-term and funding for the longer term is sought (S*M/L) † ***Partners:*** • House builders/developers • Registered Social Landlords • Landowners • Transform South Yorkshire (the Housing Market Renewal Pathfinder body) • Creative Sheffield • Yorkshire Forward • Homes and Communities Agency • Utility companies • South Yorkshire Passenger Transport Executive • Environment Agency • Highways Agency • Rotherham Metropolitan Borough Council • Local Regeneration Agencies - Southey and Owlerton Area Regeneration Board, Manor and Castle Development Trust, Manor Development Company, and Burngreave New Deal for Communities
CS26	**Efficient Use of Housing Land and Accessibility**	***Mechanisms:*** • Site allocations and any subsequent reviews (S/M/L) • Negotiations on planning applications (S/M/L) • Additional guidance through Residential Design Supplementary Planning Document (S*) • Transform South Yorkshire Delivering Design Quality Initiative: supporting better practice in local planning authorities and developer partners in delivering more sustainable development. Target to deliver 50% new developments to Building for Life Silver standard annually by 2011 (S*) • Residential Design Supplementary Planning Document advising on optimising site development through proper analysis and sustainable design principles. Also, articulation of the approach to government housing strategies such as Lifetime Neighbourhoods (S*) • Market briefs for site release in the Housing Market Renewal area (S*) • Masterplans (especially Housing Market Renewal masterplans, which are largely completed) (S*) ***Partners:*** • House builders/developers/Registered Social Landlords • South Yorkshire Passenger Transport Executive

Policy No	Title	Mechanisms/Partners
		• Transform South Yorkshire (Housing Market Renewal Pathfinder body) • Sheffield City Council Neighbourhoods and Community Care Directorate
CS27	**Housing in the City Centre**	***Mechanisms:*** • Policy area designations and site allocations and any subsequent reviews (S/M/L) • City Centre Masterplan (S*/M*) • Development management (S/M/L) ***Partners:*** • Creative Sheffield
CS28	**Housing in Attercliffe and Darnall**	***Mechanisms:*** • Policy area designations and site allocations and any subsequent reviews (S/M/L) • Darnall, Attercliffe and Tinsley Neighbourhood Development Framework (S*/M) † . Some projects funded, for example Attercliffe Waterside Study will investigate the capacity for housing as part of a mixed development around the canal, funded from Housing Market Renewal and British Waterways Board • Marketing of the area as a housing and employment location (S/M/L) • Site development briefs, market briefs and other development management (S/M/L) † • Access and public transport improvements (including travel plans and negotiation of developer contributions) (S/M/L) • Major Scheme Business Case Submission to Department for Transport for Bus Rapid Transit. Outline case endorsed by Regional Transport Board (April 2008) and £36m provisionally awarded (S*) ***Partners:*** • Landowners and developers • Housing associations (e.g. Chevin) • British Waterways • South Yorkshire Passenger Transport Executive • Transport operators
CS29	**Housing in the Upper Don Valley**	***Mechanisms:*** • Policy area designation and site allocation and any subsequent reviews (S/M/L) • North Neepsend Action Plan – Intended to secure funding for this Action Plan in the future (S) † • Infrastructure and access improvements to the A61 Penistone Road/Upper Don Valley Quality Bus Corridor. The outline Major Scheme Business Case for infrastructure improvements identified in

Policy No	Title	Mechanisms/Partners
		Local Transport Plan 2 is being developed jointly by the City Council and South Yorkshire Passenger Transport Executive using private consultants. £10 million has been allocated by the Regional Transport Board as part of the Regional Funding Allocation, pending approval by the Department for Transport (S*) • Development management (City Council's Upper Don Valley Strategic Regeneration Area) (S/M/L) • Negotiating developer contributions (S/M/L) ***Partners:*** • Landowners • House builders/developers • South Yorkshire Passenger Transport Executive • Transport operators • Upper Don Walk Trust
CS30	**Jobs and Housing in the Sheaf Valley and Neighbouring Areas**	***Mechanisms:*** • Policy area designations and site allocations and any subsequent reviews (S/M/L) • Planning briefs or masterplans for key sites (S/M/L) † • Development management (including negotiation of developer contributions, e.g. towards public realm improvements) (S/M/L) • Support for inward investment (S/M/L) ***Partners:*** • Landowners and developers (e.g. Sheffield United FC, Chinatown Project) • Creative Sheffield
CS31	**Housing in the South-West Area**	***Mechanisms:*** • Development management (S/M/L) • Policy area designations and subsequent reviews (S/M/L) ***Partners:*** • House builders • Landowners

Policy No	Title	Mechanisms/Partners
CS32	**Jobs and Housing in Chapeltown/ Ecclesfield**	***Mechanisms:*** • Policy area designations and site allocations and any subsequent reviews (S/M/L) • Private sector investment (S/M/L) † • Development management (S/M/L) ***Partners:*** • Landowners • Developers • South Yorkshire Passenger Transport Executive • Private Sector Investors • Creative Sheffield • Ecclesfield Parish Council • Local community groups • The Highways Agency
CS33	**Jobs and Housing in Stocksbridge/ Deepcar**	***Mechanisms:*** • Policy area designations and site allocations and any subsequent reviews (S/M/L) • Area Action Plan to supersede Corus Brief (S) † • Private sector investment (S/M) † • Development management (S/M/L) ***Partners:*** • Landowners • Developers • The Highways Agency • South Yorkshire Passenger Transport Executive • Bus operators • Private sector investors • Creative Sheffield Stocksbridge Town Council • Local community groups
CS34	**District Centres**	***Mechanisms :*** • Development of new Centre at Chaucer (S) – see CS37 for more detail on implementation • Support for development in other district centres (S/M/L) † • Securing funding for environmental improvements (S/M/L) † • Transport-related management measures (S/M/L) • Policy area designation and site allocations and any subsequent reviews (S/M/L) • Development management (S/M/L) • Negotiating developer contributions (S/M/L)

Policy No	Title	Mechanisms/Partners
		Partners: • Transform South Yorkshire • Developers/landowners • Local community and voluntary groups • Housing Market Renewal Area Regeneration Teams • South Yorkshire Passenger Transport Executive • Transport operators
CS35	**Darnall District Centre**	***Mechanisms:*** • Policy area designations and subsequent reviews (S/M/L) • Promotion of the renewal of the Centre (S*) † The City Council has contributed land, private investment is expected to cover the cost • Centre Action Plan (S*) – Housing Market Renewal has funded an East Area Development Framework Centres study, to devise a strategy to regenerate the network of local services centres in East Sheffield. Recommendations for Darnall are included within this document • Access and public transport investment in the centre including negotiation of developer contributions (S/M/L) • Site development briefs (S/M/L) • Development management (S/M/L) ***Partners:*** • Landowners and developers • South Yorkshire Passenger Transport Executive • Sheffield Primary Care Trust
CS36	**Hillsborough District Centre**	***Mechanisms:*** • Policy area designation and site allocations and any subsequent reviews (S/M/L) • Infrastructure and access improvements to the A61 Penistone Road/Upper Don Valley Quality Bus Corridor. The outline Major Scheme Business Case for infrastructure improvements identified in Local Transport Plan 2 is being developed jointly by the City Council and South Yorkshire Passenger Transport Executive using private consultants. £10 million has been allocated by the Regional Transport Board as part of the Regional Funding Allocation, pending approval by the Department for Transport (S*) • Centre management - Hillsborough Forum currently employs two workers to deliver the Hillsborough Town Centre Strategy (S*) • Development management (S/M/L) ***Partners:*** • Hillsborough Forum Project Delivery Officer and Support Worker • Land owners • House builders/developers

Policy No	Title	Mechanisms/Partners
		• Hillsborough Town Centre Development Officer • Hillsborough Retail Association and local traders • Upper Don Walk Trust • Street Force • South Yorkshire Passenger Transport Executive • South Yorkshire Police

CS37	**Firth Park, Spital Hill and Chaucer District Centres**	**Firth Park**
		
		Mechanisms:
		
		• Policy area designations and site allocations and any subsequent reviews (S/M/L)
		• Funding and infrastructure improvements, e.g.
		  • permit parking scheme around the centre and pedestrian access improvements to the centre with funding from the Local Transport Plan 2 (S*)
		  • Housing Market Renewal funding (S**) – around £500,000 for public realm improvements at Firth Park District Centre 2008-2011
		  • North Sheffield Quality Bus Partnership Scheme (S**)
		  • developer contributions (S/M/L)
		  • Area Based Grant Working Neighbourhoods Fund – a strand of this fund has been identified for allocation through Area Panels for 2008/9 (S/M/L)
		• Development management (S/M/L)
		
		Partners:
		
		• Transform South Yorkshire (Housing Market Renewal Pathfinder body)
		• Sheffield First Partnership
		• South Yorkshire Passenger Transport Executive
		• Transport operators
		• Developers
		• Local voluntary, community and environmental groups
		
		Spital Hill
		
		Mechanisms:
		
		• Policy area designations and site allocations and any subsequent reviews (S/M/L)
		• Development proposals (S/M/L)
		• Marketing to raise the profile of the area. Funding is the remit of Creative Sheffield (S/M/L) †
		• Improved public realm, particularly the upgrading of Ellesmere Green public space (£790,000 funding is to be provided by Burngreave New Deal). If the Tesco development goes ahead this will provide at least

Policy No	Title	Mechanisms/Partners

		£250,000 direct funding through S106 and also seeking further funding through Yorkshire Forward (S/M) †
		• Development management (S/M/L)
		
		Partners:
		
		• Developers
		• Creative Sheffield
		• Burngreave New Deal for Communities
		• Spital Hill Regeneration Partnership (including Tesco)
		• Team BIG - Make it Your Business (a set of business support activities that aims to boost enterprise in Sheffield)
		• Burngreave Business Forum
		
		Chaucer
		
		Mechanisms:
		
		• Policy area designations and site allocations and any subsequent reviews (S/M/L)
		• Development proposals:
		  • Learning Centre (S**) – Funding secured through Big Lottery (£1.4 million) and £900,000 S106, £290,000 from relocation of Sheffield Homes, £435,000 from the Homes and Communities Agency
		  • Primary Care Trust Centre (S)
		  • Supermarket (S*) – market brief in May 2008
		  • Public square (S*) £1m Housing Market Renewal, S106 from food store development to go into general public realm
		  • Mixed use block (S*) – feasibility work with Homes and Communities Agency and Knight Frank underway. Market Brief to be released summer 2008
		• Funding and infrastructure improvements in improved bus access and highway improvements (S)
		• Marketing (S)
		• Development management (S/M/L)
		
