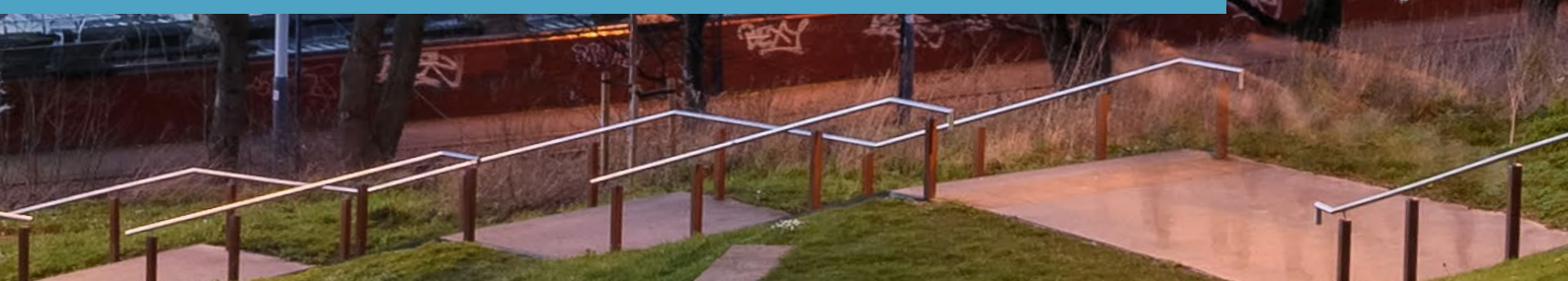
Sheffield

City Centre Priority Neighbourhood Frameworks

FINAL

NOVEMBER 2022



Contributors

This document has been prepared on behalf of Sheffield City Council by Planit-IE with collaboration from Deloitte.

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These Neighbourhood Frameworks develop the concept of creating new distinctive, mixed use neighbourhoods underpinned by a masterplan approach to development as advocated in the City Centre Strategic Vision.

The masterplans developed in this document seek to harness the social, environmental and economic value that can be achieved through designing development proposals in a comprehensive way. The intention is to lay the foundations and outline development principles that will drive the delivery of a series of differentiated neighbourhoods, establishing new communities, whilst meeting the needs of those that will be living, working and playing there in the future.

A masterplan approach considers the surrounding context, location and role within the wider city context. Each neighbourhood will have a heart with amenity space, local facilities and infrastructure all within walking distance. The unique and distinctive qualities will be enhanced to realise the potential and ambition for each of the cities neighbourhoods. A masterplan approach lays the foundations for the strategic vision for each neighbourhood, promoting liveable and walkable communities within Sheffield City Centre.

Aim and Purpose

The purpose of this Framework is to provide:

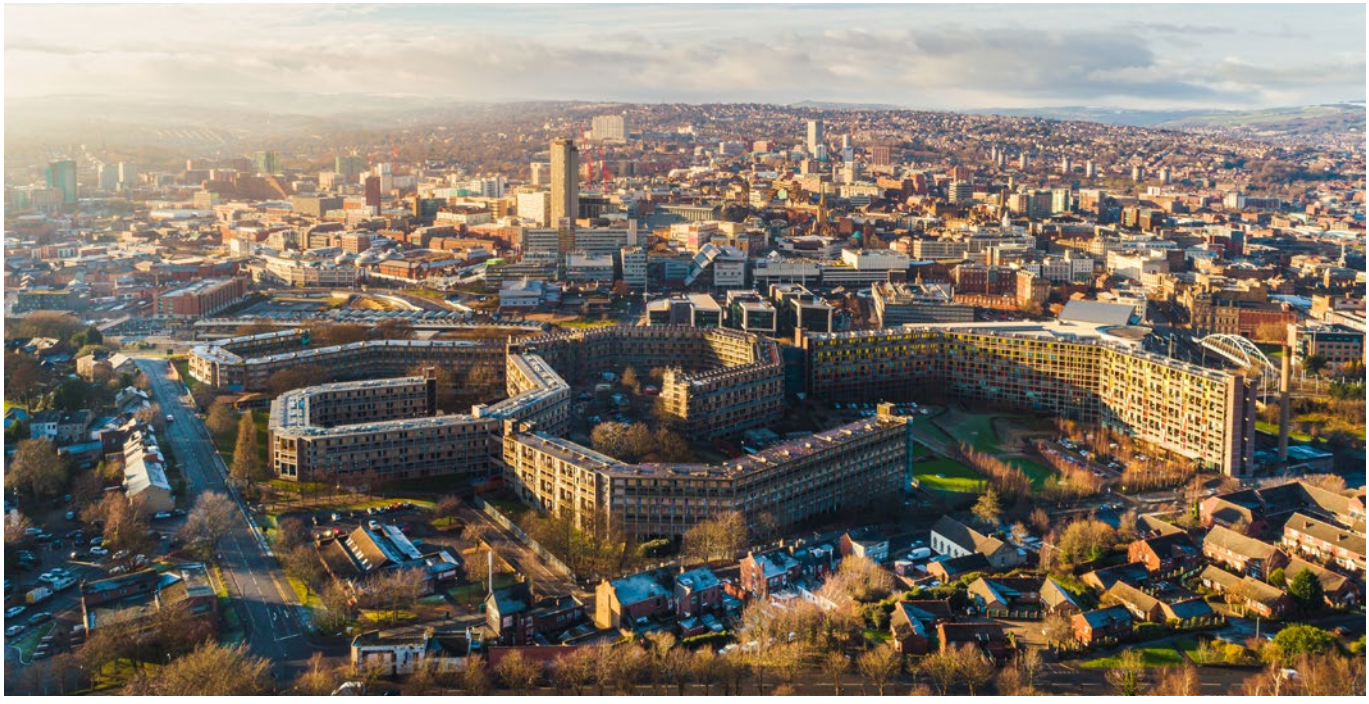
- A masterplan and outline development principles for 5 Priority Locations in the City Centre to guide future development in these areas.
- Further detail for 3 smaller areas within the Priority Locations (known as catalyst sites) that sets out the type of development that will drive growth and potential delivery mechanisms to guide development and investment decisions in these catalytic locations.
- An overarching framework to guide the future development of the 23 sub-areas of Sheffield City Centre (as identified in the City Centre Strategic Vision). For further detail, see Appendix A.

Further detail on sub-areas, Priority Locations and Catalyst Sites are provided in Chapter 1 – City Centre Context.

Planning Policy and Framework

This Neighbourhood Framework forms part of a suite of documents for the City Centre, which inform the development of the Sheffield Local Plan (the Statutory Development Plan) and should be read alongside the emerging evidence base documentation.

The research undertaken for this piece of work has considered adopted National and Local Plan policy and guidance, as part of wider evidence gathering. Documentation has been reviewed and interpreted to respond to the City Centre Strategic Vision and future growth.



Sheffield skyline

01 CITY CENTRE CONTEXT

1.1 The 10 Guiding Principles

The City Centre Strategic Vision has a bold ambition to reset and shape the future of the city and establishes 10 Guiding Principles which summarises the tangible action required to bring the Vision to life.

Those guiding principles outlined below have informed the development of the Priority Location Masterplans in this document. The Masterplans are also accompanied by a set of development principles to guide future development and to set the tone for what those new neighbourhoods should look and feel like.

Creating new neighbourhoods and providing new high quality homes will be delivered through a collaborative effort with all strategic partners, key stakeholders and Sheffield City Council, hereinafter referred to as SCC.

The summary at the end of each Priority Location chapter summarises how that location is aligned to each of the 10 Guiding Principles.

New Jobs

Create jobs that will attract the likely future City Centre residents and wider population to create a City Centre that is rich in employment opportunities, talent and young wealth creators.

Connections and Accessibility

Improve connections and accessibility to and between areas in the City Centre to remove the perception of distance and topography challenges.

Architecture, Heritage and Culture

Use existing iconic architecture, the City's heritage assets and history and cultural heritage to help define and curate unique places in the City Centre.

Vibrancy

Diversify the retail core to create a new role for the centre of Sheffield and curate a culture, leisure and events strategy that creates vibrancy across the City Centre.

Groundscape

Develop the City Centre 'groundscape' i.e. the activity at ground floor in ways that reflect the identity of each area, such that it provides a compelling and enticing place to live, work and play. Use the groundscape to embody the 'Outdoor City' to improve the experience of the streets for all users.

Distinctive Neighbourhoods

Create a differentiated offer in identified Neighbourhoods to create inclusive, self-sustaining City Centre communities with each neighbourhood providing their own commercial, residential, retail and leisure offer for example.

New Homes for All

Repopulate the City Centre with 20,000 new homes (providing different housing types and tenures) to bring a permanent critical mass of people using the City Centre and its facilities to create vitality and vibrancy. Use the re-population of the City Centre once the neighbourhoods are established to set the base layer for long term economic multipliers.

Net Zero Carbon

Require all future development to help achieve SCC's Net Zero Carbon targets, reducing the embodied and operational carbon of all buildings and activities. Encourage the adoption of new technologies to accelerate carbon reduction strategies and invest in infrastructure which facilitates the adoption of low carbon lifestyles

Innovative Solutions to Challenges

Anticipate and use the cross cutting themes affecting Cities to implement innovative solutions to respond to the challenges, without needing to wait for the market to react (such as, Digital, Net Zero technology and Future of work).

Potential for Public and Private Sector Collaboration

Encourage public and private sector collaboration by implementing new governance arrangements for decision making and investment opportunities. Encourage collaboration between City Centre occupiers, across sectors to maximise the benefits of locating together in the City Centre. Utilise existing areas of strength, including health and research, knowledge and SME and makers industries.

1.2 The City Areas and Neighbourhoods

A key component of the Strategic Vision, is to set out how to deliver the vision and strategic ambitions through the creation of unique, distinctive neighbourhoods that reflect Sheffield's values and provide a different role in the City Centre experience.

The City Centre and areas directly surrounding it comprise several spatial scales:

- 6 character areas
- 23 sub-areas
- 5 Priority Locations
- 3 Catalyst Sites

Sub-Areas

The Vision identifies 23 sub-areas with particular characteristics. These have then been grouped into 6 distinctive character areas which each play a different role:

1. Kelham Island, Neepsend, Philadelphia and Woodside
2. Castlegate, West Bar, The Wicker, Victoria
3. St Vincent's, Cathedral, St George's and University of Sheffield
4. City Arrival, Cultural Industries Quarter, Sheaf Valley
5. Heart of the City, Division Street, Springfield, Milton Street, The Moor and Hanover Street
6. London Road and Queen's Road.

Further detail on each of the 6 Character Areas is contained in Annex I of the City Centre Strategic Vision.

This Framework provides a high level set of guiding principles for each of the 23 sub-areas of the City Centre. The intention is to help set out the ambition for each sub-area to steer future detailed design work in these areas.

Principles relate to the following Neighbourhood Characteristics:

- Opportunities
- The future resident
- Placemaking principles
- Indicative scale
- Indicative density
- Acceptable land uses
- Land uses likely to be resisted

Full details for each sub-area of the City Centre is contained in Chapter 08 - Appendix A.

The vision and strategic ambitions outlined in the Strategic Vision alongside the work undertaken to develop the Character Areas and sub-areas are translated into 5 new Priority Locations to create unique, thriving, economic, cultural and residential neighbourhoods in the City Centre.

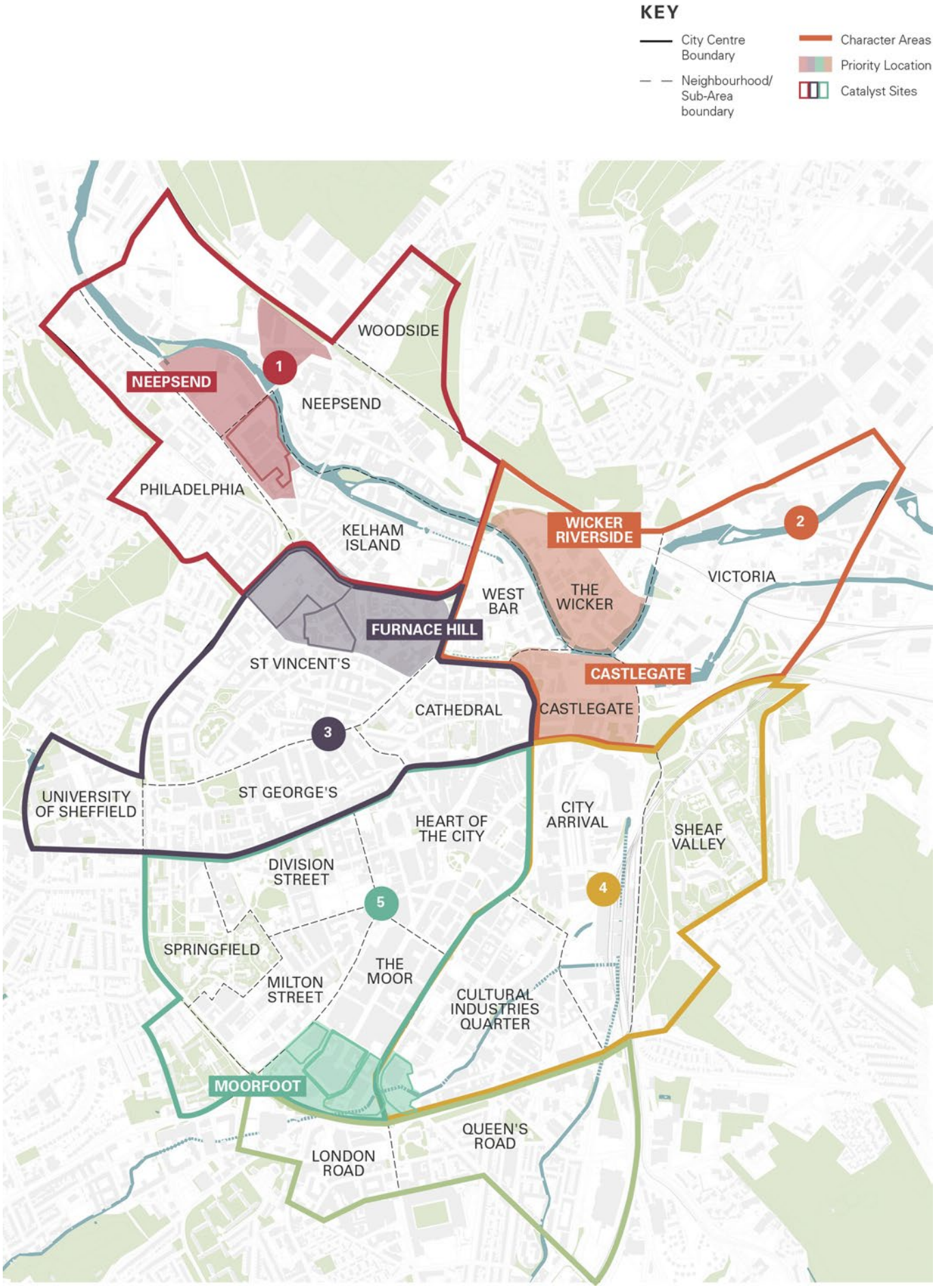
Priority Locations

Five priority locations have been identified which have the greatest potential for transformational change and can maximise long term regeneration benefits, including providing exemplary development for different market offerings. The following 5 locations are underpinned by a high-level masterplan and outline development principles:

- Neepsend
- Wicker Riverside
- Castlegate
- Furnace Hill
- Moorfoot

Catalyst Sites

Three catalyst sites have been identified within the Moorfoot, Furnace Hill and Neepsend Priority Locations. These are sites that, if delivered, are considered to have the greatest potential impact on the acceleration of regeneration in the vicinity of the location within which they are located. Delivery of these catalyst sites are deemed to bring the greatest spatial benefits to the priority area and the wider Sheffield City Centre.



Sheffield City Centre Site Location Plan illustrating: 6 City Character Areas, 23 Neighbourhoods, Priority Location Areas and Catalyst Sites

1.3 City-Wide Considerations

A strategic analysis was undertaken to assess, on a city wide scale, the existing accessibility to amenity and open spaces, pedestrian and cycle connections, education, social infrastructure and public transport.

This analysis underpins the masterplans for the Priority Locations, highlighting gaps or inefficiencies within the city's neighbourhoods. The city wide analysis has been divided into the following categories:

- Vehicular traffic
- Public space and pedestrian connections
- Education
- Public transport and cycling
- Social infrastructure

Ongoing projects being delivered 'on the ground' at sites adjacent to the identified priority sites should be referenced and fully integrated with proposals within the City Centre Priority Neighbourhood Frameworks. These include:

- Projects in The Sheffield Transport Strategy e.g. SuDS initiatives at Bramall Lane and Moor Street roundabouts bordering the Moorfoot Priority site.
- DfT Major Road Network scheme for Shalesmoor Gateway, including works at Shalesmoor Roundabout, Rutland Road junction and the A61 dual carriageway between them.
- Projects at Transforming Cities Fund Housing Zone North including Tenter Street streetscape proposals that border the Furnace Hill Priority Area.
- Flood protection schemes such as the Upper Don Valley flood protection scheme and the Sheaf catchment flood protection scheme. These include waterways defences and removal of culverts.
- Urban Design Compendium materials palettes and Gold and Steel Routes.

Liveable and vibrant neighbourhoods need more than housing, they need easy access to local / community facilities, green space, play, recreation, social and transport infrastructure.

Springfield Primary School

The city benefits from high quality spaces such as the Peace Gardens

Grey to Green enhances pedestrian movement and embraces the principle of the outdoor city

1.3.1 Vehicular Traffic

Ring Road

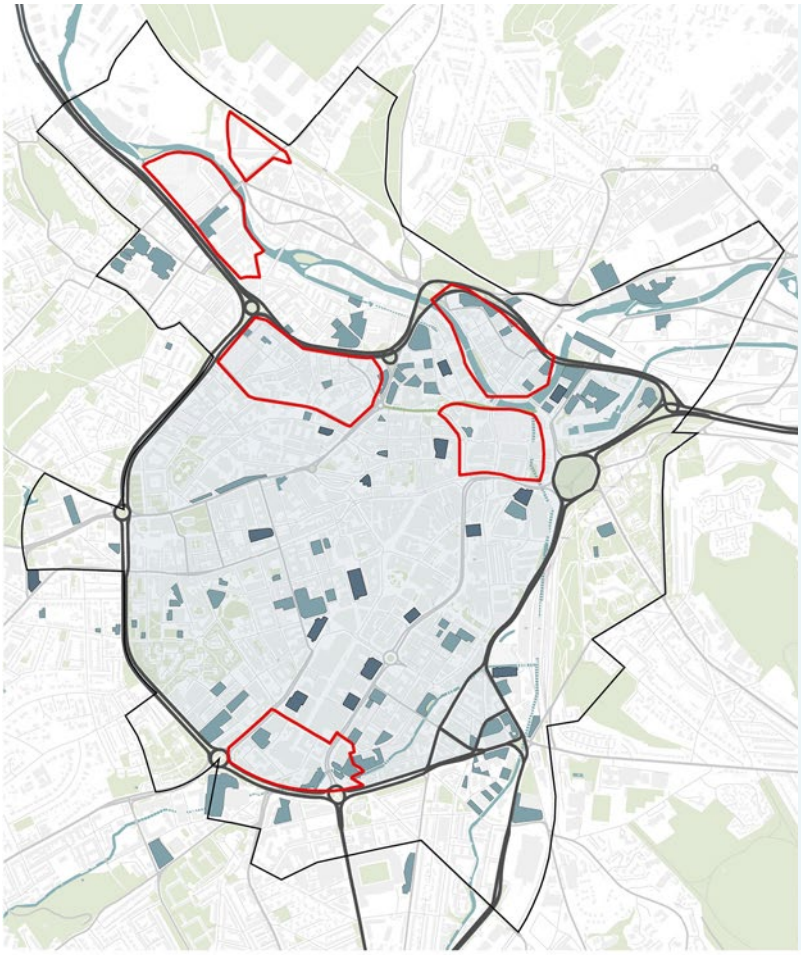
- The ring road creates a barrier to pedestrian movement at key intersections, including crossing from Moorfoot to London Road and Ecclesall Road; and Shalesmoor between the Furnace Hill, Kelham and Neepsend areas.
- The amount of traffic often creates congestion within the City Centre.
- Sheffield's Transport Strategy 2019 to 2035 aims to develop and bring forward the next phases of improvements to the Inner Ring Road. These will be multi-modal improvements; securing additional capacity, quicker and more reliable bus journeys and safe attractive crossings for people on foot or bicycle. These priority areas will be Shalesmoor, and the roundabouts at Moore Street and Bramall Lane.

Car Parking

- Car parking is predominantly controlled by private operators.
- Future development should assess the impact on parking in line with the recommendations set out in the draft Sheffield Parking Strategy.

Clean Air Zone Proposals

In order to reduce pollution and bring NO^2 emissions within legal limits, SCC is planning on introducing a 'category C' Clean Air Zone. This means that buses, taxis, vans and lorries that do not meet emission standards will have to pay to drive in and around the zone.



Vehicular Traffic Plan

Key Considerations

- Implement recommendations set out in Sheffield's Transport Strategy 2019 to 2035 and emerging Sheffield Draft Parking Strategy.
- Future development to assess the impact on parking and ensure sufficient supply of parking to meet needs.
- Introduce innovative methods of managing parking such as a workplace parking levy.
- As part of a holistic masterplanning response in each Priority Location, there is potential to deliver shared mobility hubs to serve each location.
- Potential to review the Green Parking Permit Scheme, to ensure it is an effective incentive to less-polluting vehicles.
- Potential for strategic car parking locations around the edge of the City Centre.
- Potential to future proof or upgrade car parks with electric vehicle charging points.

1.3.2 Public Space and Pedestrian Connections

Pedestrian Connections

Topography impacts on walkability and cycling within the City Centre, in certain areas, presenting a significant challenge to opportunities for movement.

The ring road is a major barrier to pedestrian movement from the City Centre to its edges.

Grey to Green at West Bar is an excellent example of a vehicular route transformed into a green corridor created around Sustainable Urban Drainage Systems.

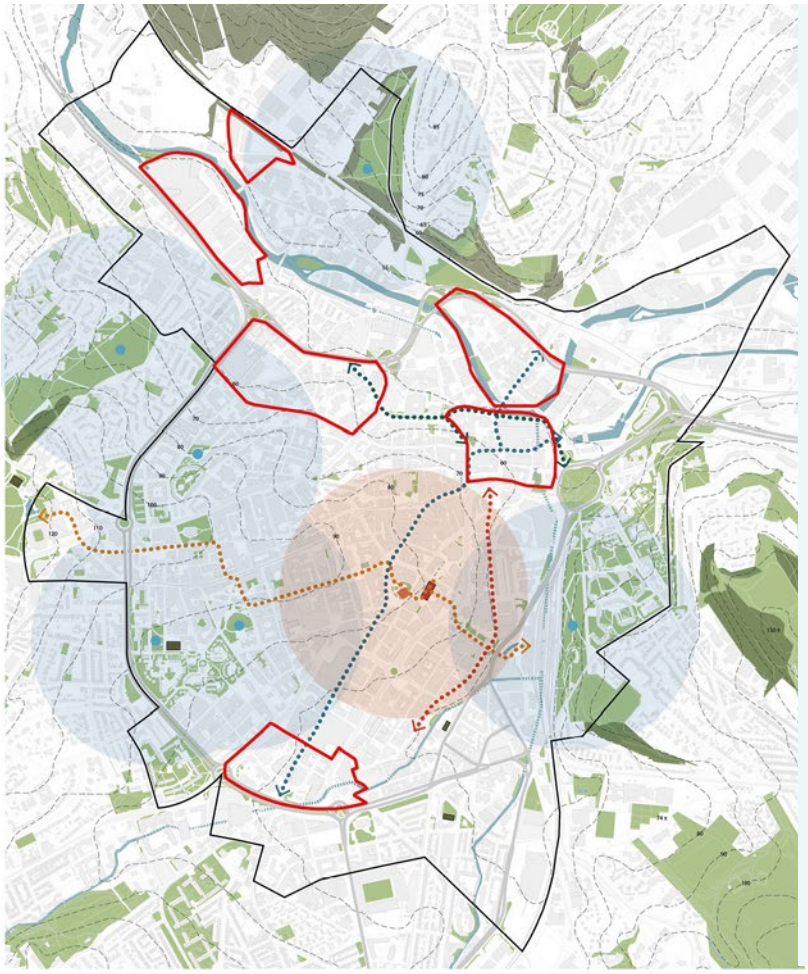
A number of historic routes and connections have been lost with 20th century development, including the extension of the Moor towards Porter Brook and Howard Street towards the Town Hall.

Public Space

1/3 of Sheffield lies within the Peak District, making it the only major city within a national park.

This results in 61% of the city being green space and the highest ratio of trees to people in the country (over 2 million trees in total), however, green space within the City Centre is scarce, but includes some of the city's iconic spaces - the Winter Gardens and the Peace Gardens.

Surrounding areas of the city are noticeably greener and include a number of green spaces within walking distance from the City Centre, including The Ponderosa and Parkwood Springs.



Public Space and Pedestrian Connections Plan

Key Considerations

- Existing and established pedestrian routes should be enhanced or extended.
- Gaps in open space provision, based on 5-minute walking distance analysis, will inform the suggested land use and masterplans within the Priority Locations and Catalyst Sites.
- Proximity to open space outside of the City Centre, such as Parkwood Springs, should be considered for open space provision to serve homes within the City Centre if appropriate.
- Play areas and facilities should be incorporated within landscape proposals to promote family living in the City Centre.
- Greenspace should be accessible and within walking distance of homes.
- The success of Grey to Green should be built upon and consideration should be given to extending the scheme into a network across the whole City Centre, which would set Sheffield apart from other major cities.

1.3.3 Education

Education

» The City Centre benefits from Sheffield's two universities - The University of Sheffield and Sheffield Hallam University, attracting a huge number of national and international students to the city each year.

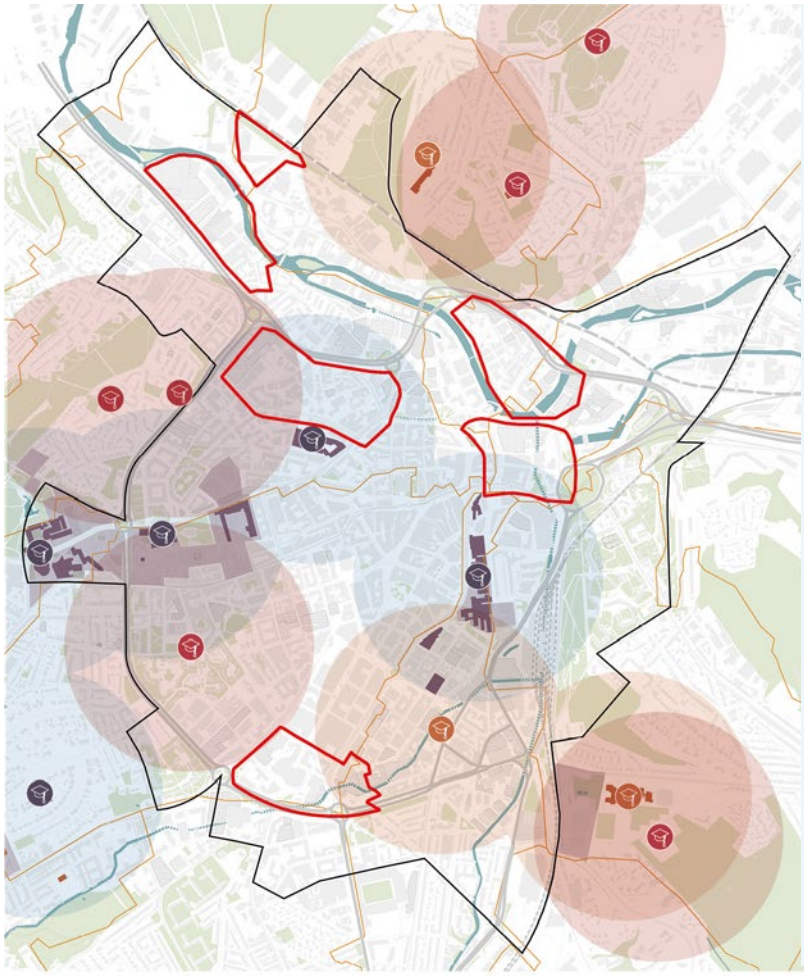
» There is only one primary school within the City Centre, with a few more accessible in the near surroundings supporting family housing.

» Most of the primary and secondary schools available for residents of the City Centre are reaching capacity.

Universities

» A general trend shows that predominantly international students chose to live within the City Centre, while British students choose the popular suburbs to the west of the City Centre such as Broomhill and Crookesmoor.

» Although Sheffield has an above average graduate retention rate (42%), the long term graduate retention rates are lower than other core cities; this is considered to contribute to the imbalance between demand and supply of skilled labour in the region.



Key Considerations

» Recommendations will need to align with the estate plans of Sheffield Hallam University and the University of Sheffield.

» When considering educational provision across the City Centre and the requirements to meet demand for new schools places, locations of Primary and Secondary school locations should be assessed within the context of new development proposals.

» Primary and secondary schools outside of the City Centre and within appropriate walking distance of homes could be considered for primary and secondary education provision for Priority Locations.

Education Plan

Priority Location boundary
Primary school
Secondary school
University building
School catchment line
Indicative 5 min walking distance from Primary School
Indicative 5 min walking distance from University
Indicative 5 min walking distance from Secondary School

1.3.4 Public Transport and Cycling

Bus

- The City Centre benefits from high frequency bus services, however, use of the buses has reduced and issues with the current bus services were cited in recent consultations.
- Neepsend and Philadelphia are not well served by the bus service.
- The buses are not separated from cars, cyclists and pedestrians. There are emerging examples of segregated bus and cycle infrastructure, including the Connecting Sheffield proposals.

Tram

- A large part of the City Centre is within five minutes walk from a tram stop.
- The tram network provides opportunities for travel into and out of the City Centre as well as to employment areas outside the City Centre.

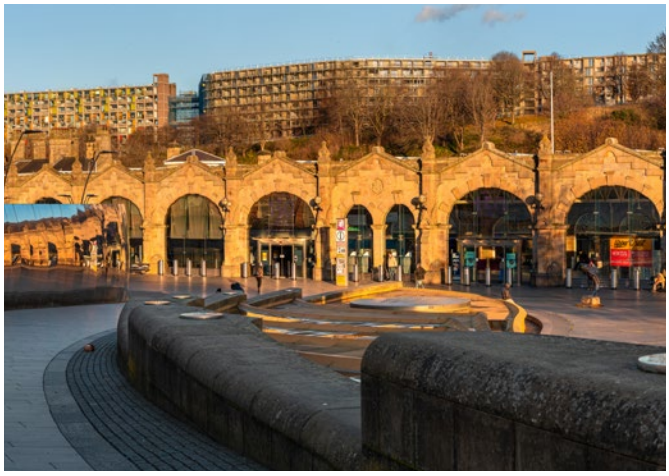
Rail

- There are good connections to the railway station by tram in the north of the City Centre, but reduced coverage within the south.
- Currently, the railway station is separated from the City Centre by the ring road.

Cycling

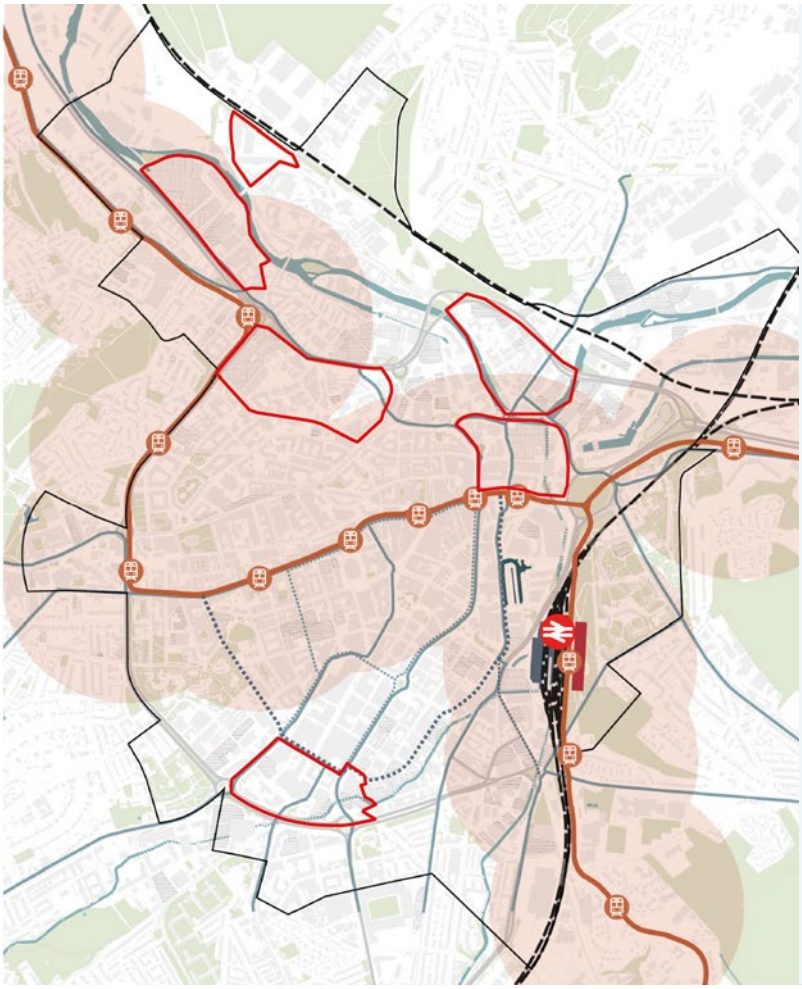
- The City Centre benefits from some good cycle networks.
- Topography within the City Centre and surrounding areas creates a challenge for cycling and routes.
- The tram route and ring road are barriers to cycle access into the City Centre.
- Cycling is seen as a key part of the transport strategy, and important for dealing with an increase in shorter journeys that are likely to result from more people living in the City Centre.

Riding inner city bike trails, Parkwood Springs, Sheffield



Sheffield Railway Station public realm

St Mary's Church along London Road



Public Transport Plan

Key Considerations

- Consider Sheffield's Transport Strategy 2019 to 2035 as part of the development of neighbourhoods and new sites within the City Centre.
- It proposes a 'Public Transport Priority Box', which will form a ring of streets in the heart of the City Centre, where buses are prioritised and other motor traffic restricted to enable the faster movement of buses.
- Transport hubs should inform locations of higher density.
- Invest in strengthening public transport connections between the City Centre and AMRC.

Priority Location Boundary
Railway
Supertram network
Tram box (proposed)
High frequency bus route
Bus box (proposed)
Future potential IRP/HS2 station
Indicative 5 min walking distance from supertram stop
Railway Station

1.3.5 Social Infrastructure

Neighbourhood Centres

A neighbourhood centre is defined as a street, square, and corner of buildings which includes a number of amenities serving the surrounding residential community. The plan highlights the locations of neighbourhood centres on this basis. They are also supported by grocery stores, as an important amenity for any neighbourhood.

Play, Sport and Recreation

Children's playgrounds are scattered around the City Centre, often as part of a bigger green space, but their quality varies. Indoor gyms have seen a boom in recent years and a similar trend can be found in Sheffield.

Outdoor sports pitches in the City Centre are usually part of green spaces and residential developments (for example, in St Vincent's); some are also found within school grounds.

Health Care

Provision of GP surgeries within the City Centre is limited. However, proposals are being developed for a new City Centre GP Hub. The City Centre benefits from the proximity to some of Sheffield's hospital facilities particularly the Hallamshire Hospital and the Sheffield Children's Hospital which are within a reasonable walking distance.

Culture and Leisure

There is a strong independent leisure and retail offer which can be found in pockets across the City Centre with particular focus around Kelham Island and Division Street, creating unique places that attract people.

However, the existing leisure offer suffers from lack of demand and activity particularly during the early evening period.

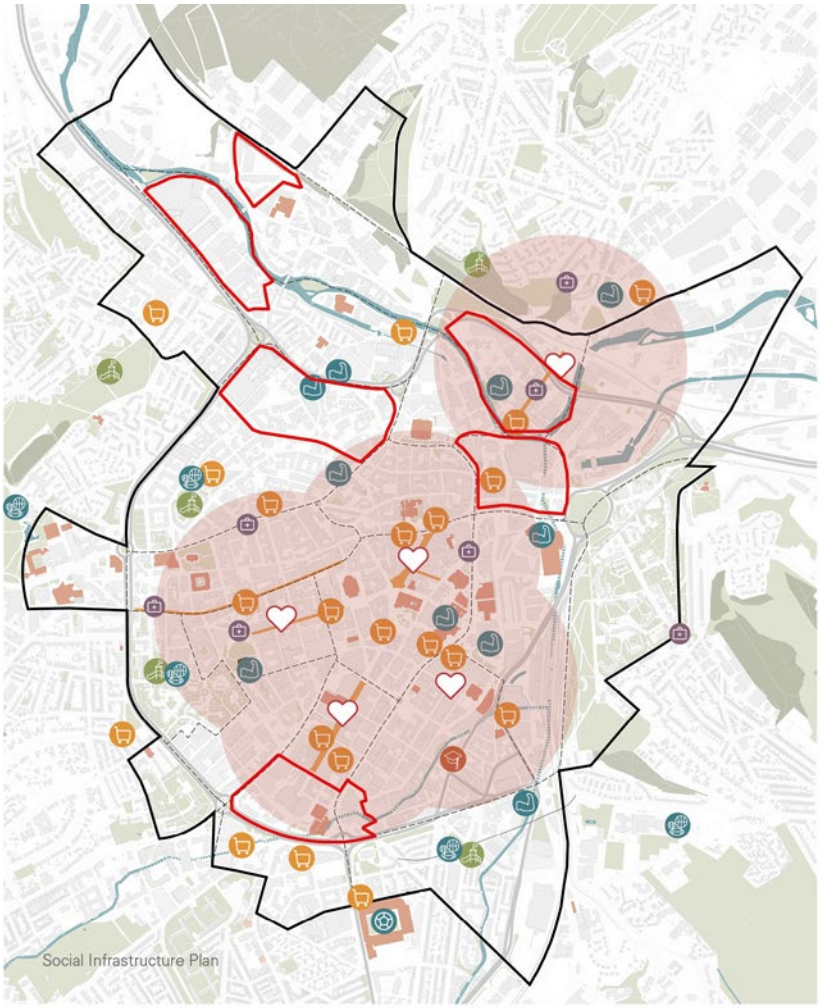
Housing Mix

The Frameworks do not make reference to specific tenures of homes that will be delivered within the Priority Locations. However, they should be read in the context of the Strategic Vision which highlights the need for inclusive communities with sustainable, high-quality housing so that more people are able to live in the City Centre affordably. A range of different mechanisms will be needed to deliver affordable housing within City Centre neighbourhoods, and this document should be read in this context.

Site Gallery (Art Gallery) on Brown Street

The Moor Market

Bars and Restaurants in Sheffield



Key Considerations

- Walkable neighbourhoods with easy access to facilities and amenity are essential for high quality city living.
- Each neighbourhood should have its own neighbourhood centre.
- Analysis identifies gaps within each neighbourhood, to identify potential locations for new neighbourhood hubs and open space, illustrated on the priority location masterplans within Chapters 3 to 7 of this document.
- Potential locations for open space contributes towards the capacity range shown within each priority location. Potential proposed open space has not been calculated for residential capacity for the purposes of this document.
- Health care needs to be evenly distributed to ensure all neighbourhoods are within walking distance of health care facilities.
- A number of new proposals are planned to provide new culture and leisure attractions, including events space on Fargate and arts and music venues in Castlegate, as well as other civic buildings. Cultural and arts projects will need to be encouraged to activate new public spaces with funding from investment schemes.

Priority location boundary
Indicative neighbourhood boundary
Local centre
GP Surgery
Food shop
Gym
Sports court
Playground
Indicative 5min walking distance from local centre

02 METHODOLOGY AND APPROACH

Methodology and Approach

A methodology and process has been developed to ensure a robust and consistent approach was undertaken for Priority Locations and Catalyst Sites.

In summary, the methodology and process includes the following steps:

Setting the Scene

- History and Contextual Appraisal
- Townscape Character Study
- Site Constraints and Considerations
- The Opportunity
- Neighbourhood Vision

Masterplan Spatial Analysis

- Masterplan Design Drivers
- Priority Location Masterplan Framework
- Creating a Distinctive Neighbourhood
- Development Capacity
- Heights and Density
- Catalyst Site Location
- Catalyst Site Scale and Massing
- Catalyst Site Development Capacity
- Summary

Approach to Buildings to Change

The SCC townscape characterisation study informed plans to identify buildings for retention, refurbishment and demolition. The criteria used within the SCC Townscape Characterisation Study informed these plans and the site constraints for each of the Priority Location Frameworks. The following criteria from the SCC Townscape Study has influenced and informed this work as described below:

Red
Buildings graded as important

Orange
Significant buildings

Blue
Buildings of interest

Purple
Other buildings

The above criteria has informed the building redevelopment plans which are explained in further detail in Chapter 08 - Appendix A.

Assumptions and Limitations

A number of key variables have been used to inform the capacity study. The key variables are summarised below. Details of the assumptions and limitations are within Chapter 08 - Appendix A.

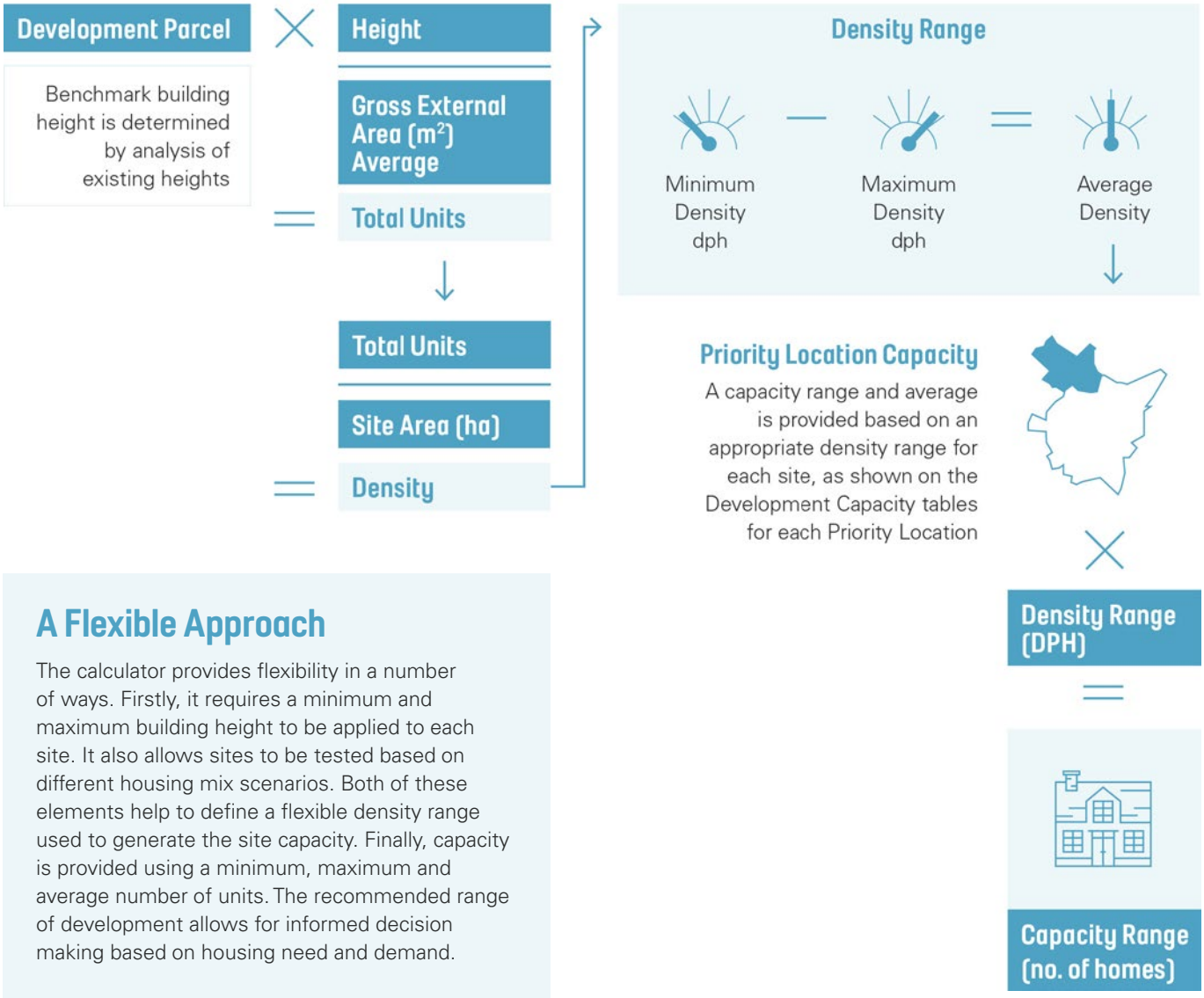
- Environment
- Mixed use
- Car parking
- Tall buildings
- Private amenity
- Open space

2.1 Testing Development Capacity

The diagram below presents the capacity testing calculator that has been used to determine the residential densities (in dph) that will be applied to each site.

The calculator uses the proposed Gross External Area (GEA) of each site, determined by the Nationally Described Space Standard, and multiplies this by the proposed building height. Appropriate building heights for neighbourhoods have been informed by a thorough building heights analysis of the City Centre, taking into account site location, existing height datums and planning permissions under construction.

A series of appropriate residential mixes are applied to the overall GEA to determine the number of units on the site. The total number of units is then divided by the site area to provide a density range to apply to each site. The density range is applied to each site by multiplying the site area by the lower and upper number that define the density range, providing a minimum and maximum number of units for each site. From these figures, the average number of units can be calculated.



A Flexible Approach

The calculator provides flexibility in a number of ways. Firstly, it requires a minimum and maximum building height to be applied to each site. It also allows sites to be tested based on different housing mix scenarios. Both of these elements help to define a flexible density range used to generate the site capacity. Finally, capacity is provided using a minimum, maximum and average number of units. The recommended range of development allows for informed decision making based on housing need and demand.

Testing Capacity for Priority Locations

As part of this study, the overall capacity for each site has been recalculated and compared with the Sheffield Central Area Strategy Capacity Report July 2020 to sense check the Priority Location development capacity. The Priority Location (PL) provides the opportunity to explore residential parcel density, which is the next scale down from the site densities set out in the Capacity Study.