		Partners:
		
		• Developers of individual sites (private and public sector)
		• Transform South Yorkshire (the Housing Market Renewal Pathfinder body)
		• Big Lottery
		• Local voluntary community including Southey and Owlerton Area Regeneration, Supporting People into Employment and Lifelong Learning, Parson Cross Forum
		• Homes and Communities Agency
		• Schmidt Hammer Lassen (architects)
		• Knight Frank – Property advisors for Homes and Community Agency

Policy No	Title	Mechanisms/Partners
		• Sheffield Primary Care Trust • Southey Owlerton Area Panel
CS38	**Manor Top District Centre**	***Mechanisms:*** • Private sector funding for new retail/services (S/M) † • Environmental and transport improvements via mix of funding to be sought from Housing Market Renewal (£400,000 specifically; £3.1 million for Manor in the Housing Market Renewal programme), Local Transport Plan, Homes and Communities Agency and developer contributions (S/M)† • Policy Area designations and any subsequent reviews (S/M/L) • Adopted Housing Market Renewal Neighbourhood Development Framework for City Road/Manor Top with funding being available in the Housing Market Renewal programme 2008-11 for further action planning and support for the Manor Top Traders Association (S*) • Development management (S/M/L) ***Partners:*** • Transform South Yorkshire (Housing Market Renewal Pathfinder body) • South Yorkshire Passenger Transport Executive • Homes and Communities Agency • Manor Top Traders Association
CS39	**Neighbourhood Centres**	***Mechanisms:*** • Support for development in neighbourhood centres (S*/M/L) † • Securing Housing Market Renewal and other funding for preparing plans and briefs (S/M) • Securing funding for environmental improvements (S/M/L) † • Transport-related management measures (S/M/L) • Policy area designations and any subsequent reviews (S/M/L) • Development management (S/M/L) • Negotiating developer contributions (S/M/L) • Development of neighbourhood centre at West Bar (M) † ***Partners:*** • Sheffield City Council • Transform South Yorkshire (including Housing Market Renewal Area Regeneration Teams) • Developers/landowners • Local community organisations • Voluntary groups • Environmental organisations • South Yorkshire Passenger Transport Executive/transport operators.

Policy No	Title	Mechanisms/Partners
Providing for Opportunities, Well-Being and Quality of Life for All (Challenges 5-6 and Chapter 9)		
CS40	**Affordable Housing**	***Mechanisms:*** • Supplementary Planning Document and updates (S*/M/L) • Negotiations on planning applications (S/M/L) • Negotiating developer contributions (S/M/L) • Financial viability appraisals (S/M/L) • Market briefs for site release in the Housing Market Renewal area - part of £50m Housing Market Renewal funding for Sheffield (S*/M) • National Affordable Housing Programme (S**/M/L) - £19m Social Housing Grant approved for 2008-2011 (to deliver 506 units) • Registered Social Landlord schemes (outside National Affordable Housing Programme) (S/M/L) † • Local Housing Company – Sheffield pilot approved by Government – aim is to deliver 2,500 dwellings (up to 50% affordable) from 2008 onwards over a 5-10 year period (S*/M/L) • Transform South Yorkshire Delivering Design Quality Initiative: developing a project on best practice delivery of tenure-blind homes (S*) ***Partners:*** • Sheffield City Council Neighbourhoods and Community Care Directorate as providers of evidence on needs • House builders/developers • Landowners • Transform South Yorkshire (the Housing Market Renewal Pathfinder body) • Registered Social Landlords • Sheffield Homes (Arms Length Management Organisation) • Regional Housing Board • Homes and Communities Agency • Valuation Office (potentially)
CS41	**Creating Mixed Communities**	***Mechanisms:*** • Strategic Housing Land Availability Assessment and annual updates (S*/M) • Site allocations and any subsequent reviews (S/M/L) • Negotiations on planning applications (S/M/L) • Transform South Yorkshire Delivering Design Quality Initiative: developing a project on space standards and adaptable dwelling layouts (S*) ***Partners:*** • Sheffield City Council Neighbourhoods and Community Care Directorate – for evidence relating to housing needs, and concentration of shared housing

Policy No	Title	Mechanisms/Partners
		• Universities • Transform South Yorkshire (Housing Market Renewal Pathfinder body) • House builders/Developers/Student Housing specialists • Community organisations • Police Authority • Sheffield First Partnership
CS42	**Locations for Gypsies and Travellers and Travelling Showpeople Sites**	***Mechanisms:*** • Site allocations and any subsequent reviews (S/M/L) • Training to support realistic planning applications for private sites (S/M) † – likely to be funding available from Government specifically for this • South Yorkshire Sub-Regional Strategy (S*) setting out priorities for allocating funding received for this purpose in South Yorkshire • Government funding (S/M/L) † ***Partners:*** • Gypsy, traveller and showman community • Landowners • Sheffield Homes • Yorkshire Planning Aid • Department for Communities and Local Government • Regional Housing Board • Transform South Yorkshire (the Housing Market Renewal Pathfinder body) • Rotherham, Barnsley and Doncaster Metropolitan Borough Councils
CS43	**Schools**	***Mechanisms:*** • Site allocations and any subsequent reviews (S/M/L) • Housing Market Renewal Masterplans (S*) • Supplementary Planning Documents and updates (S/M/L) • Negotiating developer contributions (S/M/L) ***Partners:*** • Sheffield City Council Children's and Young Persons Directorate • Developers (including Paradigm via the Building schools for the Future Programme) • Schools
CS44	**Health Centres**	***Mechanisms:*** • Site allocations and any subsequent reviews (S/M/L) • Housing Market Renewal masterplans (S*) • Supplementary Planning Document and updates (S/M/L) • Negotiating developer contributions (S/M/L)

Policy No	Title	Mechanisms/Partners
		Partners: • Sheffield Primary Care Trust • Their Local Improvement Finance Trust partners
CS45	**Quality and Accessibility of Open Space**	***Mechanisms:*** • Masterplans and Area Action Plans and Planning Briefs (S*/M/L) – more detail in CS50 on Parkwood Springs. • Sheaf Valley Park - Initial funding from Transform South Yorkshire to progress masterplanning and design work. Urban Splash to provide £2million to develop a Disability Discrimination Act compliant access route across the park, as part of phase 1 of the Park Hill redevelopment. S106 money has been secured. Also a development agreement to develop part of the site at South Street to Green Flag standard (S*) • Supplementary Planning Document and updates (S/M/L) • Negotiating developer contributions (S/M/L) • Development management, informed by PPG17-compliant audits (S/M/L) ***Partners:*** • Sheffield City Council's Parks and Countryside Service • Area Panels
CS46	**Quantity of Open space**	***Mechanisms:*** • Policy Area designation and any subsequent review (S/M/L) • Housing Market Renewal masterplans (S*) • Supplementary Planning Document and updates (S/M/L) • Negotiating developer contributions (S/M/L) • Development management, informed by PPG17-compliant audits (S/M/L) ***Partners:*** • Developers • Groundwork Sheffield • Other Environmental Groups, e.g. Green Estate
CS47	**Safeguarding of Open Space**	***Mechanisms:*** • Development management (S/M/L) • Negotiating developer contributions (S/M/L) • Open Space Audits (S/M/L) • Supplementary Planning Document and updates (S/M/L)

Policy No	Title	Mechanisms/Partners
		Partners: • Developers • Operators of sports and recreational facilities
CS48	**Open Space and Riversides in the City Centre**	***Mechanisms:*** • Site allocations and any subsequent reviews (S/M/L) • Area Action Plans (S*/M/L) † • City Centre Masterplan (S*/M*) • Bidding for public funding (S/M) • Land assembly (S/M) • Development management (S/M/L) • Negotiating developer contributions (S/M/L) • Funding for feasibility studies - Victoria Square, Castlegate and Nursery Street, Wicker (S) † ***Partners*** : • Creative Sheffield • British Waterways
CS49	**Education and Leisure in the Upper Don Valley**	***Mechanisms:*** • Policy area designation and any subsequent reviews (S/M/L) • Development briefs (S/M/L) • Infrastructure and access improvements to the A61 Penistone Road/Upper Don Valley Quality Bus Corridor. The outline Major Scheme Business Case for infrastructure improvements identified in Local Transport Plan 2 is being developed jointly by the City Council and South Yorkshire Passenger Transport Executive using private consultants. £10 million has been allocated by the Regional Transport Board as part of the Regional Funding Allocation, pending approval by the Department for Transport (S*) • Penistone Road Focus (public realm/urban design strategy for A61 corridor) and other landscape improvements. In the process of securing funding through Yorkshire Forward (S) † • Marketing to raise the profile of the area. Funding is the remit of Creative Sheffield (S/M/L) † • Development management (City Councils Upper Don Valley Strategic Regeneration Area) (S/M/L) ***Partners:*** • Creative Sheffield • Yorkshire Forward • Land owners • Developers • South Yorkshire Passenger Transport Executive • Transport operators

Policy No	Title	Mechanisms/Partners
		• Upper Don Walk Trust • South Yorkshire Forest Partnership
CS50	**Parkwood Springs and the Parkwood Landfill Site**	***Mechanisms*** **:** • Parkwood Springs Masterplan (S*) – €15,000 from European Regional Development Fund towards a masterplan. A bid for £18,000 Housing Market Renewal funding has also been submitted • Green Flag award (S) • Development management (S/M/L) ***Partners:*** • Viridor (site operators) • Developers • Southey Owlerton Area Regeneration • Shirecliffe Forum • Sheffield Wildlife Trust • Local voluntary, community and environmental groups
Enabling People and Goods to Move Conveniently and by Sustainable Forms of Transport (Challenges 7-10 and Chapter 10)		
CS51	**Transport Priorities**	***Mechanisms:*** • Local Transport Plan 2 - £25 million until March 2011 (S**) • Subsequent Integrated Transport Strategy (M/L) • Local Area Agreement (S/M/L) • Regional Transport Strategy (S/M/L) ***Partners:*** • South Yorkshire Passenger Transport Executive • Bus Operators • Highways Agency • Developers • Network Rail • South Yorkshire Police • Adjoining Local Authorities • Yorkshire Forward • Sheffield First Partnership • Sheffield Primary Care Trust • Sustrans • Environment Agency • Department for Transport • Government Office for Yorkshire and The Humber

Policy No	Title	Mechanisms/Partners
CS52	**Key Route Network**	***Mechanisms:*** • Local Transport Plan 2 - £13 million until March 2011 (S**) • Congestion Delivery Plan a sub-division of Local Transport Plan 2 (S*/M) • Integrated Transport Strategy (M/L) • Regional Transport Strategy (S/M/L) ***Partners:*** • South Yorkshire Passenger Transport Executive • Bus Operators • Highways Agency • Developers • South Yorkshire Police • Adjoining Local Authorities • Yorkshire Forward • Creative Sheffield • Sheffield First Partnership • South Yorkshire Transitional Funds • Department for Transport • Government Office for Yorkshire and The Humber
CS53	**Management of Demand for Travel**	***Mechanisms:*** • Local Transport Plan 2 (S*) • Local Transport Plan supporting documents (S/M*) • Integrated Transport Strategy (M/L) • Development management (S/M/L) • Negotiating developer contributions (S/M/L) ***Partners:*** • South Yorkshire Passenger Transport Executive • Bus Operators • Highways Agency • Developers • South Yorkshire Police • Adjoining Local Authorities • Yorkshire Forward • Private sector car park operators • Other public sector organisations
CS54	**Pedestrian Routes**	***Mechanisms:*** • Local Transport Plan 2 (S*) • Negotiating developer contributions (S/M/L) • Integrated Transport Strategy (M/L)

Policy No	Title	Mechanisms/Partners
		Partners: • Developers • South Yorkshire Police • Adjoining Local Authorities • Ramblers Association • Sustrans • Transform South Yorkshire
CS55	**Cycling Routes**	***Mechanisms:*** • Local Transport Plan 2 - £1.8 million (S**) • Negotiating developer contributions (S/M/L) • Integrated Transport Strategy (M/L) ***Partners:*** • Developers • South Yorkshire Police • Adjoining Local Authorities • Pedal Pushers • Sustrans • Transform South Yorkshire (Housing Market Renewal Pathfinder body) • Northern Way
CS56	**Priority Routes for Bus and Bus Rapid Transit**	***Mechanisms:*** • Outline business cases endorsed by Regional Transport Board (April 2008), provisional allocation of £80 million (S**/M**) • Local Transport Plan 2 (S*) • Major Scheme Business Cases submission to Department for Transport (S**/M) • Integrated Transport Strategy (M/L) ***Partners:*** • South Yorkshire Passenger Transport Executive • Bus Operators • Highways Agency • Developers • South Yorkshire Police • Adjoining Local Authorities • Yorkshire Forward • Government Office for Yorkshire and The Humber • Landowners

Policy No	Title	Mechanisms/Partners
CS57	**Park-and-Ride and Car Parking in the City Centre**	***Mechanisms:*** • Local Transport Plan 2 (S*) • Integrated Transport Strategy (M/L) • Major Scheme Business Cases submission to Department for Transport (S**/M/L) • Outline business case endorsed by Regional Transport Board (April 08) - provisional allocation of £35 million (S**/M/L) • Developer contributions (S/M/L). ***Partners:*** • South Yorkshire Passenger Transport Executive • Bus Operators • Private sector car park operators • Highways Agency • Developers • Adjoining Local Authorities • Yorkshire Forward
CS58	**Freight**	***Mechanisms:*** • Local Transport Plan 2 (S*) • Regional Freight Strategy (S/M/L) • Quality Freight Partnerships (M/L) • Subsequent Integrated Transport Strategy (M/L) ***Partners:*** • South Yorkshire Passenger Transport Executive • Highways Agency • Developers • Network Rail • Freight Transport Association • South Yorkshire Police • Adjoining Local Authorities • Yorkshire Forward • Government Office for Yorkshire and The Humber.
CS59	**New Roads**	***Mechanisms:*** • Local Transport Plan 2 (S*) • Negotiating developer contributions (S/M/L) • Major Scheme Business Cases (S/M/L) • Sub-Regional Investment Plan (S**, 2007-2013, £95 million) • European Regional Development Fund Funding (S/M, 2007-2013, nominal Sheffield allocation: £17m)

Policy No	Title	Mechanisms/Partners
		Partners: • South Yorkshire Passenger Transport Executive • Bus Operators • Highways Agency • Developers • Adjoining Local Authorities • Yorkshire Forward • Creative Sheffield • Government Office for Yorkshire and The Humber
CS60	**Transport in the City Centre**	***Mechanisms:*** • Local Transport Plan (S*/M) • Subsequent Integrated Transport Strategy (M/L) • South Yorkshire Congestion Delivery Plan (S*/M) • Regional Transport Strategy (S/M/L) • City Centre Transport Strategy (about to be reviewed) supporting the City Centre Masterplan (S*/M*) • Area Action Plans (S*/M/L) † • Development management (S/M/L) ***Partners:*** • Creative Sheffield • Sheffield First Partnership • South Yorkshire Passenger Transport Executive • Yorkshire Forward • Transport operators • Car park operators • Car Club operator
CS61	**Pedestrian Environment in the City Centre**	***Mechanisms:*** • Local Transport Plan 2 (S*/M) • Integrated Transport Strategy (M/L) • Pedestrian Strategy (S*/M) • Action Area Plans (S*/M/L) • City Centre Transport Strategy (about to be reviewed) supporting the City Centre Masterplan (S*/M) • Regional Transport Strategy (S/M/L) • Development management (S/M/L) • Negotiating developer contributions (S/M/L) ***Partners:*** • Sustrans • Transform South Yorkshire (the Housing Market Renewal Pathfinder body)

Policy No	Title	Mechanisms/Partners
		• South Yorkshire Police • Developers • Landowners, e.g. universities • Creative Sheffield
CS62	**Access to Wider Employment Opportunities for Residents to the North-East Urban Area**	***Mechanisms:*** • Local Transport Plan 2 and Major Scheme Funding (S*/M) † • Infrastructure improvements including the on-going operation of the North Sheffield Statutory Quality Partnership Scheme (2007 - 2017) (S*/M*) ***Partners:*** • South Yorkshire Passenger Transport Executive • Bus operators • Spital Hill Regeneration Partnership (including Tesco)
Global Environment and Natural Resources (Challenges 11-12 and Chapter 11)		
CS63	**Responses to Climate Change**	The policy will be implemented through other policies in the Core Strategy (in particular, CS2, CS3, CS14, CS15, CS23, CS24, CS26, CS64, C65, CS67, CS68, CS70, CS51, CS53, CS54, CS55 and CS56). See the Implementation Appendix entries for the policies listed to determine the Mechanisms and Partners for policy CS63.
CS64	**Climate Change, Resources and Sustainable Design of Developments**	***Mechanisms:*** • Supplementary Planning Document and updates (S/M/L) • Development management (S/M/L) • Housing Market Renewal - funds the preparation of masterplans, which make recommendations regarding sustainable design which are translated into development briefs for sites (S*/M) ***Partners:*** • Sheffield First for the Environment • Developers • Transform South Yorkshire (the Housing Market Renewal Pathfinder body) • Funding sources, e.g. Energy Saving Trust, Buildings, Enterprise and Regulatory Reform Low Carbon Buildings Programme
CS65	**Renewable Energy and Carbon Reduction**	***Mechanisms:*** • Supplementary Planning Document and updates (S/M/L) • Development management (S/M/L) • Negotiating developer contributions (S/M/L)

Policy No	Title	Mechanisms/Partners
		• Housing Market Renewal - funds the preparation of masterplans, which make recommendations regarding sustainable design which are translated into development briefs for sites (S*/M) • Active identification of sites (S/M) • Active procurement (S/M) ***Partners:*** • Sheffield First for the Environment • Developers • Operators of renewable energy generation (e.g. wind, biomass) • Veolia (District Heating Scheme) • Transform South Yorkshire (the Housing Market Renewal Pathfinder body)
CS66	**Air Quality**	***Mechanisms:*** • Air Quality Action Plan - some funding is through the Air Quality Grant, which is applied for each year. The amount received varies (S*/M/L) • Development management (S/M/L) • Negotiating developer contributions (S/M/L) • Environmental Impact Assessment (S/M/L) • Local Transport Plan 2 - funding for Care4Air campaign. For 08/09 this is £40,000, and this is likely to be the same for the remaining years of Local Transport Plan 2 (S*/M) • Low Emission Strategies delivered partly through Local Transport Plan 2, such as improved bus fleets, funding for improved routes through Local Transport Plan 2 and contracts for use of improved bus fleets on these routes. The exact amount of funding is unknown (S*/M*/L) ***Partners:*** • Sheffield City Council Environmental Protection Service • South Yorkshire Passenger Transport Executive • Bus operators • Developers
CS67	**Flood Risk Management**	***Mechanisms:*** • Development management including application of sequential and exceptions tests (S/M/L) • Updates of Strategic Flood Risk Assessment (S*/M/L) – this work is currently underway • Negotiating developer contributions (S/M/L)

Policy No	Title	Mechanisms/Partners
		Partners: • Environment Agency • Yorkshire Water • Developers
CS68	**Waste Development Objectives**	***Mechanisms:*** • Current Household Waste Strategy and subsequent reviews (S*/M) • Policy Area designation, and site allocations if appropriate, and any subsequent reviews (S/M/L) • Development management (S/M/L) ***Partners:*** • Veolia Environmental Services Sheffield (the Council's waste contractor) and other waste operators • Sheffield City Council as Waste Management Authority
CS69	**Safeguarding Major Waste Facilities**	***Mechanisms:*** • Policy Area designation and any subsequent reviews (S/M/L) • Continued operation of existing facilities with management of municipal waste (funded via the Council's waste contract) (S*/M*/L*) ***Partners:*** • Veolia Environmental Services Sheffield and Viridor Waste Management Ltd as waste operators • Sheffield City Council as client Waste Management Authority for the Energy Recovery Facility
CS70	**Provision for Recycling and Composting**	***Mechanisms:*** • Current Household Waste Strategy and subsequent reviews – (S*/M) for additional local recycling points and (M) for new Household Waste Recycling Centre † • Policy Area designation, and site allocation if appropriate, and any subsequent reviews • Development management (S/M/L) ***Partners:*** • Veolia Environmental Services Sheffield • Sheffield City Council as Waste Management Authority • Developers for major projects