As shown on the density and heights framework plan in each priority location chapter, contained in Chapters 3- 7, the Priority Location has been split into a number of development parcels, within which the capacity study has been carried out.

Parcel densities will be generally higher than the overall site densities set out in the Capacity Study as non-development space is removed from the calculation. Site constraints are considered and factored in to the development areas and this impacts on the total number of homes.

The densities shown provide a capacity range based on the masterplan framework plan, including a specific gradation of development height and scale for each development parcel. This approach provides a refined number of homes for each priority location, in comparison to the broader heights and densities set out in the Capacity Study.

In accordance with the Capacity Study, the development capacity of all parcels has been calculated based on housing scenarios, as described in Chapter 08 - Appendix A. Application of the appropriate housing scenarios for each development parcel are based on location and context, this approach allows for flexibility and the future detailed design stages.

Establishing Place-making Principles

Each priority location includes a framework, informed by a townscape analysis and constraints. The framework provides high level place-making principles and directly links to the development capacity of each priority location. Priority Location Frameworks includes the following place-making plans:

Framework Masterplan

Incorporates new green space locations, amenity hubs, movement corridors, pedestrian connections to aid walkability, key nodes, frontages and views. They also incorporate previous masterplan documents; however, there are instances where these have been further developed and refined in light of the townscape analysis.

Creating Connections

Provides a clear and legible hierarchy of streets, showing connections through the area to the surrounding context, highlighting key interventions and improvements required. Plans provide a framework and will require further discussion with SCC highways at detailed planning stages.

Green Space and Public Realm

Illustrates the location for green space and public realm within each priority location, considering location, function and scale . The location for proposed green space and public realm is informed by the city wide analysis on page 14. The quantum of green space is calculated at 10 percent of the overall priority location area, this is to ensure an appropriate amount of open space is delivered for the increase in population. Benchmarking of open space provides a visual reference for scale, size and function of the open space.

Heights and Density

Illustrates the height and scale ranges that are used to arrive at a certain residential density for each development parcel. The density and heights framework plans should be read alongside the Capacity Schedules for each Priority Location.

Catalyst Site Capacity

Catalyst Sites have been identified within the Priority Location areas of Neepsend, Moorfoot and Furnace Hill. Considerations of height at key locations and proximity to heritage assets. Variety of massing has been incorporated and tested using 3D massing models. Articulation of the roof-scape within the development parcels will need to be considered as part of the design process and at detailed design stages.

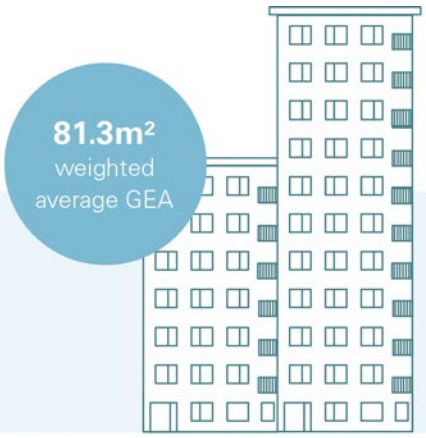
2.2 Developing Housing Mix Scenarios

The Sheffield Central Area Residential Strategy and Capacity Study revealed the impact that housing typology and floor areas can have on density. This has been acknowledged when calculating the capacity for the Priority Locations and Catalyst Sites.

Consequently, a range of housing mix scenarios have been developed and applied to the capacity testing calculator. The typical housing scenarios have been applied to development parcels to avoid a blanket

The application of the housing scenarios are informed by townscape, existing building heights, and the location within the City Centre. High density, increased building height locations in the City Centre are defined as scenario 1, apartments only, because this location of the City Centre would not be appropriate for family housing. Equally, areas located on the edge of the City Centre would be more suitable for family housing with lower densities and reduced building heights.

The nationally described space standards have informed the GEA for each housing type, a mix of these housing typologies inform the housing mix scenarios as follows:



Scenario 1 High to Very High Density

Scenario 1 consists of high to very high density housing, including 1, 2 with occasional large 3 bedroom apartments.

Scenario 2 Low Density

Scenario 2 consist of lower density family housing, including 3 and 4 bedroom town houses.

Scenario 3 Medium Density

Family housing mixed with apartments provides a medium density mix

Housing mix can be changed according to the neighbourhood - this will alter the average GEA.

2.3 Delivering Quality Homes

An appropriate mix of complementary uses and residential typologies are considered, to capture the distinctiveness and character of each Priority Location.

The range of residential typologies should be designed to ensure that neighbourhoods are a place for everyone. The following design principles are recommended as guidance for future development:

- Activate key ground floor frontages, significant corners and primary routes with front doors and windows overlooking the street.
- Visual variation and richness within the roof scape and articulation of the built form, reinforcing a contextual response.
- Consider human scale and consistent quality at eye-level.
- External spaces that are adjacent or within the public realm should accord to the City Centre quality expectations.
- Visual connections and physical access between the inside and outside of buildings.
- The layout and size of buildings must consider the quality of light and ventilation in internal spaces. Building massing should consider impact on microclimate for example, overshadowing, wind etc.
- The built-form (new and re-purposed) should use fewer resources in construction, operation and transportation, while promoting behaviours and lifestyles with a sustainable carbon footprint.
- Energy efficiency and innovative technologies are encouraged to reduce the carbon footprint of buildings Homes must utilise energy and water efficiency, local building materials and resources (where possible), indoor air quality and reduced maintenance requirements.
- Interventions such as green and blue roofs and orientating buildings to increase solar gain is encouraged.
- The type and amount of car parking is to be informed by location within the city and proximity to public transport. Developments should encourage the use of innovative approaches to parking such as car clubs and mobility hubs.

Elevation illustrates a typical development parcel considering the principles above

2.4 Density and Building Heights

The Sheffield Central Area Strategy Capacity Report includes an assessment of the existing building heights in the City Centre.

The existing heights inform height datums set out in the capacity calculator within each Priority Location. The height datums directly inform the overall residential development capacity for each Priority Location.

Recommended Height

The recommended height datums inform a range a building heights including; minimum, average and maximum density for each development parcel. These density ranges are applied to calculate the capacity measured in 'total residential units' for each site. The suggested height ranges for the sites are illustrated on the 'Priority Location Area, Scale and Density plans', Chapters 3- 7 of this document.

Indicative Building Height

Indicative Building height ranges for each of the development parcels are based on the predominant overall scale within the neighbourhood and informed by townscape character in terms of retention of existing buildings within certain sites. Where sites are within a conservation area, although certain heights are indicated, further assessment will be required in terms of impact on Heritage Assets at detailed planning stage.

Increased Building Height Principles

There are instances where proposed buildings could potentially go above the recommended height datum set out in this document, for instance, where there is a strategic reason. Typical reasons to justify increasing heights above the existing height datum are below:

- Creating impact at key gateways.
- Prominent positions in the City Centre.
- Increasing density to encourage footfall at transport hubs i.e tram stops and railway stations
- Increasing height and density along key movement corridors or junctions.
- Framing, enclosing and activating a public space.

Examples of increased height principles at key locations within Sheffield City Centre are shown on the opposite page.

Further interrogation, in terms of viability, deliverability and impact on views and setting will need to be tested at later stages in the planning process.

The site constraints have been informed by high-level desktop research and analysis of the existing context.

Key Considerations for Tall Buildings

- Development proposals that come forward that differ or exceed the maximum height ranges provided within this framework will need to be further considered in line with the criteria set out in relevant planning policy.
- Sites that exceed the maximum heights range will need to be justified on the basis of a detailed townscape analysis and viability assessments.
- SCC have undertaken a Tall Buildings Strategy for the City Centre as set out in page 67 of the Sheffield City Centre Urban Design Compendium. As development is taken forward to detail planning stages the Tall Building Strategy will need to be considered.
- SCC will sense check and agree all principles provided in line with the relevant policy as deemed necessary. This will be assessed on a site-by-site basis.
- SCC will determined which sites will need to fulfil these requirements.

The following four images represent some examples of tall buildings around Sheffield City Centre.

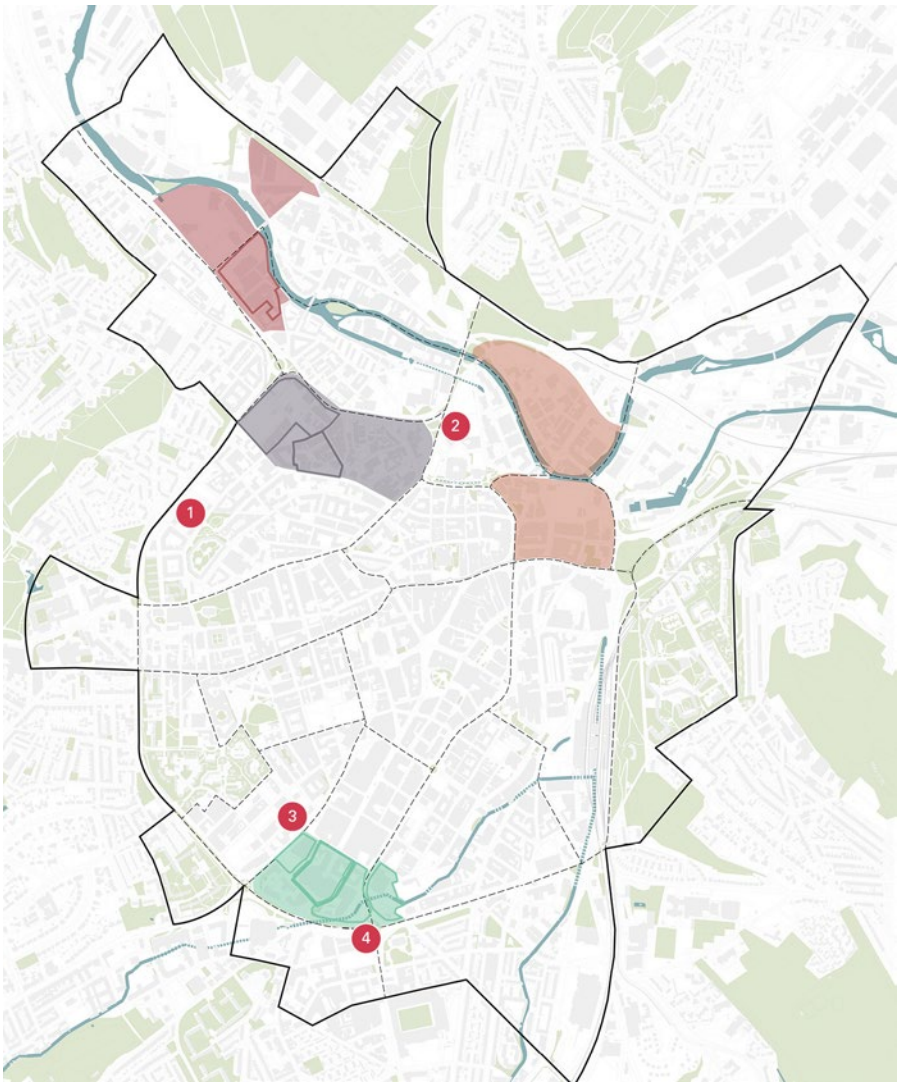
The location of these planning applications can be seen on the location plan.

Radford Street BTR (on site), increased height adjacent to a public space

West Bar (L & G consented scheme), example of increased building height at a gateway and movement corridor

Fusion (Moore Street), example of a variety of increased building heights at a key junction and movement corridor

New Era, an example of increasing building height at a city gateway



Map locating the tall buildings located around Sheffield City Centre

2.5 Qualitative Approach to Delivering Density

Increasing density has many benefits from efficient use of space, to innovative solutions to resources and infrastructure. Density can be delivered in many ways, the most successful being diversifying and mixing together a variety of uses, people and activities, to create a vibrant urban environment at a human scale.

To allow a variety of uses, people and activities to live together in harmony, a planned approach is needed to establish a strategic City Centre framework.

The illustrative development diagram overleaf demonstrates how diversity, flexibility, variety, active ground floors, access to green space and green credentials can provide a successful qualitative approach within new development.

A qualitative approach to density should be taken considering the following key principles:

Diversity

Providing a range of cultural offers and diverse housing offers to appeal to a diverse demographic of people, ranging across a broad age range and ethnic groups.

Flexibility

Future proof the uses and activities within the community. Built form should be designed to be flexible over time to accommodate a wide-range of uses with scope for these to adapt to new ways of living in the future.

Variety

Variation of built form, heights and roofscape to create a stimulating area which is legible through the neighbourhood. Variety in the built form will create visual connection and physical access between the inside and outside, and the spaces outside the boundary.

Active ground floors

Activating the street by providing mixed uses on the ground floor, front doors on the street and windows overlooking the street will create safety and encourage walkability. Significant corners which respond positively to the street will encourage movement through the neighbourhoods.

Access to green space

The layout, size, and shape of buildings and use of spaces should accommodate the natural landscape. Bio-diversity is fundamental to the neighbourhood. Inclusion of courtyards, perimeter blocks with pocket green spaces and designated green spaces / parks in the Priority Locations will provide the community with access to green space, encouraging fitness and mental well-being.

Green

Built-form (new and re-purposed heritage buildings and buildings of character) should use fewer resources in construction, operation and transportation, while promoting behaviours and lifestyles with a sustainable carbon footprint consideration. Design of the built form to consider natural light,natural ventilation, renewable energy, SuDS and solar gain with reference to Sheffield's leading examples. SuDS should be integrated into roofs, green spaces and permeable paved areas,

7 Sense of place

In each neighbourhood there is an opportunity to reflect distinctive character through public art, installations or sculpture. A strong brand identity incorporated through design details and street furniture will enhance the sense of place within each neighbourhood.

Detailed design elements are important to create safe and secure streets and spaces and should be integrated into the frameworks to encourage permeability and social interaction. Identification of key landmarks will also contribute to easy navigation and permeability.

Diagram shows typical illustrative development incorporating a qualitative approach

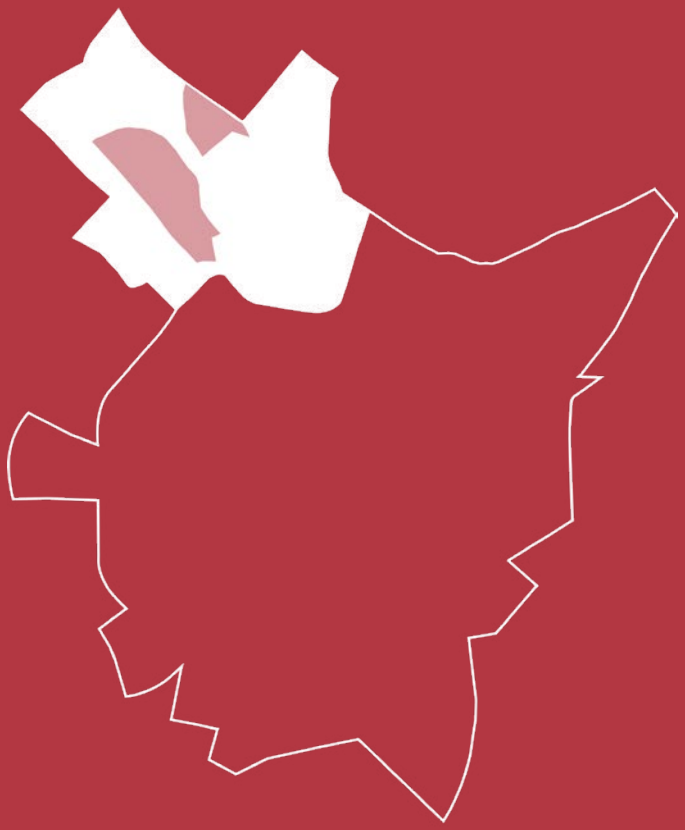
KEY

- Spill out space from active frontages
- Relationship of active frontages with public realm
- Active frontages, mixed use ground floor
- Front curtilage treatment for residential privacy
- Central courtyard amenity
- Green roof
- SuDS
- Roof amenity, roofscape orientation for solar gain
- Pedestrian connections
- Vehicular access
- Landmark buildings, tall building
- Double frontage, corner dwellings treatment

Qualitative development considerations:

- SuDS
- Active frontages
- Access
- Double frontages
- Green roof
- Green spaces
- Privacy
- Active travel priority
- Heritage value
- Landmark buildings
- Roofscape orientation/ solar gain

03 NEEPSEND



KEY

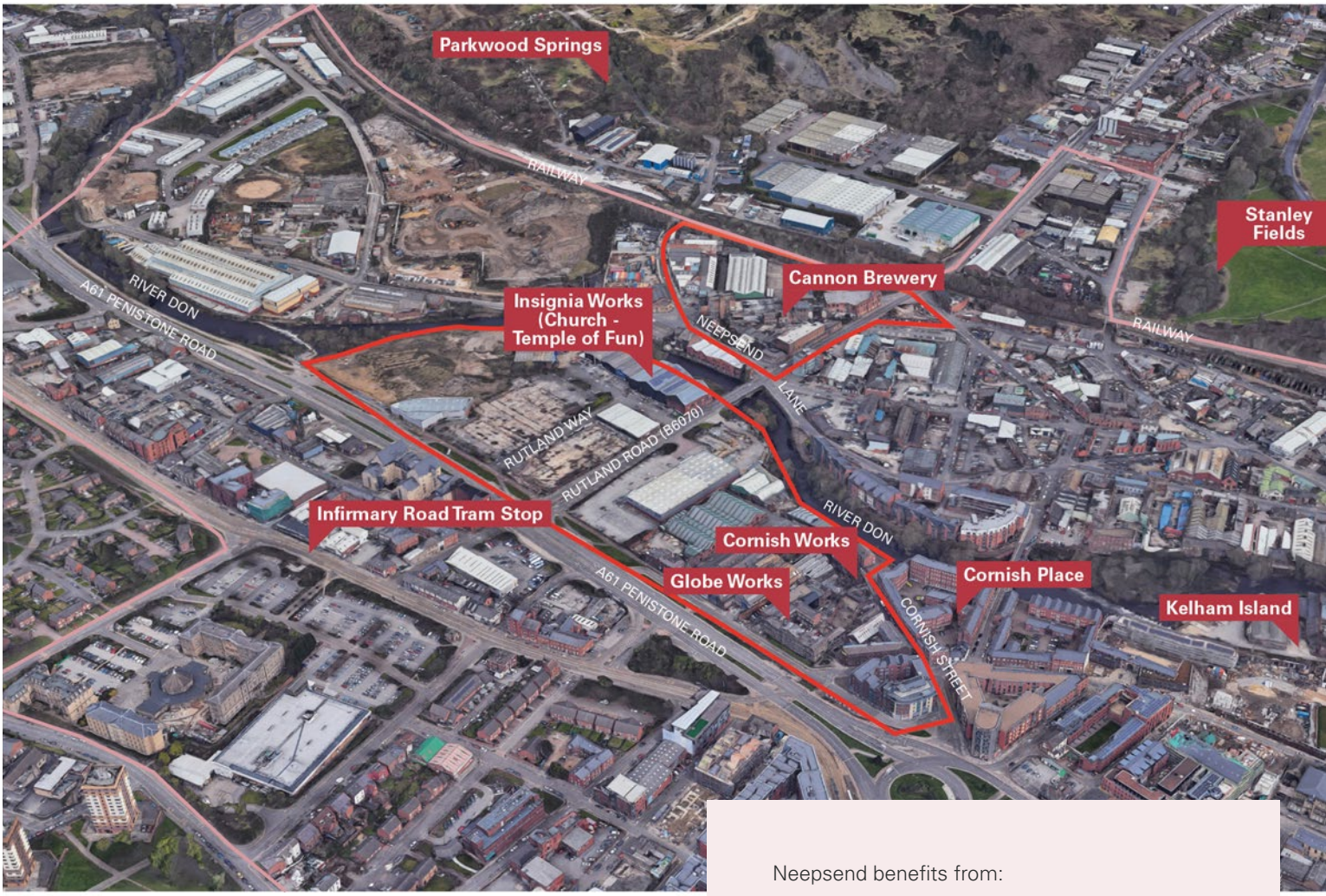
- Central Area boundary
- City Area One boundary
- Neepsend Priority Location boundary

The Neepsend Priority Location pages describe the guiding principles for the area to help shape development as it comes forward at planning stages. Neepsend has been chosen as a Priority Location for the following reasons;

- Capacity for volume development, facilitated by vacant sites and large areas of single ownership.
- Gateway location to Neepsend wider area, and to encourage delivery of stalled development opportunities.
- Distinctive neighbourhood for mix of demographics, including family housing, with industrial, independent heritage identity.

KEY

- Neepsend Priority Location boundary
- City Area One boundary



The Neepsend Priority Location is located in City Area One which is a historically industrial area that includes the neighbourhoods of Kelham Island, Neepsend, Philadelphia and Woodside. It is home to Kelham Island Museum. Industrial uses are evident today with former mills, steel works and foundries located along the River Don. Historically, the river served as a working movement corridor in the city. A finer grain of workshops filled the spaces between the larger scale industry and the railway. Penistone Road and Infirmary Road were the arteries for the adjacent housing areas.

Neepsend benefits from:

- Transport connections; Infirmary Road tram stop which connects into the City Centre; and Penistone Road which is a direct route in and out of Sheffield.
- The railway runs along the northern edge of the area.
- River Don runs through the site creating potential for green edges, access, placemaking and SuDS for combating global warming.
- Existing Kelham Island community to the south of the site with established eateries and cultural assets.
- The Priority Location site has the historical assets of Cornish Works, Globe Works and Cannon Brewery which have potential to inform the character of new development.
- Kelham Island conservation area informs the character and will give a distinctive identity to Neepsend

3.2 History

Historically, the site used to be a woodland surrounding the River Don. The valley floor was progressively cleared and turned into fields and meadows, later on becoming deforested for timber and charcoal burners. The first industrial works were added in the 18th century, and the industrialisation of Neepsend rapidly increased over the following years.

1833

The site is situated on both banks of the River Don. On the wider side of the river an island named Bacon Island once existed, where farms and crops were located.

After the great Sheffield flood, Bacon Island suffered greatly, all development was washed out, and the island disappeared, merging with the Philadelphia area.

1855

With the start of the industrial revolution, steelworks started to settle on both sides of the river banks, completely changing the previous character area of farms and crops.

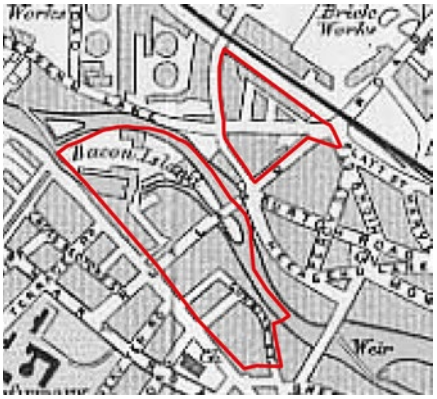
In 1838, Neepsend Brewery was founded. The site was further developed and maintained its function as a brewery with different owners and renamed Cannon Brewery, when it was purchased by Bass Brewery in 1968.

1906

Cannon brewery closed down in 1999 and the buildings were vacated.

With the further decline of the industrial era, the majority of steelworks, workshops and cutlery works were abandoned.

Nowadays, the area has observed redevelopment of heritage buildings into housing developments and retail units, which also accommodate independent businesses.



3.3 Contextual Appraisal

Contextual analysis shows walking distances to facilities and amenity within and around the Neepsend Priority Location.

The contextual analysis shows walking distances to facilities and amenity within and around the Neepsend Priority Location.

- Infirmary Road and Shalesmoor tram stop are within a 5-minute walk.
- The green spaces of The Ponderosa, Stanley Fields and Philadelphia Gardens are in close proximity, over a 5 minute walking distance. There is opportunity to incorporate a new green space within Neepsend to connect with the existing open space assets to create a network of green spaces within the area.
- Large supermarkets are within walking distance but there is potential to include small-scale amenity to activate Rutland Road.
- Improvements to existing pedestrian crossings across the A61 are required to increase pedestrian connectivity to facilities and tram stops.
- Neepsend already benefits from local independent food markets and galleries, there is an opportunity to preserve and enhance these existing assets.
- There is a lack of community and social facilities in this area, particularly GP surgery's. Primary schools are located outside of City Centre and within walking distance of the area.

SCC initiatives and projects to take into consideration:

- Sheffield Transport Strategy 2019-35- Shalesmoor, Transforming Cities Fund Housing Zone North / Tenter Street integration
- Pedestrian Connections- promote Grey to Green and SuDS as a network- Shalesmoor and Penistone Road corridor

KEY

- City Centre boundary
- Neepsend Priority Location Area (PL)
- Tram line
- Tram stop
- 5 minute walking distance
- University buildings
- Secondary schools
- Primary schools
- Supermarket
- Sports court
- Gym
- Library
- Local GP
- Theatre
- Civic Buildings
- Playground
- Cinema
- Church
- Art Gallery

3.4 Townscape Character

The industrial character is still present today with former mills, breweries, steel works and foundries located along the River Don. Historically the river was used to transport goods. A finer grain of workshops filled in the spaces between the larger scale industry and the railway. Penistone Road and Infirmary Road were the arteries for the adjacent housing areas which facilitated residential expansion.

Location and connectivity

Located on the northern edges of the city, the River Don severs the Priority Location into two distinctive areas. The ring road (A61) binds the south-western edge, forming a barrier to movement towards the City Centre. The area is within walking distance to tram stops. Access is taken from the A61, Rutland Road and Neepsend Lane. There is pedestrian access along the River Don Walk and Waterloo Walk.

Neepsend is located to the north-west of the City Centre, outside of the Sheffield Inner Ring Road. Improvements to the wider network connectivity, beyond the Priority Location, will need to be considered to bring the area closer to the City Centre.

1

Built environment

Scale

Predominantly 1-3 storey industrial buildings, warehouses, and offices. 2-4 storey mills set a historic height datum. 4-7 storey modern residential developments. Cannon Brewery is a prominent 7 storey building in the Neepsend area.

Streets and spaces

Historic streets and grain have been eroded and replaced with large industrial footprints and an urban structure which impacts on the quality of the pedestrian environment.

Green and blue

The River Don is an important biodiversity corridor, home to fresh water fish and a variety of bird life. Trees create a buffer along the railway line. There are no major greenspaces within the area. Stanley Fields and Parkwood Springs do, however, border the area.

Character

Still an area with an industrial, 'edgy' feel to it, today it attracts young residents and new business owners. Generally back of pavement development is characterised by brick built workshops and grand frontages. Historic stone flags and kerbs are found in courtyard entrances. Modern residential developments in places jeopardise the character and historic height datum with larger scale and massing.

Uses

Industrial uses dominate this area, however, clusters of small businesses, such as breweries and restaurants have emerged (Peddler Market and Cutlery Works) along Neepsend Lane and Rutland Road. Philadelphia is still dominated by light industry and manufacturing with an emerging cluster of residential between Infirmary Road and Penistone Road.

2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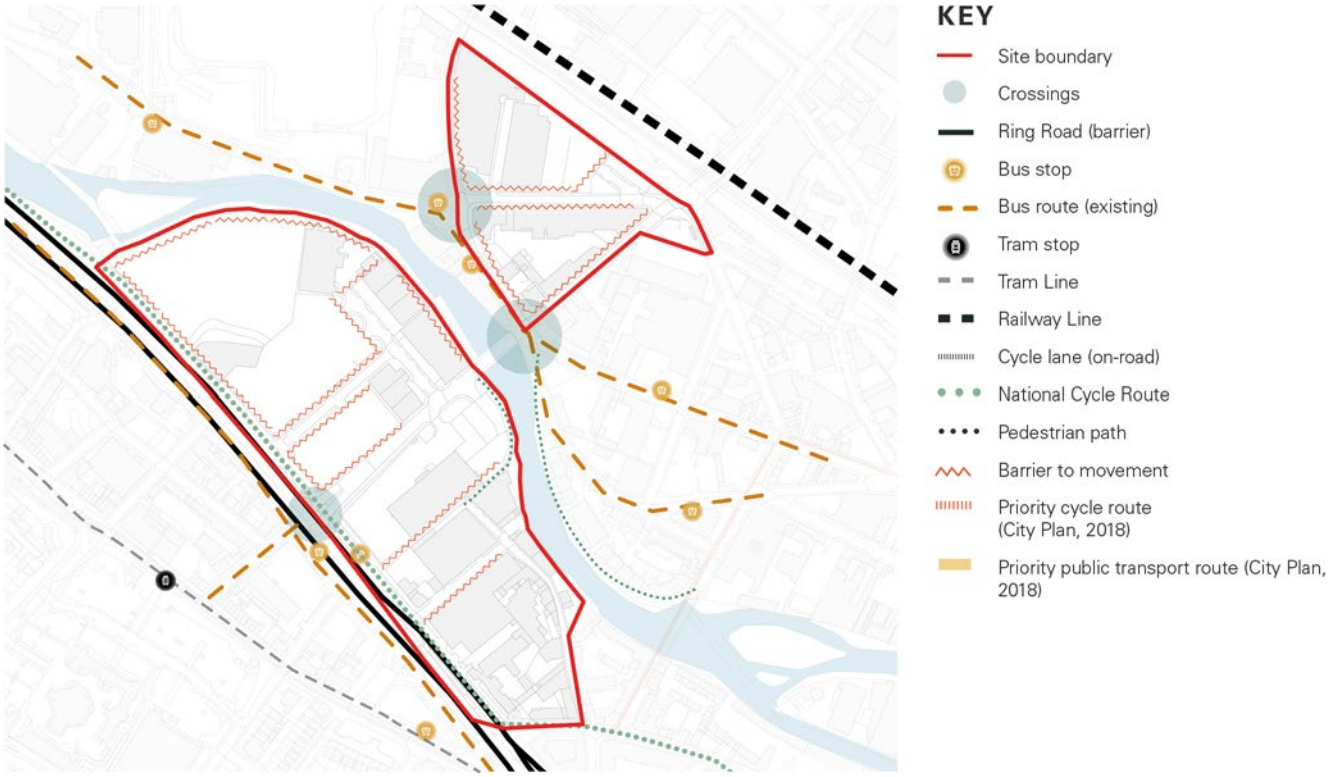
1. Insignia Works next to the river Don - an existing historical and amenity asset.
2. Drop Dead clothing - part of the Grade II Listed Insignia Works complex, an existing historical asset.
3. Cannon Brewery building - an iconic architectural node within Neepsend.
4. Don River on Neepsend Lane - a landscape asset to Neepsend, currently lacking connectivity to the river edge.
5. Vacant land on Rutland Way - views towards the surrounding landscape add interest to the area.
6. Intersection of Rutland Way and Neepsend Lane, towards Rutland Bridge - a busy confluence of the road network in Neepsend.
7. Existing warehouse buildings in the area define the character of Neepsend.

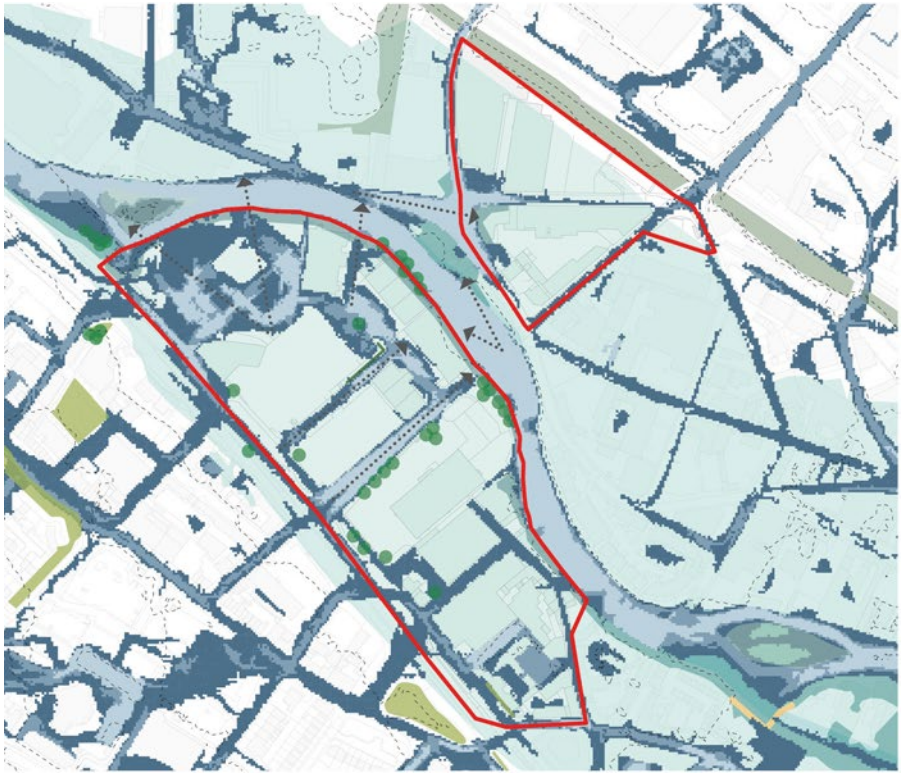

7

3.5 Site Constraints



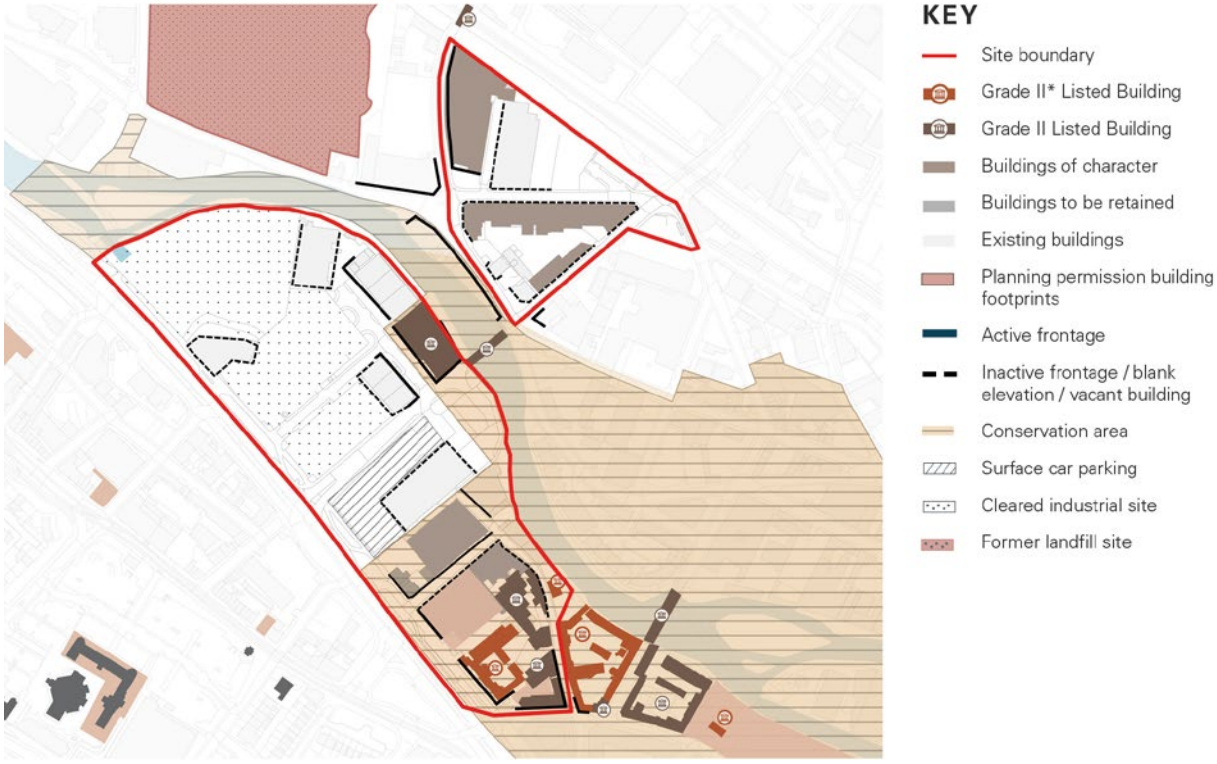
Movement constraints

- Penistone Road acts as a pedestrian movement barrier to the south-east edge of the area.
- Rutland Road acts as the only bridging point over the river Don.
- Pedestrian walkways through the Upper Don Walk exist, however, the footpath ends at Rutland Bridge, which marks a division on the site between the north and south of Rutland Road.
- Movement constraints plan is subject to Connecting Sheffield routes proposals.



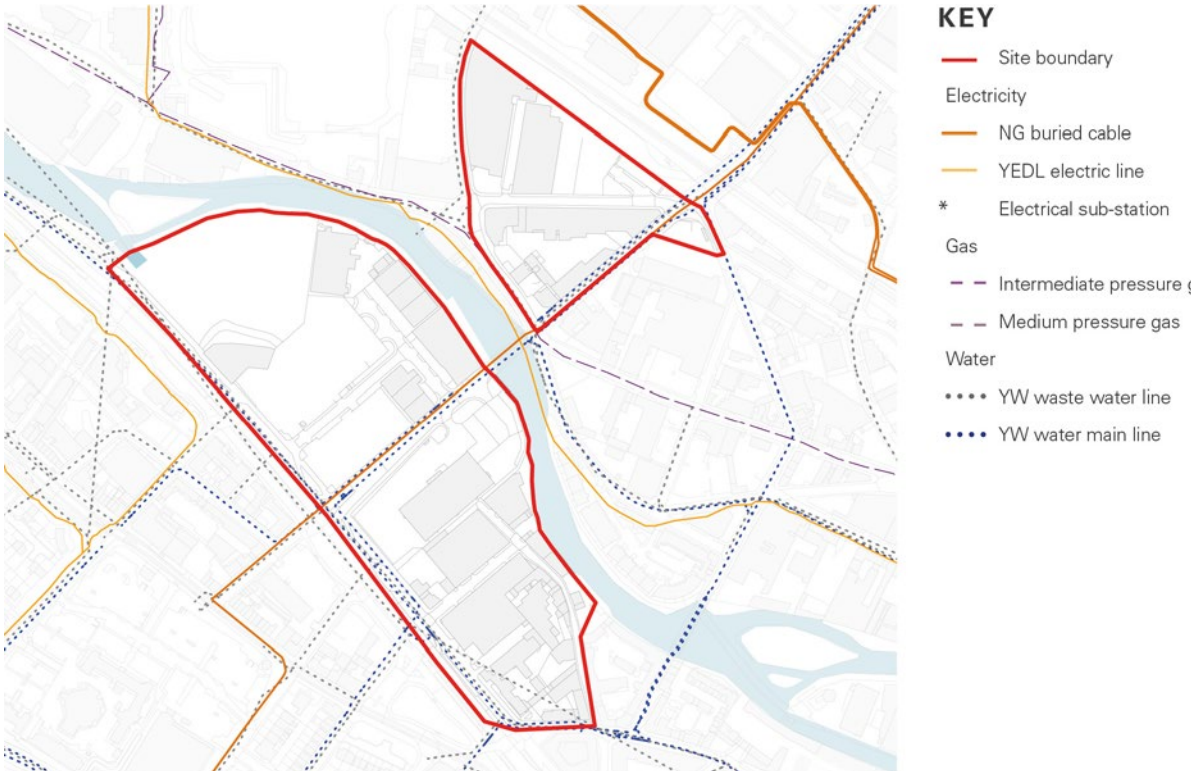
Landscape constraints

- The whole area is located within the flood zones 2 and 3.
- There are no quality green spaces or significant public spaces in the area. Tree planting is scarce and grouped towards the edge of the river.
- Views towards the River Don and into the Cannon Brewery key buildings are assets in the area.
- The majority of the area is at low risk of surface water run off, there is a higher risk in the north west adjacent to the River Don.



Built form constraints

- Due to its historic use, there is a strong presence of industrial heritage buildings in the south and north of the area. These include Grade II Listed Insignia Works (Osborn Works), Rutland Road bridge, Wharncliffe Works, and Cornish Works; and Grade II* Listed Cornish Place and Globe Works. The railway bridge on Bardwell Road is also Grade II listed.
- Inactive frontages, blank elevations and vacant buildings are present on site.
- Large warehouse units, vacant sites, and blank frontages further act as a barrier throughout the site.
- There is a predominance of large footprint units / warehouses, car-parks, vacant land and heritage buildings not in use to the north west.



Utilities constraints

» The site is supplied with utilities running under the street pattern, and towards the boundaries of the site,on Rutland Road, Penistone Road, and through Neepsend Lane.

Summary of constraints

Barriers to movement

There are three key linear elements which restrict movement to and within the area - the ring road, Penistone Road, the river and the railway, which result in the area being disconnected from the centre of the city.

Topography and views

Most of the area is located within the River Don valley, the topography is sloping up either side. Impacts on views from higher points such as Parkwood Springs and surrounding footpaths will need to be considered.

Green space

There is a lack of public open space provision within Neepsend. The River Don corridor provides short stretches of riverside paths, as part of the Upper Don Walk but would greatly benefit from a continuous riverside walking route.

Flood risk and blue infrastructure

Only a few pockets of land outside of the river itself are included in Flood Zone 3, however, most of the area north of the river lies within Flood Zone 2. Flood defences have been upgraded as a result of historic and recent floods. The River Don provides a natural feature and potential amenity to residents of the area. Though in places fragmented, the River Don Walk allows for enjoyment of the river.

Built form

To the south, the area includes part of the Kelham Island Conservation Area, with a lot of the historical industrial fabric still remaining. There are many industrial heritage buildings with potential to be renovated, as well as unlisted buildings that add to the character of the area, such as Cannon Brewery. Modern residential buildings have been developed in recent years with large footprint shops and warehouses contrasting the historic fabric.

3.6 The Opportunity

Neepsend has the opportunity to provide a post-industrial living quarter that references its unique history, building on the success of the neighbouring Kelham Island development. The riverside location at the edge of the City Centre encourages outdoor living with a significant opportunity for residential growth.

Building on the area's industrial character, new development will compliment and contrast the existing townscape, referencing distinctive architectural features of listed and character buildings and celebrating the proximity to the River Don. The subtle integration of greenery into an otherwise gritty, urban streetscene will provide incidental pockets of green space for people's enjoyment and to encourage movement on foot.

Summary of opportunities:

Neepsend presents the following opportunities to:

- Protect and renovate industrial heritage assets. Opportunity to modernise existing historical buildings sensitively, to bring modern credentials into the built form.
- Grow as a destination for independent restaurants, cafés and shops for a vibrant daytime and early evening economy.
- Encourage outdoor living within the design of public realm, residential development, events programmes and occupiers.
- Promote pedestrian and cycle connections across Penistone Road. Improving connections to the tram and to the City Centre.
- Enhance the views and access to the natural asset of the River Don.
- Enhance exemplar Sustainable Urban Drainage Solutions (SuDS) features, considering the overall strategic flood alleviation strategy for the City Centre.
- Deliver a healthy neighbourhood that improves air quality, reduces pollution and carbon emissions with 'green streets'.
- Continue the growth and success of the residential development at Kelham Island through to the Neepsend neighbourhood.
- Provide a grain and scale which can be informed by the analysis of the finer grained pattern of areas to the south of Neepsend Priority Location, particularly at its approach from Cornish Works.
- Achieve targets for Biodiversity Net Gain within the Priority Location.
- Create a unique identity in the Priority Location through design of landmarks, well-structured paths and signage which play an important role in wayfinding; these elements should be considered in later design stages.
- Support the look and feel of the area through design and provision of street furniture in the neighbourhood, which also supports the efficiency and enjoyability of spaces. This must be considered in later design stages.
- Influence the character of the neighbourhood and add to its local distinctiveness through design and provision of neighbourhood-specific public art and sculptures, this should be considered in later design stages.
- Provide security along the key routes, public open spaces, and pedestrian/cycle paths through design and provision of lighting. This must be considered in later design stages.

3.7 Vision / Placemaking Principles

The vision for Neepsend is to create a sustainable neighbourhood, promoting the best of city living with all the benefits of outdoor and waterside living, bringing families into the city.

New neighbourhood hubs

Our vision is to build on the character and maximise the potential of creating a distinctive, vibrant community. The neighbourhood hubs will grow as a destination for independent restaurants, cafés, and shops to support the existing and future residents and attract visitors to create a vibrant daytime and early evening economy.

Waterside living

Neepsend will provide a new choice for residents looking for outdoor living only a few minutes from the City Centre.

Connections to City Centre

Improved connections across the ring road to remove the feeling of distance from the core of the City Centre, including the Grey to Green network proposals, connecting towards West Bar; Wicker and the River Don.

Outdoor neighbourhood

The River Don is a key asset in the area. Recreating Bacon Island with provision of a new riverside park will epitomise the Sheffield outdoor lifestyle. The park will respond and interact with the river edge, providing an attractive green amenity for new residents and strengthening Sheffield's 'Outdoor City' character.

An ambitious exemplar SuDS strategy will be incorporated within the parks and 'green streets' that penetrate the neighbourhood.

Targets for Biodiversity Net Gain will be achieved within the landscape strategy, with the increase and improvement of natural habitat within the Priority Location.

Landscape typologies can differentiate between Priority Locations to aid local distinctiveness.

1

2

Bring families into the city

Neepsend will be a place for everyone and will bring families into the city. A range of homes, and local facilities will support a new 'lifetime neighbourhood' and a vibrant community. Access and connections to primary and secondary education provision will need to be considered to encourage families into the city.

Sustainable living

A walkable and sustainable neighbourhood, Neepsend will be a green and healthy place to live with high aspirations of net-carbon zero goals, including energy efficient homes that incorporate passive-house credentials to use fewer resources, improving air quality and encourage affordable homes for the future.

Community infrastructure

The new population will need to be supported by new community infrastructure which should be accommodated in neighbourhood hubs / centres where possible.

Existing trees along Rutland Road will be retained to enhance the streetscene.

Revitalise and integrate the heritage

It is essential that the growth of this neighbourhood responds sensitively to the past whilst embracing the future with new high quality distinctive homes.

Retention of elements of existing historical assets (including Cannon Brewery, Cornish Works and Globe Works) will be renovated and revitalised to provide a mix of new housing and community uses for the area.

Materiality of both buildings and public realm is a potential source of local distinctiveness and differentiation between priority locations and catalyst sites.