Policy No	Title	Mechanisms/Partners
Prizing, Protecting and Enhancing Sheffield's Natural Environment and Distinctive Urban Heritage (Challenges 13-15 and Chapter 12)		
CS71	**Protecting the Green Belt**	***Mechanisms:*** • Development management (S/M/L) • Management of open countryside including letting for farming and grazing (S/M/L) † ***Partners:*** • Landowners • Countryside interest groups (e.g. Shire Brook Conservation Group, Moss Valley Wildlife Group)
CS72	**Protecting Countryside not in the Green Belt**	***Mechanisms:*** • Policy Area designations and any subsequent review (S/M/L) • Management of open countryside including letting for farming and grazing (S/M/L) † ***Partners:*** • Landowners • City Council Corporate Property Division • City Council Parks and Countryside Service • Sheffield Landscape Trust • Match-funding organisations • Local community groups • Countryside interest groups (e.g. Shire Brook Conservation Group, Moss Valley Wildlife Group) • Stocksbridge Town Council • Green funding organisations
CS73	**The Strategic Green Network**	***Mechanisms:*** • Development management (S/M/L) • Negotiating developer contributions (S/M/L) • Supplementary Planning Document to secure benefit from riverside developments (S/M/L) • Development briefs (S/M/L) for riverside sites • Infrastructure improvements (new footpath/cycle links, open space improvements, tree planting, habitat creation) (S/M/L) † • Area Based Grant (S*/M/L) • Countryside Planning budget (S*/M*/L) • External grants and awards via Sheffield Landscape Trust e.g. Lottery and landfill tax credits (S*/M*/L) † • Funding through Sustrans contributing around £450,000 for a scheme in the South East (S*)

Policy No	Title	Mechanisms/Partners
		Partners: • Sheffield Landscape Trust (a City Council/voluntary sector partnership) • South Yorkshire Forest Partnership (see Steel Valley Project) • Sheffield Wildlife Trust • Developers • Landowners • Yorkshire Forward • Local voluntary, community and environmental groups • Sustrans (filling in missing gaps in Trans-Pennine Trail at Beeley Wood with Local Transport Plan funds) • Groundwork Trust • Natural England • British Waterways • Environment Agency • Upper Don Walk Trust • Five Weirs Walk Trust (route virtually complete) • River Stewardship Company recently set up to provide enhanced maintenance of rivers, by selling shares to riverside landowners (backed by Groundwork and European funding)
CS74	**Design Principles**	***Mechanisms:*** • Development management including preparation of planning briefs, other advice and negotiation with developers (S/M/L) • Designation of Conservation Areas (S/M/L) • Listing of buildings (S/M/L) • Masterplanning (S/M/L) † • Supplementary Planning Documents (S/M/L) ***Partners:*** • English Heritage • Urban Design Review Panel • Sheffield Conservation Advisory Group • South Yorkshire Archaeology Service
CS75	**Improvements to Gateway Routes into and through the City**	***Mechanisms:*** • Development management (S/M/L) • Negotiating developer contributions (S/M/L) • Development briefs for major sites (S/M/L) • Securing public realm improvements as part of major development schemes (S/M/L) • Requiring redevelopment schemes backing onto the railway to provide high quality boundary treatment

Policy No	Title	Mechanisms/Partners
		Partners: • Developers • Landowners • Creative Sheffield
CS76	**Tall Buildings in the City Centre**	***Mechanisms:*** • Further policy on preferred locations in Development Plan or Supplementary Planning Document (S) • Development management including promotion of preferred locations (S/M/L) ***Partners:*** • Creative Sheffield • Developers

Appendix 2 Core Strategy Targets and Output Indicators

Policy	Target	Indicator(s)
Promoting Economic Prosperity and Providing Sustainable Employment (Challenge 1 and Chapter 6)		
CS1	At least 27 hectares of land developed or redeveloped for offices 2006-2016	Amount of floorspace developed per year for employment by type
		Amount of completed office development per year
		Hectares of land developed for offices per year
		Losses of employment land per year [to non-B1, B2, B8 uses] in (i) development/regeneration areas (ii) local authority area
		Amount of employment land lost to residential development per year
CS1	Five years supply of land for offices (capacity for 80,000 square metres) always to be available for development	Annual employment land supply by type
CS1	At least 33 hectares of land developed or redeveloped for non-office businesses 2006-2016	Amount of floorspace developed per year for employment by type
		Hectares of land developed per year for non-office business
		Losses of employment land per year [to non-B1, B2, B8 uses] in (i) development/regeneration areas (ii) local authority area
		Amount of employment land lost to residential development per year
CS1	Five years supply of land (25 hectares) mainly for non-office businesses always to be available	Annual employment land supply by type
CS1	At least 133 hectares of land developed or redeveloped for industry and distribution 2006-2016	Amount of floorspace developed per year for employment by type
		Losses of employment land per year [to non-B1, B2, B8 uses] in (i) development/regeneration areas (ii) local authority area
		Hectares of land developed per year for industry and distribution
		Amount of employment land lost to residential development per year
CS1	Five years supply of land (100 hectares) mainly for industry and distribution always to be available for development	Annual employment land supply by type

Policy	Target	Indicator(s)
CS2	At least 97.5% of all land developed for business and industry in any five-year period is previously developed	Percentage of land developed for employment per year, and over the last 5 years, which is on previously developed land
CS3	At least 65% of new office floorspace developed in any five-year period to be in or at the edge of the City Centre	Percentage of completed office development per year, and over the last 5 years, which is in the City Centre
CS5	90% of land developed per year for non-office businesses, industry and distribution to be in named locations	Percentage of land developed per year for non-office businesses, industry and distribution which is in named locations
Enriching the Sheffield City Region as the Most Sustainable Location for Regional Services, Jobs and Facilities (Challenge 2 and Chapter 7)		
CS14	At least 98,500 square metres (gross area) of new retail (Class A) floorspace in the Primary Shopping Area of the City Centre by 2013	Amount of completed retail development per year
		Percentage of completed retail development per year in town centres [Primary Shopping Area of City Centre and District Centres]
		Amount of completed retail development per year in the Primary Shopping Area of the City Centre
		Percentage of completed retail development per year in the Primary Shopping Area of the City Centre
CS15	At least 95% of major new leisure floorspace in any five-year period in named locations	Amount of completed leisure development per year
		Percentage of completed leisure development per year in town centres [Primary Shopping Area of City Centre and District Centres]
		Percentage of completed leisure development per year in the named locations
CS16	No specific target has been proposed in the Core Strategy but a rail data sub-set exists for the following target: Public transport patronage of 142 million journeys by 2011 in South Yorkshire The completion of specific public transport routes or improvement of services will reflect the resources and priorities of the Government and transport operators and these may be subject to change. The planning policy will ensure that development needs on the named routes can be met	Total journeys by rail per year

Policy	Target	Indicator(s)
Creating Attractive, Sustainable and Distinctive Neighbourhoods (Challenges 3-4 and Chapter 8)		
CS22	Trajectory targets from Fig 8.1 achieved in each year in the period 2004 to 2026	Housing trajectory showing: i. Net additional dwellings over the previous five year period or since the start of the relevant development plan document period, whichever is the longer ii. Net additional dwellings for the current year iii. Projected net additional dwellings to 2024 iv. The annual net additional dwelling requirement v. Annual average number of net additional dwellings needed to meet overall housing requirements, having regard to previous years performances
		Number of dwellings demolished per year
		Number of dwellings completed on windfall sites per year
		Annual housing vacancy rate
CS22	At least five years supply of land for housing always available	Number of years supply of deliverable sites each year
CS23	At least 97% of dwelling completions in any five year period to be within the existing urban areas 2004-2026	Percentage of dwellings built per year, and over the last 5 years, which are within the existing urban areas
CS24	At least 88% of new dwellings to be built on previously developed land in any five-year period between 2004 and 2026	Percentage of new and converted dwellings completed on previously developed land per year and over the last 5 years
CS25	At least 8,150 dwellings (an average of 625/year) completed in the Housing Market Renewal Areas over the period 2008-2021	Number of dwellings completed per year in the Housing Market Renewal Area
CS26	An average density of 50 dwellings per hectare across the city in any one year in the period to 2026	Percentage of new dwellings completed per year at: i. Less than 30 dwellings per hectare ii. Between 30 and 50 dwellings per hectare and iii. Above 50 dwellings per hectare.
		Annual average density of new housing development

Policy	Target	Indicator(s)
CS26	An average density of 80 dwellings per hectare in or close to the City Centre and District Centres in any one year in the period to 2026	Annual average density of new housing development in or close to centres
CS34	At least 8,000 square metres of new retail floorspace developed in District Centres by 2012 and a further 8,000 square metres by 2016	Amount of completed retail development per year
		Percentage of completed retail development per year in town centres [Core Retail Area of City Centre and District Centres]
CS39	No more than 10% of retail units vacant in Neighbourhood Centres in any one year	Amount of completed retail development per year in Neighbourhood Centres
		Annual percentage of retail units that are vacant in Neighbourhood Centres
Providing for Opportunities, Well-being and Quality of Life for All (Challenges 5-6 and Chapter 9)		
CS40	An average of at least 300 new affordable homes completed each year from 2013/14 to 2025/26	Affordable housing completions per year
CS41	No more than half the dwellings to be of a single house type in all larger housing developments (60 or more new dwellings)	Percentage of larger housing developments granted permission each year where no more than half the new dwellings consist of a single house type
		Number of student cluster flats and student bed spaces completed per year
		Number of family dwellings completed per year
		Number of new dwellings completed per year by size, category and type
CS42	Provision of 29 new additional pitches for Gypsies and Travellers in the period to 2026	Number of new gypsy and traveller pitches provided per year
CS43 CS44	No specific target proposed. The completion of specific developments will reflect the resources and more specific priorities of the providers and these may be subject to change. The planning process will ensure that development needs in the named areas are met	Percentage of new residential development completed per year within 30 minutes public transport time of a GP, hospital, primary and secondary school, and a major health centre
CS45	At least one park per year to attain Green Flag standard in the period to 2026	Annual percentage of eligible open spaces managed to green flag award standard
CS45	Completion of the Sheaf Valley park by 2018	Completion of Sheaf Valley park
CS45	Completion of the urban park at Parkwood Springs by 2020	Completion of urban park at Parkwood Springs