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1. An example of a park activated by terraced seating, trees and greenery to create an attractive park setting adjacent to the river.
2. The Mallings, Newcastle - an example of a residential development which interacts with the waterside. Stepped heights which are sensitive to the context and breaks in the development frontage create an attractive edge.
3. Northern Harbour, Copenhagen - an example of residential development along a busy main route, with ground floor activation. Increase in height at the urban node and steps down away from the node, responding to the existing height datum.
4. Example of a verdant riverside walk.
5. Marmalade Lane, Cambridge - family housing with community credentials and green space amenity.
6. Energy saving passive-house in Vauban, Frieburg, Germany.
7. Re-purposing a former industrial structure at Zollverein in Germany.
8. The re-purposed Altrincham Market with attractive public realm around the heritage.
9. Cobbled surfacing reflects the historical materials, changes in surface delineate where vehicular and pedestrian and cyclist priority change.

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3.8 Masterplan Design Drivers

A series of spatial principles respond to the constraints and character of the area, underpinning the corresponding masterplan framework. These key spatial moves will guide future development in this Neepsend site, ensuring the realisation of the vision and ambition for the area. At Neepsend there is opportunity to develop the following principles:

River Don riverside park

Reinstate Bacon Island park along the River Don, (to consider SCC flood risk alleviation strategy for the city and existing POS proposals). Integrate and extend Waterloo and Upper Don Walk through the development, integrating exemplar SuDS strategies through green streets.

Animate the River Don edge

Enhance views to and from the River Don, though the layout and arrangement of buildings, built form should be designed to overlook the river avoiding a wall of development. Public realm should activate the river as a key movement corridor.

Distinctive character areas

Create three character distinctive areas, defined by the existing features of the River Don, historic buildings and movement connections.

Strengthening the main routes

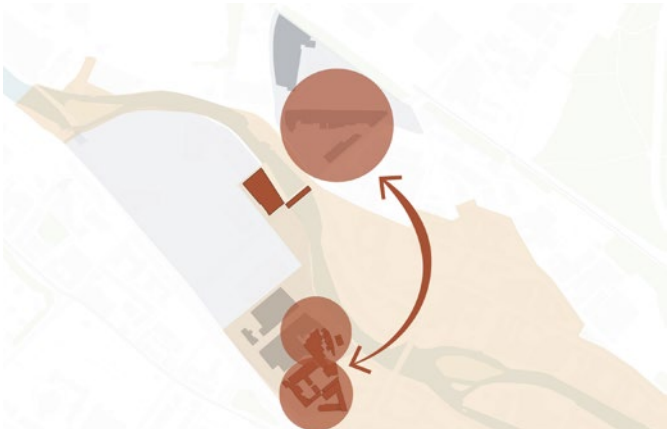
Activate frontages along Penistone Road (A61) and Rutland Road edges, while retaining key views towards the City Centre. Create clear connections to local tram stops (Infirmary Road).

New neighbourhood hub

Expand on the existing amenities in Insignia Works across the site and neighbouring Steelworks Kelham and along Burton Road. Provide a new neighbourhood hub at the heart.

Re-purposing the heritage

Retain and integrate the key heritage buildings on the site (Cannon Brewery buildings, Cornish Works and Globe Works) with selective demolition and re-purposing.



Bridging the site

Enhance the pedestrian and cyclist priority crossings over the River Don, Rutland Road and Penistone Road connecting the north-south and east-west of the site.

Height at key nodes

Increase building heights along Penistone Road, Rutland Road and the railway line edge to provide noise mitigation.

3.9 Masterplan Framework

Our vision for Neepsend seeks to build on the unique industrial character presented by the surrounding areas of Kelham Island and Neepsend. Revitalising the existing historical assets of Cannon Brewery, Cornish Works and Globe Works to strengthen the character of the site.

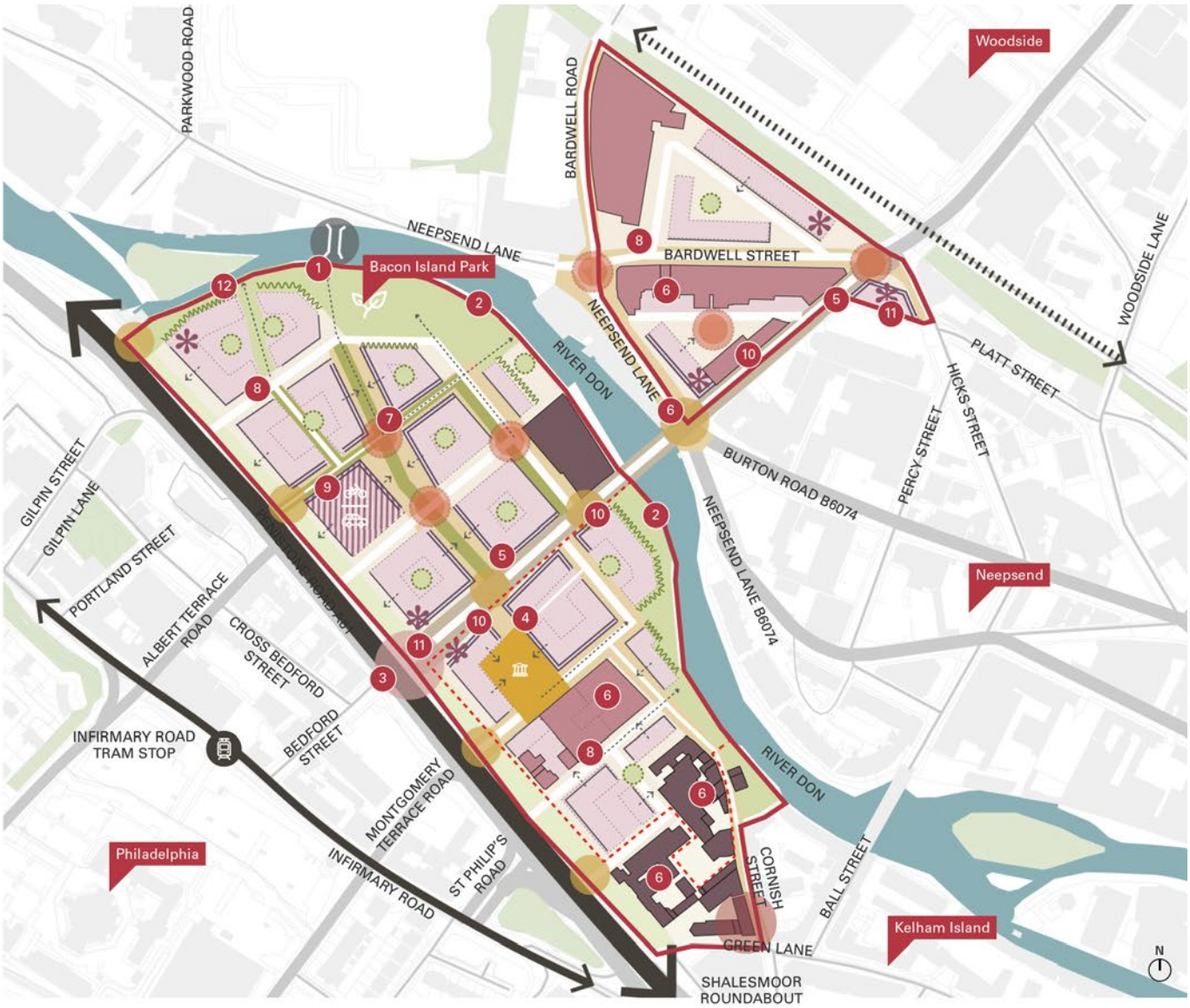
To ensure Neepsend becomes a truly liveable urban neighbourhood, a series of key interventions are proposed below. People and placemaking sit at the core of the vision, transforming a dilapidated post-industrial and brownfield area into a residential neighbourhood that provides its residents with the homes, spaces and facilities they need to thrive.

The 10 Guiding Principles:

- **New Jobs** (5)
- **Connections and Accessibility** (1, 3, 7, 8, 9)
- **Architecture, Heritage and Culture** (4, 6, 11)
- **Vibrancy** (4, 5, 10)
- **Groundscape** (5, 7, 10)
- **Distinctive Neighbourhoods** (1, 3, 6, 11)
- **New Homes for All** (6)
- **Net Zero Carbon** (1, 2, 9)
- **Innovative Solutions to Challenges** (2, 6, 12)
- **Potential for Public and Private Sector Collaboration** (4)

The Neepsend Priority Location should deliver the following (in accordance with the 10 guiding principles):

1. A new waterside park along the northern edge of the River Don which references the history of Bacon Island, and maximizes views across the river to the north, enhancing Sheffield's Outdoor City aspirations. Potential for new pedestrian bridge to be incorporated (subject to commercial, viability, flood defences and levels considerations).
2. Extension of Waterloo Walk along the River Don to create a corridor for amenity and biodiversity. Green spaces must incorporate integrated seating and dwelling space, and sensitively respond to the sloping topography towards the river.
3. A new pedestrian and cyclist priority crossing point across Penistone Road (A61) taking movement east to west along Rutland Road to Bedford Street, towards Infirmary Road tram stop.
4. New public square complements the heritage buildings and allows for events space with high-quality street furniture and planting. Active ground floors frame the space.
5. Creation of an attractive high street along Rutland Road (B6070) to provide community facilities. Potential of mixed uses / amenity on ground floor to activate the street.
6. Redevelopment of existing heritage buildings to enhance a sense of place. Sensitive renovation of existing heritage buildings will inspire the character and design of new build development.
7. Main route through the development to include public realm, amenity and active frontages, to encourage movement towards Bacon Island Park.
8. Balanced street includes SuDS, prioritisation of pedestrian and cycle connectivity through the site. Access to be limited to emergency access and residential servicing only, providing a safe street to walk, cycle and play.
9. Potential for parking to be delivered through a mobility hub (indicatively located), encouraging walking, cycling and using public transportation, reducing the reliance on the car.
10. Activate key routes with a mix of uses at ground floor where appropriate and typologies that include front doors onto the street.
11. Landmark buildings delivered through change in building height and architectural appearance signify an urban node.
12. Aspirations to set new buildings back to the Environment Agency's recommended 8m from the River Don bank should be built in future design stages.



Illustrative Priority Location masterplan framework

KEY

- Priority Location boundary
- Catalyst Site boundary
- Indicative Priority Location building footprints (GEA) subject to detailed design stages
- Existing River Don
- Existing retained buildings
- Buildings of character- opportunity to renovate and re-purpose (subject to further building surveys)
- Listed buildings / Landmarks - (opportunity to renovate and re-purpose (subject to further building surveys)
- Existing ring road
- Existing road with tram line, bus and vehicular movement
- Tram stop
- Existing trainline
- Existing Rutland Road primary route with potential for clearly defined pedestrian and cyclist routes
- Potential for pedestrian and cyclist priority crossing points - change of surface material to define change in priority
- Potential for improvement to Rutland Road and Bedford Street pedestrian and cyclist priority crossing point
- Opportunity for neighbourhood hub
- Potential for new pedestrian and cyclist footbridge connection over the River Don
- Indicative proposed green spaces
- Potential for green, tree-lined buffer along edge of ring road (potential to include footpaths and SuDS)
- Indicative green streets,
- Indicative residential courtyards within development parcels (indicative location)
- Proposed urban nodes (indicative location)
- Potential for public realm space addressing heritage buildings
- Landscape views
- Proposed internal urban views
- Indicative active frontages (potential for mixed-use/ amenity on ground floor, activating the street)
- Indicative urban frontages (potential for consistent building lines along key route, with ground-floor access points in the built form and windows overlooking the street)
- Indicative green frontages activate the River Don. Potential to enhance with green walls and green streets (buildings to be orientated to overlook green spaces)
- Indicative development parcel
- Opportunity for landmark buildings
- Potential for shared mobility hub to provide the Neepsend Priority Location with car-parking (including disabled car-parking bays and cycle parking), potential for mixed-use ground floor and roof top amenity e.g. urban play park, Food and Beverage) - See Appendix A for more information.

3.10 Creating Connections

Improvements to routes and crossings through Neepsend will strengthen connections and legibility from the City Centre, including Kelham Island and West Bar and towards key destinations in the area. Improved way finding and lighting will create a safe environment for pedestrians. All new infrastructure proposals should incorporate the Shalesmoor Gateway and Connecting Sheffield proposals.

1. Improved ring road crossings

Traffic calming measures will be proposed where appropriate along Penistone Road (A61), subject to agreement with SCC highways. Pedestrian and cyclist priority crossing points will incorporate high quality materials and change in surfaces to reduce traffic speeds through the area and enhance pedestrian movement towards and from the City Centre and Infirmary Road tram stop.

2. Enhancement of Rutland Road (B6070)

High quality surface materials will encourage movement through the street, a change in materiality will delineate where there is a change of priority for pedestrians and vehicular traffic. Potential for activation of Rutland Road through mixed use at ground floor will create a vibrant neighbourhood hub for the area. Independent businesses will be supported and encouraged to enhance the existing provision of local amenities.

3. Riverside walks

An extension and revitalisation of Waterloo Walk will improve movement along the River Don. A new Upper Waterloo Walk along the northern edge of Neepsend Priority Location will create an attractive riverside setting. There is also potential for a new footbridge across the River Don to connect the Priority Location area to Neepsend Lane, subject to further discussions with SCC and viability considerations.

1

Charter Square, Sheffield - Example of pedestrian and cyclist crossing points across a main road with multi-functional and accessible wayfinding to navigate from site to City Centre

2

College Lane, Liverpool- Example of an attractive high street with repurposed heritage industrial buildings. Ground floor mixed use activate the street scene.

3

City Island, London- Example of an attractive pedestrian route along a river edge, with high quality surface materials and bio-diverse planting to encourage wild-life habitat.

Movement and connectivity framework

KEY

- Priority Location boundary
- Catalyst Site boundary
- Catalyst Site building footprint
- Existing ring road
- Existing road with tram line, bus and vehicular movement
- Tram stop
- Existing railway line
- Existing Primary route (including existing bus and vehicular movement with potential for pedestrian and cyclist designated routes)
- Proposed Vehicular Secondary route (including proposed vehicular, pedestrian, and cycle movement) potential for exemplar SuDS strategy
- Potential for Tertiary streets with exemplar SuDS strategy (prioritising pedestrians and cyclists, with restricted vehicular movement)
- Indicative pedestrian priority routes
- Indicative River Don pedestrian priority river walks
- Potential for pedestrian and cyclist priority crossing points
- Potential for improvement to Rutland Road and Bedford Street pedestrian and cyclist priority crossing point
- Potential for pedestrian and cyclist footbridge over the River Don

3.11 Green Space and Public Realm

Neepsend is steeped in character and heritage, with its winding streets around Kelham towards an informal layout on the northern edge, this character will inspire new development that is sensitive to its industrial past.

The Priority Location masterplan is a significant area of new development that provides an opportunity to raise the ambition and set an attractive and exemplar strategy for new development in Sheffield. Neepsend Priority Location will create a vibrant and sustainable neighbourhood, which will provide a new park along the edge of the River Don, where there is opportunity to include distinctive public art within the public realm. Introducing this new space within Neepsend will help create a network of green and leisure spaces in the area, connecting with the Ponderosa and Parkwood.

1. Bacon Island Park

The north of the city is currently lacking in green space provision. Referencing the historic Bacon Island, the proposed park will provide an attractive and significant green park to serve the north of the City Centre. There is an opportunity to create a destination, including community facilities sport and play, young-persons recreation, event space, seating and lighting.

2. Green streets

All new secondary and tertiary routes through the Priority Location will endeavour to incorporate exemplar SuDS strategies, setting a high quality precedent for the area. Surface water flow will be encouraged through SuDS in the streets, from Penistone Road, through the site towards the River Don. SuDS strategies will require further advice from the SCC flood and drainage team.

3. Neepsend Square

Appreciating the industrial warehouse along Dixon Street, Neepsend Square creates an arrival and spill-out space for the existing and re-purposed buildings of heritage. High quality surface materials will create an attractive square with opportunity for dwelling with the provision of seating.

1

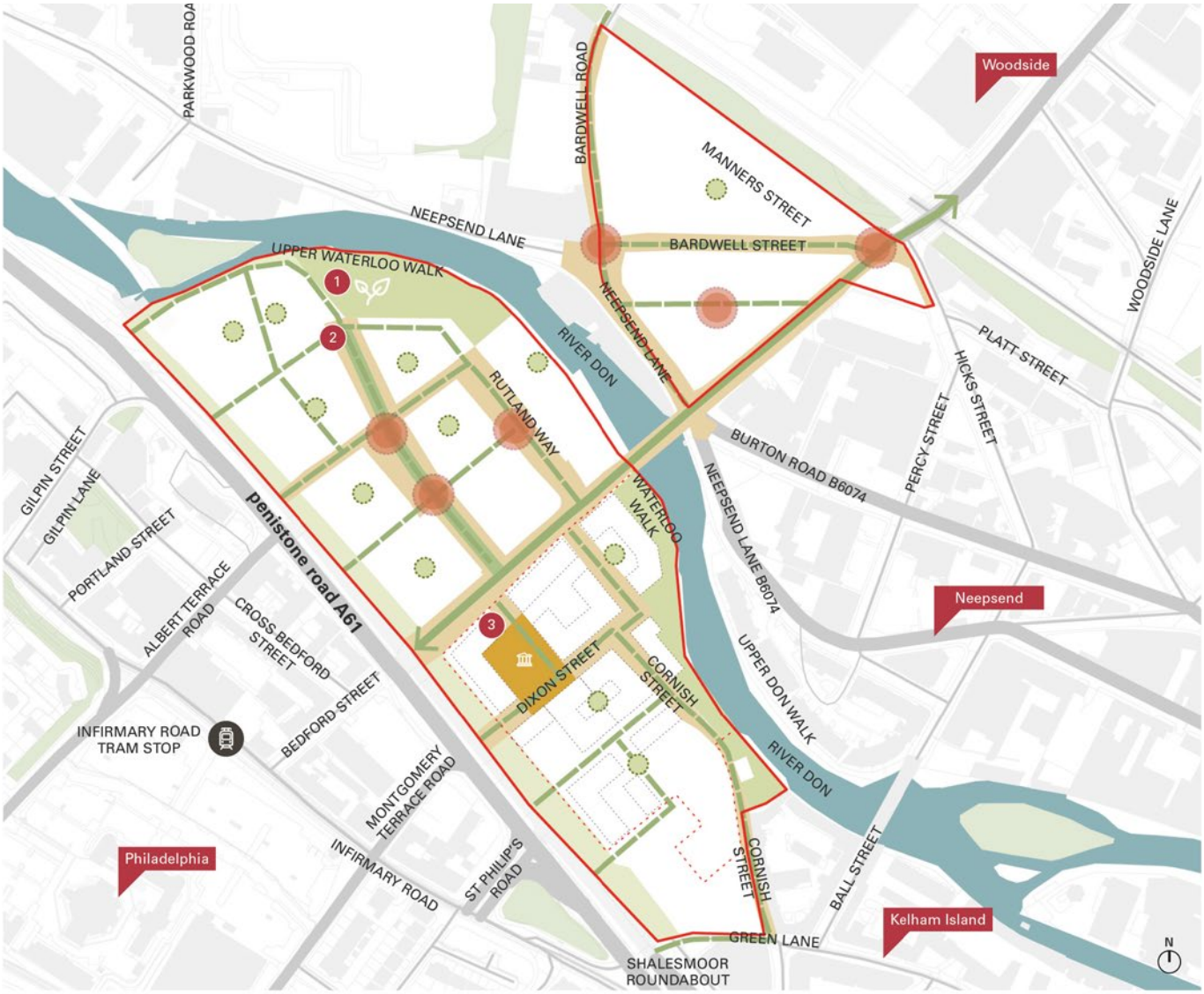
Matilda Street- Example of a riverside park which interacts with the waterside edge by terracing towards the water, creating attractive seating areas and opportunity for greenery and vegetation. A path along the edge clearly defines the pedestrian route

2

Grey to Green, Sheffield- Example of an attractive green street with SuDS running along the edge of walkways and roads

3

Whitfield Gardens, London- Example of an urban square which appreciates the surrounding historical architecture. The public realm includes high quality street furniture and surface materials and vegetation.



Green space and public realm framework

KEY

- Priority Location boundary
- Catalyst Site boundary
- Catalyst Site building footprint
- Existing River Don
- Potential for primary pedestrian and cyclist priority route with clear wayfinding and high quality surface materials
- Indicative proposed green spaces/parks
- Potential for green, tree-lined buffer along ring road edge- to include footpaths and SuDS
- Proposed green streets within streetscene, potential to include children's play
- Proposed green residential courtyards within development parcels (indicative location)
- Proposed urban nodes. Opportunity to establish neighbourhood centre with high quality public realm/ amenity and facility cluster (indicative location)
- Proposed public realm space addressing heritage buildings
- Green streets with exemplar SuDS strategy. (Secondary and tertiary routes (balanced streets) prioritising pedestrians and cyclists with a clear change in material surface to encourage slow and considered movement through the routes)
- Rutland Road (B6070)- an exemplar high street with SuDS
- Potential for pedestrian and cyclist priority bridge over the River Don

Bacon Island Park area **0.47 Ha / 4,700m2**

Area is calculated and based on 10% of the Priority Location and bench marking of requirements

3.12 Bacon Island Park

The River Don dissects the Priority Location providing an opportunity for an attractive waterside development, there is potential to create an attractive and functional park to encourage outdoor living and an environment to enhance wildlife habitat and bio-diversity.

The Priority Location is a significant area of the City, and as such requires the delivery of significant public open space to serve the surrounding community, providing wider social and recreational benefits. A new 'Bacon Island Park' will be delivered, utilising the attractive position along the River Don and referencing the historical park on Bacon Island.

Public realm benchmarking

A series of public realm benchmarking exercises have been undertaken to understand an appropriate scale and type of open space provision for each Priority Location.

Criteria for public space comparison

- Scale- the scale of the space will respond to the approximate number of residents and Priority Location location in the City.
- Existing provision- the scale and function of space is driven by existing local provision (or lack of).

Functional requirements:

- Legacy- defining a place for the long-term for residents and Sheffield.
- Play- supporting health and recreation opportunities.
- Movement- creating accessibility and connections through the site and towards the surrounding city context
- Bringing people together- through the opportunity for social interaction.
- Seating and viewing platforms to maximise views.
- Nature- creating a predominantly green space including ecologically valuable planting to encourage wildlife habitat and bio-diversity net gain.

Open Space Benchmarking

Nursery Street, Sheffield

Size: 1764 sqm

Height and Massing: surrounded by 2 storey buildings and up to 6 storeys across the river.

Edges: mixture of vacant buildings, some residential / office space buildings and a community church.

Cornmill Gardens, Lewisham

Size: 6945 sqm

Height and Massing: 25 storey.

Edges: site is surrounded by predominantly residential and educational / leisure buildings, being adjacent to the local school.

3.13 Creating a Distinctive Neighbourhood

Careful consideration has been applied to the Priority Location to ensure an appropriate mix of complementary uses and residential types are considered, to ensure the distinctiveness of Neepsend is captured.

A range of residential typologies are designed to ensure that the neighbourhood is a place for everyone.

Site specific considerations relating to typologies

Appropriate typologies in the Neepsend area should take into consideration the site constraints identified in earlier chapters, including; flooding risk, heritage buildings and monuments, buildings which contribute to the Priority Location character and views to and from the River Don. In addition to the Upper Don flood protection scheme, residential development should avoid elements that contribute to further risk of inundation, therefore underground car-park and elevating the ground floor of the built form (where appropriate) above the flood zone / level should be considered.

Private amenity should be accommodated through recessed balconies and roof terraces set back, to maximise views of the River Don.

Variation and articulation of the built form and roofscape will need to be sensitively considered to mitigate views into the site from the surrounding context, to avoid a wall of development along the river edge.

Appropriate uses

The Neepsend area is considered to be suitable for a mix of uses, with a growing residential population.

Residential, commercial and community uses will be encouraged. A mix of accommodation will be appropriate, including family accommodation and a mix of for sale and for rent.

Student accommodation would be resisted given the transient nature of the population and the distance from the Universities.

Light industrial and employment uses will be acceptable if they are compatible with residential uses, and do not cause unacceptable impact on amenity e.g. through noise and vibration impacts. General industrial and storage, and distribution uses will be resisted within the Priority Location.

Community facilities

As a historically commercial and industrial location, the Neepsend area currently lacks existing community facilities and infrastructure, particularly access to schools and GP surgeries. The growing residential population will need to be supported by an improvement to the existing community infrastructure, including consideration of whether additional school places and GP provision are needed in the future, particularly as family housing will be encouraged in this area.

When detailed proposals come forward for development, they will need to be supported by an assessment of need for community facilities and GP surgeries.

Where a need is identified, SCC will expect developments to provide a contribution towards improvement to community facilities through planning obligations to allow delivery of the required infrastructure in the long term.

With this in mind, 10% of the capacity area calculated has been reserved for non-residential uses and amenity areas as necessary. This rises to 15% for retained heritage buildings to allow for additional unknowns and inefficiencies associated with these historic building structures.

Residential development

As set out in Capacity Study, Neepsend is considered as a location where larger, urban family homes should be considered. The typologies considered for this area include:

Mix of new and old. Townhouses in Ancoats, Manchester.

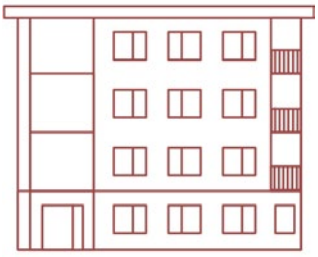
1. Townhouses

Between 2-4 storeys generally. These can be mixed into perimeter blocks, or provide distinct streets themselves. Town-houses provide the largest internal area and external area, therefore are typically associated with lower development densities.

Larger family apartments in Copenhagen incorporating green space out to the wider landscape.

2. Apartments

Larger, family sized apartments are considered, with a limited number of smaller 1 bedroom and 2 bedroom homes. Internal layouts of the apartments should be designed to maximise daylight, ventilation and include private amenity.



Duplexes providing regular doors onto the street at Middlewood Locks, Salford.

3. Duplex

Duplex typologies provided at the ground and first floor of apartments buildings, provide a mix of homes, similar to a town-house, however wrapped into the apartment block. They allow for regular front doors onto streets, can wrap car parking podiums, cycle storage or other inactive uses within a perimeter block, and provide larger homes for families.

3.14 Development Capacity

The Neepsend Priority Location (PL) provides the opportunity to explore residential parcel density.

As shown on the density and heights framework plan on the following page, the Priority Location has been split into a number of development parcels, within which the capacity study has been carried out. These development parcels indicatively illustrate the potential for development within the Priority Location, further detail into the design is required in later stages.

At Neepsend a clear range of densities and building height ranges are set out to respond to the environmental and contextual considerations within the site.

Neepsend includes heritage buildings that are recommended for retention. For the purposes of capacity testing a 15% non-residential figure has been deducted from the capacity to allow for unknown condition of buildings. The development area allows for a new riverside park; this area has not been tested for capacity.

In accordance with the Capacity Study, the capacity of all parcels has been calculated based on residential scenario 3, including large family homes, apartments, duplex apartments and town houses. Specific site constraints of the area are factored into the recommended numbers. The approach to capacity testing for the Priority Locations is in Chapter 2, Section 2.1.

Priority Location Development Parcels Capacity

* Parcel 19 is indicatively illustrated as a neighbourhood mobility hub on the framework plan

Parcel Code	Parcel size (ha)	Indicative storeys	Residential scenario	Parcel density (dph)	Capacity range (homes)
NP-PL-Parcel-12	0.43	2-4	Scenario 3	50-100	22-43
NP-PL-Parcel-13	0.17	2-4	Scenario 3	100-200	14-34
NP-PL-Parcel-14	0.53	6-7	Scenario 3	150-200	80-106
NP-PL-Parcel-15	0.33	4-6	Scenario 3	100-150	33-50
NP-PL-Parcel-16	0.47	Bacon Island Park			
NP-PL-Parcel-17	0.64	4-6	Scenario 3	100-200	64-128
NP-PL-Parcel-18	0.34	3-6	Scenario 3	50-150	17-51
NP-PL-Parcel-19*	0.45	4-6	Scenario 3	100-200	45-90
NP-PL-Parcel-20	0.39	4-6	Scenario 3	100-200	39-78
NP-PL-Parcel-21	0.27	3-6	Scenario 3	50-150	14-41
NP-PL-Parcel 22	0.47	6-7	Scenario 3	200-250	94-118
NP-PL-Parcel 23	0.43	4-6	Scenario 3	150-200	65-86
NP-PL-Parcel 24	0.56	3-4	Scenario 3	150-250	84-140
NP-PL-Parcel 25	0.40	3-6	Scenario 3	100-200	40-80
NP-PL-Parcel 26	0.44	3-4	Scenario 3	50-100	22-44
NP-PL-Parcel 27	0.15	4-6	Scenario 3	150-250	23-38
NP-PL-Parcel 28	0.51	4-6	Scenario 3	50-150	26-77
NP-PL-Parcel 29	0.33	4-6	Scenario 3	100-200	33-66
NP-PL-Parcel 30	0.10	6-7	Scenario 3	250-350	25-35

Priority Location Density

130-240 DPH

Inclusive of the Catalyst Site. The Priority Location Density is calculated based on the overall development parcels boundary (in ha). Full detail for the assumptions can be found in the Appendix A. The above calculation does not include planning permissions.

** Schedule does not show catalyst site parcels (1-11). For further detail regarding the residential capacity for these parcels see Catalyst Site, section 3.18 of this document.

Priority Location Capacity

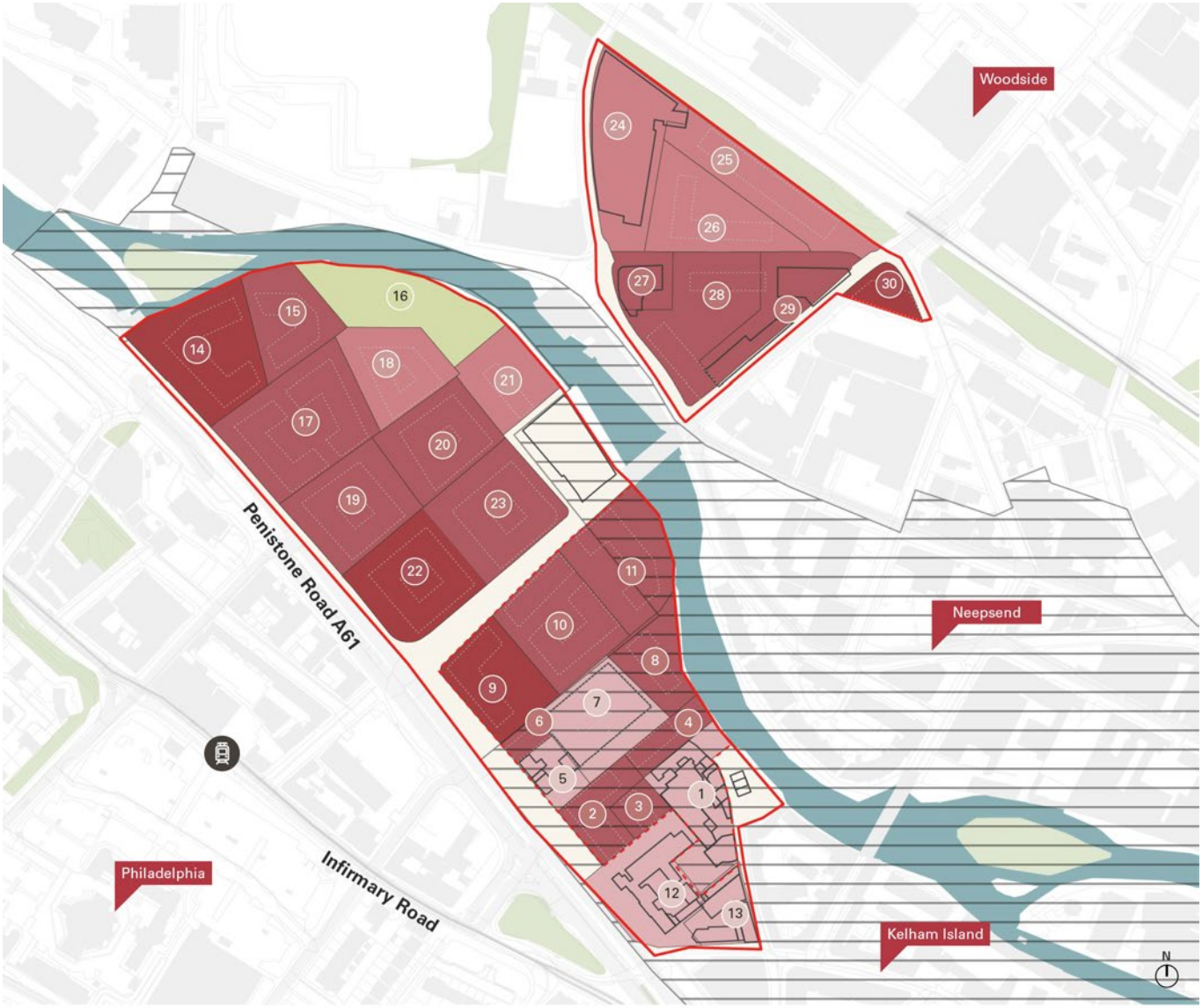
1,011-1,775 homes

Inclusive of the Catalyst Site. The above figures do not include planning permissions, Development parcels only (the shaded areas on the Density and Heights framework plan) have been tested for capacity.

Planning Applications Capacity

0 homes

3.15 Heights and Density



Density and Heights framework plan

KEY

- Priority Location boundary
- Catalyst Site boundary- Parcels 1-11
- Buildings of character and Listed buildings
- Parcel Code
- 6-7 storeys
- 4-6 storeys
- 3-6 storeys
- 2-4 storeys
- Kelham Island Industrial Conservation Area. Further detail is required to assess the impact on the designated heritage assets
- Indicative building footprints (GEA). Position, proportions and arrangement of buildings is subject to detailed design stages

Priority Location boundary area	11.5 ha
Development parcels total area	9.57 ha

Including all the Catalyst Site parcels. Development parcels are the shaded areas on the Density and Heights framework plan which have been tested for capacity. The development parcel total area excludes Parcel 16.

* The proposed potential building heights shown on the plan are based on existing townscape and desktop analysis and will require further testing at later stages in the process

3.16 Parcel Density

The identified parcels can be generally split into the following density categories.

Up to 100 dph parcel density

These parcels are generally limited in scale and form due to the retention of listed buildings, or buildings of character. The density has therefore been calculated retrofitting the existing form.

Through more detailed design, density could be increased in these locations by exploring partial retention, additional storeys to retained buildings or infill around the retained buildings.

Up to 150 dph parcel density

Parcels in more sensitive locations fit in this category. Scale has been gradated from taller elements along Penistone Road, down to the river.

These lower density parcels also reflect constraints around flooding, which may require raised finished floor levels or non-residential ground floors which limit residential capacity.

Townhouses could be delivered in these parcels, mixed amongst smaller apartment buildings.

Up to 200 dph parcel density

Parcels which are generally away from the primary routes and are not restricted by retained buildings have been calculated predominantly at 4-6 storeys. These parcels are likely to deliver mostly apartments and duplexes, although a small number of townhouses could still be provided.

200+ dph parcel density

At key moments, such as prominent corners as set out in the Capacity Study, additional height up to 7 storeys could be provided. These parcels generally provide a parcel density over 200dph and are likely to predominantly deliver larger family apartments, with duplexes to ground and first floors.

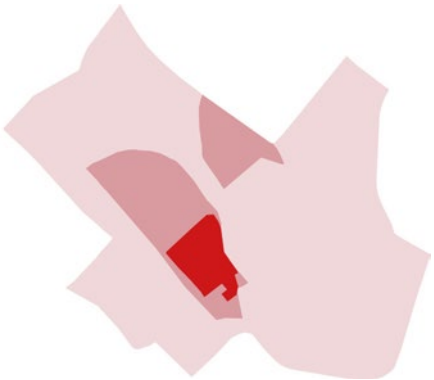
Housing Mix

Scenario 3
Family housing mixed with larger apartments and townhouses, providing a medium density mix

3.17 Catalyst Site Location

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

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



Catalyst Site Location Plan

KEY

Neepsend Catalyst Site (CS)

Neepsend Priority Location boundary

3.18 Development Capacity

The development capacity provides a townscape-led approach to testing development capacity, a range of heights have informed capacity to allow flexibility for future development.

The figures overleaf propose development capacity based on calculations in this study, further detailed analysis is required at detailed planning stages. The majority of the Catalyst Site is located within the Kelham Island Industrial Conservation Area, the indicative massing will need further testing to determine the impact on designated heritage assets.

The Catalyst Site was previously tested for development capacity within the Sheffield Capacity Study which provided overall capacity numbers for City Area One.

The Neepsend Priority Location and Catalyst Site falls within City Area One.

Parcel Code	Parcel size (ha)	Indicative storeys	GEA Building Footprint (sqm indicative)	Non-Resi Assumption	Appropriate density range (dph)	Residential Scenario	No. of Homes (average)	Capacity Range (no. of homes)
NP-CS-Parcel-1	0.36	2-4	1,965	15%	50-150	Scenario 3	36	18-54
NP-CS-Parcel-2	0.19	4-6	1,046	10%	150-250	Scenario 3	38	29-48
NP-CS-Parcel-3	0.09	4-6	297	10%	100-150	Scenario 3	11	9-13
NP-CS-Parcel-4	0.12	4-6	411	10%	100-150	Scenario 3	15	12-17
NP-CS-Parcel-5	0.12	2-4	295	15%	50-100	Scenario 3	9	6-12
NP-CS-Parcel-6	0.05	4-6	353	10%	200-300	Scenario 3	13	10-15
NP-CS-Parcel-7	0.38	2-3	2,106	10%	50-150	Scenario 3	38	19-56
NP-CS-Parcel-8	0.18	4-6	547	10%	100-150	Scenario 3	23	18-27
NP-CS-Parcel-9	0.33	6-7	1,114	10%	150-200	Scenario 3	58	50-66
NP-CS-Parcel-10	0.42	4-6	2,088	10%	150-250	Scenario 3	84	63-105
NP-CS-Parcel-11	0.39	5-6	1,291	10%	100-150	Scenario 3	49	39-59

Development Schedule Catalyst Site

* The proposed potential building heights shown on the plan are based on existing townscape and desktop analysis and will require further testing at later stages in the process.

Notes:

Plots 1, 5 and 7 require further building surveys to identify the developable area for residential space.

Potential to provide ground-floor uses for residential and / or public amenity and storage for Plots 1, 5 and 7

Plot 7 has been tested by removing a central courtyard space to provide amenity and dual aspect.

Catalyst Site Capacity Plan (building footprints indicative)

Total no. of homes (indicative) **372**

Based on the capacity testing of Parcels 1-11

Catalyst Site Area **2.6 ha**

KEY

- Neepsend Priority Location (Priority Location)
- Neepsend Catalyst Site boundary (follows the Known Sites boundary)
- Plot boundary
- Vehicular movement
- Vehicular access
- Communal areas
- Courtyards
- Green space
- Pedestrian path
- Indicative location of trees
- Residential building footprints (GEA)
- Existing buildings to be redeveloped into residential (GEA). Subject to detailed building analysis
- Listed buildings
- X Parcel Code

Neepsend Summary

Neepsend, a new neighbourhood on the edge of the City Centre that benefits from outdoor living, within easy reach of the city facilities. Neepsend offers homes for everyone, encouraging families into the city.

Placemaking priorities

- Front doors and large windows should address the street, increasing surveillance and safety.
- A range of active land uses at ground floor should address the Bacon Island Park and other key spaces, activating edges.
- Pockets of green and incidental public spaces will aid legibility within a complex street network.
- A range of homes and tenures will be delivered, responding to the industrial character of the area demographic.
- Public realm interventions to provide streets for people not cars.
- Expansion of the neighbourhood centre around Rutland Road to grow the vibrant independent scene that makes this area popular.

Infrastructure interventions

- The proposals include improved pedestrian and cycle infrastructure throughout the area, to facilitate accessibility to and through Neepsend to the surrounding assets e.g. tram, Parkwood Springs etc..
- A new pedestrian bridge is proposed across the River Don which will improve connectivity to the wider Neepsend and the proposed Bacon Island Park, to help catalyse further regeneration in the long term.
- There is an existing lack of community infrastructure in this area, as such it is likely that new schools and health infrastructure may be needed, when identified through a needs assessment.
- Bacon Island Park along the River Don edge.
- There is potential for a strategic approach to management of surface water flood risk incorporating open space, highway and building run off to be developed a later stage.

Neighbourhood contribution to achieving the 10 Guiding Principles

All Priority Locations are intended to have a differentiated focus and be successful places to live, work and play in different ways. Neepsend will make its valuable contribution to the City Centre in the following ways:

- Neepsend will be a residential area characterised by its industrial heritage and buildings of historical interest including a revitalised Cornish Works and Cannon Brewery.
- The neighbourhood will provide a post-industrial living quarter with new homes for all that reflect its unique history. Homes will be energy efficient that incorporate passive-house credentials.
- Neepsend will become Sheffield's "Outdoor" neighbourhood – with its own new park whilst also taking advantage of the new country park, Parkwood Springs next door. The neighbourhood will become a destination for independent restaurants, cafes and shops building on the success of neighbouring Kelham, generating a vibrant ground-scape throughout the neighbourhood and creating new jobs.


New Jobs


Connections and Accessibility


Architecture, Heritage and Culture


Vibrancy


Groundscape


Distinctive Neighbourhoods


New Homes for All


Net Zero Carbon


Innovative Solutions to Challenges


Potential for Public and Private Sector Collaboration

1,011 to 1,775
Potential homes

Demographic is likely to consist of young families, graduates and downsizers

Based on site and desktop analysis of the existing and demographic opportunities

2,326 to 4,082
Additional people

Based on an average of 2.3 people per household, all development tested at Scenario 3 (family housing)

137,745m² to 201,621m²
Potential residential floorspace

Based on new development being tested at between 3-7 storeys

2-7 Storeys
Height range

Based on the previous capacity study analysis and further detailed desktop analysis in this study, additional heights considerations are required at later stages

7,900m²
(7%) Additional open space

Based on the potential for the addition of Bacon Island Park and extension of the Waterloo Pocket Park, indicatively located on the Emerging Priority Location Plan. Percentage (%) calculated from the Priority Location boundary area.

14,592m² to 21,593m²
Non-residential floorspace

Based on new development tested at a 10% non-residential and buildings of heritage tested at 15% assumption against the overall, additional/proposed floorspace. Specific non-residential uses will be detailed at later stages and support strategic growth and current under provision in Sheffield City Centre and the specific Priority Location area.

9
Potential redeveloped buildings

Further detailed analysis, surveys and planning permissions are required before buildings of character and/or historical asset are to be renovated. Including the Grade II Listed Cornish Works and Wharncliffe Works and Grade II* Listed Globe Works

0
Planning applications

Total number of active Planning Applications within the Priority Location boundary as of 30.09.21

04 FURNACE HILL

The Furnace Hill Priority Location Area describes the guiding principles for the area to help shape development as it comes forward at planning stages.

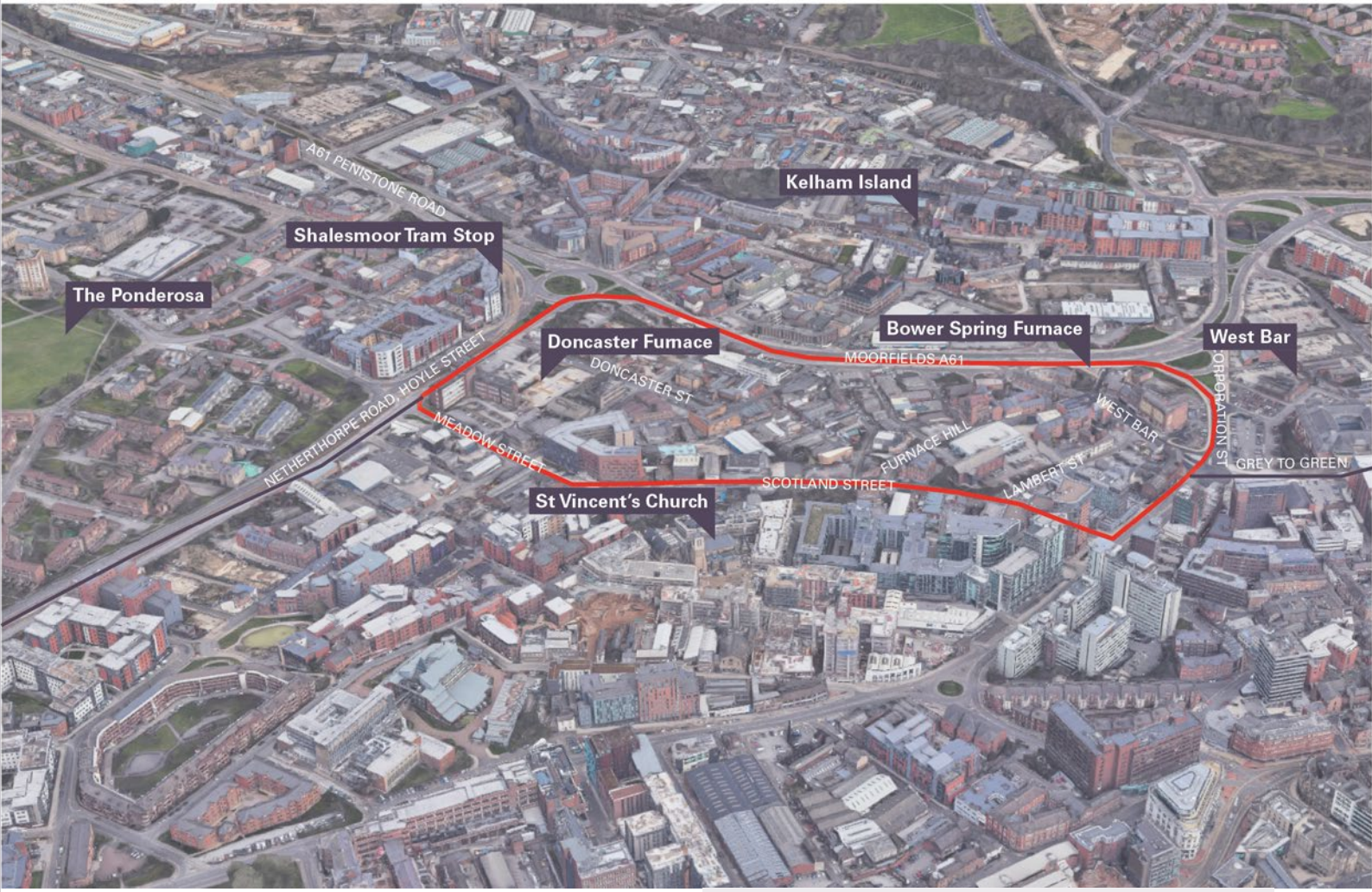
This area has been chosen as a Priority Location for the following reasons;

- Capacity for residential development, as much of the area is underutilised and low density in the City Centre context.
- Improving wider city connections and legibility through this area will benefit the overarching strategy for the city.
- An opportunity to create a mixed-use residential neighbourhood to transition the housing offer from student accommodation near the University towards mixed communities further north.

KEY

- City Centre boundary
- City Area Three boundary
- Furnace Hill Priority Location (Priority Location)

4.1 Introducing the Priority Location



The Furnace Hill Priority Location is located in City Area Three along the western edge of the City Centre. Industrial uses are evident today with former mills and steel works scattered along a tight street network within the area. The area is predominantly industrial uses with small warehouses and units.

The Furnace Hill Conservation Area covers the majority of the neighbourhood informing the character, giving it a distinctive identity.

A large movement network surrounds the site, including: the ring road (Shalesmoor and Moorfields) which restricts movement along the northern edge of Furnace Hill, limiting connections to Kelham Island, and the tramline along the western edge.

Furnace Hill benefits from:

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

4.2 History

Originally agricultural land in the city of Sheffield, Furnace Hill rapidly became enclosed into a set of smaller crofts which later became industrial working-class neighbourhoods.

During slum clearance programmes, dwellings were replaced by modern industries settled into the St. Vincent's area. Many of the historic residential areas have been lost and an industrial character with a tight urban grain remains. Student accommodation is dominant in the area, having recently been built, introducing residential use within the neighbourhood again.

1771

- The Furnace Hill site was part of the medieval town Field of Sheffield, an agricultural land with orchards, fields and watercourses. The field had mostly been enclosed into smaller crofts or closes by 1637.
- In the early 18th century, part of this area started to develop for housing and industrial buildings. The development was known as 'The Crofts', after the fields it was replacing, and the streets followed the curving boundaries of the strip fields.
- Lambert Street and part of the Gibraltar Street frontage had been constructed by 1736, with the rest of the Furnace Hill area being developed by the end of the eighteenth century.

1855

- During the 19th century, the area around Scotland Street was the most important industrial area in Sheffield.
- In the 1850s, Irish immigrants settled in the Crofts to work in the emerging industries. This area consisted of a network of courtyards and alleys surrounded by working-class tenements and back-to-back houses, mixed with iron and steel works, and small workshops making cutlery and hand tools.
- A school-chapel was built in the area in 1853 to cater the Roman Catholic community. The chapel was expanded in later years and obtained church status as St Vincent's Church.

1906

- Most of the working-class dwellings were demolished in slum clearance programmes in the 1930s. Housing was never re-established in Furnace Hill, it remains a predominantly industrial area. Many of the smaller works still survive, although some are in poor condition.
- With the further expansion of the city, streets became wider and distinct. Main linkages and roads became more dominant in defining the site.
- Currently the ring road cuts through the top of site, creating a more direct route through the city but limiting connections across to Kelham Island.

4.3 Contextual Appraisal

Contextual analysis shows walking distances to facilities and amenity within and around the Furnace Hill Priority Location.

The contextual analysis shows walking distances to facilities and amenity within and around the Furnace Hill Priority Location.

- Shalesmoor and Netherthorpe tram stops lie within 5 minutes walk of the site.
- A range of larger and smaller supermarkets and groceries stores are within a 5 minute walk of Furnace Hill.
- Furnace Hill Priority Location is located within City Area 3 along the western edge of the City Centre, including the Furnace Hill Conservation area.
- The area lacks access to greenspace.
- Community and social facilities are lacking in this area.
- The wider St. Vincent's area lacks a neighbourhood heart, the Furnace Hill priority location is an opportunity to provide this.

SCC initiatives and projects to take into consideration:

- Sheffield Transport Strategy- Shalesmoor, Transforming Cities Fund Housing Zone North, Tenter Street integration- breaking the Ring Road barrier is a city objective
- Pedestrian Connections- promote Grey to Green and SuDS as a network- Shalesmoor corridor with link to West Bar and to Pensitone Road at Neepsend Priority Location, linking to the wider strategic corridor

KEY

- City Centre boundary
- Furnace Hill Priority Location Area (PL)
- Tram line
- Tram stop
- 5 minute walking distance
- University buildings
- Secondary schools
- Primary schools
- Supermarket
- Sports court
- Gym
- Library
- Local GP
- Theatre
- Civic Buildings
- Playground
- Cinema
- Church
- Art Gallery

4.4 Townscape Character

Part of the site is covered by the Furnace Hill Conservation Area which is testament to it historically being one of the most important industrial areas in the city, with strong links to the city's metal trades. The area is a mix of housing and small industry uses. The existing street pattern reflects the original field enclosures of the 18th century.

The Furnace Hill Priority Location slopes dramatically towards the ring road along historic routes, resulting in an interesting roofscape, and opening up important views in and out of the area due to changing topography.

Location and connectivity

The area is an integral part of the City Centre. Hoyle Street and Shalesmoor ring roads marks the boundary to the west and north, while Scotland Street and West Bar Green indicate the southern and eastern edges, respectively. Within Furnace Hill the topography can restrict or slow down pedestrian movement.

Uses

Today Furnace Hill still has a distinct industrial character, but is increasingly becoming more residential. A number of important Scheduled Ancient Monuments are located in the area, including the Doncaster Street and the Bower Spring cementation furnaces.

Built environment

Scale

Buildings within the light industrial area are of a typical 2-3 storey height datum. The modern residential developments within and on the edge of these areas rise up to 7-9 storeys.

Streets and spaces

Historic neighbourhoods of Furnace Hill are of a finer grain with meandering streets, influenced by the steep topography. Streets are generally tighter, often of poor standard with narrow pavements, with few trees and a dominance of cars.

Green and blue

Due to its historic industrial character, there are no quality green spaces within the area, although both Edward Street Park and the Ponderosa are within a 5-minute walk. Provision of leisure, green and open space is needed in the neighbourhood to provide for the existing and proposed new communities.

Character

Throughout the 20th century, changing land uses and slum clearance in St. Vincent's have led to warehouse and general industry uses, and this distinct industrial feel is still present today, particularly in Furnace Hill. Some new developments however, such as student accommodation buildings, have introduced a new and distinct character to the area.

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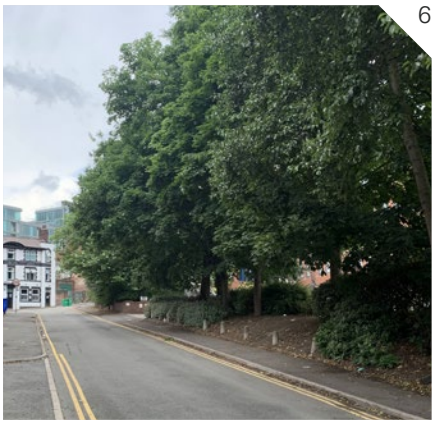
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1. Trinity street, characteristic steep hills of the site.
2. Scotland Street.
3. John Watts Works, established 1765, now a housing development.
4. Velocity Village, St Vincent's.
5. Snow Lane.
6. Views from Lambert Street towards Scotland Street.
7. Smithfield looking towards Allen Street.


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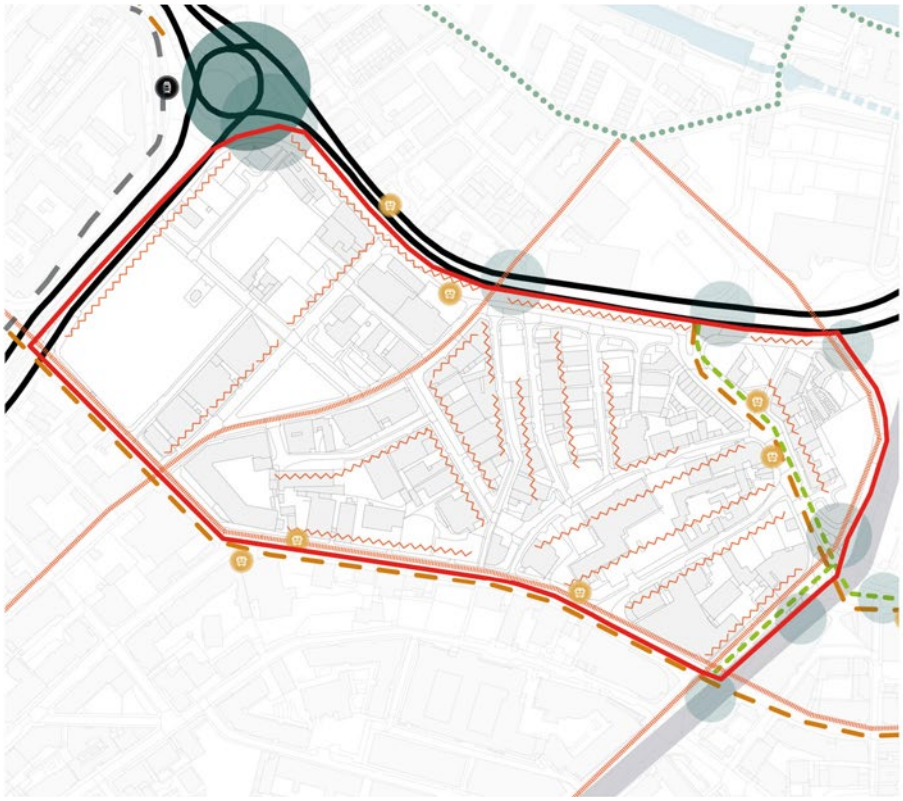
4.5 Site Constraints



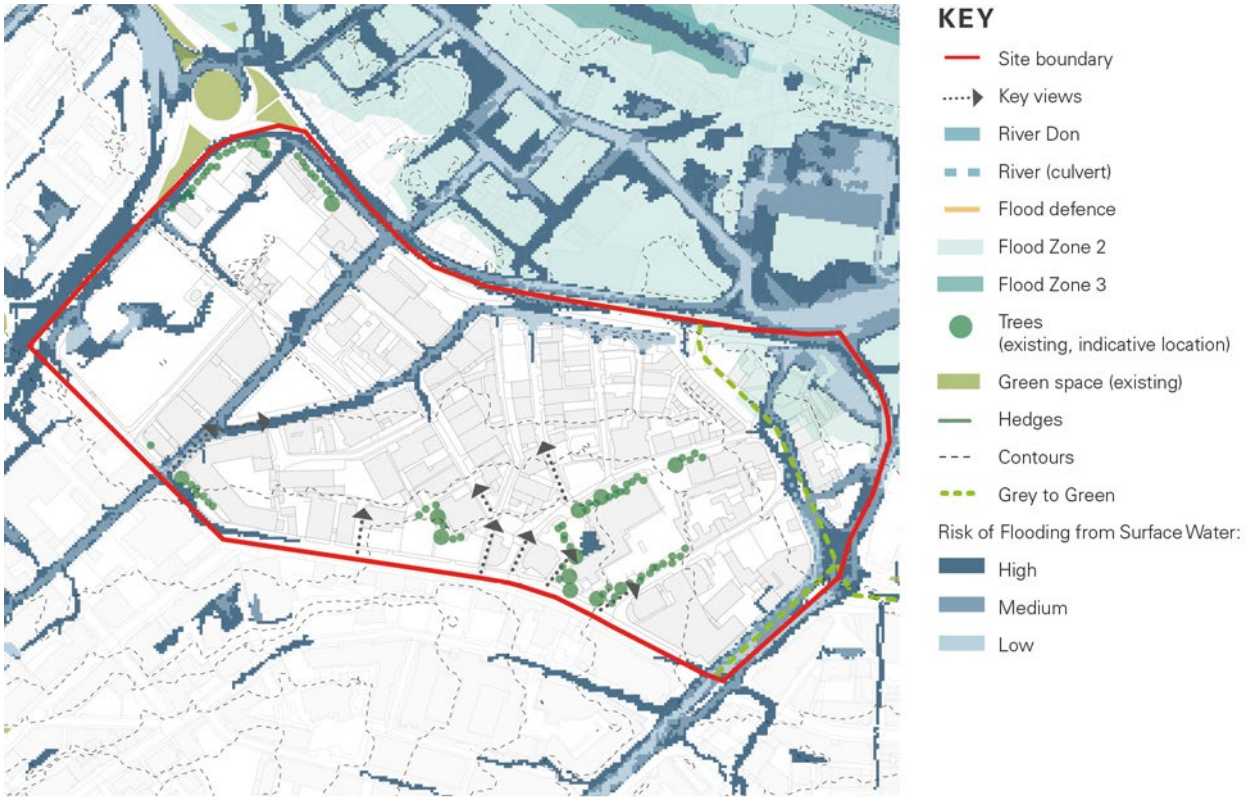
Movement constraints

» The ring road acts as a barrier to movement on Shalesmoor and Hoyle Street, limiting pedestrian movement towards Kelham Island and to green spaces such as The Ponderosa.

» Scotland Street is a barrier to movement due to vehicular flow towards the university hub and the City Centre.

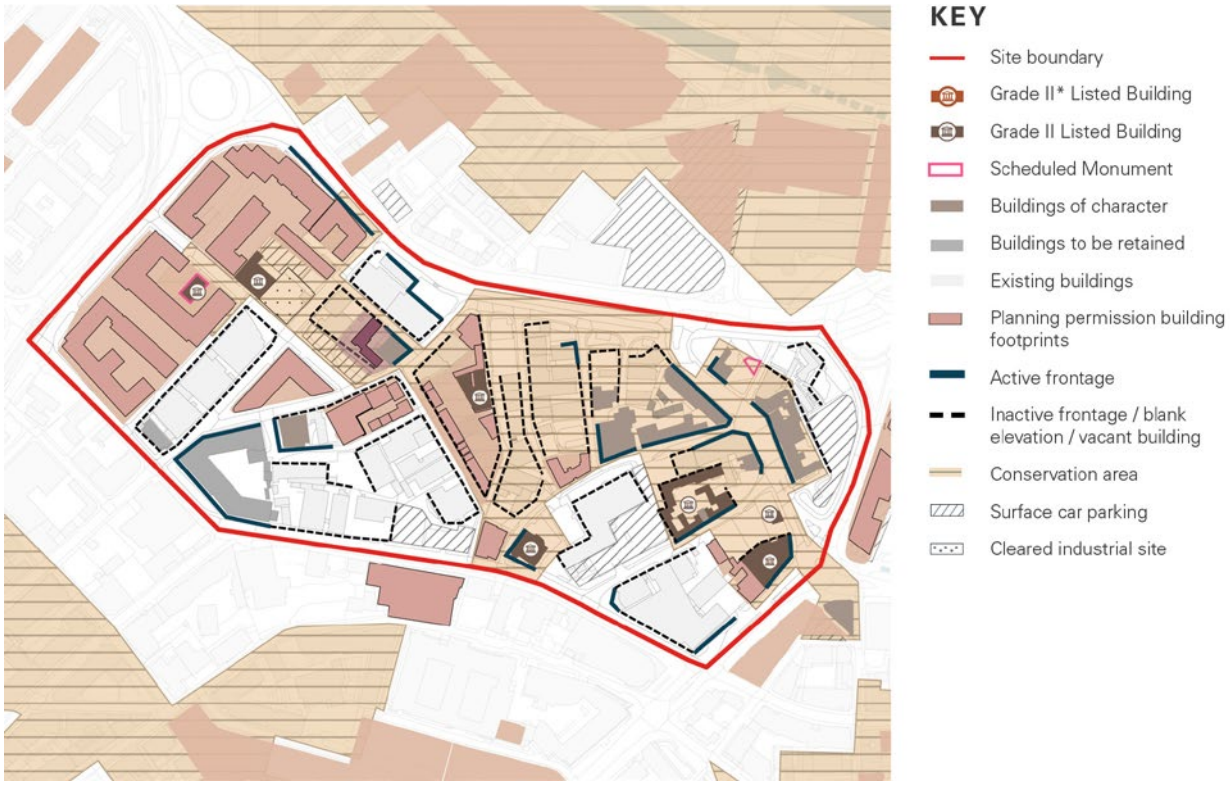
» There are no pedestrian or cycle routes, partly due to the topography of steep hills in the area, which limits non-motorised transportation.

» Movement Constraints plan subject to Connecting Sheffield routes proposals.



Landscape constraints

- The topography steps up from the River Don towards the southwest, these changes in levels are significantly evident along the Furnace Hill street. The historic grain and scale of the light industry of the area responds to steep topography.
- There are key views towards the Don Valley and to the river itself, due to Furnace Hill's steep topography.
- Green space and tree planting is limited to Furnace Hill and Lambert Street, and at the Crown Prosecution Service South Yorkshire building towards Scotland Street.
- The Grey to Green scheme runs through West Bar and there are current plans to expand the network onto Gibraltar Street, with opportunity to infiltrate to the rest of the neighbourhood with similar street treatment.



Built form constraints

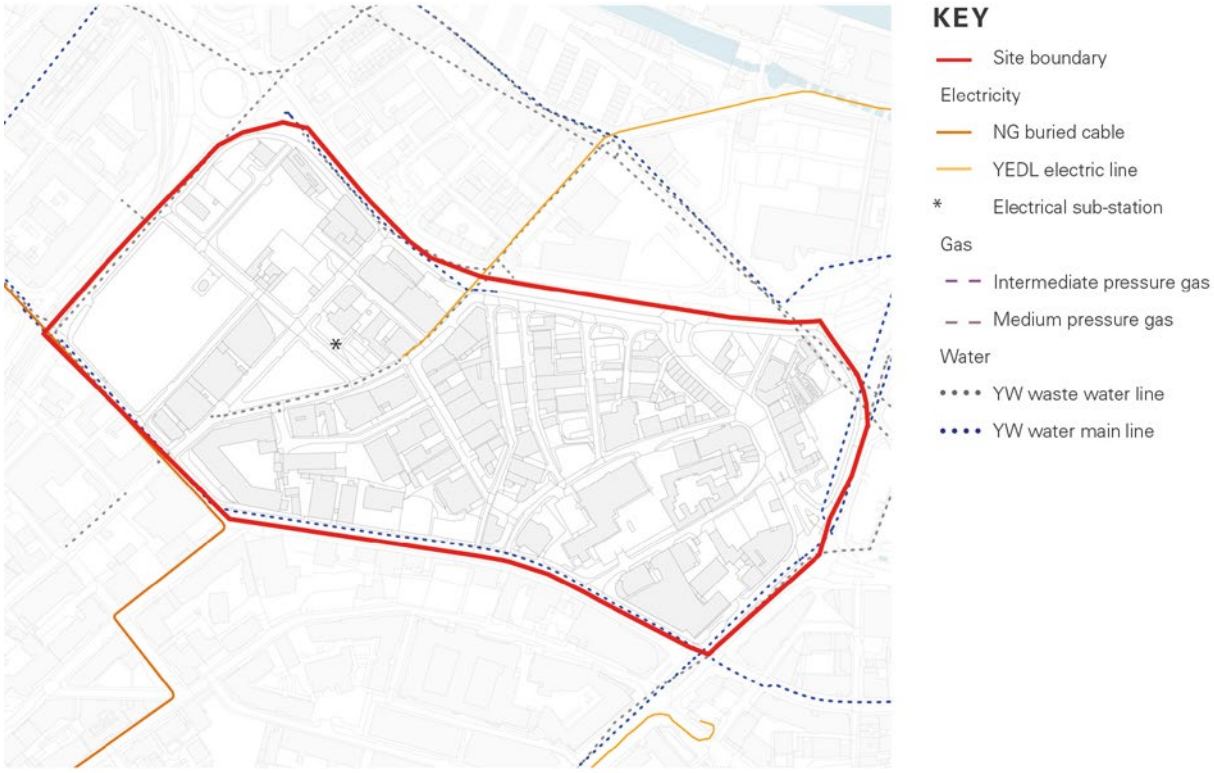
» Furnace Hill has a historic industrial character, including several listed buildings and the site being partially covered by the Furnace Hill Conservation Area.

» Two scheduled monuments are located in the conservation area, the cementation furnace at Hoyle Street and Bower Spring.

» Predominantly industrial use, the area includes some surface parking and cleared industrial sites. Many streets have inactive frontages, blank elevations and vacant buildings.

» Hoyle Street, Scotland Street, and Allan Street include buildings with large-footprints and multiple storey heights. Student accommodation schemes are either under construction or approved planning applications.

» The steep topography as well as the historical industrial character of the area gave way to an organic street pattern that hinders legibility and navigation in Furnace Hill.



Utilities constraints

» The area is supplied with water, electricity and gas connections, with utilities infrastructure running through the boundary of the site and through Allen Street.

» An electrical substation is located on Allen Street.

Summary of constraints

Barriers to movement

Streets on the perimeter of the site act as barriers to movement on site, which isolates the area from its surroundings, and long, linear development blocks are prevalent across the site limits pedestrian and cycling movement through Furnace Hill.

Topography and views

The topography within the Furnace Hill neighbourhood, particularly going north-south, coupled with the presence of industrial and cleared sites, results in limited opportunities for people to traverse this neighbourhood. Whilst quicker routes may exist, these are not utilised, presenting an underlying perception of forgottenness in this neighbourhood.

Flood risk and blue infrastructure

A very small portion of the site is located in a Flood Zone: however, the Grey to Green scheme includes flood mitigation treatment and is proposed in the area.

Green space

Provision of quality, well-defined green areas in the area is deficient. Most greenery and tree planting are scarce. A more defined public open space for leisure and relaxation is needed, particularly to support a growing community.

Built form

The conservation area covers part of the site, a sign of the area's importance in the industrial development of the city. Some pockets of light industrial uses are still found connecting it to Sheffield's history and heritage. However, unsympathetic residential development has in recent years jeopardised its character.

4.6 The Opportunity

Building on the areas industrial character, street pattern and topography, new development will sensitively compliment and contrast the existing townscape, referencing distinctive architectural features. There is an opportunity to create a new neighbourhood heart focussed around a new park, injecting greenery into an otherwise gritty and urban neighbourhood.

Summary of opportunities

The historic urban grain within Furnace Hill is a result of challenging topography. The area's historic urban grain should be preserved and building heights sensitively considered in order to retain the industrial heritage character.

Furnace Hill presents the following opportunities to:

- Improve legibility and a feeling of safety, through the creation of active building frontages along the streets that provide natural surveillance. The north south pedestrian connections to link to the City Centre are of particular importance.
- Provide transition from predominantly student accommodation near the university, to high-quality mixed residential towards Kelham, moving down the hill.
- Create a neighbourhood hub including multiple community, social, commercial facilities, to entice movement and increase vibrancy to serve the new residential population.
- Provide active parks, green infrastructure and high-quality public realm, encouraging locals and visitors to engage with, to improve the health and well-being of the community.
- Utilise topography to enhance the character of the neighbourhood, enhancing views, varying roofscape, built form and scale, without visual and townscape impacts.
- Maximise development sites along Scotland Street and re-purpose underutilised sites. A number of existing surface car parks fragment the street pattern; there is potential for new development to sensitively repair the existing street pattern.
- Attract a mixed demographic by providing different residential typologies, mix of accommodation and tenure types.
- Create local distinctiveness and differentiation between priority locations and catalyst sites through materiality use in both buildings and the public realm.
- Provide landscape typologies which can differentiate between sites to facilitate the creation of local distinctiveness e.g. lower valley, river landscapes, hilltop panorama, productive landscapes etc.
- Aim to achieve targets for Biodiversity Net Gain within the Priority Location.
- Address the opportunity of finer grain street pattern and a deliverable massing strategy eg. along Trinity Street and Snow Lane.
- Create a unique identity in the Priority Location through design of landmarks, well-structured paths, and signage which play an important role in wayfinding, these elements should be considered in later design stages.
- Support the look and feel of the area through design and provision of street furniture in the neighbourhood, which also supports the efficiency and enjoyability of spaces. This must be considered in later design stages.
- Influence the character of the neighbourhood and add to its local distinctiveness through design and provision of neighbourhood-specific public art and sculptures, this should be considered in later design stages.
- Provide security along the key routes, public open spaces, and pedestrian/cycle paths through design and provision of lighting. This must be considered in later design stages.

4.7 Vision / Placemaking Principles

The vision for Furnace Hill is to build on the industrial character of this distinctive neighbourhood. People and place will be at the core of the vision, focused on creating a liveable neighbourhood with much needed amenity space and local facilities. Furnace Hill will connect the City Centre to Kelham Island and Neepsend to the north.

The future resident

Furnace Hill has potential to accommodate significant residential growth, which could comprise an element of co-living and Build-to-Rent accommodation, adding to the richness of the existing community.

Neighbourhood hubs

The creation of new neighbourhood hubs in the growing residential area of Furnace Hill will be central to the future success of the new residential neighbourhoods. Neighbourhood hubs could include convenience stores, community facilities, cafés and other small scale retail and leisure facilities to support the people living at Furnace Hill

Mix of old and new

History can be seen through the finer grain street pattern, heritage buildings and industry. It is essential that the growth of this neighbourhood responds and connects sensitively to the past whilst embracing the future with new high-quality homes.

Community infrastructure

Currently there is a lack of community infrastructure in Furnace Hill due to the historic and existing uses within the majority of the area. As such, future development will need to contribute to the delivery of community and social infrastructure to meet the needs of the future residential population.

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Furnace Hill Park at the heart of the neighbourhood

Our vision is to build on the character and maximise the potential of creating a distinctive, vibrant neighbourhood. Placemaking will be at the core of the vision and providing local residents the amenity space and facilities that are needed for this area to thrive, ensuring public realm and open space is dynamic and designed for a variety of uses.

Animate streets and spaces

Furnace Hill will respond to the historic industrial character, tight urban grain and street pattern. New built form will be designed overlooking streets to improve security and improve urban blight or areas of disrepair.

Permeable streets will improve wayfinding with active streets including a mix of uses, such as cafés, shops, communal lounges, education or workspaces, creating a vibrant place.

Legibility will be improved with new public realm interventions and landmark buildings which will be revealed along the journey through the winding streets of Furnace Hill. Incidentally, pockets of green space will create interest and intrigue through the streets. Wayfinding, street furniture and lighting will improve safety especially at night time.

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1. Goose Green, Altrincham- an example of activated courtyards with pedestrian priority areas.
2. Altrincham high street- an example of an active high street with ground floor mixed uses.
3. Ground floor mixed uses activate the streetscene.
4. Wellington, New Zealand- pop-up meanwhile uses add vibrancy to streets.
5. South Street Park, Sheffield- an example of a green park which responds to the existing topography, with views across the city.
6. Copenhagen- pedestrian and cycling priority in a street, residential curtilage interacts with the streetscene.
7. Marmalade Lane, Cambridge- cohousing scheme.
8. An example of a frontage detail design, activating the street edge.
9. College Lane, Liverpool- heritage buildings / buildings of character re-purposed to provide an attractive retail and community offer.

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4.8 Masterplan Design Drivers

A series of spatial principles respond to the constraints and character of the area, underpinning the corresponding masterplan framework. These key spatial moves will guide future development in Furnace Hill, ensuring the realisation of the vision and ambition for the area.

Elements of surprise within the enclosed finer grain of Furnace Hill

Development should respect the finer grain street pattern that was historically developed along private field boundaries, there is an opportunity to create elements of reveal and surprise, creating places to dwell.

Furnace Hill Park

Steep topography creates opportunity to enhance views to the wider landscape. A green park on the hill could support open space provision for the increasing population. Furnace Hill park encompasses the Outdoor City Vision with the spectacular views to the surrounding hills.

Enhancing the industrial character

Development respects and celebrates the site's industrial character, industrial buildings will inspire the built form and architectural character of new buildings. Buildings of historic importance will be redeveloped and enhanced, with greening of walls, roofs and streets where possible.

Building on the Grey to Green

Opportunity for exemplar SuDS strategies which respond to the changing topography along the streets of Furnace Hill (including Meadow Street, Scotland Street, Shepherd Street, Tree Lane, Furnace Hill and Lambert Street).

Enhance permeability and legibility

Challenging topography leads to poor navigation of the area. A series of new legible connections permeate through the neighbourhood, connecting Furnace Hill with the City Centre and Kelham Island.

Breaking the ring road barrier

Opportunity to provide high quality public realm proposals through the site which link across the ring road (A61) and Netherthorpe Road with pedestrian and cyclist priority crossing points. Potential to create clear routes towards transport assets e.g. Shalesmoor tram stop

Creating a new, mixed-use community hub

The area is large enough to support local amenities to transform this area into a liveable neighbourhood. Gibralter Street has the potential to support a current under provision in social infrastructure mixed uses.

Transitional neighbourhood

Encourage a mix of social demographics within the area, from the student area south of Scotland Street, transitioning through Furnace Hill Priority Location, towards the traditional residential area of Kelham.

4.9 Masterplan Framework

The Masterplan Framework demonstrates the recommended principles required to deliver the vision for the Furnace Hill neighbourhood and the strategic vision for the city.

Furnace Hill will transform into a truly liveable neighbourhood with a series of new interventions proposed to create a sense of community and belonging, whilst capturing its industrial character and improving connections to the surrounding context.

The 10 Guiding Principles:

- **New Jobs** (5, 12)
- **Connections and Accessibility** (3, 10, 11)
- **Architecture, Heritage and Culture** (7, 8, 9, 14)
- **Vibrancy** (5, 13)
- **Groundscape** (5)
- **Distinctive Neighbourhoods** (1, 3, 6, 8, 8, 12)
- **New Homes for All** (12)
- **Net Zero Carbon** (2, 3, 4, 13)
- **Innovative Solutions to Challenges** (4)
- **Potential for Public and Private Sector Collaboration** (12)

The Furnace Hill Priority Location must deliver (in accordance with the 10 guiding principles):

1. A new elevated park at the junction of Scotland Street and Smithfield maximising its elevated position with views across the city to the landscape beyond.
2. Improved surfaces to create a pedestrian friendly environment along Snow Lane, encouraging north-south pedestrian movement.
3. Balanced streets that are designed to prioritise pedestrian and cycle connectivity. SuDS must be included where possible. Where appropriate, access will be limited to emergency access and residential servicing only.
4. A new Mobility Hub, to encourage walking, cycling and public transport use. The location of the mobility hub is informed by topography, as well as proximity and access to the Ring Road, the location for a mobility hub is subject to further discussion with SCC highways.
5. Mixed-use and non-residential uses at ground floor to activate key spaces and movement routes.
6. Scale and massing that responds to the topography and sensitive views in and out of the area.
7. Proposals that respect the industrial character and heritage with new buildings that complement and enhance the finer grain street pattern.
8. Redevelopment of buildings of heritage value or character, and utilisation of heritage buildings for placemaking value.
9. Public realm interventions, landmark buildings, a clear hierarchy of streets and pedestrian friendly streets are designed to enhance permeability.
10. Improvements at Moorfields A61 to include new pedestrian crossings to enhance connectivity and pedestrian movement between Furnace Hill and Neepsend.
11. Reconfiguration of the layout of the new development parcels within this area accommodate the Moorfields A61 proposals, which include stopping off Allen Street and allowing space for tree planting, footpaths and SuDS.
12. New neighbourhood hubs that will be central to the future success of new residential communities. The topography in this area is particularly challenging, therefore multiple smaller hubs in locations such as Gibraltar Street, will encourage movement and vibrancy. Neighbourhood hubs could include local facilities such as convenience stores, community facilities, cafés, small scale retail and leisure facilities to support the residential population.
13. Reinstatement of the historical street of Tree Lane, as a proposed recreational route with pedestrian and cycle priority, with potential for an exemplar SuDS strategy, including tree planting and opportunity for play.
14. A new public space - Furnace Square. The Furnace acts as a distinctive landmark and place-making asset within a new public space.

Illustrative Priority Location masterplan framework

KEY

- Priority Location boundary
- Catalyst site boundary
- Indicative Priority Location building footprints (GEA) subject to detailed design stages
- Existing River Don
- Existing retained buildings
- Buildings of character- opportunity to renovate and re-purpose (subject to further building surveys)
- Listed buildings / Landmarks - (opportunity to renovate and re-purpose (subject to further building surveys)
- Existing ring road
- Existing road with tram line, bus and vehicular movement
- Tram stop
- Indicative primary pedestrian and cyclist priority route
- Existing Allen Street and Doncaster Street primary routes with potential for clearly defined pedestrian and cyclist routes
- Potential for pedestrian and cyclist priority crossing points - change of surface material to define change in priority
- Potential for improvement to Allen Street and Shalesmoor / Moorfields pedestrian and cyclist priority crossing point
- Potential for improvement of existing roundabout pedestrian and cyclist priority crossings
- Indicative proposed green spaces
- Potential for improved pedestrianised space along ring road edge (stopping-off Allen Street) to allow for tree planting, footpaths, cycle routes and SuDS
- Indicative green streets within streetscene, potential to include children's play
- Indicative residential courtyards within development parcels (indicative location)
- Proposed urban nodes (indicative location)
- Potential for public realm space addressing heritage landmarks
- Landscape views
- Proposed internal urban views
- Indicative active frontages (potential for mixed-use / amenity on ground floor, activating the street)
- Indicative urban frontages (potential for consistent building lines, with ground-floor access points and windows overlooking the street)
- Indicative landscape frontages (windows and access points to overlook green space amenity, opportunity for green walls / streets)
- Indicative development parcel
- Opportunity for landmark buildings
- Potential location for shared mobility hub to provide car-parking (including disabled car-parking and cycle parking), potential for mixed use on ground floor, top floor could accommodate urban play park / Food and Beverage to create an attractive destination. - See Appendix A for more information.
- Existing sub-station
- Planning permissions on-site
- 2 m maintenance strip towards Furnace Hill Park

4.10 Creating Connections

Improvements to routes and crossings through Furnace Hill will strengthen connections and legibility from the centre of the city, including West Bar, to Kelham Island and Neepsend.

1. Improved ring road connections

Improve this key vehicular route and pedestrian crossing points to enhance connections to Kelham Island, whilst making room for street trees and planting. The exact location of new crossing points will need to be discussed further with SCC Highways.

Improved cycle infrastructure along the ring road will encourage sustainable movement across the City Centre.

Improvements to Moorfields A61 include stopping-off Allen Street, to reduce large areas of tarmac and allowing space for tree planting, foot paths and cycle paths.

2. Enhancement of Snow Lane, Trinity Street and Tree Lane

Public realm improvements along Snow Lane and Trinity Street will strengthen the north-south connection from the City Centre to Kelham Island. Proposals will include improvement of pedestrian areas, including the introduction of integrated seating and dwelling spaces. The historical route of Tree Lane will be reinstated as a green, leisure street with potential SuDS strategies, tree planting and play areas.

3. Grey to Green

The Grey to Green is proposed to follow along Gibraltar Street and West Bar, the improvements to public realm will allow spill out space along the high street. Public realm interventions are designed to create a balanced street which prioritises pedestrians and cyclists with restricted vehicular movement.

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An example of a change in surface material to delineate pedestrian and cyclist priority- Poynton

2

An example of a green street with active frontages and pedestrian and cyclist priority- Goose Green, Altrincham

3

An example of a pedestrian route with SuDS features running along the footpath, with seasonal and verdant planting- Grey to Green, West Bar, Sheffield

Movement and connectivity framework

KEY

- Priority Location boundary
- Catalyst site boundary
- Existing ring road
- Existing road with tram line, bus and vehicular movement
- Tram stop
- Existing primary route (including existing bus and vehicular movement with potential for pedestrian and cyclist designated routes)
- Proposed vehicular secondary route with exemplar SuDS strategy (including proposed vehicular, pedestrian, and cycle movement)
- Potential for tertiary streets with exemplar SuDS strategy (prioritising pedestrians and cyclists, with restricted vehicular movement)
- Existing Primary route (with potential for SuDS strategy, and pedestrian and cyclist priority routes)
- Proposed recreational route with pedestrian and cycle priority, with potential for an exemplar SuDS strategy, including tree planting and opportunity for play.
- Potential for pedestrian and cyclist priority crossing points
- Potential for improvement to Allen Street and Shalesmoor / Moorfields pedestrian and cyclist priority crossing point
- Potential for improvement of existing roundabout pedestrian and cyclist priority crossings

4.11 Green Space and Public Realm

Furnace Hill is steeped in character and heritage, with its winding streets and steep topography, this character is urban in character and as a result greenspace, amenity and planting is lacking in this neighbourhood.

Within the public realm and streets there is an opportunity to incorporate public art, installations or sculpture to capture the industrial heritage and character at Furnace Hill.

1. Furnace Hill Park - 'Park on the Hill'

Taking advantage of the steep topography in Furnace Hill, there is opportunity to provide the neighbourhood with a new green park. There is potential to take advantage of the surrounding views of the Sheffield countryside and wider city context. Active building frontages around the park edge will create a dynamic space within the area. There is potential to include play facilities for children, adults and young persons, small-scale and temporary amenity could also be provided in the area.

2. Grey to Green

Along West Bar and Gibraltar Street there are proposals to extend the Grey to Green scheme. All new secondary and tertiary routes through the Priority Location have potential to have exemplar SuDS strategies, setting a high quality precedent for the area and Sheffield. Surface water flow will be encouraged through SuDS in the streets, from the top of Meadow Street and Scotland Street, down through the site towards Shalesmoor / Moorfields (A61).

3. Urban pocket parks

The tight-knit street character of Furnace Hill can be further enhanced by providing incidental pocket parks through the street network creating dynamism in the public realm, to encourage dwelling in spaces.

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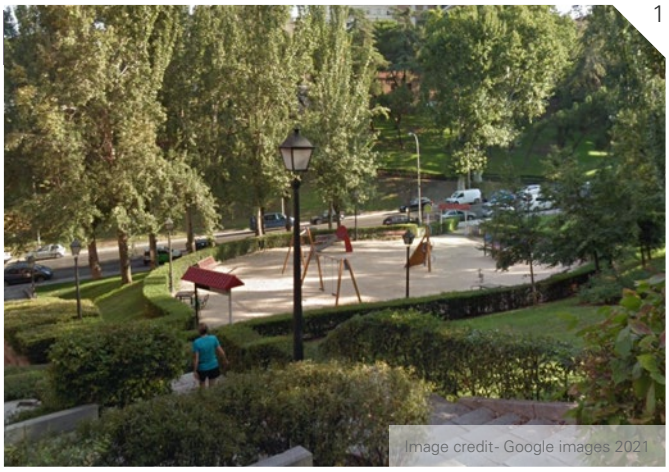

An example of a green park with play and active uses, surrounded by residential uses and greenery, whilst responding to levels- C. de Segovia Pocket Park, Madrid

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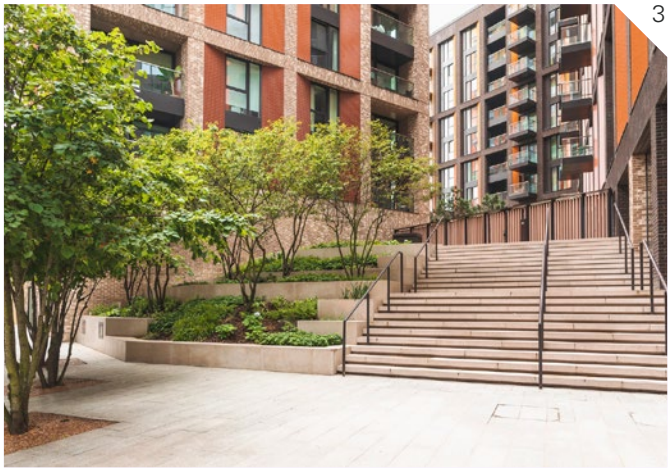
An example of a pedestrian route with SuDS features running along the footpath, with seasonal and verdant planting. Sculptures are incorporated to animate the street. Grey to Green, West Bar, Sheffield

3



An example of a response to the changes in topography by introducing terraced planting and stepped access to higher levels-

Green space and public realm framework

KEY

- Priority location boundary
- Catalyst site boundary
- Potential for primary street with clear wayfinding and high quality surface materials to encourage cycling and movement on foot
- Potential for tertiary streets with exemplar SuDS strategy (prioritising pedestrians and cyclists, with restricted vehicular movement)
- Proposed route with exemplar SuDS strategy and high-quality surface materials (prioritising pedestrians and cyclists, with restricted vehicular movement)
- Indicative proposed green spaces / play areas / parks
- Potential for improved pedestrianised space along ring road edge to allow for tree planting, footpaths, cycle routes and SuDS
- Proposed urban pocket parks within development parcels (indicative location)
- Proposed urban nodes. Opportunity to establish neighbourhood centre with high-quality public realm / amenity and facility cluster (indicative location)
- Proposed public realm space addressing heritage buildings
- Green streets with exemplar SuDS strategy. (Secondary and tertiary routes (balanced streets) prioritising pedestrians and cyclists with a clear change in material surface to encourage slow and considered movement through the routes)

Furnace Hill Park area = 0.28 Ha / 2,800m²

Furnace Square area = 0.38 Ha / 3.800m²

Area is calculated and based on 10% of the Priority Location and bench marking of requirements

4.12 Furnace Hill Park - 'Park on the Hill'

Furnace Hill is steeped in character and heritage, with winding streets and steep topography. Green space and public realm will respond to the character, utilising level changes and integrating pockets of greenery to compliment and contrast the industrial aesthetic.

The Priority Location is a significant area of the City Centre, and as such provides the opportunity to deliver significant public open space providing wider social benefits. A new 'park on the hill' will be delivered, providing the most elevated position of the site and views of the surrounding city skyline and hillscape.

Public realm benchmarking

A series of public realm benchmarking exercises have been undertaken to understand an appropriate scale and type of open space provision for each Priority Location.

Criteria for public space comparison

- Scale- the scale of the space will respond to the approximate number of residents and Priority Location in the City Centre.
- Existing provision- the scale and function of space is driven by existing local provision (or lack of).

Functional requirements

- Legacy- defining a place for the long-term for residents and Sheffield.
- Play- supporting health and recreation opportunities.
- Movement- creating accessibility and connections through the site and out to the wider city context.
- Bringing people together- through the opportunity for social interaction.
- Seating and viewing platforms to maximise views.
- Nature- creating a predominantly green space including wildflower and ecologically valuable planting.

Open Space Benchmarking

Edward Street Park, Sheffield

Size: Approx. 2,700 sqm.

Height and Massing: Surrounded by buildings 4-8 storeys high

Edges: Predominantly residential use, with some ground floor retail space including student accommodation

C. de Segovia Pocket Park, Madrid

Size: Approx. 2,600 sqm.

Height and Massing: Surrounded by buildings 6 storeys high

Edges: Predominantly residential use

4.13 Creating a Distinctive Neighbourhood

Careful consideration has been applied to the Priority Location to ensure an appropriate mix of complementary uses and residential types are considered, to ensure the distinctiveness of Furnace Hill is captured.

A range of residential typologies are designed to ensure that the neighbourhood is a place for everyone.

Site specific considerations relating to typologies

Appropriate typologies at Furnace Hill should take into consideration the site constraints identified in section 4.5, site constraints, including topography, landscape views, existing built form, heritage monuments and conservation areas.

Typologies proposed at Furnace Hill will need to consider key views and topography. Typologies will respond to the natural gradient of the site, with potential for split level homes to deal with the natural gradients. Where level changes are steep, bespoke, single aspect typologies could be designed to nestle into the hillside, avoiding retaining walls.

Where key views are retained, typologies will need to frame views. Private amenity should be integrated into the built form and maximise views across the city with recessed balconies and set back roof terraces.

Appropriate uses

The Furnace Hill area is considered to be suitable to grow the residential population, whilst retaining some small scale commercial activities where complementary to the emerging neighbourhood vision.

Residential, commercial and community uses will be encouraged. A mix of residential accommodation will be appropriate providing high quality development for a variety of demographics and tenures.

The existing employment and SME uses in this area could be retained as part of mixed-use development opportunities, but it may be more appropriate to re-locate to another area of the city to support the growing live / work Furnace Hill neighbourhood. Where new small scale employment uses are proposed they would need to demonstrate compatibility with the growing residential population, including not impacting on residential amenity.

Community facilities

As a historically commercial and industrial location, Furnace Hill currently lacks provision of community facilities and infrastructure within the area. As the residential population grows, it is likely to need to be supported by a improvement to the existing community and social infrastructure, including a local retail and Food and Beverage offer, convenience retail and GP surgeries.

There are some existing primary schools located within walking distance to the west, beyond Netherthorpe Road. However, it is possible that a large increase in population may require additional capacity for school places subject to further assessment.

When detailed proposals come forward for development in the Furnace Hill area they will need to be supported by an assessment of need for community facilities, including GP surgeries and schools.

Where a need is identified, SCC will expect developments to provide a contribution towards improvement to community facilities through planning obligations to allow delivery of the required infrastructure in the long term.

With this in mind, 10% of the capacity area calculated has been reserved for non-residential uses and amenity areas as necessary. This rises to 15% for retained buildings to account for additional unknowns and inefficiencies associated with these predominantly historic structures.

Residential development

Furnace Hill is considered a location where denser apartments mix with larger, urban family homes The typologies considered for this area include:

Timekeepers Square, Salford. Townhouses stepping up the hill.

1. Townhouses

The opportunity exists to mix townhouses into the neighbourhood. At 2-4 storeys, townhouses will provide more variety of homes for different demographics and help respond to the steep topography and create character by reflecting the rich roofscape that currently exists.

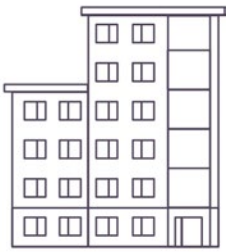
Townhouses also provide regular front doors onto streets, therefore aiding street animation.

Apartments with ground floor mixed uses to activate corners and the streetscene- Copenhagen

2. Apartments

Apartments ensure a range of unit sizes, types and tenure can be delivered, and can successfully mix with a range of different uses at the plot and building scale. Apartments are likely to be provided with communal courtyard amenity spaces, whilst also benefiting from the new areas of public open space within the neighbourhood.