Policy	Target	Indicator(s)
CS46	No specific target proposed. The policy is opportunistic in nature which makes it difficult to set a measurable target. The targets for policy CS45 are, however, relevant.	Completion of Sheaf Valley park
		Completion of an urban park at Parkwood Springs
CS47	No net loss of open space in areas where there is a quantitative shortage in the period to 2026	Annual net change in open space in areas with a quantitative shortage
Enabling People and Goods to Move Conveniently and by Sustainable Forms of Transport (Challenges 7-10 and Chapter 10) Although the transport targets are linked to specific policies, the achievement of the targets will usually depend on the combined effect of several policies. Several of the targets listed below are the same as those set out in the current South Yorkshire Local Transport Plan (LTP2). Any revisions to the LTP targets and indicators will be taken into account in the SDF Annual Monitoring Report.		
CS51(a)	Public transport patronage of 142 million journeys by 2010 in South Yorkshire	Total journeys by public transport per year
CS51(a)	38.5% of journeys into the City Centre by non-car modes by 2011	Percentage of journeys into the City Centre per year by non-car modes
CS51(b)	At least 75% of new residential development developed each year within 30 minutes public transport time of one of the principal interchange nodes of any one of the following major employment areas: City Centre, Meadowhall, Hillsborough	Percentage of new residential development completed per year within 30 minutes public transport time of one of the principal interchange nodes of any one of the following major employment areas: City Centre, Meadowhall, Hillsborough
		Number (and cumulative %) of new housing developments (10+ dwellings) per year which meet Regional Transport Strategy accessibility criteria
CS51(c)	Person journey times not increased by more than 7.6% by March 2011	Annual average person journey times
CS51(d)	Pollutant concentrations (policy CS51) as in targets for the environment	Annual mean nitrogen dioxide concentrations and annual mean particulate (dust) PM_{10} concentrations
CS51(e)	Fewer than 216 killed and seriously injured casualties per year by 2013	Annual number deaths and serious injuries on roads
CS52	75% of congestion funding and 65% of bus priority allocations invested in Key Routes in the period to 2011	Percentage of congestion funding and percentage of bus priority spending per year spent on Key Routes
CS53	At least 50 Travel Plans agreed in the City Centre and 70 in the Lower and Upper Don Valley areas by 2012	Number of Travel Plans agreed per year in: i. the City Centre ii. the Lower and Upper Don Valley areas

Policy	Target	Indicator(s)
CS54	A 4% increase in walking trips as a proportion of all trips into the City Centre from 2008 to 2013	Annual percentage change in the number of trips into the City Centre on foot as a proportion of total trips into the City Centre
CS55	Completion of development/improvements of specific links in policy for cycle routes	Number of named routes improved/developed per year
CS56	A 2% increase in bus trips as a proportion of all trips into the City Centre from 2008 to 2013	Annual percentage change in the number of trips into the City Centre by bus as a proportion of total trips into the City Centre
CS57	9,500 short-stay parking spaces in City Centre by 2012	Annual number of short-stay parking spaces in City Centre
CS57	3,000 additional park-and-ride spaces by 2018	Annual number of additional park-and-ride spaces
CS58	No specific target proposed but targets for policies CS51, CS53 and CS59 are relevant	Number of Freight Management Strategies agreed in the city per year
CS59	Completion of proposed new links by 2026	Number of named road schemes completed per year
Global Environment and Natural Resources (Challenges 11-12 and Chapter 11)		
CS63	No specific target proposed. The policy will be implemented through other policies in the Core Strategy (in particular, CS2, CS3, CS14, CS15, CS23, CS24, CS26, CS64, CS65, CS67, CS68, CS70, CS51, CS53, CS54, CS55 and CS56)	See indicators for policies listed as implementing policy CS63
CS64	All developments over the size thresholds in the period to 2026 to achieve the required standards of sustainability (Code for Sustainable Homes Level 3 for residential developments or BREEAM very good for non-residential developments)	Number and percentage of developments each year which are over the size thresholds achieving the required sustainability standards (Code for Sustainable Homes Level 3 for residential developments or BREEAM very good for non-residential developments)
CS65	12MW of renewable energy capacity provided by 2010 and 60MW by 2021	Total (and annual change in) renewable energy capacity
		Renewable energy capacity installed per year by type
CS66	Annual mean nitrogen dioxide concentrations will not exceed 40µg/m^3 and mean particulate (dust) PM_{10} concentrations will not exceed 40µg/m^3 annually or 50µg/m^3 more than 35 times per year over a 24 hour average. [These standards are set at a European level and are likely to be updated in 2010]	Annual mean nitrogen dioxide concentrations and mean particulate (dust) PM_{10} concentrations

Policy	Target	Indicator(s)
CS67	No planning applications approved contrary to the advice of the Environment Agency in the period to 2026	Number of planning permissions approved per year contrary to the advice of the Environment Agency on flood defence grounds
CS68	At least 80% of municipal waste managed through recycling/composting or energy recovery per year by 2015	Annual amount of municipal waste arising, and managed by management type, and the percentage each management type represents of the waste managed
		Annual percentage of municipal waste managed through recycling/composting or energy recovery
		Capacity of new waste management facilities completed per year by type
CS69	At least 5.5 million tonnes of waste managed at facilities at Bernard Road and Parkwood Landfill Site over the period 2007 to 2021	Tonnes of waste managed per year at facilities at Bernard Road and Parkwood Landfill Site
CS70	Six household waste recycling centres to be operating by 2018	Number of new household waste recycling centres operating per year
Prizing, Protecting and Enhancing Sheffield's Natural Environment and Distinctive Urban Heritage (Challenges 13-15 and Chapter 12)		
CS71	No land in the Green Belt developed for inappropriate uses in the period to 2026	Hectares of land in the Green Belt developed each year for inappropriate Green Belt uses
CS72	No land in the countryside areas (east of Woodhouse, to the south west and north of Mosborough Village, at the former Holbrook Colliery and at Hollin Busk) developed for urban land uses in the period to 2026	Hectares of land per year developed for urban land uses on land to the east of Woodhouse, to the south west and north of Mosborough Village, at the former Holbrook Colliery and at Hollin Busk
CS73	Continuity of all strategic green links maintained and no loss of open space within them in the period to 2026	Hectares of open space lost to development per year within open spaces forming part of a strategic green link
CS74	No specific target proposed. All housing developments comprising 10 or more new dwellings to achieve at least good rating against Building for Life criteria	The number and proportion of total new build completions on housing sites of 10 or more dwellings reaching very good, good, average and poor ratings against the Building for Life criteria
CS75	No specific target proposed. The policy is qualitative in nature which it makes it difficult to set a measurable target	Percentage of developments per year on Gateway Routes with design improvements incorporated to enhance corridor

Appendix 3 Superseded Policies

The following policies from the Sheffield Unitary Development Plan (adopted in 1998) will be replaced by the Core Strategy:

Number	Title
SP1	A City for People
SP2	Sheffield as a Regional Centre
SP3	A City Centre for People
BE1	Townscape Design
BE2	Views and Vistas in the Built-Up Area
GE27	Alternative Energy Sources
GE28	Wind Energy
GE29	Energy Conservation
IB1	Employment and Economic Development
IB2	Locations for Industrial Development
IB3	Locations for Business Development
IB4	Land for Industry and Business (not saved beyond September 2007)
IB16	Rail Freight Facilities in Industry and Business Areas
H1	Land Needed for New Housing (not saved beyond September 2007)
H2	Locations for New Housing Development
H3	Land for New Housing
H4	Housing for People on Low Incomes
H12	Housing Development in the City Centre
H17	Environmental Improvements in Housing Areas
H18	Traffic in Housing Areas
S1	The City Centre and the Location of Major Shop Development
S12	Improvements to Shopping Centres
LR1	Tourism
LR4	Open Space
LR6	Development of Recreation Space for Indoor Recreation Facilities
LR7	Development of Recreation Space for Non-Recreational Uses
LR8	Development in Local Open Spaces
LR10	Improving Open Spaces

Number	Title
LR11	New Open Space
MW3	Waste Management
MW8	Land Reclamation
T1	Promoting Public Transport
T2	Promoting Bus Use
T3	Supertram
T4	Promoting Rail Use
T6	Park and Ride
T7	Promoting Walking and Cycling
T9	High Amenity Zones
T12	Traffic Calming
T13	Area-wide Traffic Calming
T14	Environmental Traffic Management
T15	Strategic Road Network
T19	Road Maintenance
T20	Travel to the City Centre
T26	National and International Transport
T27	Freight

Some UDP policies are partly superseded by Core Strategy policies but are retained until the City Policies document is adopted, so that they can continue to guide decisions about planning applications. In the event of any conflict between a UDP policy and an adopted Core Strategy policy, the Core Strategy will take precedence.

Appendix 4 Relationship Between Policies, Objectives and Options

The policies are required to be consistent with the objectives of the Core Strategy and to have taken account of the relevant alternative options, which in turn have to be consulted on. This schedule summarises the related objectives from Chapter 3 and identifies the related Emerging Options that were the subject of the first consultation and the related Preferred Options that were consulted on after that. References beginning A indicate the most recent, Additional Options, consultation, carried out to fill gaps in previous consultation. There has been significant variation in some of the options over the course of the Core Strategy's preparation and there is not always a precise equivalent at each successive stage. Some of the submitted policies contain elements from several options. For a precise audit of what led to the policies the table may be used as a pointer to the preceding consultation documents.