A mix of more traditional 1 and 2 bedroom apartments are anticipated to the edges of the neighbourhood, with larger family apartments considered to the mid-scale parcels.



Maisonettes providing regular doors onto the street at Lockgate Mews, Manchester.

3. Duplexes

Duplexes at the ground and first floor of apartment buildings, increase the opportunity to provide larger family homes within development blocks that, due to the surrounding context, require increased building heights. Duplexes allow for regular front doors onto the streets and can wrap car parking podiums, cycle storage or other inactive uses within a perimeter block.

4.14 Development Capacity

The Furnace Hill Priority Location (PL) provides the opportunity to explore heights and density, within challenging sloping topography.

As shown on the density and heights framework plan on the following page, the Priority Location has been split into a number of development parcels. A range of densities and building heights respond to the sloping topography and sensitivity of the Furnace Hill Conservation Area. General height and density ranges have been applied for capacity testing, however building heights will need to be refined at detailed planning stages, to allow for the nuances of the site conditions in this area. It is important that built form and scale is varied within proposals, reflecting the townscape character of Furnace Hill.

The capacity of the parcels has been calculated based on residential scenario 3 and 1 (in accordance with the Capacity Study). This provides the opportunity to deliver a mix of family homes, apartments, duplex apartments and town houses, to achieve a transition from the predominantly student neighbourhood of St Vincent's to the south and the family neighbourhood of Kelham to the north.

Priority Location Parcels Capacity

Parcel Code	Parcel size (Ha)	Indicative storeys	Residential scenario	Parcel density (dph)	Capacity range (no. of homes)
FH-PFA-Parcel 21	0.34	4-6	Scenario 3	200-300	67-101
FH-PFA-Parcel 22	0.29	4-6	Scenario 3	100-150	29-44
FH-PFA-Parcel 23	0.49	4-6	Scenario 3	100-150	49-73
FH-PFA-Parcel 24	0.52	4-6	Scenario 3	100-200	52-103
FH-PFA-Parcel 25	0.23	4-8	Scenario 3	100-200	23-45
FH-PFA-Parcel 26	0.11	6-8	Scenario 1	200-300	22-32
FH-PFA-Parcel 27	0.06	4-6	Scenario 3	100-150	6-9
FH-PFA-Parcel 28	0.07	4-6	Scenario 3	150-250	11-19
FH-PFA-Parcel 29	0.05	3-6	Scenario 3	100-200	5-9
FH-PFA-Parcel 30	0.47	7-10	Scenario 1	250-400	118-189
FH-PFA-Parcel 31	0.09	10-15	Scenario 1	550-900	48-78
FH-PFA-Parcel 32	0.19	4-6	Scenario 3	100-150	19-28
FH-PFA-Parcel 33	0.07	4-6	Scenario 3	100-200	7-13
FH-PFA-Parcel 34	0.16	3-5	Scenario 3	100-150	16-24
FH-PFA-Parcel 35	0.67	4-8	Scenario 3	100-250	67-169
FH-PFA-Parcel 36	0.31	4-6	Scenario 3	100-150	31-47
FH-PFA-Parcel 37	0.28	8-15	Scenario 1	400-750	112-211

Planning Applications Capacity

408 homes

Total Planning Applications Capacity is for the overall amount of homes within the Priority Location boundary. See Appendix A for a break-down of planning application capacity numbers.

Priority Location Capacity

1,663 - 2,701 Homes

Inclusive of the Catalyst Site. The above figures do not include planning permissions, only the Development parcels (the shaded areas on the Density and Heights framework plan, which have been tested for capacity). For figures including planning permissions, see summary page.

Priority Location Density

180 - 350 DPH

Inclusive of the Catalyst Site. The Priority Location Density is calculated based on the overall development parcels boundary (in ha). Full detail for the assumptions can be found in the Appendix A. The above calculation does not include planning permission.

* Schedule does not show catalyst site parcels (1-20). For further detail regarding the residential capacity for these parcels see Catalyst Site, section 4.18 of this document.

4.15 Heights and Density

Density and Heights framework plan

KEY

- Priority Location boundary Parcels 21- 37
- Catalyst site boundary Plots 1 - 20
- Buildings of character, Listed buildings and retained buildings
- X Parcel Code
- Planning applications
- Sub-station
- 15+ storeys
- 10-15 storeys
- Furnace Hill Conservation Area. Further detail is required to assess the impact on the designated heritage assets
- Indicative building footprints (GEA. Position, proportions and arrangement of buildings is subject to detailed design stages
- 8- 15 storeys
- 7- 10 storeys
- 4-8 storeys
- 3- 6 storeys

Priority Location boundary area 13.6 ha

Development parcels total area 8.74 ha

Including all the Catalyst Site parcel areas. Development parcels are the shaded areas on the Density and Heights framework plan which have been tested for capacity. The development parcel total area excludes Parcel 1 and 12

*Proposed building heights inform development capacity testing for this document. Townscape character analysis has informed the proposed heights, which are subject to

4.16 Parcel Density

The identified parcels can be generally split into the following density categories.

Up to 200 dph parcel density

These parcels are generally limited in scale and form due to the topography on the site and the sensitivity towards Furnace Hill Conservation Area within the Priority Location.

Through more detailed design, which is required at further stages, density could be increased in these locations by exploring the topography in the area and stepping up away from the Furnace Hill Conservation Area.

Up to 400 dph parcel density

Parcels which are generally away from the primary routes and are not restricted by retained buildings have been calculated predominantly at 3-6 storeys. These parcels are likely to deliver mostly apartments and duplexes, although a small number of townhouses could still be provided within the core of Furnace Hill Priority Location.

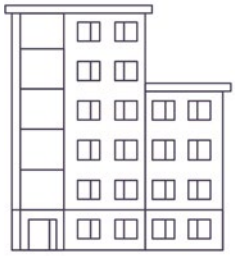
400+ dph parcel density

At key moments, such as prominent corners, additional height up to 22 storeys could be provided. These parcels generally provide a parcel density over 400dph and are likely to predominantly deliver young professional and small family apartments, with duplexes to ground and first floors.

Housing Mix

Scenario 1
Higher density apartment types

Scenario 3
family housing mixed with larger apartments, providing a medium density mix



Scenario 1 apartments

Scenario 3 mix of larger apartments and townhouses

4.17 Catalyst Site Location

Furnace Hill Catalyst site is situated at a key gateway between Scotland Street, Smithfield and Snow Lane. The site is located at the highest point of the Priority Location providing the opportunity for catalyst development. This site provides key frontages to Scotland Street and Smithfield.

This site is expected to deliver a mix of apartments with the potential for some commercial and retail uses at ground floors. The topography is a key consideration when considering building heights and should be sensitive to the Furnace Hill conservation area and existing heights.

The elevated position of the site presents a key opportunity for an elevated park providing much needed amenity space for at the heart of the neighbourhood

Catalyst Site Location Plan

KEY

Furnace Hill Catalyst Site (CS)

Furnace Hill Priority Location boundary

4.18 Development Capacity

The development capacity provides a townscape-led approach to testing development capacity, a range of heights have informed capacity to allow flexibility for future development.

The figures below provide proposed development capacity based on calculations in this study, further detailed analysis is required at planning stages.

Parcel Code	Parcel size (ha)	Indicative storeys	GEA Building Footprint (sqm indicative)	Non-Resi Assumption	Appropriate density range (dph)	Residential Scenario	No. of Homes (average)	Capacity Range (no. of homes)
FH-CS-Parcel-1	0.28	Furnace Hill Park						
FH-CS--Parcel-2	0.31	3-5	789	10%	60-100	Scenario 3	25	19- 31
FH-CS--Parcel-3	0.18	4-8	1,262	10%	300-550	Scenario 3	77	54- 99
FH-CS--Parcel-4	0.22	4-8	1,022	10%	400-450	Scenario 1	94	88- 99
FH-CS-Parcel-5	0.14	4-6	675	10%	150-250	Scenario 3	28	21- 35
FH-CS-Parcel-6	0.34	4-6	1,725	10%	200-350	Scenario 1	94	68-119
FH-CS-Parcel-7	0.27	6-8	975	10%	200-300	Scenario 1	69	55-82
FH-CS-Parcel-8	0.24	4-6	944	10%	150-250	Scenario 3	48	36-60
FH-CS-Parcel-9	0.27	6-8	1,525	10%	400-500	Scenario 1	120	106-133
FH-CS-Parcel-10	0.25	8-12	1,317	10%	400-500	Scenario 1	112	100-125
FH-CS-Parcel-11	0.25	5-8	1,293	10%	300-450	Scenario 1	95	76-114
FH-CS-Parcel-12	0.38	Furnace Square						
FH-CS-Parcel-13	0.10	4-6	768	10%	250-350	Scenario 3	29	24-33
FH-CS-Parcel-14	0.18	7-10	789	10%	350-500	Scenario 1	77	63-91
FH-CS-Parcel-15	0.18	18-22	804	10%	600-1000	Scenario 1	142	106-177
FH-CS-Parcel-16	0.25	4-6	936	10%	100-200	Scenario 3	37	25-49
FH-CS-Parcel-17	0.23	6-8	750	10%	200-300	Scenario 1	58	46-69
FH-CS-Parcel-18	0.39	3-6	1,536	10%	100-200	Scenario 3	59	39-78
FH-CS-Parcel-19	0.18	3-6	733	10%	100-200	Scenario 3	27	18-37
FH-CS-Parcel-20	0.38	4-6	1,697	10%	100-200	Scenario 3	57	38-77

Development Schedule Catalyst Site

* The proposed potential building heights shown on the plan are based on existing townscape and desktop analysis and will require further testing at later stages in the process.

Emerging Catalyst Site capacity plan

Total no. of homes (average) **1,245**

Based on the capacity testing of Parcels 1-20.

Catalyst Site area **5.91 ha**

KEY

- Furnace Hill Priority Location boundary
- Plot boundary
- Vehicular movement
- Vehicular access
- Communal areas
- Courtyards
- Furnace Square (exact size and location to be agreed with SCC)
- Public Open Space (exact size and location to be agreed with SCC)
- Opportunity for tree lined streets
- Opportunity for mobility hub
- Pedestrian footpath
- Indicative tree location
- Residential building footprints (GEA)
- Existing buildings / planning applications not included in residential capacity testing
- Existing retaining wall (5- 7m high)
- Scheduled Monument (Furnace)
- Parcel Code

Furnace Hill Summary

Furnace Hill, a neighbourhood where old meets new, sloping and meandering streets reveal inviting spaces and distinctive buildings.

Infrastructure interventions

» Public realm improvements that increase legibility and facilitate movement through this area.

» Introducing new green infrastructure through squares and parks, and greening the streets.

» Improving connectivity with surrounding areas by improving crossings on the ring road.

» Transition uses down the hill, moving from student uses in St Vincent's, to a wider residential offer in Furnace Hill, in order to create linkages with Kelham Island.

Place making priorities

» Front doors and large windows should address the street, increasing surveillance and safety.

» A range of active land uses at ground floor should address the Park on the Hill and other key spaces, activating edges.

» Pockets of green and incidental public spaces will aid legibility within a complex street network.

» A range of homes and tenures will be delivered, responding to the industrial character of the area demographic.

» Public realm interventions to provide streets for people not cars.

Neighbourhood contribution to achieving the 10 Guiding Principles:

All Priority Locations are intended to have a differentiated focus and be successful places to live, work and play in different ways. Furnace Hill will make its valuable contribution to the City Centre in the following ways:

» The area's historic urban grain will be preserved to retain the industrial character and the steep topography utilised to enhance views and create a varied, interesting roofscape.

» Building on the areas industrial character, street pattern and topography, new development will sensitively compliment and contrast the existing townscape, referencing distinctive architectural features.

» Connectivity and accessibility will be enhanced strengthening the connection from the City Centre, through Furnace Hill and on to Neepsend and Kelham Island.

» New neighbourhood hubs will provide local facilities e.g. convenience stores, community facilities, cafés, small scale retail and leisure facilities creating vibrancy and improving the ground-scape. New community and social infrastructure will also encourage a sense of community and belonging.


New Jobs


Connections and Accessibility


Architecture, Heritage and Culture


Vibrancy


Groundscape


Distinctive Neighbourhoods


New Homes for All


Net Zero Carbon


Innovative Solutions to Challenges


Potential for Public and Private Sector Collaboration

2,071 to 3,109

Potential homes*

*range is inclusive of the planning applications within the Priority Location boundary

A demographic of mixed families and young professionals

Based on site and desktop analysis of the existing and demographic opportunities

4,763 to 7,151

Additional people

Based on an average of 2.3 people per household, development tested at Scenarios 1 and 3, additional number of people includes planning applications

168,515m² to 259,262m²

Potential residential floorspace

Based on new development tested, not inclusive of planning applications.

3-15+

Storeys height range

Based on the previous capacity study analysis and further detailed desktop analysis in this study, additional heights considerations are required at later stages

6,580m²

(4.9%) Additional open space

Based on the potential for the addition of Furnace Hill Park, Furnace Square, and Tree Lane, indicatively located on the Emerging Priority Location Plan. Percentage (%) calculated from the Priority Location boundary area

18,724m² to 28,807m²

Non-residential floorspace

Based on new development tested at a 10% non-residential assumption against the overall, additional / proposed floorspace. Specific non-residential uses will be detailed at later stages and support strategic growth and current under provision in Sheffield City Centre and the specific Priority Location area

3

Potential redeveloped buildings

Further detailed analysis, surveys and planning permissions are required before buildings of character and / or historical asset are to be renovated

5

Planning applications

Total number of active Planning Applications within the Priority Location boundary as of 30.09.21

05 MOORFOOT

The Moorfoot Priority Location has been chosen for the following reasons;

- Capacity for volume development, including opportunities for high density and landmark buildings of height.
- Differentiated offer to provide a community suited to the private rented sector and graduate / young professional market.
- Key site to improve connectivity of City Centre to edge areas e.g. Ecclesall Road / London Road and improve connectivity of the Devonshire Quarter to The Moor.

KEY

- City Centre boundary
- City Area Four boundary
- City Area Five boundary
- Moorfoot Priority Location boundary

KEY

- City Area Five boundary
- City Area Four boundary
- Moorfoot Priority Location boundary

Located to the south of the City Centre, the Moorfoot Priority Location sits within City Areas 4 and 5 of the Capacity Study. The framework area is Sheffield's gateway to the south of the City, and is the start point of The Moor - the City Centre's main shopping area.

Historically known as Little Sheffield, the area was a small independent hamlet to the south of the city of Sheffield.

Today the area is still an important gateway into Sheffield's City Centre, although the connection from South Street (now The Moor) to the City Centre has been lost due to the construction of The Moorfoot building. Moorfoot benefits from:

- Views to St Mary's Church to the south and the surrounding green landscape of Sheffield
- The Porter Brook running from the east to the south-west of the site, beyond St Mary's Gate
- Connections to the surrounding city context, including; Sheffield Railway Station; Devonshire Green; The Moor; Cultural Industries Quarter; and Heart of the City

5.2 History

Considered to be the gateway hamlet into the city, the fields and wetlands area quickly became urbanised, blurring the boundary between The Moor area and Sheffield.

By the beginning of the 20th century, the area consisted mainly of working-class housing mixed with small workshops and light industries.

Most of the historic character of the area has been lost, and has been replaced with a limited number of high-density housing schemes, large-footprint office/ commercial buildings and surface parking.

1808

- Historically, Moorfoot was known as Little Sheffield Moor, and consisted of a hamlet with a series of dams adjacent to the course of the River Porter.
- The hamlet was predominantly fields, farmlands and water-powered mills.
- Little Sheffield was the gateway to the city of Sheffield from Chesterfield through South Street.

1823

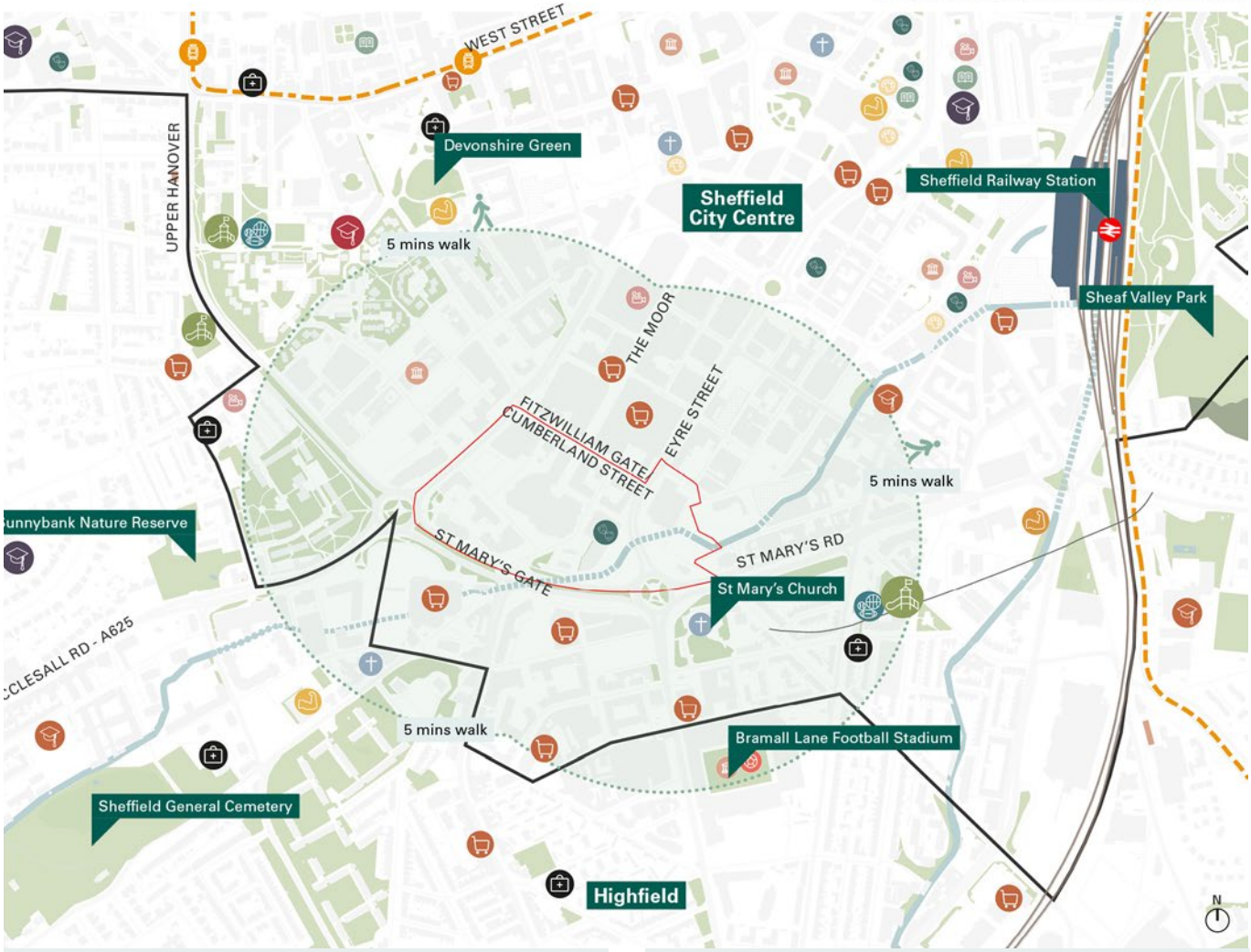
- During Sheffield's rapid urban expansion outside of the historical boundaries, Little Sheffield hamlet was incorporated into the urban fabric of the city.
- Little Sheffield was further urbanized and redeveloped to cope with population growth.
- The historic street pattern remained intact, as well as the connection to the City Centre through South Street.

1906

- The dams were drained and filled in 1870 to give way to further urbanization of the area, and the Porter River (now Porter Brook) was canalised in several segments.
- During the rapid expansion of Sheffield to the south, the historic connection of South Street (now The Moor) with London Road was kept intact.
- The opening of The Moorfoot building in 1981 severed this key connection into the City Centre, and the site became further isolated to the south with the construction of the ring road by the end of the 20th Century.

5.3 Contextual Appraisal

Contextual analysis shows walking distances to facilities and amenity within and around The Moorfoot Priority Location.



The contextual analysis shows walking distances to facilities and amenities within and around the Moorfoot Priority Location.

- North-south pedestrian priority movement exists through The Moor area within the City Centre. Existing east-west links to and from Devonshire Green and Sheffield Railway Station also run through the site.
- The area lacks access to green-space, although Devonshire Green and Sunnnybank Nature Reserve are within a 5 minute walking distance.
- Community and social facilities are lacking in this area, including schools, and public open space.
- Good public transport links, Moorfoot benefits from several bus routes through Eyre Street and Moore Street, a 10 minute walk to Sheffield Railway Station and good pedestrian links through The Moor towards Heart of the City. The Moor site lacks good pedestrian connections across St Mary's Gate to the south

SCC initiatives and projects to take into consideration:

- Sheffield Transport Strategy- multi-modal improvements roundabouts at Moor Street and Bramall Lane, TCF Nether Edge Wedge
- Porter Brook enhancements

KEY

- City Centre boundary
- Moorfoot Priority Location boundary
- Tram line
- Tram stop
- 5 minute walking distance
- University buildings
- Secondary schools
- Primary schools
- Supermarket
- Sports court
- Gym
- Library
- Football stadium
- Local GP / Pharmacy
- Theatre
- Civic Buildings
- Playground
- Cinema
- Church
- Railway Station
- Art Gallery

5.4 Townscape Character

Historically known as Little Sheffield, the area was the southern gateway to Sheffield from Chesterfield. Today, this connection into the City Centre has been ruptured for pedestrians by The Moorfoot building. Nevertheless, The Moor continues to be a highly frequented retail and commercial street.

Location and connectivity

The Moorfoot area is located at the end of Moore Street, which connects to the north with the Heart of the City. The ring road transects the southern edge of the area- a wide carriageway with several underpasses- which isolates and hinders pedestrian movement from The Moor, over St. Mary's Gate to London Road and Ecclesall Road.

Uses

The area offers a variety of commerce, shopping, and leisure uses. The Moor has grown stronger in its retail use in recent years. There is currently little residential offer in the area, restricted to Velocity tower on the corner of St. Mary's Gate and Moore Street.

Built environment

Scale

The Moorfoot area includes a series of large-scale constructions, such as multi-storey hotels and office buildings, large retail units, and the imposing 15 storey high Moorfoot building.

Streets and spaces

The early 19th Century street patterns were predominantly laid east to west with intersecting roads linking the main routes into the centre. Much of this original urban fabric has been lost due to larger scale developments. The Moor, a historical pedestrianised thoroughfare, runs through the site towards the City Centre.

Green and blue

There are no significant green spaces in the area, with some residual and underused green spaces around the underpasses in the corner of St Mary's Gate and Eyre Street. The Porter Brook runs largely culverted through the site, with a small section running open at street level next to the Porter Brook Path. There is opportunity to open the watercourse and recover its ecological and historical significance.

Character

The Moor has recently re-established itself as a shopping destination, thanks to significant regeneration, including the relocation of the former Castle Market to The Moor Market, north of Cumberland Street. The Moor is anchored at its southern end by The Moorfoot office building, an imposing modernist building in the form of a steep pyramid.

1

2

3

4

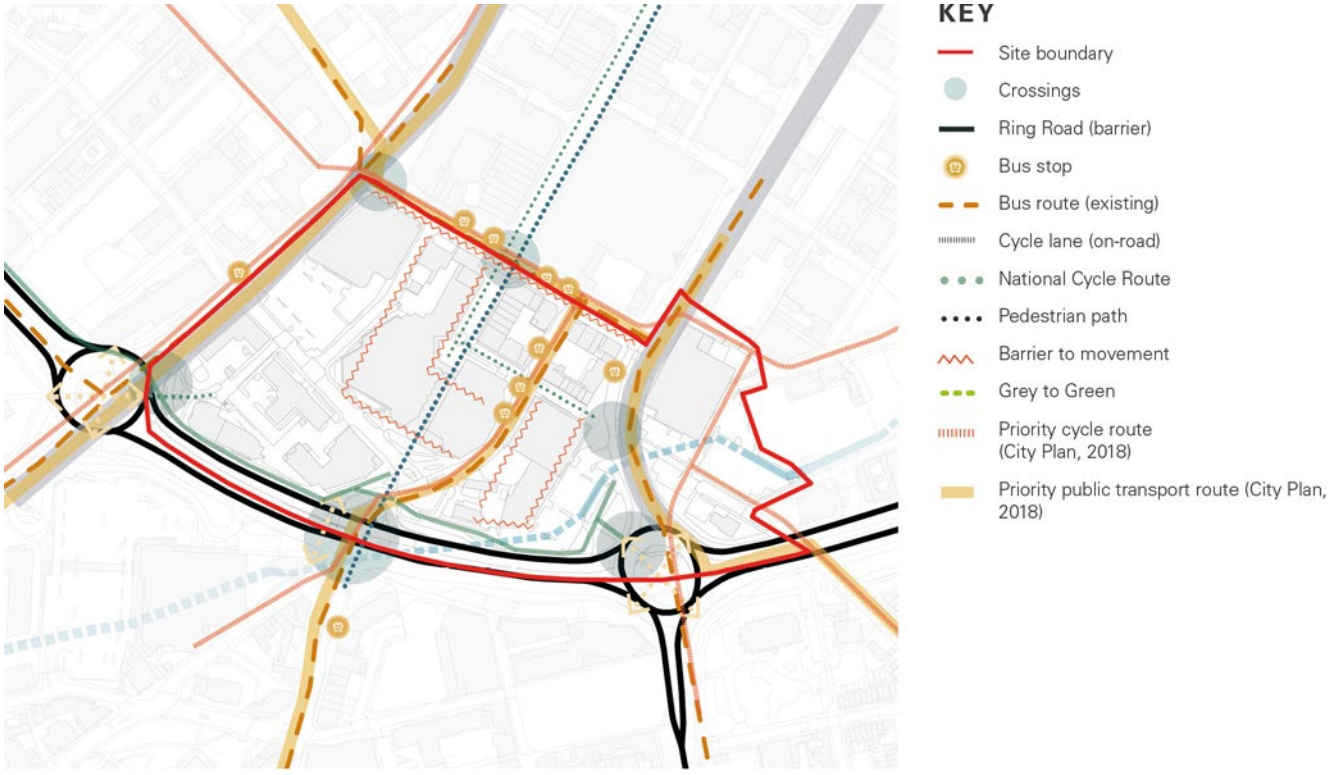
5

6

1. St. Mary's Gate roundabout
2. The Moorfoot building
3. The Moor, pedestrianised street (historically called South Street)
4. The Moorfoot building seen from across the ring road
5. St Mary's Church, the ring road and New Era Square, a new development south of the site
6. Existing retail warehouse buildings on the site
7. New high-rise development on site

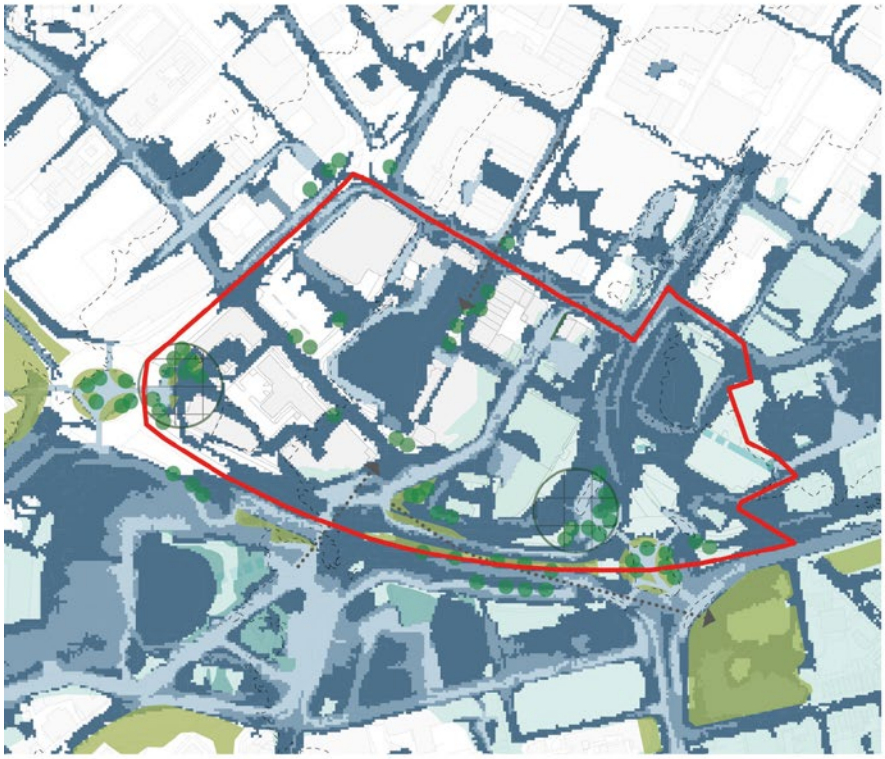
7

5.5 Site Constraints



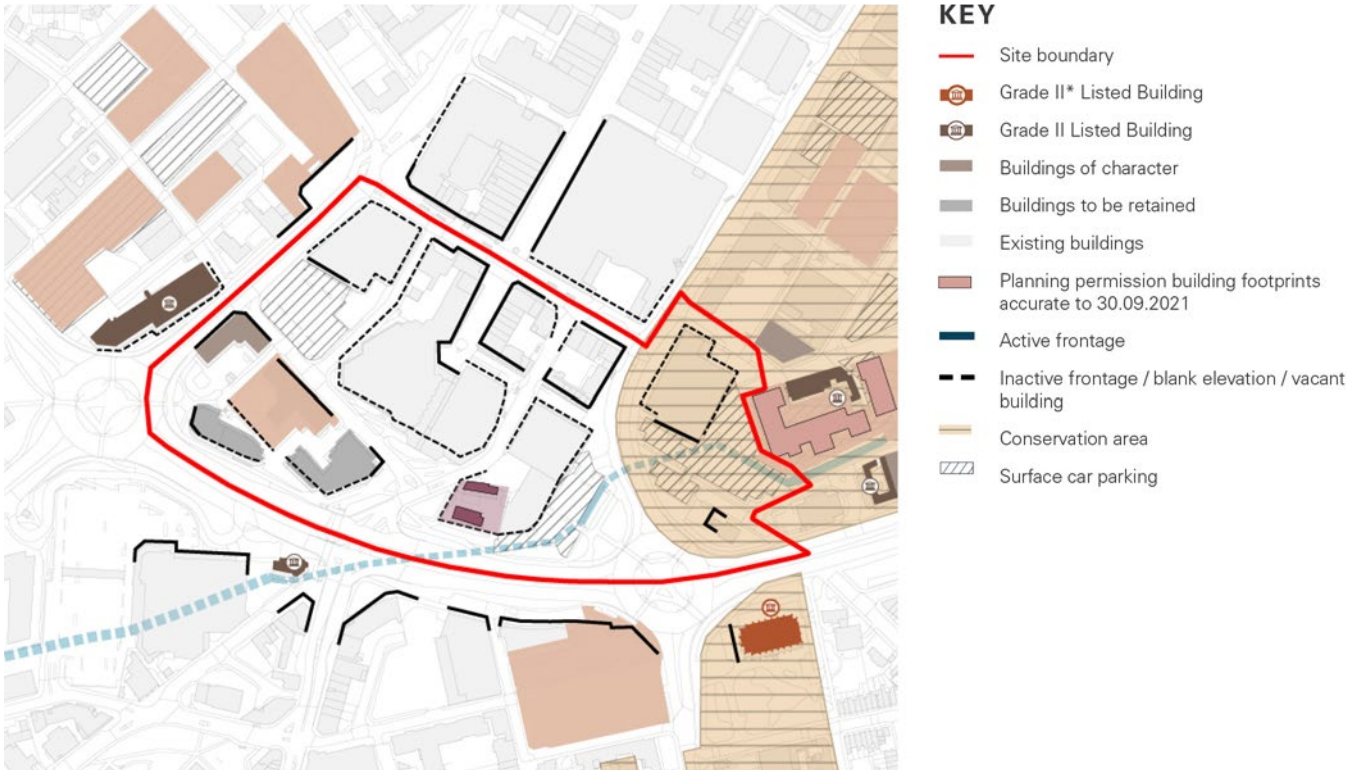
Movement constraints

- The ring road acts as a barrier to the southern edge of the area, a wide carriageway with several poor quality underpasses restricting pedestrian movement from The Moor towards London Road and Ecclesall Road.
- The location of The Moorfoot building hinders the historical connection from London Road into the City Centre because it blocks visual and physical connection.
- Large building footprints and continuous frontages further act as a barrier throughout the site.
- Movement Constraints plan subject to Connecting Sheffield routes proposals.



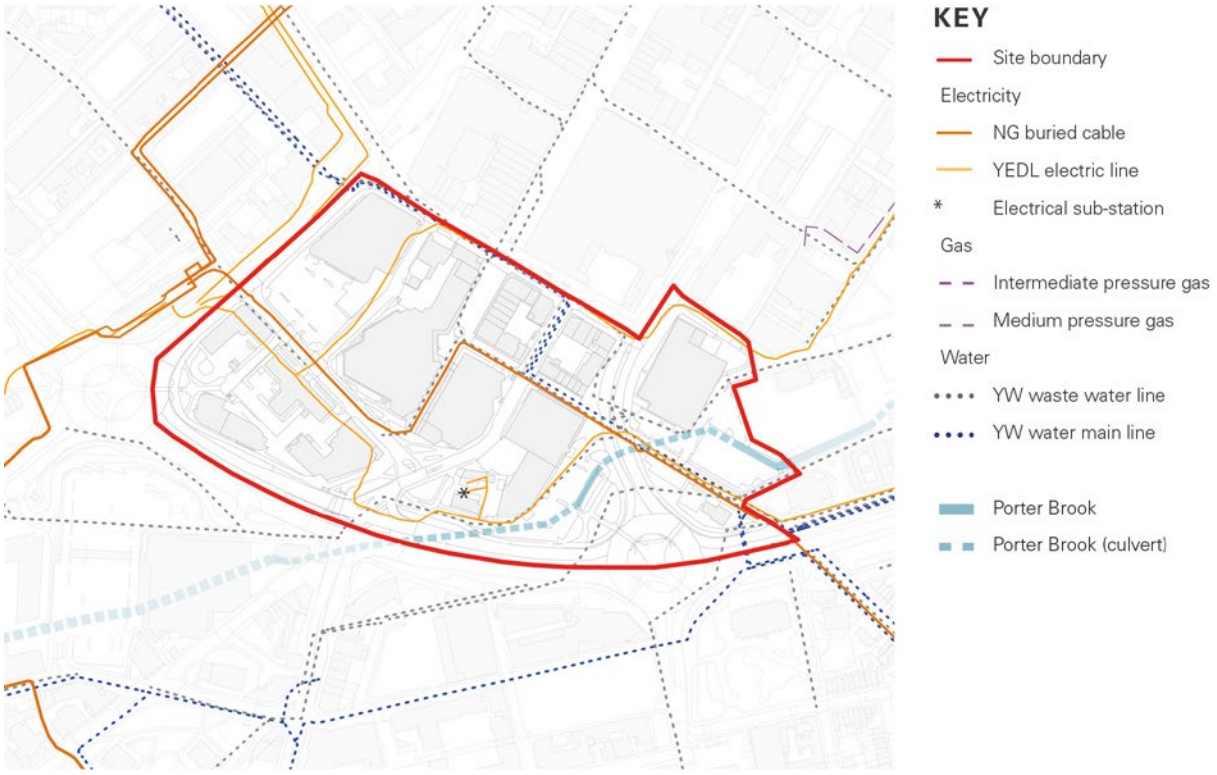
Landscape constraints

- Almost half the site is surrounded by flood risk areas towards the Porter Brook watercourse, and there is high risk of flooding from surface water in the area.
- Quality green space is limited to residual and transit-oriented areas located at the Porter Brook Path and on the corner of St. Mary's Gate with Moore Street.
- Views towards St Mary's Church are key in the area, albeit being blocked by surrounding larger scale buildings and The Moorfoot building.
- The Moorfoot building remains as a focal point at the end of The Moor.



Built form constraints

- Part of the area is located within the CIQ Conservation area. There are no heritage or listed buildings inside the site boundary.
- In close proximity are the Grade II* listed Church of St. Mary, Grade II listed Moore Street Electricity Substation, the Trustee Savings Bank building, Sylvester and Gibsons Works.
- Inactive frontages, blank elevations and vacant buildings are present on site, with active frontages being directed towards The Moor.
- There is a predominance of large-footprint multi-storey shops, car-parks and office buildings.



Utilities constraints

» Electric substations are located in site, next to the Porter Brook.

» Other sections of the Porter Brook run underground through a culvert.

Summary of constraints

Barriers to movement

The historic connection of The Moor and London Road is being interrupted by The Moorfoot building and the ring road is limiting and restricting movement towards the south of the city.

Topography and views

Given the rather levelled topography of The Moor, views towards St Mary's church are key in the area.

Green space

Provision of quality, well-defined green areas in the area is deficient. Most greenery and tree planting are located near the unculverted section of the Porter Brook and towards St Mary's Road and underpasses, with scarce pockets of nature currently underused.

Utilities

Connections to utilities are present on the site. Electricity substations are located on site next to the Porter Brook culvert.

Flood risk and blue infrastructure

Flood zones are located to the perimeter of the site. Porter Brook runs underground through a culvert. There is an opportunity to integrate an improved and opened up Porter Brook to contribute to placemaking along with accompanying sustainable transport links. The Porter Brook route would be well served by Grey to Green style interventions which would also address some of the surface water drainage pressures.

Built form

Moorfoot is characterised by retail and commercial activity, with few residential dwellings. Large footprints and multi-storey buildings are predominant on the site, with mostly inactive frontages and the majority of active frontages directed towards The Moor. No heritage or valuable character buildings are present in The Moor, although the CIQ conservation area surrounds the corner of Eyre street, and Listed Buildings are visible from the site.

5.6 The Opportunity

The vision for Moorfoot is to create a distinctive and welcoming gateway development into the City Centre, offering compact contemporary living located at the heart of the retail core. A new public square will accommodate visitors and outdoor events. These key ingredients and place-making principles shape the future of the neighbourhood.

Summary of opportunities

Moorfoot presents the following opportunities to:

- Create a residential neighbourhood of scale, which is connected to the retail heart by active ground-floor uses and new linkages.
- Create a car-free zone and balanced streets. Providing pedestrian-priority streets, giving the streets back to the people, enhancing the environment and experience.
- Enhance walking and cycling routes between the City Centre and adjacent residential communities.
- Create public squares, courtyards and green roofs which provide new meeting places throughout the area and help interlink the various blocks. Amenity space on roof terraces of buildings and integrate green roofs and walls assist to improve air quality.
- Improve pedestrian connections across the A61, to reinstate the historic connection between The Moor and London Road, bridging the southern neighbourhoods with the City Centre through The Moor.
- Connect to the retail heart with active ground floor uses and new linkages.
- Integrate an improved and opened up Porter Brook for positive place making, with introduction of Grey to Green style interventions which would also address some of the surface water drainage pressures to accompany the sustainable transport links to the wider context.
- Create local distinctiveness and differentiation between priority locations and catalyst sites through materiality use in both buildings and the public realm.
- Provide landscape typologies which can differentiate between sites to facilitate the creation of local distinctiveness e.g. lower valley, river landscapes, hilltop panorama, productive landscapes etc.
- Aim to achieve targets for Biodiversity Net Gain within the Priority Location.
- Create a unique identity in the Priority Location through design of landmarks, well-structured paths, and signage which play an important role in wayfinding, these elements should be considered in later design stages.
- Support the look and feel of the area through design and provision of street furniture in the neighbourhood, which also supports the efficiency and enjoyability of spaces. This must be considered in later design stages.
- Influence the character of the neighbourhood and add to its local distinctiveness through design and provision of neighbourhood-specific public art and sculptures, this should be considered in later design stages.
- Provide security along the key routes, public open spaces, and pedestrian/cycle paths through design and provision of lighting. This must be considered in later design stages.

5.7 Vision / Placemaking Principles

Gateway to the city

The Moor is the main gateway into the City Centre from the south of Sheffield. Adjacent new developments set the precedent to develop buildings of scale, marking the arrival point into the City Centre. The strategic positioning of tall buildings would be beneficial for the mitigation of sound pollution and protection of leisure areas. Nevertheless, this development should be sensitive to the surrounding heritage and views towards key buildings and wider landscape.

The future resident

Considering its central location in a vibrant global city, it is an opportunity to attract young professionals to the area with a neighbourhood promoting a City Centre lifestyle.

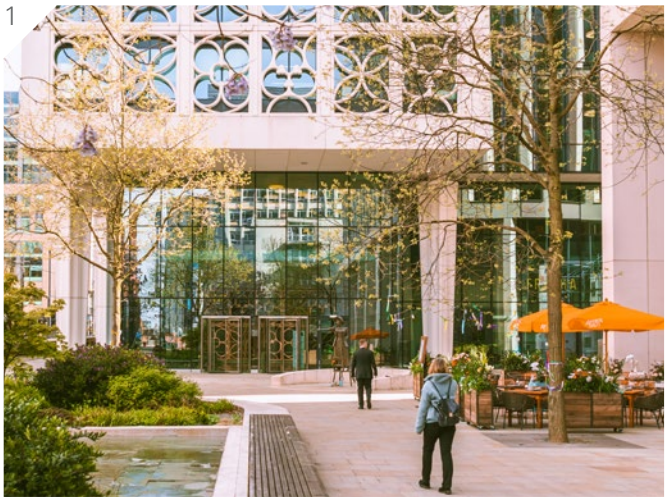
Acceptable land uses

Split between City Centre Primary Shopping Area to the north and City Centre flexible use zone to the south. Active uses to compliment the retail core and upper floor residential.

Community infrastructure

Potential to incorporate community hubs on the ground floor of buildings and integrate a variety of uses including medical facilities, sporting, recreation and leisure facilities within the development.

1



2

A sense of community

The Moor area draws people from all corners of Sheffield to meet, shop, eat and drink. Introducing residential developments, accompanied by green and public space and sustainable transport, will help establish a local community, while integrating with the current dynamics of the neighbourhood.

Distinctive architecture

The vision for development in Moorfoot has the opportunity to deliver distinctive architecture which captures the identity and character of the surrounding context of the Cultural Industries Quarter and new development around Moorfoot. Exemplar development will define the gateway of the area and define a new identity for Sheffield and The Moor.

Compact living

There is potential to introduce buildings of height towards the ring road edge, marking the arrival point into the City Centre. The strategic positioning of tall buildings would be beneficial for the mitigation of sound pollution and protection of leisure areas. Nevertheless, this development should be sensitive to the existing heritage assets and views towards key buildings and wider landscape.

Green neighbourhood

Defining and highlighting the natural course of the Porter Brook is key in the neighbourhood, with tree planting landscape treatment permeating throughout the site. Greening walls and roofs and pocket parks will improve air quality.

3

4

5

6

Moorfoot Square

The vision for Moorfoot is to feed into the open space provision for the area with the introduction of a high-quality square which visually connects with The Moor and is located at the intersection of the Steel Route and the east-west link from the station towards Devonshire Green.

The new square will create a good quality setting for residential living in terms of amenity as well as connectivity and reinforcing a sense of place. The square will be the heart of the neighbourhood, the arrival point of The Moor. The vision for this space is a high-quality public realm with integrated green spaces, urban furniture, play and cycling infrastructure, as well as opportunity for a landmark element supporting the activities in the park.

1. St. Peter's Square, Manchester
2. Example of high density living with a central public space- Circle Square, Manchester
3. Community play and open space facilities within high density living in the city
4. Iconic, mix-use buildings at Home, Manchester
5. Cottonfields, New Islington Marina
6. Isaacs Building, Heart of the City II masterplan
7. Winter Gardens, Sheffield
8. Retail area with landscape integration- Liverpool One
9. Snake bridge connecting buildings, Copenhagen
10. Altrincham high street with integrated bus route

7

8

9

10

5.8 Masterplan Design Drivers

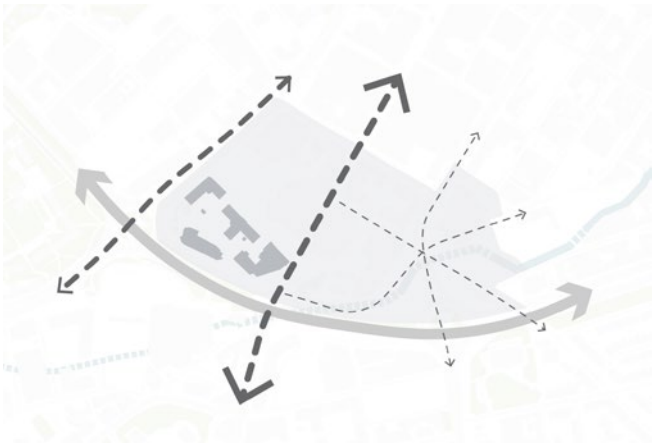
A series of spatial principles respond to the constraints and character of the area, underpinning the corresponding masterplan framework. These key spatial moves will guide future development in Moorfoot, ensuring the realisation of the vision and ambition for the area.

De-clutter the gateway

De-clutter the arrival and de-engineer the carriageways. Bridge the barrier to the south of The Moor across the ring road towards London Road.

Reinstate the historic grain of The Moor

Define the proposed Steel Route along The Moor (previously South Street) across St Mary's Gate to London Road. Active frontages connect to the retail area of The Moor to activate streets.



The Moor Square - A place for people to gather

Opportunity to integrate a key square / park to further define the arrival into The Moor and proposed Steel Route. A new, architecturally iconic civic building (art gallery/ museum) can active the square and represent the Outdoor City.

Neighbourhood of scale

Potential to increase height along the ring road edge, maintaining sensitivity to the context, CIQ conservation area and retaining views towards surrounding heritage buildings and wider green landscape. Buildings arrangement and organisation to mitigate traffic noise and protect amenity spaces

Release the river

Strengthening the landscape strategy and soften the edges of the ring road. Opportunity to de-culvert the Porter Brook. Nature based solutions reinforce the green edge to the site and the historic route of Porter Brook.

St. Mary's Gate interventions

Reduce the carriageway widths, enhance the landscape stitch (Porter Brook), fill in the underpasses, green the edges, create high-quality pedestrian and cyclist priority crossings, re-divert the bus routes, integrate the Steel route principles

Streets that connect to key destinations

Enhance the historic route beyond the ring road to the south. Create a clear pedestrian connection to the rail station and Devonshire Green. Separate vehicles and pedestrians. Divert the bus routes.

Bring nature into the city, emphasising the principle of the outdoor city

5.9 Masterplan Framework

Our vision is for Moorfoot to become a new iconic gateway development, where residents benefit from a compact and sustainable living close to the heart of the retail core.

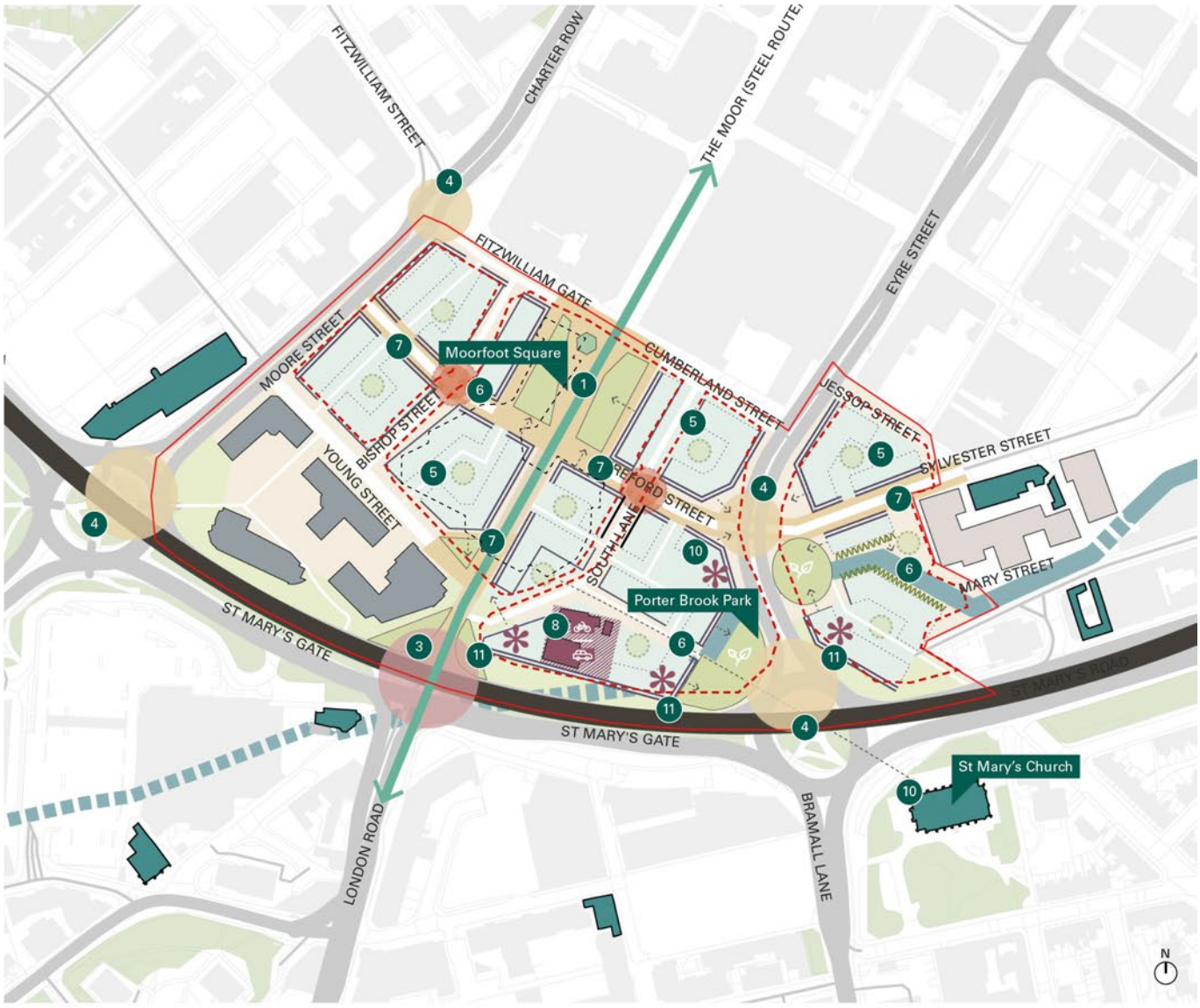
A new urban square at the heart will form a focus for events to create a vibrant place for people to gather and meet.

The 10 Guiding Principles:

- **New Jobs** (8)
- **Connections and Accessibility** (3, 4, 6, 7)
- **Architecture, Heritage and Culture** (2, 11)
- **Vibrancy** (1, 2)
- **Groundscape** (1)
- **Distinctive Neighbourhoods** (2, 5, 10)
- **New Homes for All** (8, 9)
- **Net Zero Carbon** (5, 6, 8)
- **Innovative Solutions to Challenges** (8)
- **Potential for Public and Private Sector Collaboration** (8)

Moorfoot Priority Location should deliver the following:

1. Moorfoot Square, terminating The Moor high street and providing an arrival space at this busy interchange. The space will deliver a wide array of every-day, lively and passive activities with potential to host events, markets and installations which will activate the space during the day time and evening. Introduction of bus interchange at Moorfoot Square to serve the west of the City Centre. Detail of interventions are in Section 5.12 Green Space and Public Realm.
2. Potential to propose an iconic landmark element to terminate The Moor and create a sense of arrival into the City Centre. The installation or sculpture could accommodate visitor attractions, events and leisure.
3. London Road, Ecclesall Road and The Moor pedestrian and cycling priority crossings and public realm interventions for movement over the ring road, enhancing strategic connections. See Connecting Sheffield for details of these proposals.
4. High-quality pedestrian priority crossings on existing intersections, high-quality materiality and a change in surface delineates the change in priority.
5. Potential for residential courtyards in development parcels for amenity purposes. Opportunity to provide green spaces and/or high-quality public realm spaces with street furniture to create new, incidental meeting places throughout the area.
6. Re-introduction of the Porter Brook on Eyre Street into the public realm and landscape strategy for The Moor. Releasing sections of the Porter Brook will help to strengthen the connection with nature for the neighbourhood, celebrating the outdoor city principle, whilst defining the historic route of the watercourse. Details of interventions are in Section 5.11 Green Space and Public Realm.
7. A enhanced street network, designed to be permeable and legible, incorporating balanced streets to providing a safe street to walk, cycle and play. Further detail is in Section 5.10 Creating Connections.
8. Potential for parking to be delivered through a shared mobility hub, encouraging users to walk, cycle and make use of public transportation. The position of the shared mobility hub is determined by the existing retained sub-station as this could restrict residential development. There is potential to utilise the roof top for alternative uses such as leisure or amenity. There is potential to incorporate landscape screening, green walls or artwork to create an attractive facade adjacent to the A61. See Appendix A for further detailed on shared mobility hubs.
9. Residential typologies which activate the ground floor, using either a mix of non-residential uses or residential typologies with front doors onto the street. Recommended typologies are described in Section 5.13 Creating a Distinctive Neighbourhood.
10. Scale and massing which responds to the existing historical height datum and sensitive views into and out of the area. Recommended building heights can be read in Section 5.15 Heights and Density.
11. Landmark buildings to create a gateway development within the City Centre, including buildings of scale and architectural value. Recommended building height ranges are described in Section 5.15 Heights and Density.



Illustrative Priority Location masterplan framework

KEY

- Priority Location boundary
- Catalyst Site boundary
- Indicative Priority Location building footprints (GEA) subject to detailed design stages
- Existing retained buildings
- Listed buildings/Landmarks
- Sub-station
- Approved planning applications accurate to 30.09.2021
- Existing ring road
- Indicative primary pedestrian and cyclist priority route
- Potential for pedestrian and cyclist priority crossing points - change of surface material to define change in priority
- Potential for improvement to London Road and The Moor pedestrian and cyclist priority crossing point
- Indicative proposed green spaces
- Potential for green buffer space along ring road edge- tree-lined footpaths and SuDS
- Indicative residential courtyards within development parcels (indicative location)
- Proposed urban nodes (indicative location)
- Landscape views
- Proposed internal urban views
- Indicative active frontages (potential for mixed-use/ amenity on ground floor, activating the street)
- Indicative urban frontages (potential for consistent building lines along key route, with ground-floor access points in the built form and windows overlooking the street)
- Indicative landscape frontages (potential for windows and access points into the built form to overlook green space amenity, opportunity to create bespoke green walls / streets which respond to the green space)
- Indicative development parcel
- Opportunity for landmark buildings
- Potential for a shared mobility hub to provide The Moor Priority Location with car-parking (including disabled car-parking bays and cycle parking), potential for mixed use on ground floor and top of built form to include attractive destination (e.g. urban play park, FandB)- See Appendix A for more information.
- Existing Porter Brook (potential to create green streets and active leisure routes with exemplar landscape features)
- Opportunity for a landmark element (e.g. an installation or sculpture) activating The Moor square
- The Moor high street- potential for clear north-south connections along the Steel Route. Opportunity to provide high-quality public realm materiality with street furniture and active ground floor uses
- Moorfoot building footprint (development parcels designed to allow for building to be either retained or removed for future flexibility).

5.10 Creating Connections

The street network has been designed to enhance east west connections to Devonshire Green and Sheffield Railway Station, and north south connections to The Moor. Improvements to crossing the A61 will strengthen connections and legibility from the centre of the city across the ring road.

Balanced streets must include SuDS where possible, with pedestrian and cycle priority throughout the site. Access to be limited to emergency access and residential servicing only- providing a safe street to walk, cycle and play.

1. Improved ring road connections - St. Mary's Gate

Potential to reduce the carriageway, and introduce greenery and tree planting along the ring road edges, which will help mitigate air and sound pollution. High-quality crossing points at Ecclesall Road and Bramall Lane junctions, with priority for pedestrians and cyclists will enhance and promote sustainable movement in the area.

2. Enhanced London Road and Ecclesall Road junction

See Connecting Sheffield proposals for specific details of these junctions. Re-establishing the connection between The Moor and London Road is essential to the Moorfoot site. The junctions of London Road and Ecclesall Road with St. Mary's Gate must deliver a high-quality, safe pedestrian and cycle friendly crossings that reintroduce and highlight the historic north-south link, and promote sustainable movement between the Heart of the City and the south of the city.

3. Leisure and cycling streets

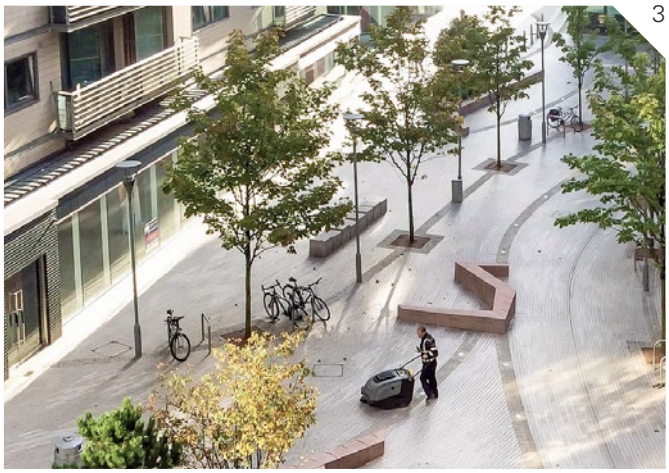
Connections towards CIQ and the Railway Station are to be delivered through a set of links; a pedestrianised leisure walk following the Porter Brook watercourse accompanied by incidental green spaces, trees and seasonal planting; and a cycling connecting through Sylvester Street with segregated cycle lanes for direct and efficient movement. These routes will help promote walking and cycling in the city, helping the residents of the Moorfoot neighbourhood to live healthy and sustainable lives.

1

Example of a green roundabout / junction with public transport designated routes and pedestrian crossings- Bilbao

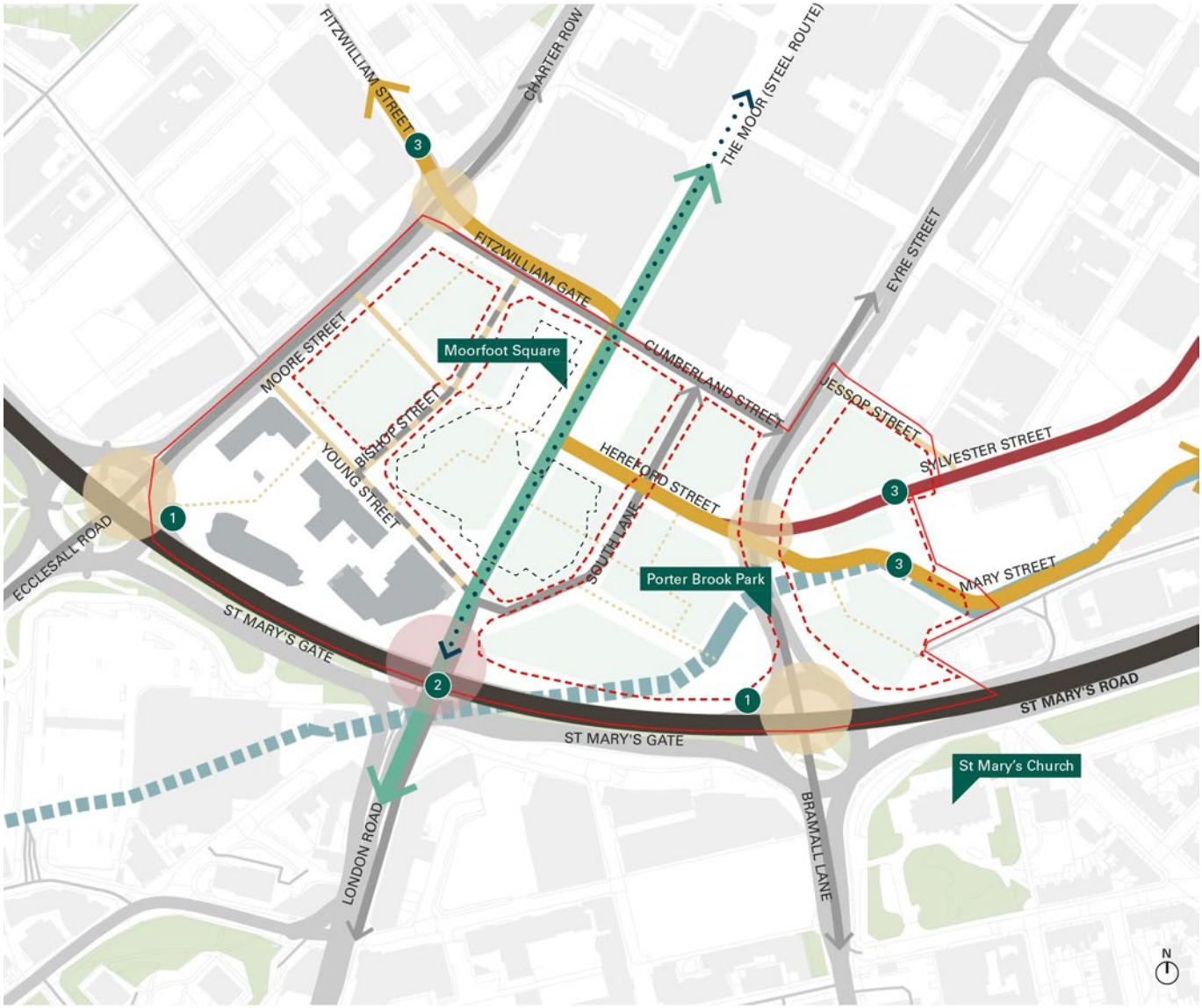
2

Example of a crossing with changes in surface treatment to delineate a change in priority for pedestrians and cyclists, and for vehicular traffic- Sheffield



3

Strategically placed trees and a sinuous paving design lead pedestrians through this attractive space in Liverpool.



Movement and connectivity framework

KEY

- Priority Location boundary
- Catalyst Site boundary
- Existing ring road
- Existing primary road with bus and vehicular movement
- Potential to redirect South Lane bus route (bus only traffic)
- Existing and proposed 'The Moor' (Steel Route) Primary route, prioritising pedestrian and cyclist movement
- Proposed Vehicular Secondary route with exemplar SuDS strategy (including proposed vehicular, pedestrian, and cycle movement)
- Potential for Tertiary streets with exemplar SuDS strategy (prioritising pedestrians and cyclists, with restricted vehicular movement).
- Potential for pedestrian and cyclist priority crossing points
- Potential for improvement to London Road/The Moor pedestrian and cyclist priority crossing point
- Potential for key city-wide 'leisure route' pedestrian connections to and from Sheffield Railway Station and Devonshire Green
- Potential for key city-wide cycling connections along
- Proposed Steel Route
- Moorfoot building footprint (development parcels designed to allow for building to be either retained or removed for future flexibility).

5.11 Green Space and Public Realm

The Priority Location masterplan is a significant area of development that provides an opportunity to raise the ambition to create a vibrant and sustainable neighbourhood. The neighbourhood will provide a new park in the heart of The Moor.

Within the public realm there is opportunity to include public art which is distinctive to Sheffield and the site.

1. Moorfoot Square

Situated at the intersection of the north-south connection of the Steel Route and east-west link between CIQ and Devonshire Green, Moorfoot Square will be the heart of the neighbourhood, and a terminating vista along The Moor and proposed Steel Route. This should be delivered as a high-quality square with greenery, and outdoor space for celebrating public events, play, and community and wider city activities. A landmark element, such as an installation or sculpture, can activate the square and represent Sheffield's aspirations.

2. Green Route along Porter Brook

Enhancing the landscape of the site through the reinforcement of the green edge to the ring road. Strategically releasing sections of the Porter Brook in the development will help create a stronger connection with nature for the neighbourhood, celebrating and defining the historic route of the watercourse. Planting and flood mitigation elements will help integrate the Outdoor City principles. The introduction of a public footpath running along the Porter Brook will enhance the connection to the Railway Station and the wider city.

3. The Moor

Introducing high-quality public realm and street furniture to the pedestrianised Moor will benefit the high street area, particularly in relation to The Moor Market- the area's indoor market. This will also help increase time spent in the public realm, offering a wide array of spaces for everyday life activities, and bringing life into the streetscene.

1

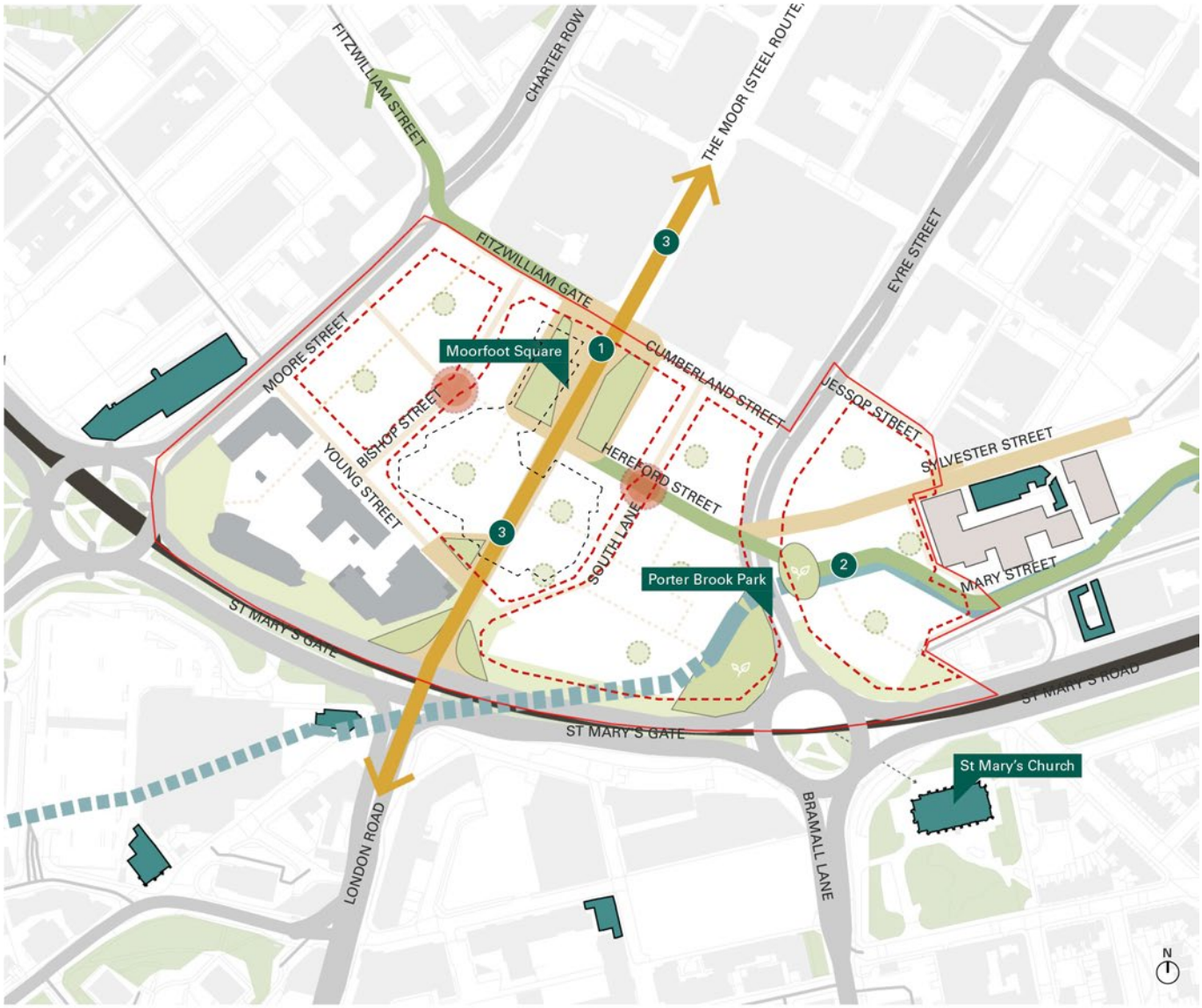
Public square with greenery and space for outdoor events. Peace Gardens, Sheffield.

2

Green route through high density living, swathes of planting create attractive seating areas and encourage activity and use of the street- Blackfriars, Salford

3

Multi-functional urban furniture that caters to everyday life activities- such as sitting and eating- increases the time spent and helps activate the street.



Green space and public realm framework

KEY

- Priority Location boundary
- Catalyst Site boundary
- Existing River Don
- Potential for primary pedestrian and cyclist priority route with clear wayfinding and high-quality surface materials to encourage movement on foot
- Indicative proposed green spaces/parks
- Potential for green buffer space along ring road edge- tree-lined footpaths and SuDS
- Proposed residential courtyards within development parcels (indicative location)
- Proposed urban nodes. Opportunity to establish neighbourhood centre with high-quality public realm/ amenity and facility cluster (indicative location)
- Proposed public realm improvements
- The Moor, potential for key north-south pedestrian connections
- Balanced streets prioritising pedestrians and cyclists with a clear change in material surface to encourage slow and considered movement through the routes
- Pedestrian movement through site
- Potential for leisure connections- an exemplar high street with SuDS
- Potential for key route with cycling connections to Sheffield Railway station
- Moorfoot building footprint (development parcels designed to allow for building to be either retained or removed for future flexibility).

Moorfoot Square area = 0.56 Ha / 5,600 m²

Based on 10% and bench marking of functions

5.12 Moorfoot Square

The Priority Location is a significant area of the City Centre, and as such provides opportunity to deliver significant public open space providing wider social benefits.

A new public park will be delivered, located at the heart of the site, at the intersection of the north-south link of The Moor Street with the proposed cycling and walking east-west connections.

Public realm benchmarking

A series of public realm benchmarking exercises have been undertaken to understand an appropriate scale and type of open space provision for each Priority Location.

Criteria for public space comparison

- Scale- the scale of the space will respond to the approximate number of residents and Priority Location in the City Centre.
- Existing provision- the scale and function of space is driven by existing local provision (or lack of).

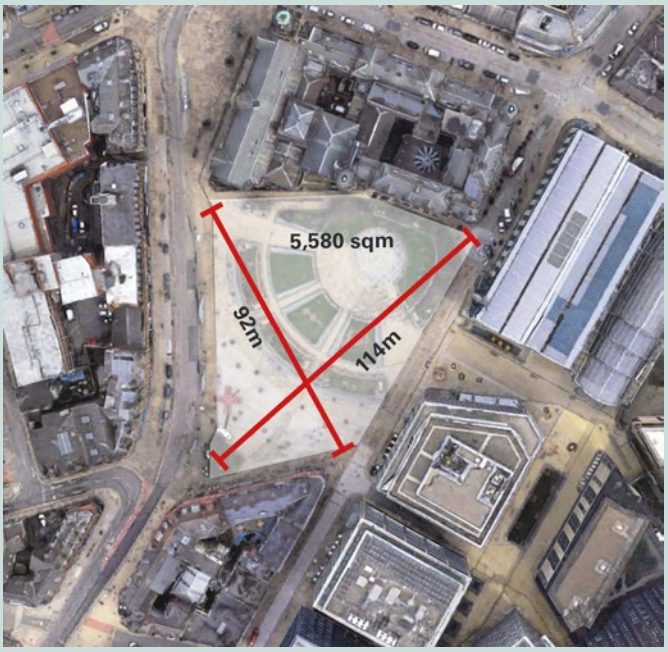
Functional requirements:

- Play, sports and exercise, health and recreation.
- Bringing people together, spaces for informal encounters.
- Multi-use, flexible open space for festivals and events.
- Seating and eating, connection to The Moor Market.
- Accessibility and connections, infrastructure i.e. cycle parking, public facilities.

Open Space Benchmarking

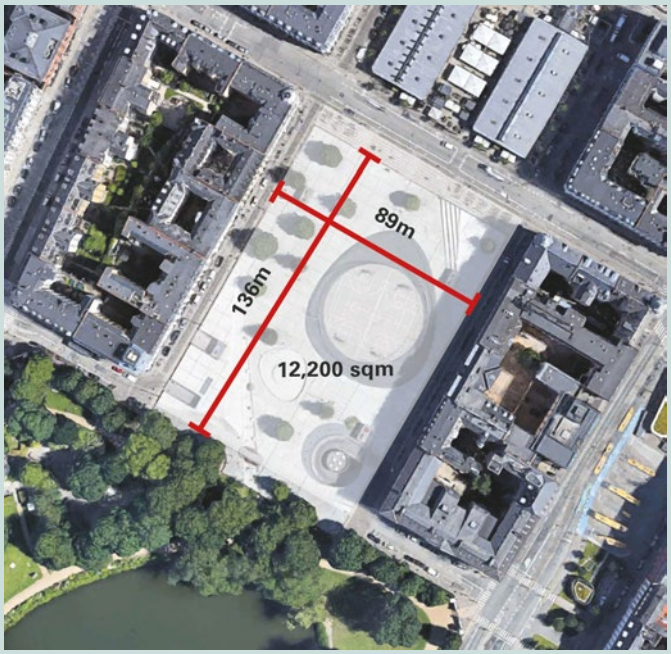
Peace Gardens, Sheffield

Size: Approx.- 5580 sqm.
Height and Massing: Surrounded by 4-8 storey buildings
Edges: Predominantly retail/leisure/ civic groundfloor use



Israels Plads, Copenhagen

Size: Approx.- 12,200 sqm.
Height and Massing: Surrounded by 4-6 storey buildings
Edges: Predominantly residential use with commercial/retail on groundfloor



5.13 Creating a Distinctive Neighbourhood

Careful consideration has been applied to the Priority Location to ensure an appropriate mix of complementary uses and residential types are considered, to ensure the distinctiveness of Moorfoot is captured.

Site specific considerations relating to typologies

Appropriate typologies in The Moorfoot area should take into consideration the site constraints identified in Section 5.5 and 5.6 Site constraints, including surrounding buildings of heritage value and landscape features.

The Moorfoot area will benefit from residential and mixed-use development at ground floor, activating key frontages and to promote active travel. It is recommend that floor to ceiling heights are increased at ground floor to future proof the development and allow flexibility for change of uses.

Apartments are recommended in this area due to the surrounding building heights and the opportunity for Landmark buildings. Apartment typologies must include a variety of sizes and layouts must consider maximising daylight and ventilation. Typologies should be designed within a perimeter block to create protected communal courtyards at this exposed edge of the City Centre. Apartments will require private amenity space within either recessed terraces or balconies.

Appropriate uses

The Moorfoot area will become a new residential neighbourhood, and is particularly appropriate to grow the provision of accommodation for City Centre living. Development which provides for a young professional demographic or the private rented sector will be encouraged promoting this area as a prime location for City Centre living.

Acceptable uses are small scale supporting active uses at ground floor, such as retail, leisure and community facilities.

Uses that will not be encouraged, include office and large scale commercial uses. In the northern part of the area student accommodation schemes would only be acceptable if demand for further development can be sufficiently demonstrated, in line with emerging Sheffield Plan policies.

Community facilities

There is a lack of community and social infrastructure within this area and the surroundings, except convenience retail, for which the site is well served by the supermarkets on the western side of the ring road. As the residential population is likely to grow significantly it may need to be supported by improvements to community and social infrastructure.

When detailed proposals come forward for development in The Moorfoot area they will need to be supported by an assessment of need for community facilities.

Where a need is identified, SCC will expect developments to provide a contribution towards improvement to community facilities through planning obligations to allow delivery of the required infrastructure in the long term.

Residential development

Moorfoot is considered to be a location where denser apartments will be provided. Apartments are therefore considered the predominant typology for this neighbourhood.

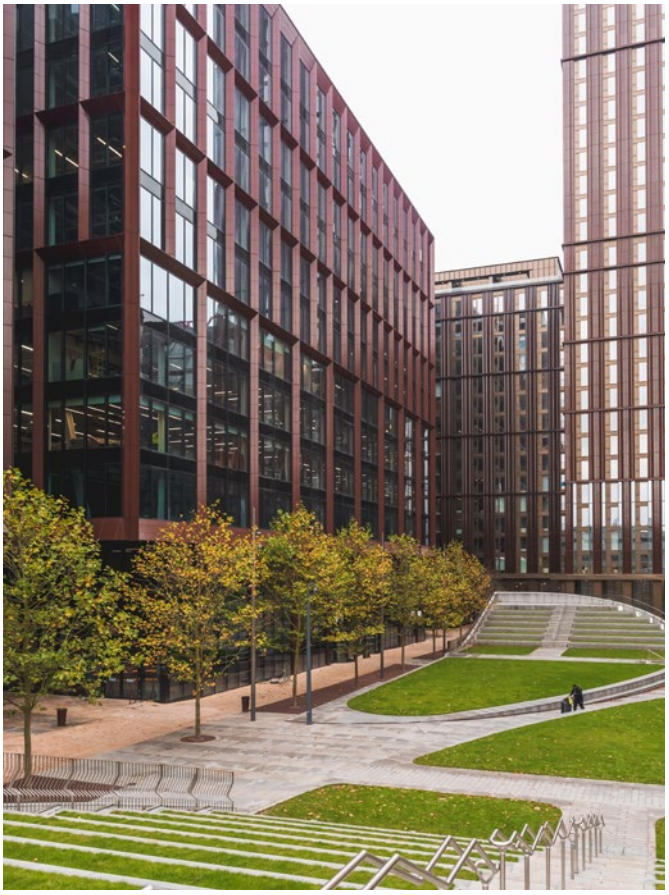
Angel Gardens, Manchester. High density urban apartments.

Apartments

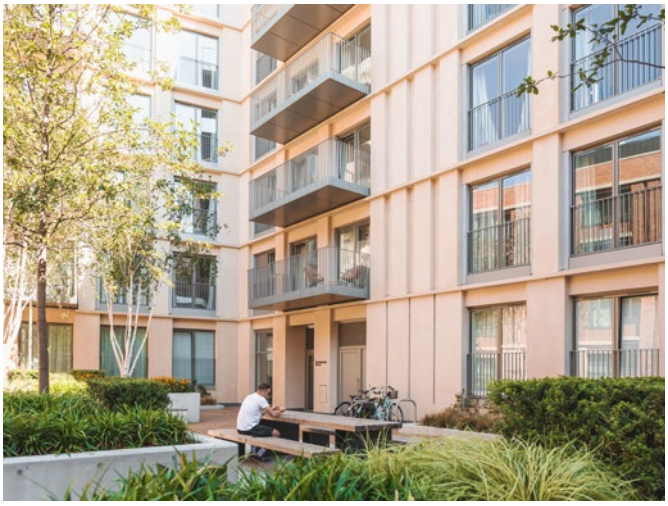
Apartments ensure a range of unit sizes, types and tenure can be delivered, and can successfully mix with a range of different uses at the plot and building scale.

Apartments are likely to be provided with communal courtyard amenity spaces, whilst also benefiting from the new areas of public open space within the neighbourhood.

More traditional 1 and 2 bedroom apartments, with a smaller amou[illegible] 3 bedroom apartments are antici across the neighbourhood.



Circle Square, Manchester. High-rise, high-density living with generous park space



Apartments of a medium scale with courtyard amenity space at Sugar House Island, London

5.14 Development Capacity - replacing The Moorfoot building

The Moorfoot Priority Location (PL) provides the opportunity to explore scale, height and density, at this gateway of the City Centre.

In this capacity study for the Priority Location the Moorfoot building has been removed, see the Catalyst Site Capacity pages for an option which retains the Moorfoot building.

As shown on the density and heights framework plan on the following page, the Priority Location has been split into a number of development parcels. A range of densities and building heights respond to the strategic gateway at this area of the City Centre.

The Priority Location terminates The Moor and acts as a key gateway, connecting the City Centre to London Road and Ecclesall Road to the south. The location lends itself to iconic architecture and development of height and scale. The site benefits from close proximity to transport connections and the opportunity for compact and sustainable living.

In accordance with the Capacity Study, the capacity of all parcels has been calculated based on housing scenario 1. This provides the opportunity for high density neighbourhoods with apartments only. Apartments are appropriate within this location of the City Centre because of the context and the opportunity for buildings of increased heights. This area would not be appropriate for family housing and will cater for professionals.

The approach to capacity testing for the Priority Locations is in Chapter 2, Section 2.1.

Priority Location Parcels Capacity

Parcel Code	Parcel size (ha)	Indicative storeys	Residential scenario	Parcel density (dph)	Capacity range (no. of homes)
MF-PL-Parcel-1	0.34	7-10	Scenario 1	200-300	68-102
MF-PL-Parcel-2 a	0.39	7-10	Scenario 1	200-300	78-117
MF-PL-Parcel-2 b	0.21	6-8	Scenario 1	200-300	42-63
MF-PL-Parcel-3 a	0.24	7-10	Scenario 1	250-400	60-96
MF-PL-Parcel-3 b	0.30	6-8	Scenario 1	200-300	60-90
MF-PL-Parcel-4	0.39	10-12	Scenario 1	400-500	156-195
MF-PL-Parcel-5 a	0.35	10-14	Scenario 1	350-500	123-175
MF-PL-Parcel-5 b	0.66	15-20	Scenario 1	500-700	330-462
MF-PL-Parcel-6 *	0.41	10-14	Scenario 1	600-800	245-327
MF-PL-Parcel-7	0.19	7-10	Scenario 1	350-500	67-95
MF-PL-Parcel-8	0.21	10-12	Scenario 1	450-550	96-117
MF-PL-Parcel-9	0.30	10-14	Scenario 1	400-550	120-165
MF-PL-Parcel-10	0.56	Moorfoot Square			
MF-PL-Parcel-11	0.19	7-10	Scenario 1	400-550	74-102
MF-PL-Parcel-12 a	0.36	10-14	Scenario 1	400-550	144-198
MF-PL-Parcel-12 b	0.25	10-12	Scenario 1	450-550	113-138
MF-PL-Parcel-13	0.46	7-10	Scenario 1	300-400	138-184
MF-PL-Parcel-14	0.51	7-10	Scenario 1	300-500	153-254

* Proposed capacity in Parcel 6 includes the development of the shared mobility hub / sub-station

Priority Location Capacity

The above figures do not include planning permissions, only the Development parcels (the shaded areas on the Density and Heights framework plan, which have been tested for capacity)

Planning Applications Capacity

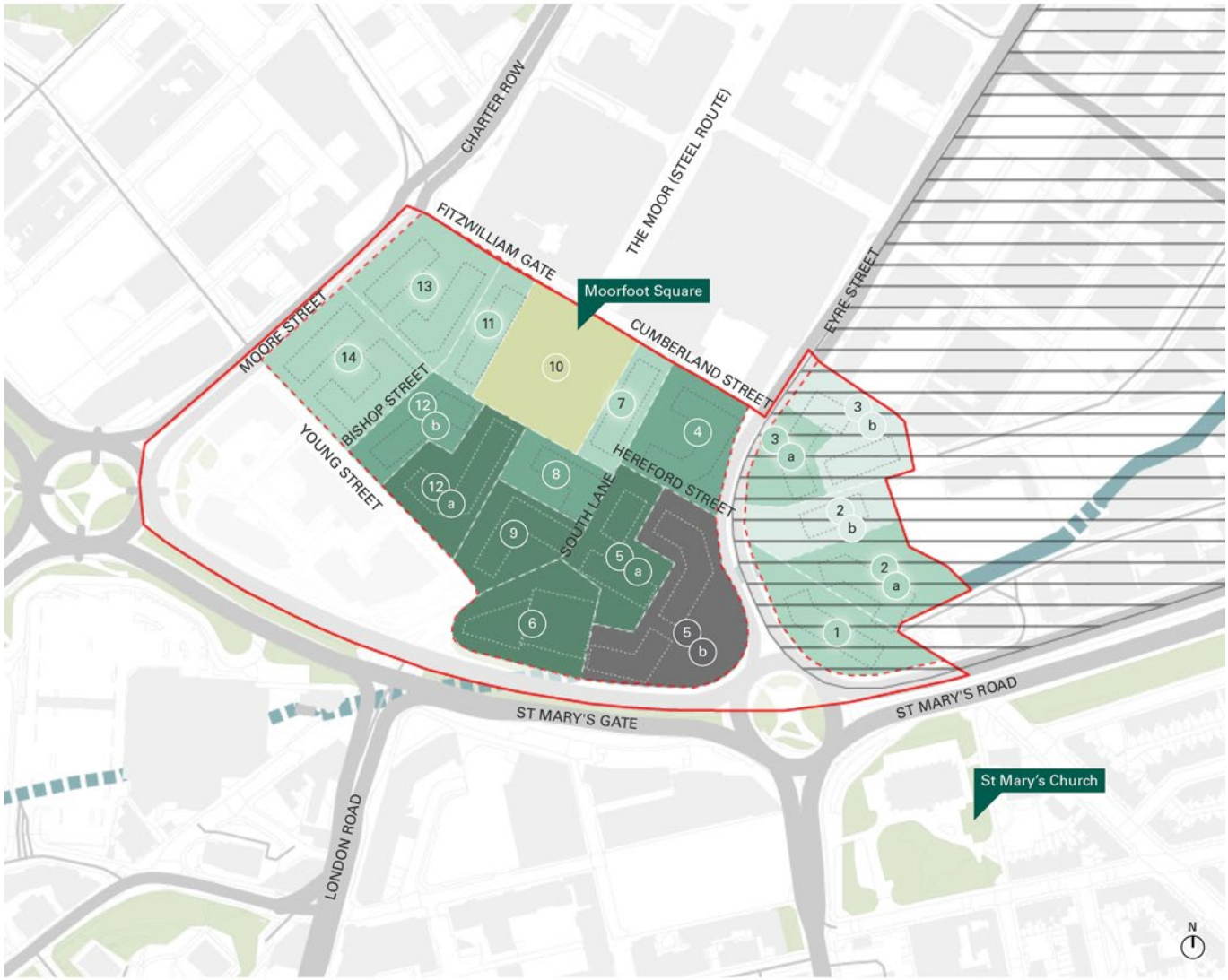
0 homes

Priority Location Density

350-500 DPH

The Priority Location Density is calculated based on the overall development parcels boundary (in ha). Full detail for the assumptions can be found in the Appendix A. The above calculation does not include planning permissions

5.15 Heights and Density



Density and Heights framework plan*

KEY

- Priority Location boundary
- Tested Catalyst Site
- Indicative building footprints (GEA). Position, proportions and arrangement of buildings, as well as servicing requirement is subject to detailed design stages.
- X Parcel Code
- 6- 8 storeys
- 7-10 storeys
- 10-12 storeys
- 10-14 storeys
- 15-20 storeys
- Cultural Industries Quarter Conservation Area. Further detail is required to assess the impact on the designated heritage assets

Priority Location boundary area	9.3 Ha
Development parcels total area	5.7 Ha

Including all the Catalyst Site parcel areas. Development parcels are the shaded areas on the Density and Heights framework plan which have been tested for capacity. The development parcel total area excludes Parcel 1C

* The proposed potential building heights shown on the plan are based on existing townscape and desktop analysis and will require further testing at later stages in the process

5.16 Parcel Density

The identified parcels can be generally split into the two following density/height categories:

Up to 500 dph parcel density

These high density parcels are generally located away from the primary routes and are not restricted by heritage constraints. The predominant height has been calculated at 7-14 storeys.

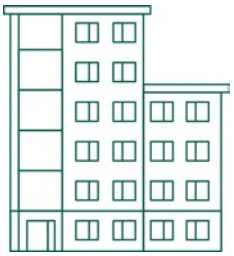
500+ dph parcel density

At key moments- such as the gateway corners, additional height up to 20 storeys could be provided in order to deliver landmark buildings. These parcels generally provide a higher density range above 500dph.

Moorfoot provides the opportunity for high density compact living, please see recommendations in Chapter 2, Section 2.5 Qualitative Approach to Delivering Density.

Housing Mix

Scenario 1
Higher density apartment types



Scenario 1 apartments

5.17 Catalyst Site Location

Moorfoot Catalyst Site is situated at the key junction between St. Mary's Gateway, The Moor Street, and London Road.

The entirety of the Priority Location provides opportunity for catalyst development. On the Catalyst site two scenarios have been considered for testing: replacing and retaining the Moorfoot building.

Catalyst Site Location Plan

KEY

Moorfoot Catalyst Site (CS)

Moorfoot Priority Location boundary

5.18 Development Capacity - replacing The Moorfoot building

The development capacity provides a townscape led approach to testing development capacity, a range of heights have informed capacity to allow flexibility for future development.

The plan overleaf provides proposed development capacity based on calculations in this study and the assumption The Moor building has been removed , further detailed analysis is required at planning stages.

There is a potential loss of office space in this area if the land currently occupied by The Moorfoot building is redeveloped for residential use, the 10% non-residential allowance would give way to offsetting this.

Parcel Code	Parcel size (ha)	Indicative storeys	GEA Building Footprint (sqm indicative)	Non-Resi Assumption	Parcel density (dph)	Residential scenario	No of Homes (average)	Capacity range (no. of homes)
MF-PL-Parcel-1*	0.34	7-10	977	10%	200-300	Scenario 1	85	68-102
MF-PL-Parcel-2 a	0.39	7-10	1,063	10%	200-300	Scenario 1	98	78-117
MF-PL-Parcel-2 b	0.21	6-8	581	10%	200-300	Scenario 1	53	42-63
MF-PL-Parcel-3 a	0.24	7-10	809	10%	250-400	Scenario 1	78	60-96
MF-PL-Parcel-3 b	0.30	6-8	957	10%	200-300	Scenario 1	75	60-90
MF-PL-Parcel-4	0.39	10-12	1,457	10%	400-500	Scenario 1	176	156-195
MF-PL-Parcel-5 a	0.35	10-14	1,121	10%	350-500	Scenario 1	149	123-175
MF-PL-Parcel-5 b	0.66	15-20	1,993	10%	500-700	Scenario 1	396	330-462
MF-PL-Parcel-6 **	0.41	10-14	2,159	10%	600-800	Scenario 1	286	245-327
MF-PL-Parcel-7	0.19	7-10	881	10%	350-500	Scenario 1	81	67-95
MF-PL-Parcel-8	0.21	10-12	874	10%	450-550	Scenario 1	106	96-117
MF-PL-Parcel-9	0.30	10-14	1,050	10%	400-550	Scenario 1	142	120-165
MF-PL-Parcel-10	0.56	Moorfoot Square						
MF-PL-Parcel-11	0.19	7-10	922	10%	400-550	Scenario 1	88	74-102
MF-PL-Parcel-12 a	0.36	10-14	1,342	10%	400-550	Scenario 1	171	144-198
MF-PL-Parcel-12 b	0.25	10-12	1,038	10%	450-550	Scenario 1	125	113-138
MF-PL-Parcel-13	0.46	7-10	1,788	10%	300-400	Scenario 1	161	138-184
MF-PL-Parcel-14	0.51	7-10	2,160	10%	300-500	Scenario 1	203	153-254

* The proposed potential building heights shown on the plan are based on existing townscape and desktop analysis and will require further testing at later stages in the process

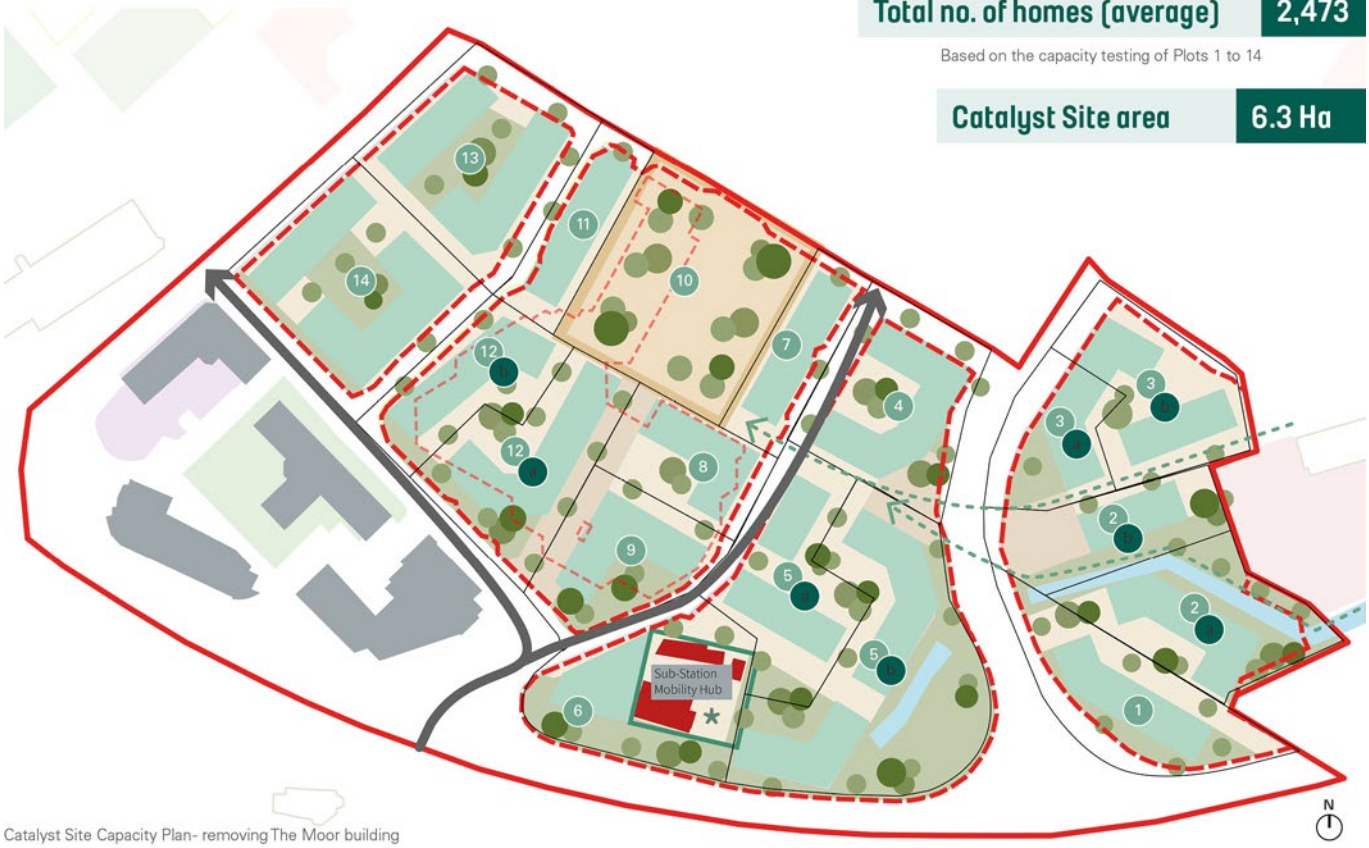
** Proposed capacity in Parcel 6 includes the development of the shared mobility hub / sub-station

Development Schedule

Total no. of homes (average) **2,473**

Based on the capacity testing of Plots 1 to 14

Catalyst Site area **6.3 Ha**



Catalyst Site Capacity Plan- removing The Moor building

KEY

- Moorfoot Priority Location boundary
- Moorfoot Catalyst Site boundary
- Development plot boundary
- Moorfoot building footprint (development parcels designed to allow for building to be either retained or removed for future flexibility)
- Vehicular movement
- Communal areas
- Public realm improvements
- Proposed Moorfoot Square
- Leisure and cycling connections
- Indicative location of trees
- Residential building footprints (GEA)
- Planning application / existing building
- Parcel Code

5.19 Development Capacity - retaining The Moorfoot building

The development capacity provides a townscape led approach to testing development capacity, a range of heights have informed capacity to allow flexibility for future development.