Policy No.	Policy	Related objectives	Emerging Options	Preferred Options
Chapter 6 : Promoting Economic Prosperity and Providing Sustainable Employment				
CS1	Land for Employment and Economic Development	1.1, 1.2	B1b,c	PB1, AB1
CS2	Business and Industrial Development on Brownfield and Greenfield Land	1.1, 12.1, 15.3	B3a	PB2
CS3	Locations for Office Development	1.1, 1.2, 2.1, 5.4, 9.2, 10.3	B2c	PB3
CS4	Offices in the City Centre	1.1, 1.2, 2.1, 5.4, 9.2, 10.3	CC2a	PCC1
CS5	Locations for Manufacturing, Distribution/Warehousing and other Non-office Businesses	1.1, 1.2, 5.4	B5a,B4a	PB4, 5
CS6	Manufacturing and the City Centre – Transition Areas	1.1, 2.1, 15.3	B6a, CC4a	PB6, PCC4
CS7	Meadowhall	1.1, 1.2, 1.6, 7.2, 8.1, 8.2, 12.3	T3e, DA1b, DA3a,c,d,e, DA5a,b,c,d	PS5, PLD1,4
CS8	Tinsley Park	1.1, 1.2, 7.2, 10.1, 12.3	T3e, T12a,DA1a,b	PLD1,4
CS9	Attercliffe/Newhall and Parkway/Kettlebridge	1.1, 7.1, 7.2, 10.1	T3e	PLD1,4
CS10	Business and Industry in the Upper Don Valley	1.1, 1.2	NW1a	PUD1,2
CS11	Employment Locations in the North-East Urban Area	1.1, 1.2, 4.2, 4.3, 5.1, 5.4, 9.1	BG1a, BG2b, BG3a	PNE1
CS12	Blackburn Valley	1.1, 13.1, 13.2, 13.5	BS2b	PNE2

Policy No.	Policy	Related objectives	Emerging Options	Preferred Options
CS13	Employment and Services in Mosborough/Woodhouse	1.1, 4.2, 5.4, 7.1, 9.1,	SE1a,b	PMW1,2
Chapter 7 : Enriching the Sheffield City Region as the Most Sustainable Location for Regional Services, Jobs and Facilities				
CS14	City-wide Distribution of Shopping and Leisure Development	1.1, 1.3, 2.1, 9.2, 10.3, 15.3	S1b,c,S2a	PS1, 5
CS15	Locations for Large Leisure and Cultural Developments	1.1, 2.1, 10.3	S3a,b	PS4
CS16	Rail Connections	1.1, 2.2, 7.1, 7.2, 8.1, 8.2	T6a, T7a	PT8,9
CS17	City Centre Quarters	1.1, 2.1, 10.3	CC5b	PCC11
CS18	Shopping in the City Centre	1.1, 2.1, 9.2, 10.3		PCC2
CS19	Cultural Facilities in the City Centre	1.6, 2.1, 10.3		PS4, ACC1
CS20	The Universities	1.1, 1.5, 2.1, 10.3		PCC5
CS21	The Boulevard of Sport	1.1, 1.6, 2.1, 6.1,	T3e, DA5b,d	PS4, PLD4
Chapter 8 : Creating Attractive, Sustainable and Distinctive Neighbourhoods				
CS22	Scale of the Requirement for New Housing	1.4, 3.1		PH1
CS23	Locations for New Housing	1.4, 3.1, 4.1, 5.1	H1b	PH1
CS24	Maximising the Use of Previously Developed Land for New Housing	4.1, 8.1, 12.1, 15.3	H1b,H2b, H2d	PH1,2, ASP1b
CS25	Priorities for Releasing Land for New Housing	3.1, 4.1, 5.1, 5.2, 5.3	H3b,c,e	PH1,3
CS26	Efficient Use of Housing Land and Accessibility	4.1, 5.3, 8.1, 9.2	SP3c,H1c, H4a,b,c,d	PH1,4
CS27	Housing in the City Centre	3.1, 5.3, 9.2	CC1b	PCC3
CS28	Housing in Attercliffe and Darnall	3.1, 4.1, 5.1, 5.3, 15.3	DA2b	PLD2
CS29	Housing in the Upper Don Valley	3.1, 4.1, 5.3, 15.3	NW2b	PUD4
CS30	Jobs and Housing in the Sheaf Valley and Neighbouring Areas	1.1, 1.2, 1.6, 4.2	SW1a,b,c, SW2a	PSV1,2,3,4
CS31	Housing in the South-West Area	4.1, 14.1, 14.2, 15.2	SW5b	PSW1

Policy No.	Policy	Related objectives	Emerging Options	Preferred Options
CS32	Jobs and Housing in Chapeltown/Ecclesfield	1.1, 4.2, 5.4, 9.1	CH1a, CH3c, CH4b	PCH1,2
CS33	Jobs and Housing in Stocksbridge/Deepcar	1.1, 4.2, 5.4, 9.1	ST1a,b, ST2a,b, ST3b, ST4b	PST1,2
CS34	District Centres	4.1, 4.2, 4.3, 5.1, 5.2, 9.1, 15.3	S1b,c,S4a,b, S5b,c	PS2, 6
CS35	Darnall District Centre	4.1, 4.2, 4.3, 5.1, 5.2, 5.5, 9.1, 15.3	DA4a(b)	PLD3
CS36	Hillsborough District Centre	4.1, 4.2, 4.3, 5.5, 9.1, 15.3	NW3a,b,c,d	PUD5,6
CS37	Firth Park, Spital Hill and Chaucer District Centres	4.1, 4.2, 4.3, 5.1, 5.2, 5.5, 9.1, 15.3	BS3b	PNE4,5, PS2
CS38	Manor Top District Centre	4.1, 4.2, 4.3, 5.1, 5.2, 5.5, 8.2, 9.1, 15.3	PH1(a),b	(PSE1)
CS39	Neighbourhood Centres	4.3, 5.2, 9.1, 15.3	S1a	PS3, 7
Chapter 9 : Providing for Opportunities, Well-being and Quality of Life for All				
CS40	Affordable Housing	5.2, 5.3	H5a,b	PH5,
CS41	Creating Mixed Communities	4.1, 5.1, 5.3	H6a,b	PH6, AH1
CS42	Locations for Gypsy and Traveller and Travelling Showpeople Sites	5.2	(AH2)	AH2
CS43	Schools	1.5, 4.1, 4.3, 5.1, 5.2	(AEH1)	AEH1
CS44	Health Centres	4.1, 4.3, 5.1, 5.2, 5.5	(AEH2)	AEH2
CS45	Quality and Accessibility of Open Space	1.6, 4.1, 4.3, 5.5, 6.1, 13.4, 14.1	OS1b,e, OS3b, OS4e	POS2
CS46	Quantity of Open Space	1.6, 4.1, 4.3, 5.5, 6.1, 13.4, 14.1	OS1a,f, OS2b, OS4a,b	POS1 (&A)
CS47	Safeguarding Open Space	1.6, 4.1, 4.3, 5.5, 6.1, 13.4, 14.1	City Policies options	City Policies options
CS48	Open Space and Riversides in the City Centre	13.4, 14.1, 15.2	CC6a	PCC9,10 ACC2
CS49	Education and Leisure in the Upper Don Valley	1.6, 5.4	NW3c	PUD3
CS50	Parkwood Springs and the Parkwood Landfill Site	1.6, 6.1, 13.4, 15.3	SO1a,(b)	PNE6

Policy No.	Policy	Related objectives	Emerging Options	Preferred Options
Chapter 10 : Transport	**Enabling People and Goods to Move Conveniently and by Sustainable Forms of**			
CS51	Transport Priorities	1.1, 5.5, 6.2, 7.1, 7.2, 8.1, 8.2, 10.1, 12.3	T1a,b	PT1
CS52	Key Route Network	1.1, 7.1, 7.2 8.1, 8.2, 10.1	(T2b), T4a	PT2,3
CS53	Management of Demand for Travel	1.1, 7.1, 8.1, 8.2, 12.3, 15.2	T3a,c,d,e,f	PT4,5
CS54	Pedestrian Routes	6.1, 7.1, 8.1, 10.1, 12.3	T5b	PT6
CS55	Cycling Routes	1.6, 6.1, 7.1, 8.1, 10.1, 12.3, 13.5	T5b	PT7
CS56	Routes for Bus and Bus Rapid Transit	1.1, 5.2, 7.1, 7.2, 8.1, 8.2, 10.1	T8a, T9a,b	PT3,10
CS57	Park-and-Ride and Car Parking in the City Centre	1.1, 7.1, 7.2, 8.1, 8.2,	T11a,c, T14a,b	PT11,14
CS58	Freight	1.1, 8.1, 8.2	T12a,(e)	PT12
CS59	New Roads	1.1, 7.2, 10.1	T13b	PT13
CS60	Transport in the City Centre	1.1, 7.1, 7.2, 8.1, 8.2, 10.1,		PCC6
CS61	Pedestrian Environment in the City Centre	1.3, 5.2, 6.2, 10.2, 14.1, 15.2		PCC7
CS62	Access to Wider Employment Opportunities for Residents in the North-East Urban Area	1.1, 5.1, 5.4, 7.1,	BS1b, SO2b, BG1b	PNE3
Chapter 11 :	**Global Environment and Natural Resources**			
CS63	Responses to Climate Change	4.2, 4.3, 7.2, 9.1, 9.2, 10.1, 10.2, 10.3, 11.1, 11,2, 11.3, 12.1, 12.4, 13.2	See specific policies flowing from SE5A	See specific policies flowing from SE5A
CS64	Climate Change, Resources and Sustainable Design of Developments	11.1, 11.2	City Policies options	City Policies options
CS65	Renewable Energy and Carbon Reduction	11.2	EN6b, 7b,c	PE6,7 (&A)
CS66	Air Quality	1.3, 6.1, 12.3,	EN5a	PE5
CS67	Flood Risk Management	11.3	City Policies options	City Policies options

Policy No.	Policy	Related objectives	Emerging Options	Preferred Options
CS68	Waste Development Objectives	12.4		AW1
CS69	Safeguarding Major Waste Facilities	12.4		AW2
CS70	Provision for Recycling and Composting	4.3, 9.1, 12.4	WM1b	PW1
Chapter 12 : Prizing, Protecting and Enhancing Sheffield's Natural Environment and Distinctive Urban Heritage				
CS71	Protecting the Green Belt	1.6, 12.1, 13.1, 13.2, 13.6, 14.3	EN1b, EN2a, ASP1b	ASP1b, PE2, PLD6
CS72	Protecting Countryside not in the Green Bel	1.6, 12.1, 13.1, 13.2, 13.6, 14.3	EN1b, SE2a,d, ST6c	AMW1, AST1 (PE1, PMW3)
CS73	The Strategic Green Network	1.6, 13.1, 13.2, 13.4, 14.1, 14.3, 15.2	OS1f, OS4a,b EN3a,b,c,d	PE3
CS74	Design Principles	1.3, 5.5, 13.1, 14.1, 14.2, 15.1, 15.2, 15.3	City Policies options	City Policies options
CS75	Improvements to Gateway Routes into and through the City	1.1, 1.3, 15.1, 15.3	EN4c,d,e,g,h	PE4
CS76	Tall Buildings in the City Centre	1.1, 1.3, 1.4, 2.1, 9.2, 15.1	CC7a	PCC8

Appendix 5 Achievement of the Spatial Vision through the Policies

The policies have been grouped under strands of the Spatial Vision to which they make an important contribution. However, many policies also flow from other parts of the Vision and the schedule below shows where this occurs.

Chapter/ Policy No.	Policy	Vision Strand						
		1	2	3	4	5	6	7
Chapter 6	**Promoting Economic Prosperity and Providing Sustainable Employment**							
CS1	Land for Employment and Economic Development	●						
CS2	Business and Industrial Development on Brownfield and Greenfield Land	●				●	●	●
CS3	Locations for Office Development	●	●		●	●		
CS4	Offices in the City Centre	●	●		●	●		
CS5	Locations for Manufacturing, Distribution/ Warehousing and other Non-Office Businesses	●			●			
CS6	Manufacturing and the City Centre – Transition Areas	●	●					●
CS7	Meadowhall	●				●	●	
CS8	Tinsley Park	●				●	●	
CS9	Attercliffe/Newhall and Parkway/Kettlebridge	●				●		
CS10	Business and Industry in the Upper Don Valley	●						
CS11	Employment Locations in the North-East Urban Area	●		●	●	●		
CS12	Blackburn Valley	●						●
CS13	Employment and Services in Mosborough/Woodhouse	●		●	●	●		

Chapter/ Policy No.	Policy	Vision Strand						
		1	2	3	4	5	6	7
Chapter 7	**Enriching the Sheffield City Region as the Most Sustainable Location for Regional Services, Jobs and Facilities**							
CS14	City-wide Distribution of Shopping and Leisure Development	●	●			●		●
CS15	Locations for Large Leisure and Cultural Developments	●	●			●		
CS16	Rail Connections	●	●			●		
CS17	City Centre Quarters	●	●			●		●
CS18	Shopping in the City Centre	●	●			●		
CS19	Cultural Facilities in the City Centre	●	●			●		
CS20	The Universities	●	●			●		
CS21	The Boulevard of Sport	●	●		●			
Chapter 8	**Creating Attractive, Sustainable and Distinctive Neighbourhoods**							
CS22	Scale of the Requirement for New Housing	●		●				
CS23	Locations for New Housing	●		●	●			
CS24	Maximising the Use of Previously Developed Land for New Housing			●		●	●	●
CS25	Priorities for Releasing Land for New Housing			●	●			
CS26	Efficient Use of Housing Land and Accessibility			●	●	●		
CS27	Housing in the City Centre			●	●	●		
CS28	Housing in Attercliffe and Darnall			●	●			●
CS29	Housing in the Upper Don Valley			●	●			●

Chapter/ Policy No.	Policy	Vision Strand						
		1	2	3	4	5	6	7
CS30	Jobs and Housing in the Sheaf Valley and Neighbouring Areas	●		●				
CS31	Housing in the South-West Area			●		●		●
CS32	Jobs and Housing in Chapeltown/Ecclesfield	●		●	●	●		
CS33	Jobs and Housing in Stocksbridge/Deepcar	●		●	●	●		
CS34	District Centres			●	●	●		●
CS35	Darnall District Centre			●	●	●		●
CS36	Hillsborough District Centre			●	●	●		●
CS37	Firth Park, Spital Hill and Chaucer District Centres			●	●	●		●
CS38	Manor Top District Centre			●	●	●		●
CS39	Neighbourhood Centres			●	●	●		●
Chapter 9	**Providing for Opportunities, Well-being and Quality of Life for All**							
CS40	Affordable Housing				●			
CS41	Creating Mixed Communities			●	●			
CS42	Locations for Gypsy and Traveller and Travelling Showpeople Sites				●			
CS43	Schools	●		●	●			
CS44	Health Centres			●	●			
CS45	Quality and Accessibility of Open Space	●		●	●			●
CS46	Quantity of Open Space	●		●	●			●

Chapter/ Policy No.	Policy	Vision Strand						
		1	2	3	4	5	6	7
CS47	Safeguarding Open Space	●		●	●			●
CS48	Open Space and Riversides in the City Centre	●			●			●
CS49	Education and Leisure in the Upper Don Valley	●			●			
CS50	Parkwood Springs and the Parkwood Landfill Site	●			●		●	●
Chapter 10	**Enabling People and Goods to Move Conveniently and by Sustainable Forms of Transport**							
CS51	Transport Priorities	●			●	●	●	
CS52	Key Route Network	●				●		
CS53	Management of Demand for Travel	●				●	●	●
CS54	Pedestrian Routes				●	●	●	
CS55	Cycling Routes	●			●	●	●	●
CS56	Routes for Bus and Bus Rapid Transit	●			●	●		
CS57	Park-and-Ride and Car Parking in the City Centre	●				●		
CS58	Freight	●				●		
CS59	New Roads	●				●		
CS60	Transport in the City Centre	●				●		
CS61	Pedestrian Environment in the City Centre	●			●	●		●
CS62	Access to Wider Employment Opportunities for Residents in the North-East Urban Area	●			●	●		

Chapter/ Policy No.	Policy	Vision Strand						
		1	2	3	4	5	6	7
Chapter 11	**Global Environment and Natural Resources**							
CS63	Responses to Climate Change					●	●	●
CS64	Climate Change, Resources and Sustainable Design of Developments						●	
CS65	Renewable Energy and Carbon Reduction						●	
CS66	Air Quality	●			●		●	
CS67	Flood Risk Management						●	
CS68	Waste Development Objectives						●	
CS69	Safeguarding Major Waste Facilities						●	
CS70	Provision for Recycling and Composting			●		●	●	
Chapter 12	**Prizing, Protecting and Enhancing Sheffield's Natural Environment and Distinctive Urban Heritage**							
CS71	Protecting the Green Belt	●					●	●
CS72	Protecting Countryside not in the Green Belt	●					●	●
CS73	The Strategic Green Network	●						●
CS74	Design Principles				●			●
CS75	Improvements to Gateway Routes into and through the City	●						●
CS76	Tall Buildings in the City Centre	●	●			●		●

Appendix 6 Core Strategy Background Reports

These reports relate to the policies as they were originally submitted. The date of publication is September 2007 unless stated otherwise.

Appraisals

Core Strategy Sustainability Appraisal
Core Strategy Equality Appraisal

Consultation

Report on Consultations for Submission

Policies

Vision, Objectives and Strategy
Business and Industry
Retail and Leisure
Housing
Education and Health
Open Space and Sports Facilities
Environment
Waste Management
Transport
City Centre
Lower Don Valley
Upper Don Valley
Sheaf Valley and Neighbouring Areas and South and West Urban Area
North East Urban Area
South East Urban Area and Mosborough
Chapeltown and Stocksbridge

New Policies (April 2008)

Previous Stages

Sustainability Baseline and Scoping Report (June 2005)
Emerging Options for the Core Strategy (May 2005)
Report on Consultation for the Preferred Options (February 2006) – dealing with the Emerging Options
Core Strategy Preferred Options (February 2006)
Core Strategy Preferred Options Sustainability Appraisal (February 2006)
Core Strategy Additional Options (February 2007)
Core Strategy Additional Options Sustainability Appraisal (February 2007)
Annual Monitoring Report (December 2006, see also December 2007)

Inspector's Binding Report

Appendix 7 Implications for Development Types and Areas of the City

Users of the Core Strategy who have a specific interest in a particular development type across the city or in a specific sub-area of the city may wish to refer particularly to the policies identified in the following schedule:

		Development Types (citywide)								Sub-areas (see Fig 5.1)										
Policy No.	**Policy** **Key to schedule** **● principle policy** **○ supporting policy**	**Business and Industry**	**Retail and Built Leisure**	**Housing**	**Education and Health**	**Open Space and Sports Facilities**	**Environment**	**Waste Management**	**Transport**	**City Centre**	**Lower DonValley**	**Upper Don Valley**	**Sheaf Valley and neighbouring areas**	**North-East Urban Area**	**South-East Urban Area**	**South and West Urban Areas**	**Mosborough/Woodhouse**	**Chapeltown/Ecclesfield**	**Stocksbridge/Deepcar**	**Rural Settlements**
Chapter 6	**Promoting Economic Prosperity and Providing Sustainable Employment**																			
CS1	Land for Employment and Economic Development	●																		
CS2	Business and Industrial Development on Brownfield and GreenfieldLand	●																		
CS3	Locations for Office Development	●								○	○	○					○			
CS4	Offices in the City Centre	○								●										
CS5	Locations for Manufacturing, Distribution/ Warehousing and	●									○	○	○	○	○		○	○	○	

		Development Types (citywide)								Sub-areas (see Fig 5.1)										
Policy No.	**Policy** **Key to schedule** **● principle policy** **○ supporting policy**	**Business and Industry**	**Retail and Built Leisure**	**Housing**	**Education and Health**	**Open Space and Sports Facilities**	**Environment**	**Waste Management**	**Transport**	**City Centre**	**Lower DonValley**	**Upper Don Valley**	**Sheaf Valley and neighbouring areas**	**North-East Urban Area**	**South-East Urban Area**	**South and West Urban Areas**	**Mosborough/Woodhouse**	**Chapeltown/Ecclesfield**	**Stocksbridge/Deepcar**	**Rural Settlements**
	other Non-Office Businesses																			
CS6	Manufacturing and the City Centre – Transition Areas	○		○						●										
CS7	Meadowhall	○		○			○		○		●									
CS8	Tinsley Park	○					○		○		●									
CS9	Attercliffe/ Newhall and Parkway/ Kettlebridge	○							○		●									
CS10	Business and Industry in the Upper DonValley	○										●								
CS11	Employment Locations in the North-East Urban Area	○			○									●						
CS12	Blackburn Valley	○							○					●						
CS13	Employment and Services in Mosborough/ Woodhouse	○	○						○								●			