The plan overleaf provides proposed development capacity based on calculations in this study and the assumption The Moorfoot building has been retained, further detailed analysis is required at planning stages.

There is a potential loss of office space in this area if the land currently occupied by The Moorfoot building is renovated for residential use, the 10% non-residential allowance would give way to offsetting this.

Parcel Code	Parcel size (ha)	Indicative storeys	GEA Building Footprint (sqm indicative)	Non-Resi Assumption	Parcel density (dph)	Residential scenario	No of Homes (average)	Capacity range (no. of homes)
MF-PL-Parcel-1*	0.34	7-10	977	10%	200-300	Scenario 1	85	68-102
MF-PL-Parcel-2 a	0.39	7-10	1,063	10%	200-300	Scenario 1	98	78-117
MF-PL-Parcel-2 b	0.21	6-8	581	10%	200-300	Scenario 1	53	42-63
MF-PL-Parcel-3 a	0.24	7-10	809	10%	250-400	Scenario 1	78	60-96
MF-PL-Parcel-3 b	0.30	6-8	957	10%	200-300	Scenario 1	75	60-90
MF-PL-Parcel-4	0.39	10-12	1,457	10%	400-500	Scenario 1	176	156-195
MF-PL-Parcel-5 a	0.35	10-14	1,121	10%	350-500	Scenario 1	149	123-175
MF-PL-Parcel-5 b	0.66	15-20	1,993	10%	500-700	Scenario 1	396	330-462
MF-PL-Parcel-6 **	0.41	10-14	2,159	10%	600-800	Scenario 1	286	245-327
MF-PL-Parcel-7	0.56	Moorfoot Square						
Moorfoot Building***							334	
MF-PL-Parcel-13	0.46	7-10	1,788	10%	300-400	Scenario 1	161	138-184
MF-PL-Parcel-14	0.51	7-10	2,160	10%	300-500	Scenario 1	203	153-254

* The proposed potential building heights shown on the plan are based on existing townscape and desktop analysis and will require further testing at later stages in the process

** Proposed capacity in Parcel 6 includes the development of the shared mobility hub / sub-station

*** Capacity testing for the conversion of Moofoot Building informed by ARUP

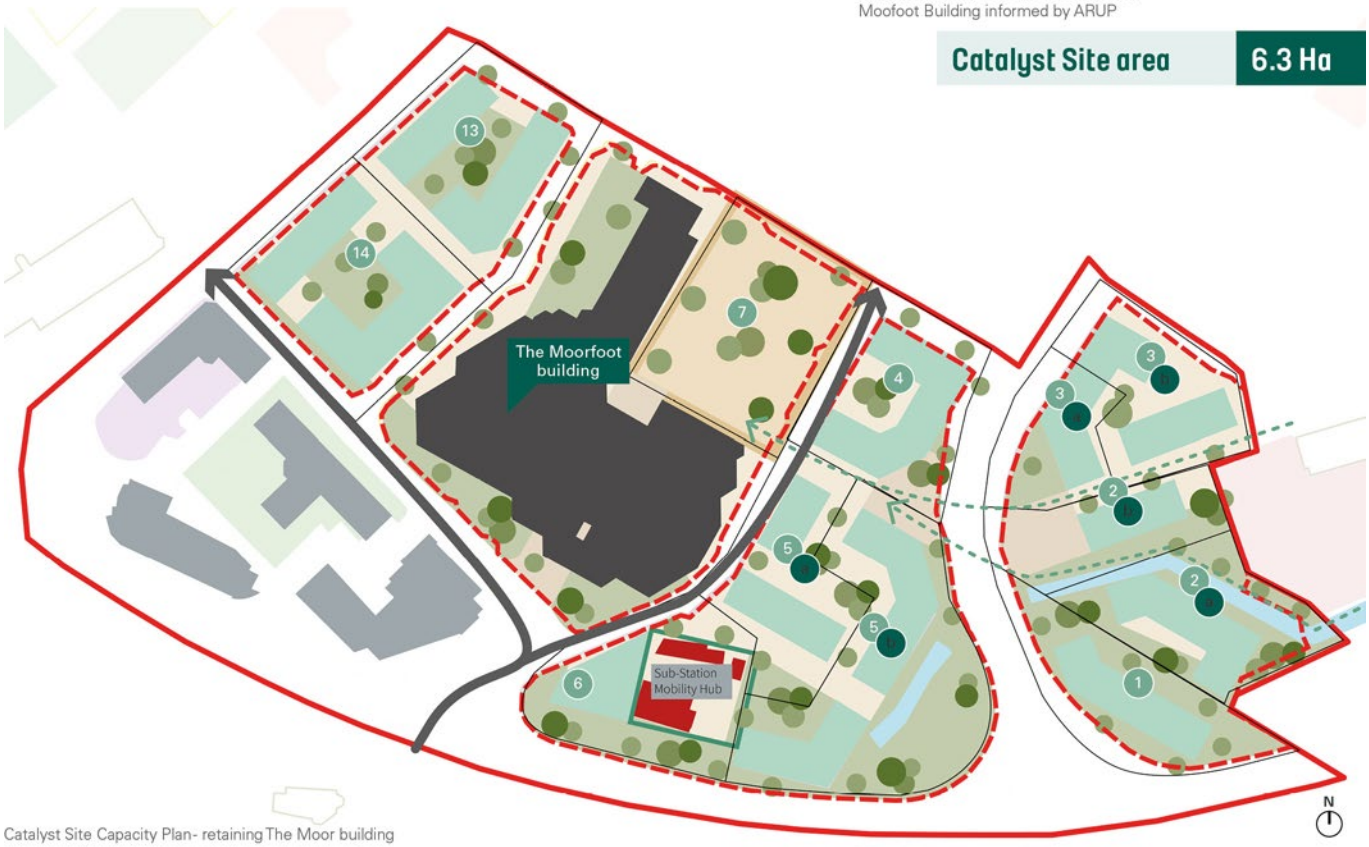
Total no. of homes (average)	**1,858**

Based on the average capacity testing of Plots 1- 6 and 13 -14, and inclusion of the Moorfoot building capacity (334 homes)

Moorfoot building Capacity	**334**

Number of homes for the conversion of Moofoot Building informed by ARUP

Catalyst Site area	**6.3 Ha**



Catalyst Site Capacity Plan- retaining The Moor building

KEY

- Moorfoot Priority Location boundary
- Moorfoot Catalyst Site boundary
- Development plot boundary
- Moorfoot building
- Vehicular movement
- Communal areas
- Public realm improvements
- Proposed Moorfoot Square
- Leisure and cycling connections
- Indicative location of trees
- Residential building footprints (GEA)
- Planning application / existing building
- Parcel Code

Moorfoot Summary

Moorfoot will become a world class neighbourhood offering the best of City Centre living, benefiting from the Heart of the City on its doorstep. Iconic buildings and lively spaces will welcome visitors to The Moor.

Infrastructure interventions

» Improve pedestrian connectivity from The Moor to the west of the City Centre and across the ring road.

» Reduce the dominance of cars at St. Mary's Gate and de-clutter the gateway at The Moor.

» Improve green infrastructure including the delivery of a new city park.

» Introduce a bus interchange at Moorfoot Square to serve the west of the City Centre.

» Open the Porter Brook culvert where possible to improve blue and green infrastructure.

» Pedestrian and cycle connections towards the railway station following Porter Brook.

Place-making priorities

» New Moorfoot Square to be proposed to form an arrival to the southern gateway of the City Centre.

» Moorfoot Square has potential to accommodate outdoor events.

» Front doors and windows must provide surveillance and activate the street.

» A variety of uses at ground floor should frame Moorfoot Square to activate the square.

» Improve air quality with green interventions such as green walls, green roofs, planting and street trees.

» Density and height must be achieved using principles described in section 5.16.

» Development must allow for flexibility for the future.

» Perimeter development must frame courtyards to provide sufficient private amenity space and protection from prevailing winds.

» Lighting must be integrated to improve pedestrian safety at night time, especially at St. Mary's Gate pedestrian crossing.

» Wayfinding to be incorporated to improve navigation through the area and to the surrounding destinations.

Neighbourhood contribution to achieving the 10 Guiding Principles

All Priority Locations are intended to have a differentiated focus and be successful places to live, work and play in different ways. Moorfoot will make its valuable contribution to the City Centre in the following ways:

» Moorfoot will be a distinctive gateway into the City Centre bookending Sheffield's primary retail core. It will provide iconic landmark buildings, contemporary living and lively spaces offering a true City Centre lifestyle for future residents.

» The ground floor of buildings will contribute to the ground-scape and a new public square will accommodate visitors and outdoor events.

» Sections of the Porter Brook will be released. Greening walls, roofs and pocket parks and limited cars will contribute to improving air quality and achieving Net Zero by 2030.

» The connection between the Moor and London Road and Ecclesall Road will be established.

» Bringing forward development at Moorfoot will require innovative solutions with the opportunity for public and private sector collaboration to deliver high quality City Centre living.


New Jobs


Connections and Accessibility


Architecture, Heritage and Culture


Vibrancy


Groundscape


Distinctive Neighbourhoods


New Homes for All


Net Zero Carbon


Innovative Solutions to Challenges


Potential for Public and Private Sector Collaboration

2,066 to 2,880

Potential homes replacing the Moorfoot building

A demographic of young professionals and professionals

Based on site and desktop analysis of the existing and demographic opportunities

4,544 to 6,336

Additional people

Based on an average of 2.2 people per household, development tested at Scenario 1 (apartments)

170,763m² to 232,203 m²

Potential residential floorspace

Based on new development being tested at between 6-20 storeys

6-20+

Storeys height range

Based on the previous capacity study analysis and further detailed desktop analysis in this study, additional heights considerations are required at later stages

5,600m²

(6%) Additional open space

Based on the potential for the addition of Moorfoot Square, indicatively located on the Emerging Priority Location Plan. Percentage (%) calculated from the Priority Location boundary area.

18,974m² to 25,800m²

Potential non-residential floorspace

Based on new development tested at a 10% non-residential assumption against the overall, additional/proposed floorspace. Specific non-residential uses will be detailed at later stages and support strategic growth and current under provision in Sheffield City Centre and the specific Priority Location area

1 (TBC)

Potential redeveloped buildings

Further detailed analysis, surveys and planning permissions are required before buildings of character and/or historical asset are to be renovated.

Retaining the Moorfoot building

In order for The Moorfoot building to be retained, further detailed analysis is required at planning stages. Refurbishment and re-purposing of The Moorfoot building for residential use, a total of 334 homes can be delivered within the existing building with no extension.

1,599 to 2,118

Potential homes retaining the Moorfoot building

0

Planning applications

Total number of active Planning Applications within the Priority Location boundary as of 30.09.2021

06 WICKER RIVERSIDE

The Wicker Riverside Priority Location Area describes the guiding principles for the area to help shape development as it comes forward at planning stages.

This area has been chosen as a Priority Location for the following reasons;

- Capacity for volume development as much of the area is underutilised and low density in a City Centre context.
- Opportunity for a 'live-work' neighbourhood providing housing for a wide range of demographics, delivering a diverse identity.
- The Wicker is a gateway into the City Centre – it's important to improve this gateway to re-integrate the residential populations in the north and east of Sheffield to create an inclusive City Centre.

The Wicker Riverside Priority Framework Area is located in City Area Two at the eastern edge of the City Centre boundary. Industrial uses are evident today with former mills and steel works scattered along a tight street network within the area. Historically the area was 'Spital Gardens', a large open green space in the valley of the River Don. The site later became heavily industrialised with small warehouses and mill buildings, when the railway station was built in the early 19th Century.

A large movement network surrounds the site, including; the ring road (Derek Dooley Way) to the north which restricts movement towards the Wicker Arches, Wicker high street which is a main route north-south through Sheffield, and the Wicker Arches where a redundant railway line is located along the far northern edge of Wicker Riverside.

KEY

- City Centre boundary
- City Area Two boundary
- Wicker Riverside Priority Location boundary

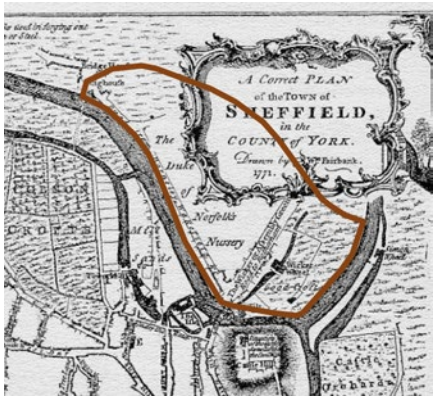
Wicker Riverside benefits from:

- Transport connections; bus connections through the site connect to the City Centre; Sheffield Railway station is within a 20 minute walk of Wicker Riverside; and Derek Dooley Way (A61) ring road which is a direct route into and out of Sheffield.
- Grey to Green runs along Castlegate, the southern edge of the site and the River Don.
- Existing tight street network which provides opportunity for incidental spaces.
- Wicker high street provides existing social infrastructure for the area, there is potential to enhance this further and create an attractive street with a range of amenities for residents and visitors, supporting independent businesses and creating a neighbourhood hub.
- An existing rich historical character which new development can take precedent from. Historical assets include; Royal Exchange Buildings and adjoining Castle House, New Testament Church of God, and Aizlewoods Mill.
- Wicker Riverside is bounded by the river Don to the south and the A61 to the north.
- Nursery Street Park is an attractive green edge connecting to the River Don.
- Proximity to Castlegate and West Bar expanding the opportunity for cumulative regeneration benefits.
- Kelham Island Conservation area is located to the northern end of the neighbourhood which gives this part a distinctive character.

6.2 History

Since around 1350, Wicker Riverside has played a central part in the history of the city with Sheffield Castle located opposite the banks of the River Don.

Throughout it's history, the Wicker has gone from being a green open space to then being the heart of industrialisation during the 18th and 19th century. Many 19th and 20th Century industrial buildings still exist, although some have fallen into disuse or are not used to their full potential.



1736

- Historically, the site was a green, open space in the valley of the River Don.
- At the end of the 17th century, directly to the south of Spital Hill, the area was known as Spital Garden, where an ancient hospital used to exist.
- The Wicker historically has acted as a key connection and arrival gateway into the City Centre from the north (from Rotherham).

1771

- The area next to the riverside became known as the Duke of Norfolk's nursery, and it was kept as a green wild area.
- The site also comprised the Assembly Green, an open space where the residents of Sheffield gathered to participate in sport activities.
- The area remained as an open space for leisure through the 18th Century. 'Sembley' Public House was the only building on the Wicker area until 1775.

1906

- The site was defined by industrialisation and the construction of the first railway station in Sheffield in 1838. The Wicker viaduct was built in 1848, the arches are now Grade II* listed.
- Bridgehouses station was built in 1845 to cater for the industrialisation happening in the valley. In modern times, the station became outdated and subsequently dismantled.
- The industrial street pattern follows a grid, which is still present to this day, although severed by the ring road, connections reach across Derek Dooley Way towards the Wicker Arches.

6.3 Contextual Appraisal

Contextual analysis shows walking distances to facilities and amenity within and around the Wicker Riverside Priority Location.

The contextual analysis shows walking distances to facilities and amenity within and around the Wicker Riverside Priority Location.

- Fitzalan Square / Ponds Forge tram stop are within a 5 minute walk of Wicker Riverside.
- A small selection of supermarkets and grocery stores are within a 5 minute walk of the site but there is an under provision for when the population grows.
- Currently Wicker Riverside has Nursery Street Park which provides some greenspace in the Priority Location, however, there is lack of access to a generous greenspace / public square.
- There is potential to provide a neighbourhood heart for Wicker Riverside, expanding on the existing facilities along Wicker high street.

KEY

- City Centre boundary
- Wicker Riverside Priority Location Area boundary
- Tram line
- Tram stop
- 5 minute walking distance
- University buildings
- Secondary schools
- Primary schools
- Supermarket
- Sports court
- Gym
- Library
- Local GP
- Theatre
- Civic Buildings
- Playground
- Cinema
- Church
- Art Gallery

6.4 Townscape Character

The Wicker is a historic road running between the Grade II* listed Wicker Arches and Lady's Bridge, with strong associations with railways - Wicker Station was the first railway station in Sheffield, opened in 1838.

Built environment

Scale

The Wicker is historically low in scale, because of the predominance of office, manufacturing and industrial uses, within the fine urban pattern. Aizlewoods Mill and The New Testament Church Of God mark an increase of height in the area, highlighting landmark buildings of historical value, new development will need to be sensitive to these assets in Wicker Riverside.

Streets and spaces

A regular industrial pattern of streets characterises Wicker Riverside. The ring road superimposes itself onto this pattern, acting as a wide movement barrier for pedestrians, limiting legibility and movement between Castlegate, the Wicker arches, and Spital Hill. The Wicker acts as a key axis through the site, and is part of the Steel Route.

Green and blue

The River Don characterises the southern edge of the site. Five Weirs Walk and Nursery Street Pocket Park offer an attractive green environment for leisure and pedestrian / cycle traffic, as well as partial flood mitigation. Nevertheless, there is further opportunity for the River Don and the river walks to connect into Wicker Riverside positively.

Character

Wicker Riverside is still largely industrial, with workshops, offices, and surface car parking. Wicker high street gives the neighbourhood its name and is still the main artery, anchored to the north by the Grade II* listed Wicker Arches. Other listed buildings include the Royal Exchange Buildings and Castle House, Royal Victoria Buildings, Lady's Bridge, Aizlewoods Mill, and The New Testament Church Of God. Many other non-listed industrial buildings from the 19th and 20th century exist but are currently underused.

The street used to have a thriving pub scene, catering to the surrounding mills, industrial works and workshops, the remnants of which are still visible today.

Location and connectivity

The Wicker was the main arrival point into the city from the north until the establishment of the ring road. The area is criss-crossed by a number of large roads, including the northern end of the ring road. A number of Grade II Listed bridges (Lady's Bridge and Blonk Street) cross the River Don and the railway transects the northern end of the area where topography suddenly rises from the site to the north, in many places limiting movement.

Uses

There is limited existing residential use in the area, as well as limited social infrastructure and amenities. Historically Wicker has been a vibrant high street and today it would benefit from regeneration and investment.

1

2

3

4

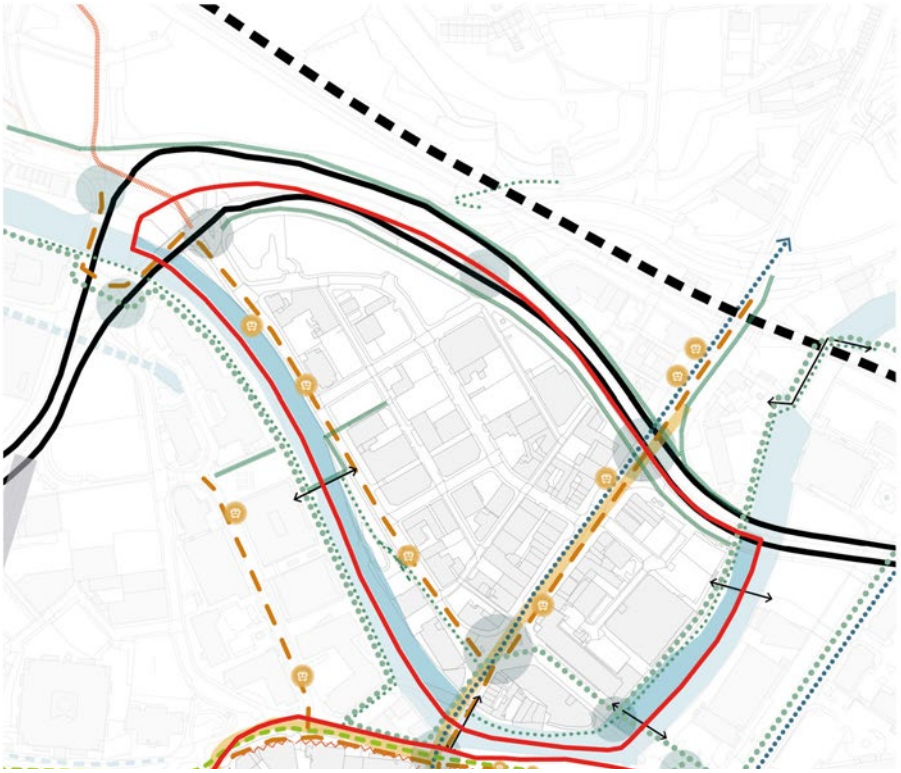
5

6

1. The Wicker main street.
2. Nursery Street Pocket Park.
3. The River Don from Lady's bridge looking towards Royal Victoria Buildings, Nursery Street Pocket Park footbridge to the rear.
4. Grade II Listed Royal Exchange Buildings, The Wicker.
5. Joiner Street, The Wicker.
6. View from the ring road towards the wicker, Grade II Listed Aizlewoods Mill in the background.
7. Nursery Street, looking towards Grade II Listed New Testament Church of God, formerly Holy Trinity Church.

7

6.5 Site Constraints

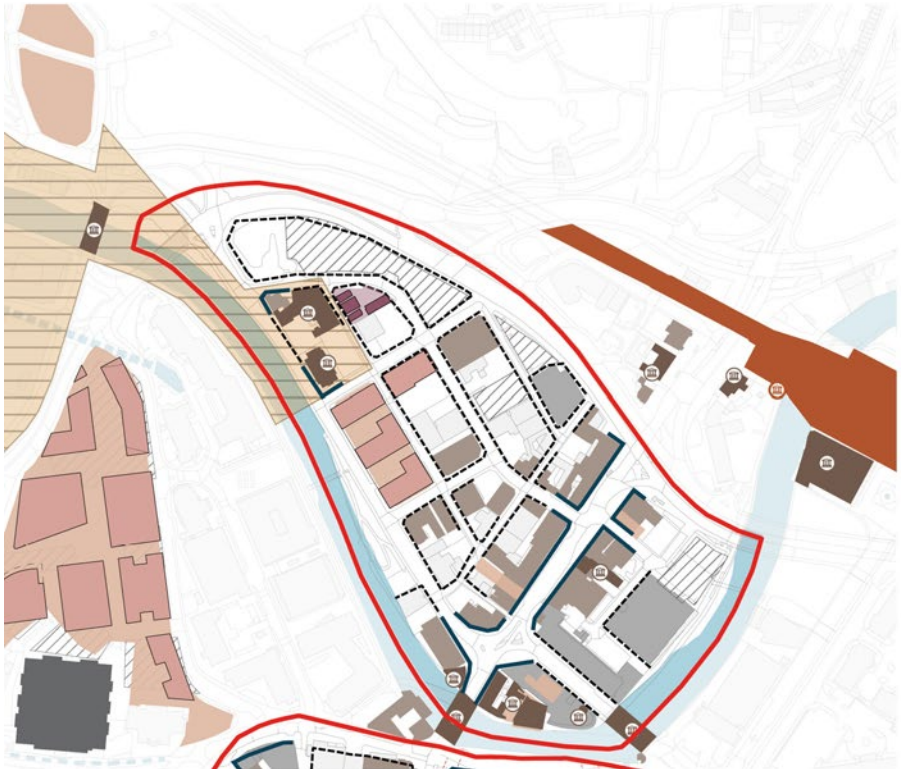


Movement constraints

- The A61 ring road (Derek Dooley Way) acts as a barrier limiting movement into the site.
- Main movement through the site is through the Wicker high street, where bus routes and car traffic are directed. Another bus route runs along Nursery Street towards the north-west junction onto the ring road.
- The junction between Wicker, Nursery Street and Blonk Street is a key intersection of movement on the site.
- There are pedestrian-only connections over the river Don at Nursery Street and Willey Street Footbridge, and vehicular connections along Lady's Bridge and Blonk Bridge.
- The National Cycle Route crosses through the area, from the Upper Don Trail over Ladys Bridge, and diverging upwards towards Five Weirs Walk and down Blonk Street.
- Movement Constraints plan subject to Connecting Sheffield routes proposals.

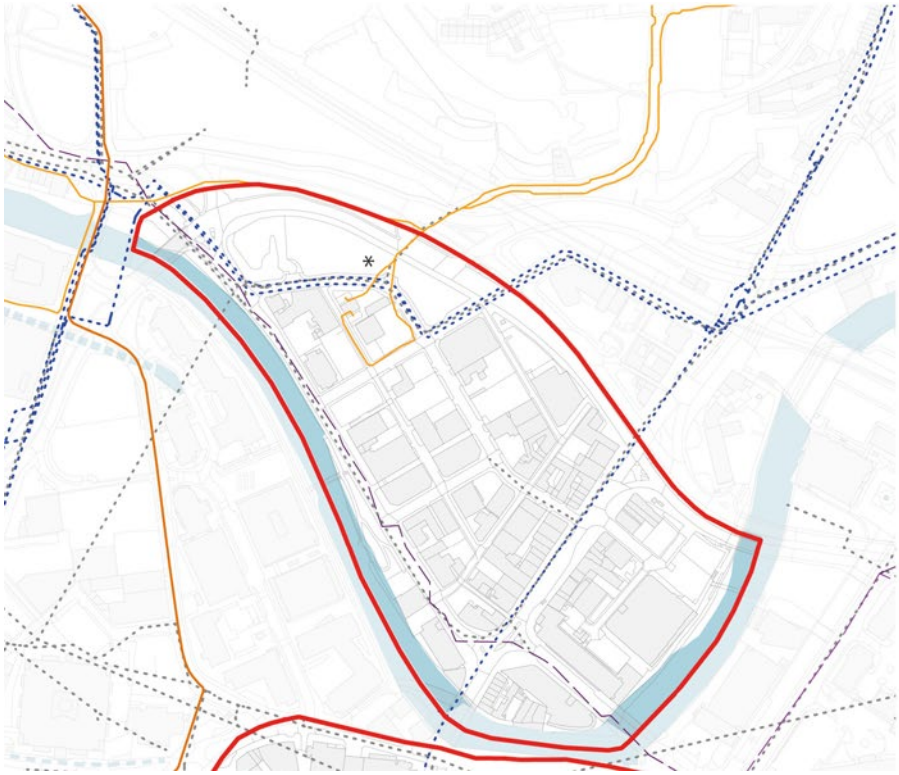
Landscape constraints

- The site is located in a high flood risk area, with some flood defence and the Nursery Street park acting as flood mitigation within the green infrastructure of the area.
- There is generally a lack of quality public space- the only green space is located at Nursery street- tree planting is limited, it is located mainly at the ring road and at the Wicker.
- Main views of the site are from the Wicker looking from and towards the Grade II* Listed Wicker Arches and towards Lady's Bridge; and views along Nursery Street and looking towards the site from across the River Don to the Grade Listed New Testament Church Of God and Aizlewoods Mill.



Built form constraints

- Heritage buildings include the Grade II listed Royal Exchange Buildings and Castle House, Royal Victoria Buildings, Lady's Bridge, Blonk Street Bridge, Aizlewoods Mill, and The New Testament Church Of God. Although not inside the Priority Location boundary, the Grade II* listed Wicker Arches are a key heritage asset in the area.
- Kelham Island Conservation Area extends over to the site across the River Don, including Aizlewoods Mill, and The New Testament Church Of God.
- Buildings with active frontages, such as existing shops and pubs interface with the Wicker high street.
- Inactive frontages, blank elevations and vacant buildings, as well as surface car parking are predominant in Wicker Riverside.
- Active planning permissions on Nursery Street and Johnson Street will deliver new buildings into the area that need to be taken into account.



Utilities constraints

» Gas supply network runs though Blonk Street and north along Nursery Street.

» An existing electrical sub-station exists beside Aizlewoods Mill restricting development in this area.

Summary of constraints

Barriers to movement

The River Don is a natural and significant constraint to movement, with several pedestrian and vehicular bridges over the river which overcome the barrier. The ring road acts as a barrier to pedestrian movement, isolating the Wicker Riverside from the Wicker Arches and Spital Hill.

Topography and views

The River Don meanders along the southern edge of the area, creating a visible valley within which the Wicker Riverside sits. The topography slopes steeply northwards, restricting development and movement.

Flood risk

The site is within a flood zone, further flood-risk mitigation measures need to be implemented along Nursery Street to allow an increase in residential population.

Green space

Wicker Riverside lacks accessible public open space, due to the industrial character of the site. The site has potential to benefit from the addition of green spaces and a public square that could positively impact the site and respond to the River Don and historical assets in the site.

Built form

Only a few significant heritage buildings are still located within the area due to the historic industrial uses. Heritage and character buildings should be uplifted and celebrated, in order to retain key views within and around the site, and retain the industrial character of the area which can influence future development by responding to the existing character.

There are numerous underused buildings and surface car parks in the area, providing opportunity for new development. Several planning applications are currently active on site and need to be considered.

6.6 The Opportunity

Wicker Riverside has all the raw attributes required to deliver a post-industrial living quarter that authentically references its history, whilst looking to a sustainable future.

Building on the areas industrial character, new development will compliment and contrast the existing townscape, referencing distinctive architectural features of character buildings and celebrating the proximity to the River Don. The subtle integration of greenery into an otherwise gritty, urban streetscene will provide incidental pockets of green space for people's enjoyment and to encourage movement on foot.

Summary of opportunities

There is potential to define Wicker Riverside as a vibrant neighbourhood by investing in the Wicker high street and creating well defined streets through the site. Wicker Riverside has existing buildings of historical importance and views to surrounding built elements which define the character of the area.

Wicker Riverside presents the following opportunities to:

- Create strong active frontages along the Wicker high street (Steel Route). Mixed-uses at ground floor will activate the streetscene along key routes through Wicker Riverside.
- Cluster development sites at the Wicker, informing the character of residential development and defining a new neighbourhood heart.
- Attract a mixed demographic by providing different residential typologies- with a mix of accommodation and tenure types.
- Connect with investment at Castlegate for mutual benefits for both areas.
- Create a mixed use neighbourhood that caters to a wide range of demographics, particularly to make the most of its location as a gateway to the city core from the east of the city.
- Aim to achieve targets for Biodiversity Net Gain within the Priority Location.
- Create a unique identity in the Priority Location through design of landmarks, well-structured paths, and signage which play an important role in wayfinding, these elements should be considered in later design stages.
- Support the look and feel of the area through design and provision of street furniture in the neighbourhood, which also supports the efficiency and enjoyability of spaces. This must be considered in later design stages.
- Influence the character of the neighbourhood and add to its local distinctiveness through design and provision of neighbourhood-specific public art and sculptures, this should be considered in later design stages.
- Provide security along the key routes, public open spaces, and pedestrian/cycle paths through design and provision of lighting. This must be considered in later design stages.

6.7 Vision / Placemaking Principles

The vision for Wicker Riverside is to build on the industrial character of this distinctive neighbourhood. People and place will be at the core of the vision, focused on creating a live-work neighbourhood with much needed amenity space and local facilities.

The key ingredients and place making principles shape the future of the neighbourhood:

Neighbourhood characteristics

The area will become a live-work neighbourhood with a new residential population and community with amenity uses. There will be a strong mixed-use neighbourhood centre within the Wicker, catering for a wider variety of demographics.

The future resident

Potential for a mixed demographic, including opportunities to deliver affordable and key worker City Centre housing in the neighbourhood, in the long term. The residential offer will include a mix of for sale and rental and should maximise opportunities for a variety of tenure types, student accommodation will not be appropriate. For further detail, see Appendix A.

Community infrastructure

Although there is some existing community infrastructure in Wicker Riverside, with a growing residential population the existing provision is likely to need significant improvement with consideration given to the need for additional education and healthcare facilities.

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Placemaking principles

Enhance the pedestrian and cycle environment along main routes and improve the relationship with the River Don by creating a new riverside pedestrian route, supported by active building frontages.

Enhance and strengthen the historic Wicker high street to create an attractive and vibrant street which strengthens placemaking in Wicker Riverside and the community offer. Supporting the new residential neighbourhood by retaining convenience, retail and leisure uses to retain and enhance the diverse identity of Wicker's existing high street.

Existing light industrial occupiers in Wicker will need to be relocated to an appropriate location to accommodate an emerging residential population.

Mix of old and new

It is essential that the growth of this neighbourhood responds sensitively to the past whilst embracing the future with new high quality distinctive homes which take precedent from the existing architectural character of listed and character buildings in Wicker Riverside. Existing buildings of significant historic value and character will be retained and renovated appropriately and tie into Sheffield's sustainable credentials for new contemporary housing.

Animate streets and spaces

Certain uses such as cafés, shops, communal lounges, education or workspaces will interact well along the key routes and streets in Wicker Riverside, creating a strong visual and physical interconnection.

Wicker Riverside Park and Square at the heart of the neighbourhood

Enhance the existing Nursery Street Park by further defining the streets as green routes, introducing street trees and pocket parks along Nursery Street, along with exemplar SuDS strategies.

Opportunity to respond to existing historical assets by creating public realm space around the heritage assets to create urban squares. Improved public realm interventions in Wicker Riverside and landmark buildings along key routes terminating key views, will assist in improving legibility.

A legible network of streets

The fine grain street network in Wicker Riverside will be retained, keeping and enhancing the historic street widths and profiles within the light industrial areas to reference historic use and urban fabric. New built form should respond to the tight urban grain and street pattern informed by the previous industrial uses in the Priority Location.

Permeable streets will improve way finding through the existing fine grain. Improved, active frontages can overlook key routes to provide safety and active street scenes. Improving the main artery route of Wicker high street will catapult business and investment in the area, encouraging small businesses and workplaces to benefit from Wicker Riverside's close proximity to the City Centre.

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1. Example of re-purposed arches with ground-floor mixed use amenity- Lewis Cubitt Square, London
2. Example of activating the routes through a viaduct by prioritising pedestrians and cyclists with high quality surface materials- Battersea Exchange, London
3. An example of an activated street with mixed uses at ground floor and street planting- Elephant Park, London
4. An example of an attractive pedestrian and cycle only bridge- Dublin, Ireland
5. An example of a modern urban square which responds to the existing context- Whitfield Gardens, London
6. An example of architecture responding to existing heritage assets, contemporary installations animate the urban square- Time Keeper's Square, Salford
7. An example of a sensitively designed pocket park along the waterside edge considering the heritage assets in the area- Granary Square, London
8. An example of a tight knit street, activated by ground floor uses along the street- Goose Green, Altrincham
9. A pedestrian and cycle route is clearly defined as part of an integrated wayfinding strategy at Kings Crescent in London
10. A mural adds colour and vibrancy to this pop-up park in Stockport, referencing the history of the area and building upon the identity of the place
11. An example of development facing onto a waterside edge with front doors on the street and windows overlooking- Middlewood Locks, Salford

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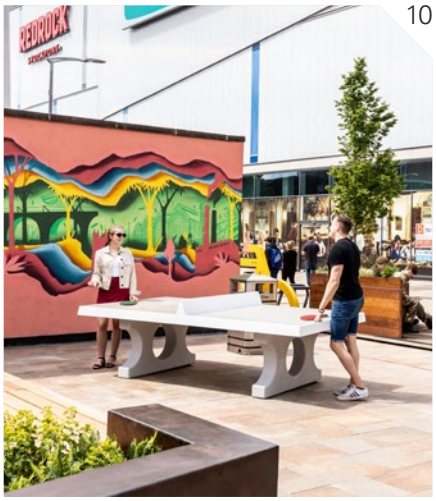

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6.8 Masterplan Design Drivers

A series of spatial principles respond to the constraints and character of the area, underpinning the corresponding masterplan framework.

Re-imagine the industrial character

Retain the historical industrial grain and connect to the Wicker Arches, enhancing connections and views. Potential to connect to the proposed Victoria Station. Retain key views to New Testament Church of God; the Wicker Arches; and former horse stable block (Royal Exchange Buildings).

Define a neighbourhood Heart

Create a sustainable community neighbourhood which is working and productive.

Accessible green space for the neighbourhood

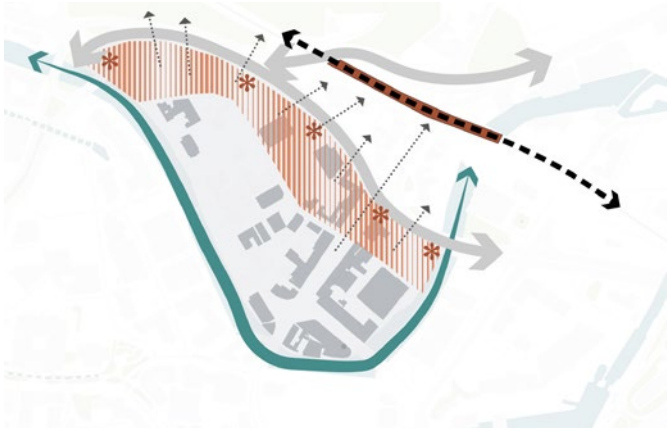
Opportunity for a green space with reference to the former tree nursery. Potential for historically sensitive open space around the listed Aizlewoods Mill and New Testament Church of God.

Re-connect the River Don

Reinstate the historical green open space to enhance the River Don park which could alleviate flooding risk and support the current strategic under provision. Improve safety and overlooking to activate the river and maximise the riverside views.

Blurring the ring road edge

Increase height along the ring road to mitigate noise, while retaining views and enhancing connections to the Wicker Arches. Existing historical buildings to define the proposed height datum.



Revitalise Wicker High Street

Revitalise the historic Wicker high street into community opportunities and high quality public realm. Enhancing north-south connections along the Wicker (proposed Steel Route) towards Wicker Arches (north) and City Centre / Castlegate (south)

Create streets for people

A clear hierarchy, prioritising pedestrians and cyclists over vehicular traffic. Remove the cars and buses from the river edge to maximise the natural asset. Opportunity to create a pedestrian zone adjacent to the river. Vehicle and bus movement to be relocated to Stanley Street and Spitalfields.

6.9 Masterplan Framework

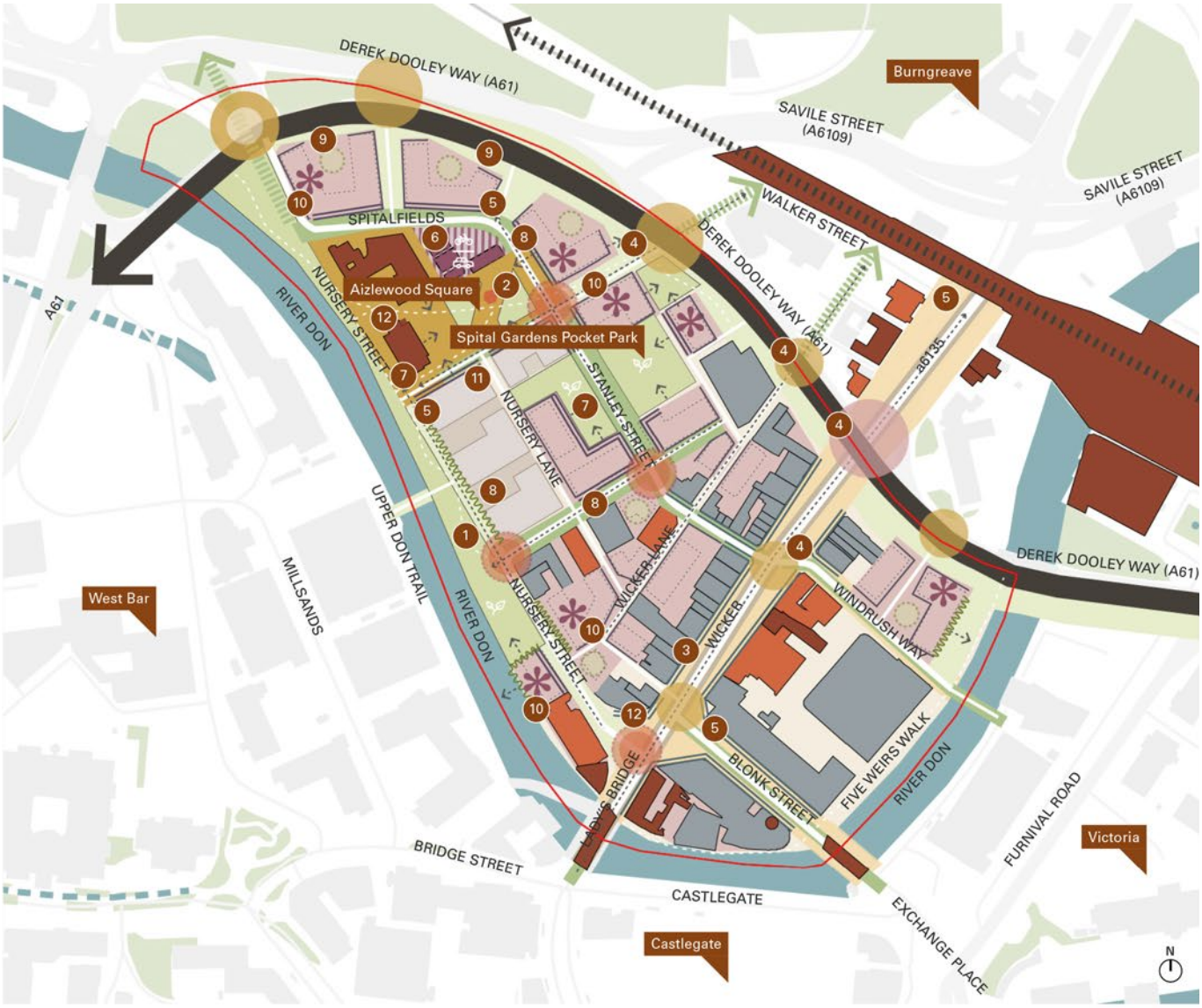
The Masterplan Framework outlines the proposed spatial layout of the Priority Location, illustrating how the principles identified earlier could be delivered across the site.

To ensure Wicker Riverside becomes a truly liveable urban neighbourhood, while capturing the industrial qualities, a series of key interventions are proposed below (in accordance with the 10 guiding principles):

The 10 Guiding Principles:

- **New Jobs** (6, 7, 12)
- **Connections and Accessibility** (1, 4, 5, 6)
- **Architecture, Heritage and Culture** (2, 10, 11)
- **Vibrancy** (2)
- **Groundscape** (3, 8)
- **Distinctive Neighbourhoods** (2,11)
- **New Homes for All** (8)
- **Net Zero Carbon** (1, 6, 9)
- **Innovative Solutions to Challenges** (6)
- **Potential for Public and Private Sector Collaboration** (2, 12)

1. Enhanced Nursery Street Park by creating a clearly defined green edge with reduced vehicular movement, to allow priority for pedestrians and cyclists. Nursery Street has potential to become a green street from Wicker to the northern A61 junction. A description of nursery street park can be read in Section 6.12 Green Space and Public Realm.
2. Aizlewood Square- a new public square positioned to respect the Grade II listed building of Aizlewoods Mill and New Testament Church of God and utilising these assets for place making value, creating a heart for the neighbourhood. The square could accommodate small events and play encouraging social interaction. Ground floor uses surrounding the square could be mixed-use to activate the space through the day and evening. A description of Aizlewood Square can be read in Section 6.12 Green Space and Public Realm.
3. A revitalised Wicker high street with ground floor amenity which will activate the street. Existing, underutilised buildings can be revitalised to provide additional uses, maximising the offer along the street. A description of recommended improvements to Wicker High Street can be read in Section 6.11 Creating Connections.
4. New pedestrian, cyclist and vehicular connections into the site along the edge of the ring road and across Wicker high street. The location for new pedestrian crossings will require further discussions with SCC Highways.
5. Balanced streets should include SuDS where possible, and prioritise pedestrian and cycle connectivity throughout the site. Where appropriate, access will be limited to emergency access and residential servicing only- providing a safe street to walk, cycle and play. Further discussion with SCC Highways will be required for the detailed design of balanced streets.
6. There is potential to deliver a Mobility Hub above the existing sub-station. The integration of a mobility hub would encourage users to walk, cycle and use public transportation. There is potential for dual functions including mixed uses at ground floor with amenity uses such as a play park or Food and Beverage at the top floor. The mobility hub could include disabled car-parking and a cycle hub.
7. Potential for mixed-use and non-residential uses at ground floor to activate key spaces and nodes.
8. Key frontages should be activated at ground floor with either mixed-uses or residential typologies with front doors onto the street. A description of recommended typologies can be read within Section 6.13 Creating A Distinctive Neighbourhood.
9. Respond to the A61- Development must be set back to provide a green buffer and tree planting along the A61 to create an attractive edge to the neighbourhood. Arrangement of buildings must be designed to mitigate potential traffic noise, creating protected amenity spaces, however built form must be sensitively designed to avoid a wall of development.
10. Increase height to respond to key junctions and spaces to create landmark buildings, enhancing legibility within the network of streets. Scale and massing must respond to the topography and sensitive views. Recommended building heights can be read in Section 6.15 Heights and Density.
11. Respect the industrial character and heritage with new buildings that complement and enhance the finer grain street pattern.
12. New neighbourhood community hubs can be accommodated along the Wicker High Street and at Aizlewood Square, providing local facilities for the community including convenience stores, community facilities, cafés and other small scale retail and leisure facilities.