		Development Types (citywide)								Sub-areas (see Fig 5.1)										
Policy No.	**Policy** **Key to schedule** **● principle policy** **○ supporting policy**	**Business and Industry**	**Retail and Built Leisure**	**Housing**	**Education and Health**	**Open Space and Sports Facilities**	**Environment**	**Waste Management**	**Transport**	**City Centre**	**Lower DonValley**	**Upper Don Valley**	**Sheaf Valley and neighbouring areas**	**North-East Urban Area**	**South-East Urban Area**	**South and West Urban Areas**	**Mosborough/Woodhouse**	**Chapeltown/Ecclesfield**	**Stocksbridge/Deepcar**	**Rural Settlements**
Chapter 7	**Enhancing the Sheffield City Region as the Most Sustainable Location for Regional Services, Jobs and Facilities**																			
CS14	City-wide Distribution of Shopping and Leisure Development		●							○	○									
CS15	Locations for Large Leisure and Cultural Developments		●							○	○	○	○							
CS16	Rail Connections								●	○	○	○	○					○	○	
CS17	City Centre Quarters	○	○	○	○	○	○		○	●										
CS18	Shopping in the City Centre		○							●										
CS19	Cultural Facilities in the City Centre		○							●										
CS20	The Universities	○			○					●										

		Development Types (citywide)								Sub-areas (see Fig 5.1)										
Policy No.	**Policy** **Key to schedule** **● principle policy** **○ supporting policy**	**Business and Industry**	**Retail and Built Leisure**	**Housing**	**Education and Health**	**Open Space and Sports Facilities**	**Environment**	**Waste Management**	**Transport**	**City Centre**	**Lower DonValley**	**Upper Don Valley**	**Sheaf Valley and neighbouring areas**	**North-East Urban Area**	**South-East Urban Area**	**South and West Urban Areas**	**Mosborough/Woodhouse**	**Chapeltown/Ecclesfield**	**Stocksbridge/Deepcar**	**Rural Settlements**
CS21	The Boulevard of Sport					○			○		●									
Chapter 8	**Creating Attractive, Sustainable and Distinctive Neighbourhoods**																			
CS22	Scale of the Requirement for New Housing			●																
CS23	Locations for New Housing and Maintaining a Supply of Land			●						○	○	○	○	○	○	○	○	○	○	○
CS24	Maximising the Use of Previously Developed Land for New Housing			●													○			
CS25	Priorities for Releasing Land for New Housing			●																
CS26	Efficient Use of HousingLand and Accessibility			●																

		Development Types (citywide)								Sub-areas (see Fig 5.1)										
Policy No.	**Policy** **Key to schedule** **● principle policy** **○ supporting policy**	**Business and Industry**	**Retail and Built Leisure**	**Housing**	**Education and Health**	**Open Space and Sports Facilities**	**Environment**	**Waste Management**	**Transport**	**City Centre**	**Lower DonValley**	**Upper Don Valley**	**Sheaf Valley and neighbouring areas**	**North-East Urban Area**	**South-East Urban Area**	**South and West Urban Areas**	**Mosborough/Woodhouse**	**Chapeltown/Ecclesfield**	**Stocksbridge/Deepcar**	**Rural Settlements**
CS27	Housing in the City Centre			○						●										
CS28	Housing in Attercliffe and Darnall			○					○		●									
CS29	Housing in the Upper DonValley											●								
CS30	Jobs and Housing in the SheafValley and Neighbouring Areas	○	○	○									●							
CS31	Housing in the South-West Area			○			○		○							●				
CS32	Jobs and Housing in Chapeltown/ Ecclesfield	○	○	○					○									●		
CS33	Jobs and Housing in Stocksbridge/ Deepcar	○	○	○															●	
CS34	District Centres		●								○	○	○	○	○	○	○			
CS35	Darnall District Centre		○								●									

		Development Types (citywide)								Sub-areas (see Fig 5.1)										
Policy No.	**Policy** **Key to schedule** **● principle policy** **○ supporting policy**	**Business and Industry**	**Retail and Built Leisure**	**Housing**	**Education and Health**	**Open Space and Sports Facilities**	**Environment**	**Waste Management**	**Transport**	**City Centre**	**Lower DonValley**	**Upper Don Valley**	**Sheaf Valley and neighbouring areas**	**North-East Urban Area**	**South-East Urban Area**	**South and West Urban Areas**	**Mosborough/Woodhouse**	**Chapeltown/Ecclesfield**	**Stocksbridge/Deepcar**	**Rural Settlements**
CS36	Hillsborough District Centre	○	○	○	○				○			●								
CS37	Firth Park , Spital Hill and Chaucer District Centres	○	○											●						
CS38	Manor Top District Centre		○												●					
CS39	Neighbourhood Centres		●																	
Chapter 9	**Providing for Opportunities, Well-Being and Quality of Life for All**																			
CS40	Affordable Housing			●																
CS41	Creating Mixed Communities			●						○		○	○							
CS42	Locations for Gypsy and Traveller and Travelling Showpeople Sites			●																

Policy No.	Policy Key to schedule ● principle policy ○ supporting policy	Business and Industry	Retail and Built Leisure	Housing	Education and Health	Open Space and Sports Facilities	Environment	Waste Management	Transport	City Centre	Lower DonValley	Upper Don Valley	Sheaf Valley and neighbouring areas	North-East Urban Area	South-East Urban Area	South and West Urban Areas	Mosborough/Woodhouse	Chapeltown/Ecclesfield	Stocksbridge/Deepcar	Rural Settlements
CS43	Schools				●									○			○			
CS44	Health Centres				●					○	○			○	○				○	
CS45	Quality and Accessibility of Open Space					●				○										
CS46	Quantity of Open Space					●										○				
CS47	Safeguarding of Open Space					●														
CS48	Open Space and Riversides in the City Centre					○	○		○	●										
CS49	Education and Leisure in the Upper DonValley		○		○							●								
CS50	Parkwood Springs and the Parkwood Landfill Site					○		○						●						

Policy No.	Policy Key to schedule ● principle policy ○ supporting policy	Business and Industry	Retail and Built Leisure	Housing	Education and Health	Open Space and Sports Facilities	Environment	Waste Management	Transport	City Centre	Lower DonValley	Upper Don Valley	Sheaf Valley and neighbouring areas	North-East Urban Area	South-East Urban Area	South and West Urban Areas	Mosborough/Woodhouse	Chapeltown/Ecclesfield	Stocksbridge/Deepcar	Rural Settlements
Chapter 10	**Enabling People and Goods to Move Conveniently and by Sustainable Forms of Transport**																			
CS51	Transport Priorities								●											
CS52	Key Route Network								●	○	○	○	○	○	○	○	○	○	○	
CS53	Management of Demand for Travel								●	○	○		○			○				
CS54	Pedestrian Routes								●	○	○	○		○		○				
CS55	Cycling Routes								●	○	○	○	○	○				○		
CS56	Routes for Bus and Bus Rapid Transit								●	○	○	○	○		○	○	○			
CS57	Park-and-Ride and Car Parking in the City Centre								●	○	○	○	○			○				
CS58	Freight								●		○									
CS59	New Roads								●		○	○	○	○						○
CS60	Transport in the City Centre								○	●										

Policy No.	Policy Key to schedule ● principle policy ○ supporting policy	Business and Industry	Retail and Built Leisure	Housing	Education and Health	Open Space and Sports Facilities	Environment	Waste Management	Transport	City Centre	Lower DonValley	Upper Don Valley	Sheaf Valley and neighbouring areas	North-East Urban Area	South-East Urban Area	South and West Urban Areas	Mosborough/Woodhouse	Chapeltown/Ecclesfield	Stocksbridge/Deepcar	Rural Settlements
CS61	Pedestrian Environment in the City Centre								○	●										
CS62	Access to Wider Employment Opportunities for Residents in the North-East Urban Area	○							○					●						
Policy No.	**Policy** **Key to schedule** **● principle policy** **○ supporting policy**	**Business and Industry**	**Retail and Built Leisure**	**Housing**	**Education and Health**	**Open Space and Sports Facilities**	**Environment**	**Waste Management**	**Transport**	**City Centre**	**Lower DonValley**	**Upper Don Valley**	**Sheaf Valley and neighbouring areas**	**North-East Urban Area**	**South-East Urban Area**	**South and West Urban Areas**	**Mosborough/Woodhouse**	**Chapeltown/Ecclesfield**	**Stocksbridge/Deepcar**	**Rural Settlements**
Chapter 11	**Global Environment and Natural Resources**																			
CS63	Responses to Climate Change						●													

Policy No.	Policy Key to schedule ● principle policy ○ supporting policy	Business and Industry	Retail and Built Leisure	Housing	Education and Health	Open Space and Sports Facilities	Environment	Waste Management	Transport	City Centre	Lower DonValley	Upper Don Valley	Sheaf Valley and neighbouring areas	North-East Urban Area	South-East Urban Area	South and West Urban Areas	Mosborough/Woodhouse	Chapeltown/Ecclesfield	Stocksbridge/Deepcar	Rural Settlements
CS64	Climate Change, Resources and Sustainable Design of Developments						●													
CS65	Renewable Energy and Carbon Reduction						●			○								○		
CS66	Air Quality						●													
CS67	Flood Risk Management						●													
CS68	Waste Development Objectives							●												
CS69	Safeguarding Major Waste Facilities							●			○			○						
CS70	Provision for Recycling and Composting							●			○					○				

Policy No.	Policy Key to schedule ● principle policy ○ supporting policy	Business and Industry	Retail and Built Leisure	Housing	Education and Health	Open Space and Sports Facilities	Environment	Waste Management	Transport	City Centre	Lower DonValley	Upper Don Valley	Sheaf Valley and neighbouring areas	North-East Urban Area	South-East Urban Area	South and West Urban Areas	Mosborough/Woodhouse	Chapeltown/Ecclesfield	Stocksbridge/Deepcar	Rural Settlements
Chapter 12	**Prizing, Protecting and Enhancing Sheffield's Natural Environment and Distinctive Urban Heritage**																			
CS71	Protecting the Green Belt						●				○			○		○	○	○	○	○
CS72	Protecting Countryside not in the Green Belt						●										○		○	
CS73	The Strategic Green Network						●			○	○	○	○	○	○	○	○	○	○	○
CS74	Design Principles						●													
CS75	Improvements to Gateway Routes into and through the City						●			○	○	○	○							
CS76	Tall Buildings in the City Centre						○			●										

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