Illustrative Priority Location masterplan framework

KEY

- Priority Location boundary
- Indicative Priority Location building footprints (GEA) subject to detailed design stages
- Existing River Don
- Existing retained buildings
- Buildings of character- opportunity to renovate and re-purpose (subject to further building surveys)
- Listed buildings / Landmarks - (opportunity to renovate and re-purpose (subject to further building surveys)
- Existing ring road
- Existing railway line- currently redundant
- Indicative primary pedestrian and cyclist priority route
- Existing Wicker high street primary route with potential for clearly defined pedestrian and cyclist routes
- Potential for pedestrian and cyclist priority crossing points - change of surface material to define change in priority
- Potential for improvement to Wicker / A6135 pedestrian and cyclist priority crossing point
- Potential for improvement of existing A61 and Nursery street junction to create pedestrian and cyclist priority crossing points
- Indicative proposed green spaces
- Potential for green buffer space along ring road edge- tree-lined footpaths and SuDS
- Indicative green streets within streetscene, potential to include exemplar SuDS features
- Potential for connections across the ring road (A61)
- Indicative residential courtyards within development parcels (indicative location)
- Proposed urban nodes - opportunity to establish neighbourhood centre with improved public realm / amenity and facility cluster (indicative location)
- Potential for public realm space addressing heritage landmarks
- Opportunity for landmark element (e.g. an installation or sculpture)
- Landscape views
- Proposed internal urban views
- Indicative active frontages (potential for mixed-use / amenity on ground floor, activating the street)
- Improvements to existing active frontages
- Indicative urban frontages (potential for consistent building lines along key route, with ground-floor access points in the built form and windows overlooking the street)
- Indicative landscape frontages (potential for windows and access points into the built form to overlook green space amenity, opportunity to create bespoke green walls / streets which respond to the green space)
- Indicative development parcel
- Opportunity for landmark buildings
- Potential for shared mobility hub to provide the Wicker Riverside Priority Location with car-parking (including disabled car-parking bays and cycle parking), potential for mixed use on ground floor and top of built form to include attractive destination (e.g. urban play park, Food and Beverage)
- Existing sub-station
- Planning permissions on-site
- Proposed Steel Route

6.10 Creating Connections

Improvements to routes and crossings through Wicker Riverside will strengthen connections north-south from the River Don to Spital Hill and towards Castlegate and the City Centre, and east-west from Victoria to and from West Bar.

All new infrastructure proposals should incorporate the Connecting Sheffield proposals.

1. Revitalised Wicker High Street

A revitalised Wicker high street activates the frontage of this important connection. High quality surface materials will clearly define the priority along the Wicker. A change in surface material and a well-defined route with curbs will define pedestrian and cyclists priority and provide safe movement through the street. Generous pavements will provide space for walking and spill-out space along the street.

2. Enhancement of Nursery Street

This green street will be at the centre of the neighbourhood, providing connectivity along Nursery Street Pocket Park. It is recommended that the bus route is diverted to Stanley Street, connecting to the Wicker and the A61, to allow for pedestrian and cyclist priority at Nursery Street Park. Building on the grey to green principles along the nearby Castlegate to create exemplar SuDS strategies, including a tree-lined avenue with seasonal and attractive planting along Nursery Street and the proposed green streets, subject to further consideration.

3. Stanley Street (and Spitalfields)

Potential to redirect the Nursery Street bus route to Stanley Street and Spitalfields connecting into the Nursery Street junction onto the A61. Directing movement away from the green spaces and through the centre of Wicker Riverside.

4. Improved connections across the ring road - A61

A series of interventions are proposed to improve this key vehicular route. A green buffer and tree planting will create an attractive environment. Improvements to pedestrian crossing points will enhance connections to Wicker Arches.

Improved cycle infrastructure will encourage sustainable movement across the City Centre.

1

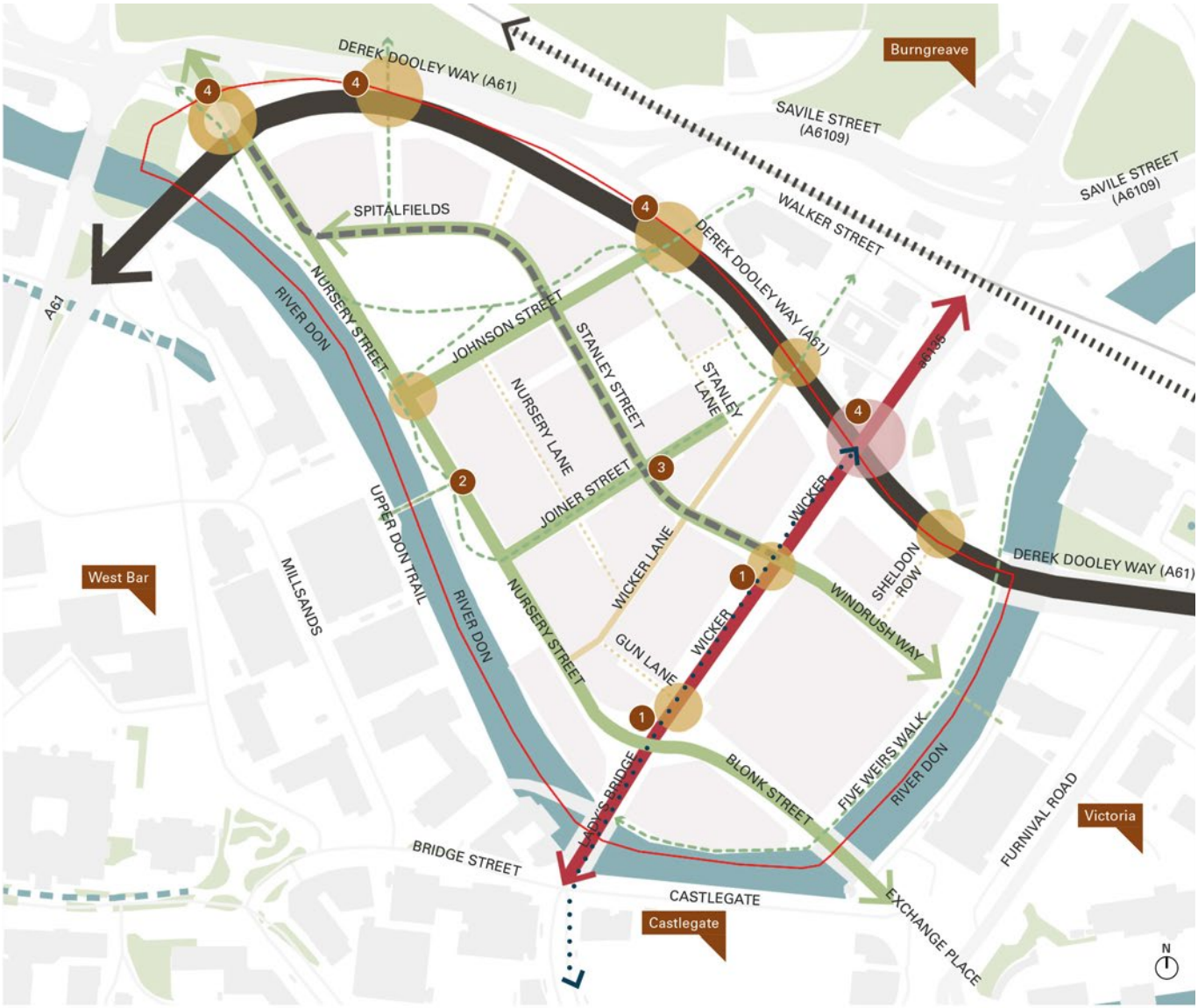
An example of a street with high quality surface materials to delineate pedestrian and cyclist priority and which provides generous pavements for seating and walking- Altrincham

2

An example of swales managing rainwater and improving biodiversity, whilst creating an attractive walking environment- West Bar, Sheffield

3

An example of a bus route with vehicular movement and pedestrian and cyclist priority and crossings across the road- Altrincham high street



Movement and connectivity framework

KEY

- Priority Location boundary
- Existing River Don
- Existing ring road
- Existing railway line- currently redundant
- Potential to redirect Nursery Street bus route along Stanley Street and Spitalfields (proposed bus and resident only vehicular traffic)
- Existing Wicker high street (part of the Steel Route)- Primary route (including existing bus and vehicular movement with potential for pedestrian and cyclist designated routes)
- Proposed Vehicular Secondary route with exemplar SuDS strategy (including proposed vehicular, pedestrian, and cycle movement)
- Potential for Tertiary streets with exemplar SuDS strategy (prioritising pedestrians and cyclists, with restricted vehicular movement).
- Potential for green streets through Wicker Riverside- with potential for SuDS strategy, and pedestrian and cyclist priority routes with restricted vehicular movement
- Pedestrian and cyclist only routes through Wicker Riverside
- Potential for pedestrian and cyclist priority crossing points
- Potential for improvement to Wicker / A6135 pedestrian and cyclist priority crossing point
- Potential for improvement of existing A61 and Nursery street junction to create pedestrian and cyclist priority crossing points
- Proposed Steel Route

6.11 Green Space and Public Realm

Wicker Riverside is predominantly industrial in character, it is important to reference the rich history and retain heritage assets such as Aizlewoods Mill and The New Testament Church of God, adding placemaking value and defining new public spaces and squares.

Within the public realm there is opportunity to include public art which is distinctive to Sheffield and the Priority Location. Integrate SuDS, green roofs and open space to manage any localised surface water flood risk and integrate into park areas.

1. Nursery Street Park

The Nursery Street Pocket Park by the River Don will be enhanced by creating a linear riverside walk and amenity to form an integrated and sustainable neighbourhood. Nursery Street has the potential to be a tree-lined route, providing exemplar SuDS strategies along a balanced street with no vehicular movement. There will be opportunity for outdoor play and small scale event spaces, encouraging activity in the area for new residents. The addition of these green assets will promote the attributes of health and well-being for the residents (new and existing) of Wicker Riverside and the wider city.

2. Aizlewoods Mill Square

An urban square which gives breathing space to the existing Grade II Listed buildings of Aizlewoods Mill and The New Testament Church of God. The square could accommodate small events including markets, community gatherings and outdoor play. This space could incorporate references to the history of Wicker Riverside through installations, historical interpretation in the landscape and wayfinding elements. Trees and seasonal planting will be incorporated, along with high quality surface materials and furniture. There is potential to include a landmark element (installation or sculpture) which defines the space and references the history of Wicker Riverside.

3. Spital Gardens pocket park

Referencing the historical Spital Gardens, this pocket park will be a semi-private space for residents to utilise. There is opportunity to activate the space by providing ground-floor amenity. The pocket park could accommodate attractive year-round planting to provide residents with a public garden.

1

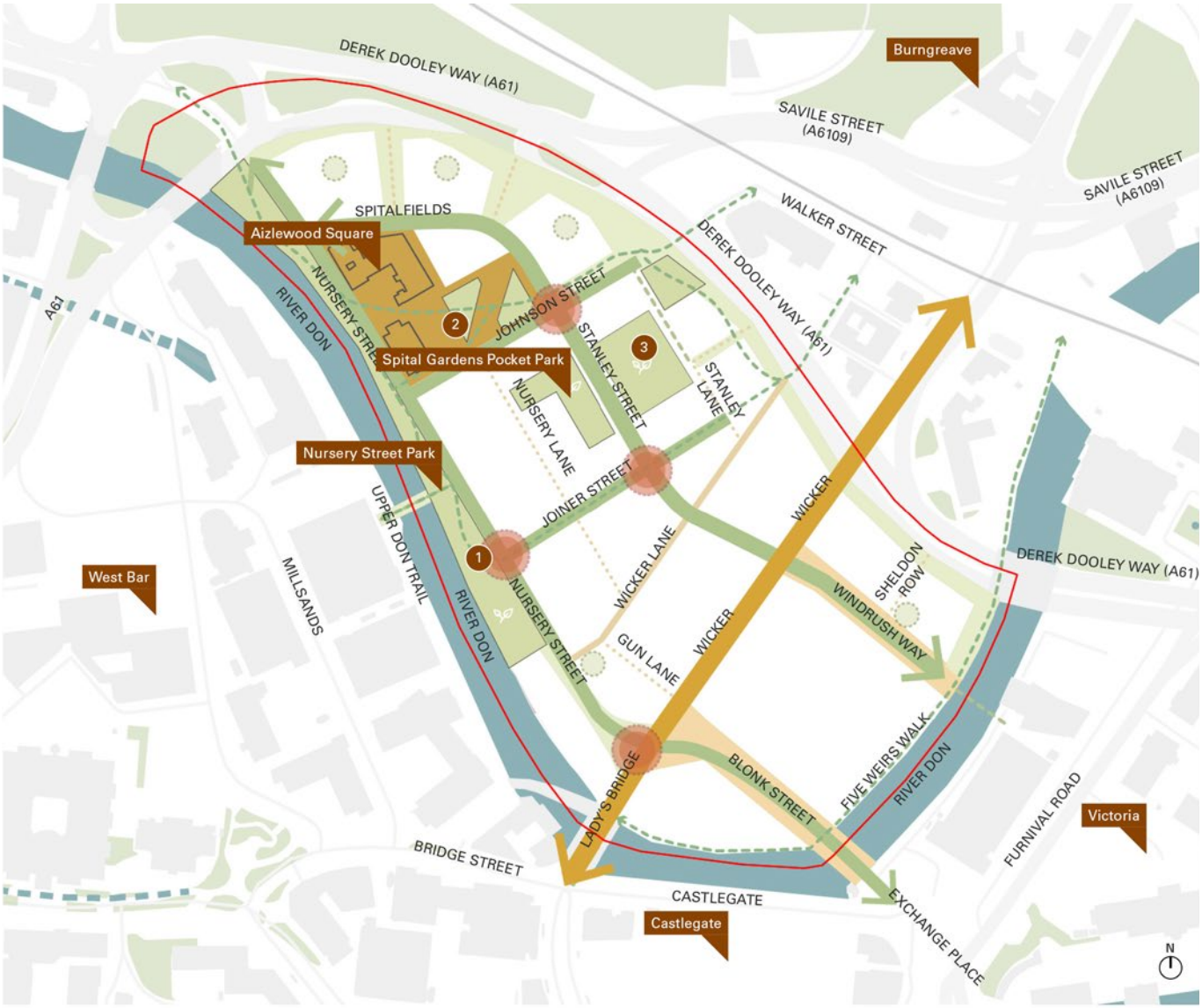
An example of a green park with play and active uses, surrounded by mixed uses and greenery- Elephant Park, Elephant and Castle, London

2

An example of a pedestrian focused public realm square which complements the existing historical architecture- Cutting Room Square, Manchester

3

An example of a residential pocket park in a City Centre, ground-floor uses activate the space, with a mix of typologies which respond sensitively to the existing context- Kampus pocket park, Manchester



Green space and public realm framework

KEY

- Priority Location boundary
- Existing heritage assets, Grade II Listed buildings- Aizlewoods Mill and The New Testament Church of God
- Potential for primary street with clear wayfinding and high quality surface materials to encourage cycling and movement on foot.
- Proposed Vehicular Secondary route with exemplar SuDS strategy (including proposed vehicular, pedestrian, and cycle movement)
- Potential for Tertiary streets with exemplar SuDS strategy (prioritising pedestrians and cyclists, with restricted vehicular movement).
- Potential for green streets with exemplar SuDS strategy, subject to further consultation. (Secondary and tertiary routes (balanced streets) prioritising pedestrians and cyclists with a clear change in material surface to encourage slow and considered movement through the routes)
- Pedestrian and cyclist only routes through Wicker Riverside
- Indicative proposed green spaces / play areas / parks
- Potential for green buffer space along ring road edge- tree-lined footpaths and SuDS
- Proposed residential courtyards within development parcels (indicative location)
- Proposed urban nodes - opportunity to establish neighbourhood centre with improved public realm / amenity and facility cluster (indicative location)
- Proposed public realm space addressing heritage buildings

Aizlewood Square 0.29 Ha / 2,900 m²

Based on 10% and bench marking of functions

Spital Gardens Pocket Park 0.33 Ha / 3,300 m²

6.12 Creating a Distinctive Neighbourhood

Careful consideration has been applied to the Priority Location to ensure an appropriate mix of complementary uses and residential types are considered, ensuring the distinctiveness of Wicker Riverside is captured.

A range of residential typologies are designed to ensure that the neighbourhood is a place for everyone.

Site specific considerations relating to typologies

- Appropriate typologies in the Wicker Riverside area should take into consideration the site constraints identified in earlier chapters, including; surrounding buildings of heritage value, buildings of character in the area, existing landscape features, and existing highways infrastructure.
- Wicker Riverside is within a known flood route which must not be cut off. Design details need to consider residual risks, ground floor car parking, sacrificial ground floor uses, and crucially safe access/egress to safe areas.
- New development in Wicker Riverside should include a mix of large family apartments, town houses and live-work units, bringing day-long activity to the centre of the neighbourhood.
- This Priority Location comprises of an extensive array of existing buildings which add to the character of Wicker Riverside, many referencing the history of the area. New built form should respond sensitively to these buildings of character, responding to the existing height datums, materiality and architectural features.

Appropriate uses

The Wicker Riverside area is considered to be suitable for significant residential growth, supported by the existing high street provision at The Wicker. Residential development should be prioritised across this area, except on the ground floor frontages of the Wicker.

A mix of residential uses will be encouraged, providing high quality accommodation for a variety of demographics and tenures.

Student accommodation will not be appropriate in this area due to the distance from the Universities.

Employment uses may be acceptable if they are compatible with residential uses and do not cause unacceptable impact on amenity. Storage and distribution and industrial uses would be resisted.

Community facilities

There is some existing provision of community facilities at Wicker Riverside, such as a pharmacy and convenience retail.

As the residential population grows improvement and growth of these facilities may be required, particularly access to schools and GP surgeries, as well as improvements to the quality and quantity of the existing services.

When detailed proposals come forward for development in the Wicker area they will need to be supported by an assessment of need for community facilities, including primary and secondary schools and GP surgeries.

Where a need is identified, SCC will expect developments to provide a contribution towards improvement to community facilities through planning obligations to allow delivery of the required infrastructure in the long term. The Wicker high street is likely to be the most appropriate location for most community facilities so their provision should be prioritised in this location.

With this in mind, 10% of the capacity area calculated has been reserved for non-residential uses and amenity areas as necessary. This rises to 15% for retained buildings to account for additional unknowns and inefficiencies associated with these predominantly historic structures.

Residential development

As set out in Capacity Study, Wicker Riverside is considered as a location where larger, urban family homes should be considered. The typologies considered for this area include:

Townhouses in an urban setting. Marmalade Lane, Cambridge.

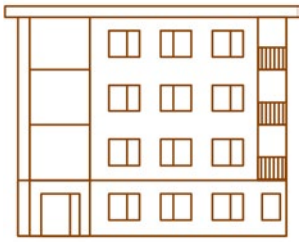
1. Townhouses

Between 2-4 storeys generally. These can be mixed into perimeter blocks, or provide distinct streets themselves. Townhouses provide the largest internal area and external area, therefore are typically associated with lower development densities.

Mix of active ground floor, apartments and duplex at Wolstenholme, Square, Liverpool.

2. Apartments

Larger, family sized apartments are considered, with a limited number of smaller 1 and 2 bedroom homes also.



Active ground floor with commercial-work activity providing regular doors onto the street at Battersea, London.

3. Live-Work

Units provided to the ground and first floor of apartment blocks. They consist of both a commercial / office and a residential component being occupied by the same resident. These also guarantees day-long activity. They allow for regular front doors onto streets, can wrap car parking podiums, cycle storage or other inactive uses within a perimeter block, and provide active ground floors with stores, workshops and other commercial activity-related uses.

6.13 Development Capacity

The Priority Location (PL) provides the opportunity to explore parcel density, which is the next scale down from the site densities set out in the Capacity Study.

As shown on the density and heights framework plan on the following page, the Priority Location has been split into a number of development parcels, within which the capacity study has been carried out. The approach to capacity testing for the Priority Locations is in Chapter 2, Section 2.1.

At Wicker Riverside the surrounding context influences the recommended building heights, densities and number of home. Further technical considerations are required at detailed planning stage- which could impact development capacity. The existing building heights in this area are lower in comparison to the core of the city, as a result the recommended building heights are generally between 4 to 6 storeys. Recommended building height ranges and densities consider the setting and views of heritage assets, ensuring development heights and densities are designed to respect the heritage buildings.

In accordance with the Capacity Study, all development parcels have been calculated based on residential scenario 3. This provides the opportunity to deliver a mix of family homes, town houses, apartments and duplex apartments. Recommended typologies are set out in Section 6.13 Creating a distinctive neighbourhood.

Priority Location Parcels Capacity

Parcel Code	Parcel size (ha)	Indicative storeys	Residential scenario	Parcel density (dph)	Capacity range (no. of homes)
WI-PL-Parcel-1	0.37	5-6	Scenario 3	150-200	56-74
WI-PL-Parcel-2	0.25	5-6	Scenario 3	150-200	38-50
WI-PL-Parcel-3	0.22	5-6	Scenario 3	150-200	33-44
WI-PL-Parcel-4	0.15	5-6	Scenario 3	150-250	23-38
WI-PL-Parcel-5	0.08	4-6	Scenario 3	150-250	12-20
WI-PL-Parcel-6	0.34	4-6	Scenario 3	100-150	34-51
WI-PL-Parcel-7	0.13	4-6	Scenario 3	150-250	20-33
WI-PL-Parcel-8	0.05	3-4	Scenario 3	100-150	5-8
WI-PL-Parcel-9	0.07	4-5	Scenario 3	150-200	11-14
WI-PL-Parcel-10	0.06	3-4	Scenario 3	100-150	6-9
WI-PL-Parcel-11	0.09	4-6	Scenario 3	150-250	14-23
WI-PL-Parcel-12	0.06	3-4	Scenario 3	100-150	6-9
WI-PL-Parcel-13	0.15	4-6	Scenario 3	150-250	23-38
WI-PL-Parcel-14	0.05	4-5	Scenario 3	150-200	8-10
WI-PL-Parcel-15	0.04	3-4	Scenario 3	100-150	4-6
WI-PL-Parcel-16	0.09	4-5	Scenario 3	150-200	14-18
WI-PL-Parcel-17	0.09	4-5	Scenario 3	150-200	14-18
WI-PL-Parcel-18	0.20	4-6	Scenario 3	100-200	20-40

Planning Applications Capacity

329 homes

Total Planning Applications Capacity is for the overall amount of homes within the Priority Location boundary. See Appendix A for a break-down of planning application capacity numbers

Priority Location Capacity

336-501 Homes

The above figures do not include planning permissions, only the Development parcels (the shaded areas on the Density and Heights framework plan, which have been tested for capacity). For figures including planning permissions, see summary page.

Priority Location Density

130-200 DPH

The Priority Location Density is calculated based on the overall development parcels boundary (in ha). Full detail for the assumptions can be found in the Appendix A. The above calculation does not include planning permissions

6.14 Heights and Density

Density and Heights framework plan

KEY

- Priority Location boundary
- Buildings of character and Listed buildings
- Planning applications
- Indicative building footprints (GEA). Position, proportions and arrangement of buildings, as well as servicing requirement is subject to detailed design stages.
- 5-6 storeys
- 4-6 storeys
- 4-5 storeys
- Up to 4 storeys
- X Parcel Code
- Kelham Island Conservation Area. Further detail is required to assess the impact on the designated heritage assets

Priority Location boundary area	10.1 ha
Priority Location Parcels area	2.49ha

Development parcels are the shaded areas on the Density and Heights framework plan which have been tested for capacity.

**Further design consideration and discussions with SCC are required to look at the detail design strategy for servicing in some parcels.

*Proposed building heights inform development capacity testing for this document. Townscape character analysis has informed the proposed heights, which are subject to discussion with SCC at detailed planning stages

6.15 Parcel Density

The identified parcels can be generally split into the following density categories.

The relatively similar heights between 3-6 storeys across the framework area has led to the parcel density being predominantly influenced by the size of the parcel itself, rather than height increased or reduced as a result of townscape factors.

Up to 150 dph parcel density

Parcels providing a density up to 150dph can be characterised as mostly infill sites, on corners where the height of new development should be broadly in keeping with the existing character - therefore restricted to 3-4 storeys. These could be delivered as either small apartment buildings or in some cases, townhouses.

Up to 200 dph parcel density

Generally this category relates to the larger parcels, where larger footprints can be achieved and height is able to reach 6 storeys such as the parcels along the River Don and ring road.

These parcels are likely to deliver mostly apartments and duplexes, although a small number of townhouses could be mixed in, particularly along Wicker Lane.

Up to 250 dph parcel density

The densest parcels generally relate to small infill parcels, where height is less restricted, so 6 storeys can be achieved. It is anticipated these parcels are likely to deliver apartments and duplexes.

Housing Mix

Scenario 3
Family housing mixed with larger apartments, providing a medium density mix

6.16 Placemaking Summary

Wicker Riverside has an industrial and creative atmosphere that reflects the independent and unique character of Sheffield. This diverse neighbourhood will be truly mixed-use and an exciting place to visit and live.

Infrastructure interventions

- Improvements to the public realm and offer on The Wicker to create a neighbourhood hub.
- Green infrastructure and public realm improvements.
- Lighting to promote safety when moving through this area.
- Public realm improvements to improve legibility from the Wicker to Castlegate and surrounding areas.
- Buses diverted to the inner streets to free up the river edge from vehicles.

Placemaking priorities

- Enhance pedestrian and cycle environment along main routes and improve relationship with the river creating a new riverside pedestrian route.
- Activate streets and spaces with a mix of diverse uses at ground floor.
- Enhancing and strengthening the historic Wicker high street.
- Retain fine grain street network in Wicker. Retaining historic street widths and profiles within the light industrial areas to reference historic use and urban fabric. Enhancing and the riverside park at the Wicker.

Wicker Riverside Summary

Neighbourhood contribution to achieving the 10 Guiding Principles:

All Priority Locations are intended to have a differentiated focus and be successful places to live, work and play in different ways. Wicker Riverside will make its valuable contribution to the City Centre in the following ways:

- This neighbourhood will develop and enhance its unique industrial and creative atmosphere.
- The area will become a live/work neighbourhood (including larger office floorplates) and will cater to a wide range of demographics with new high quality homes for all – including affordable and key worker homes.
- New buildings will complement and enhance the historical grain and industrial character and cars and buses will be removed from the river edge to maximise this natural asset.
- Wicker high street will be revitalised offering a new community hub providing local facilities for the community.
- Mixed-uses at ground floor will activate the street scene, create vibrancy and new jobs along key routes throughout the neighbourhood.

New Jobs

Connections and Accessibility

Architecture, Heritage and Culture

Vibrancy

Groundscape

Distinctive Neighbourhoods

New Homes for All

Net Zero Carbon

Innovative Solutions to Challenges

Potential for Public and Private Sector Collaboration

665 to 830

Potential homes*

*range is inclusive of the planning applications within the Priority Location boundary

A Demographic for mixed, live-work neighbourhood, families, affordable housing and key worker housing

Based on site and desktop analysis of the existing and demographic opportunities.

1,530 to 1,908

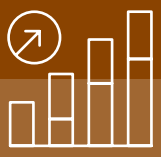
Additional people

Based on an average of 2.3 people per household, all development tested at Scenario 3 (family housing).

42,988m² to 56,861m²

Potential residential floorspace

Based on new development being tested at between 3- 6 storeys.



3-6 Storeys

Height range

Based on the previous capacity study analysis and further detailed desktop analysis in this study, additional heights considerations are required at later stages.

6,200m²

(6%) Additional open space

Based on the potential for the addition of Aizlewood Square and Spital Gardens Pocket Park, indicatively located on the Emerging Priority Location Plan. Percentage (%) calculated from the Priority Location boundary area.

4,776m² to 6,318m²

Potential non-residential floorspace

Based on new development tested at a 10% non-residential assumption against the overall, additional / proposed floorspace. Specific non-residential uses will be detailed at later stages and support strategic growth and current under provision in Sheffield City Centre and the specific Priority Location area.

2

Potential redeveloped buildings

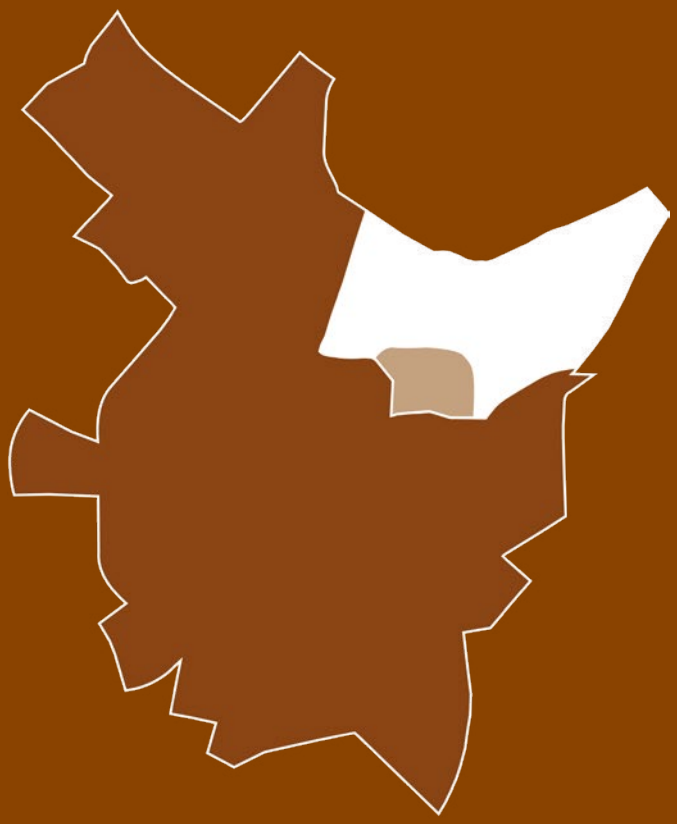
Further detailed analysis, surveys and planning permissions are required before buildings of character and / or historical asset are to be renovated. Grade II Listed Aizlewoods Mill and The New Testament Church of God may require renovation following the addition of Aizlewood Square, these buildings have not been tested for capacity.

2

Planning applications

Total number of active Planning Applications within the Priority Location boundary as of 30.09.21

07 CASTLE GATE



The Castlegate Priority Location describes the guiding principles for the area to help shape development as it comes forward at planning stages.

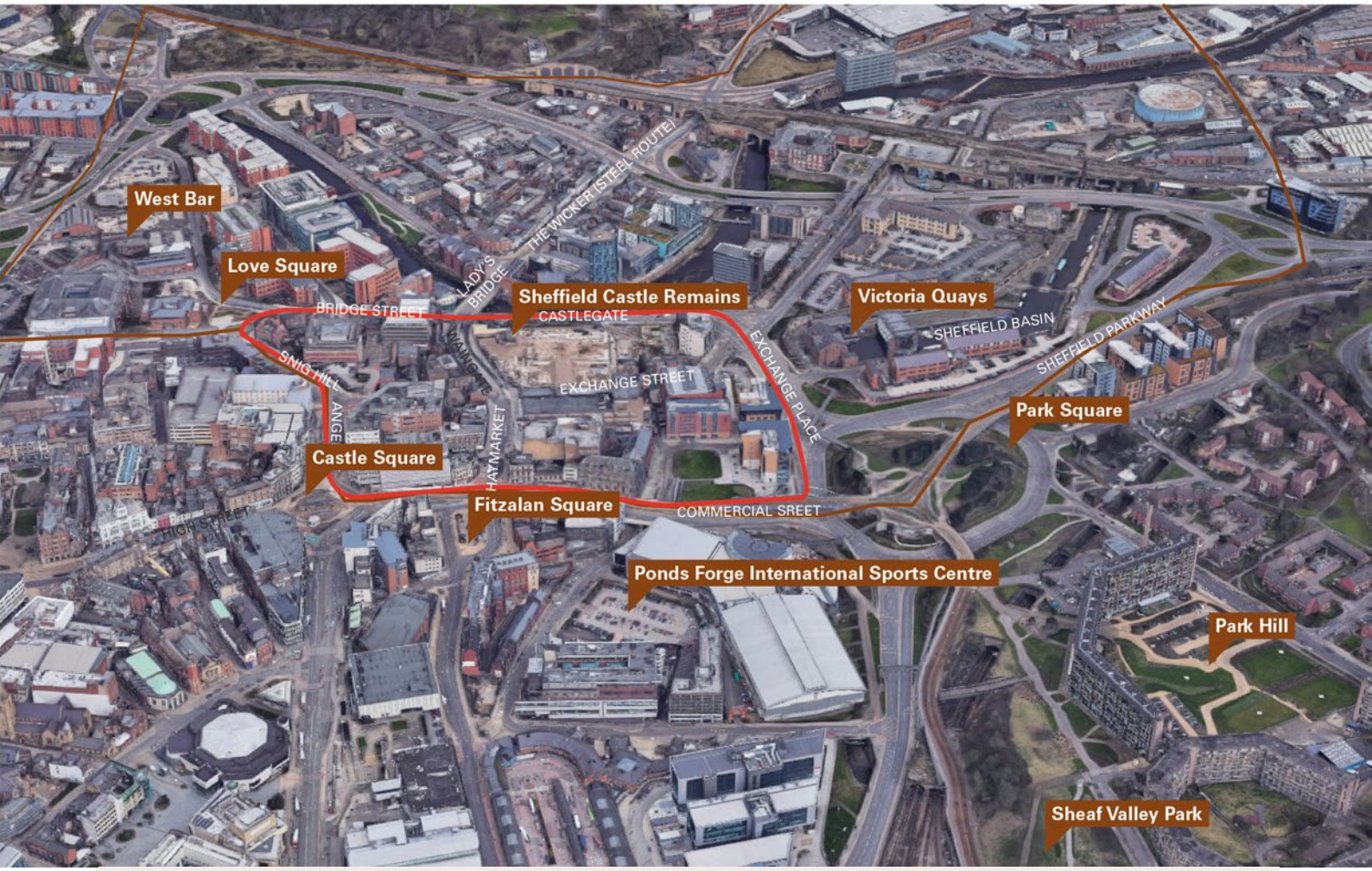
- This area has been chosen as a Priority Location for the following reasons;
- An important linchpin site to join up the City Centre with areas identified for future regeneration in the City.
- Initial funding has been secured, which is intended to enable development on the Castle Site.
- Opportunity for a fully mixed-use neighbourhood, integrating a variety of complementary uses to showcase the benefits of an integrated approach to mixed-use development.

The Castlegate Priority Location is located in City Area Two at the eastern edge of the City Centre boundary, characterised by an irregular street pattern. Historically Castlegate is sited on the historic location of Sheffield Castle, occupying a significant proportion of the neighbourhood; a moat also linked into the River Don. The site later became heavily urbanised, consisting of an irregular sprawl of shops and stalls in the mid 18th Century. The castle's remains were hidden by modern development, until the present day, where the site is now left open for new development.

A large movement network is within and surrounds the site, including; Commercial Street which accommodates public transport (including tram network, bus route and private vehicular movement) but restricts movement to the City Centre, Snig Hill/Angel Street, Haymarket and Exchange Place (B6073) which are main routes north-south through Sheffield towards the City Centre, and Castlegate which is located along the far northern edge of the Castlegate Priority Location.

KEY

- City Centre boundary
- City Area Two boundary
- Castlegate Priority Location (Priority Location)



Castlegate benefits from:

- A gateway area to the City Centre from the north and east of the city.
- Transport connections; bus connections through the site connect to the City Centre; Sheffield Railway Station is within a 20-minute walk of Castlegate; and Exchange Place (B6073) which is a direct vehicular route into and out of Sheffield. Commercial Street accommodates public transport (including tram network, bus route and private vehicular movement).
- Situated at the junction of the Don and Sheaf rivers, there are existing pedestrian river walks which connect into the site.
- Castlegate is the home to the Sheffield Castle, and the historic origin of the market-town.
- Castlegate is well connected to West Bar via the Grey to Green scheme along Castlegate. Connectivity to the City Centre could be improved through expansion of the Grey to Green scheme and better signposting of the City Centre.
- Haymarket is a main north-south spinal route through the site along the Steel Route.
- Exchange Street is the main east-west route through Castlegate along the Steel Route.

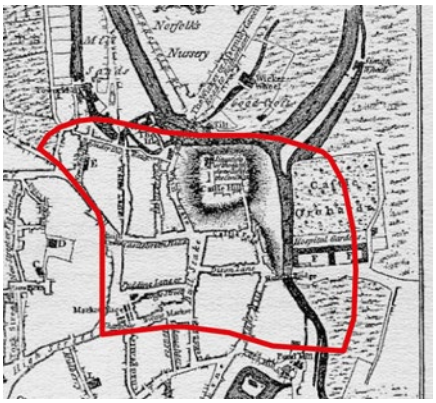
7.2 History

From Sheffield Castle, the nucleus of the city, Sheffield grew. Subsequently, commercial activity throughout the centuries shaped the present-day retail area.

In 1644 the castle was destroyed, and its dilapidated remains were covered through the years with various buildings, including the Castle Market, recently demolished in 2015. Now vacant land and since 2018 archaeological studies have been conducted in order to understand and reveal the castle remains for public view.

1736

- Castlegate is the historic site of the Sheffield castle, bound to the north by the River Don and the River Sheaf to the east.
- The connections over the river were across a single bridge (now Lady's Bridge, Grade II Listed structure).
- During the 13th century, a market was established (at Castle Square) and Sheffield subsequently developed into a market town.
- The castle was demolished in the 17th century and by the early 18th century the grounds were turned into a bowling green. The bowling green was removed once there was the construction of a series of slaughterhouses and marketplaces along the south banks of the River Don.



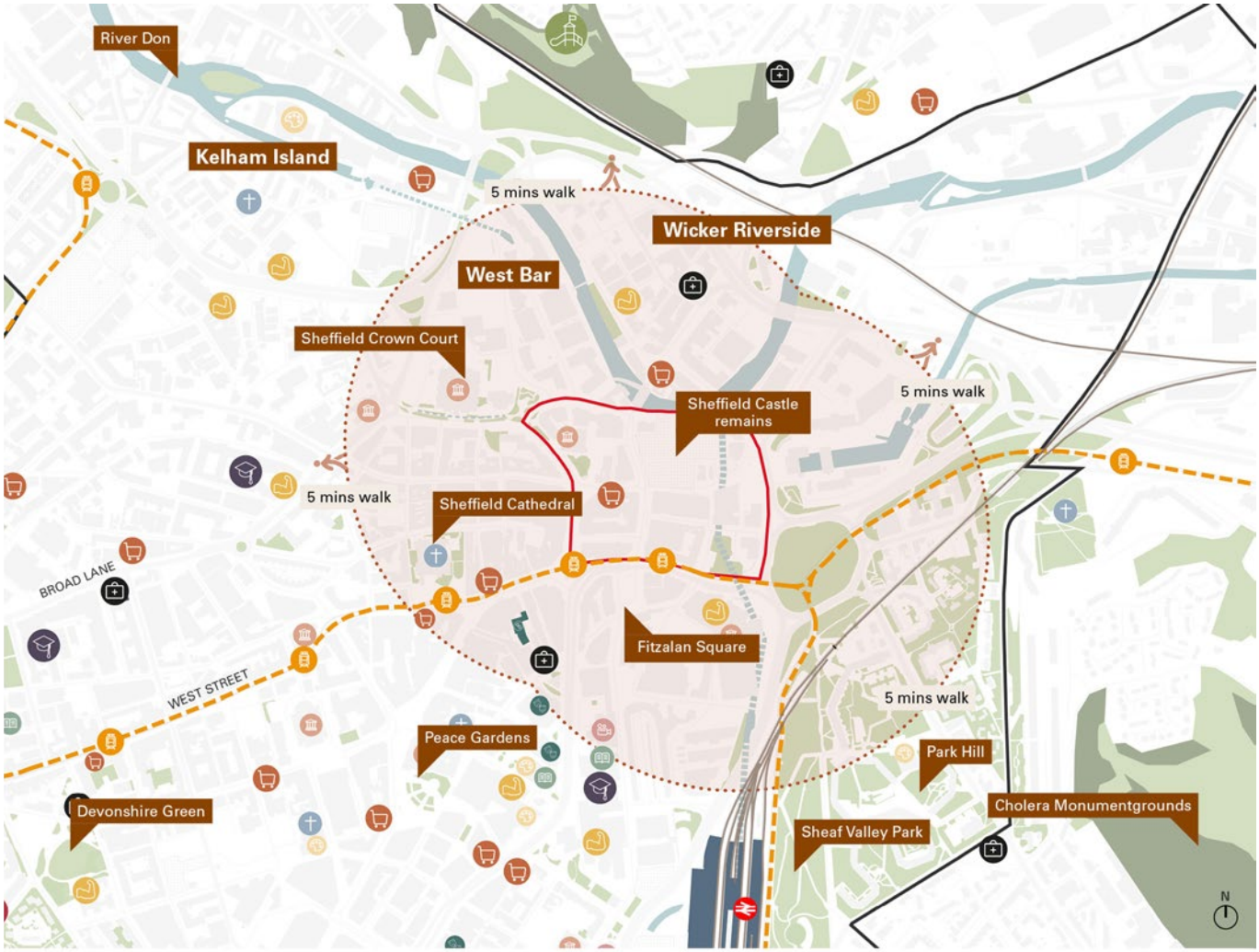
1771

- By the mid 18th century, the market place in Sheffield consisted of an irregular sprawl of shops and stalls, surrounded by High Street, Swine Market, Bullstake (later renamed Haymarket) and King Street (also known as Pudding Lane).
- By 1853, a series of small steel works settled on site, alongside hotels, public houses and slaughterhouses on Castlegate's edges.
- During the urbanisation of Sheffield in the 19th century, the castle orchards east of the River Sheaf disappeared and the hospital building was demolished, giving way to Blonk Street and the Corn Exchange building.

1906

- New buildings were constructed to cater for the demand of Market halls. The Corn Exchange Building and Blonk Street bridge (now Grade II Listed) were built.
- Through centuries of industrial activity, the River Sheaf was severely polluted and subsequently culverted.
- The castle site was largely covered by a modern building, Castle Market, which was built in the interwar period, and subsequently demolished in 2015. The site is now vacant and void of buildings.

7.3 Contextual Appraisal



Castlegate context appraisal plan

The contextual analysis shows walking distances to facilities and amenity within and around the Castlegate Priority Location.

- Fitzalan Square / Ponds Forge and Castle Square tram stop are within a 5-minute walk of Castlegate
- A small selection of supermarkets and grocery stores are within a 5-minute walk of the site, but there is an under provision for when the population grows and for the City Centre location
- Currently Castlegate has the Grey to Green scheme along the north and east boundaries of the site, as well as the newly restored Fitzalan Square to the south, which provide some public space in the Priority Location. However, there is a lack of access to a generous greenspace / public square

KEY

- City Centre boundary
- Castlegate Priority Location boundary (Priority Location)
- Tram line
- Tram stop
- 5 minute walking distance
- University buildings
- Secondary schools
- Primary schools
- Supermarket
- Sports court
- Gym
- Library
- Local GP
- Theatre
- Civic Buildings
- Playground
- Cinema
- Church
- Art Gallery
- Railway station

7.4 Townscape Character

Castlegate is the historic site of the 11th century Sheffield Castle. During the 20th Century the castle area was established as an indoor multi-storey market building, but closed down in 2013 and was demolished in 2015.

The site is currently undergoing archaeological research and awaiting redevelopment. Today Castlegate fronts onto the River Don which is home to the Grey to Green Phase 2 green corridor.

Built environment

Scale

The area has historically been a hub for markets and economic activity, with large footprint multi-storey car-parks, shops and office buildings such as Castle House and the former Primark building. Some lower scale buildings still remain, such as the Norfolk Arms public house on Dixon Lane, and the buildings on Exchange street.

Streets and spaces

Typically, an irregular pattern of streets characterises the Castlegate area. The Supertram corridor superimposes itself onto this pattern, at times becoming a wide movement barrier for pedestrians, limiting legibility and movement towards the City Centre. Improvements such as the Grey to Green scheme have improved pedestrian connections into the City Centre, however, further public realm improvements to this route will be required to connect to this area to the centre of the city.

Green and blue

There is a lack of public space that positively impacts the area. Most recently, the Grey to Green scheme on Castlegate and Exchange Place have been completed. The River Sheaf runs under a culvert through the site, and there is an opportunity to open the watercourse and recover its ecological significance.

Character

Castlegate provides some retail offering, as well as hotels and offices. Its significance as a retail destination in the City Centre has reduced since the move of the markets in 2013.

Listed buildings include the Grade II* listed Sheffield united Gas Light Company offices; the Grade II Listed Old Police Station and Court House, Castle House, and the archaeological remains of Sheffield Castle.

Location and connectivity

Located at the historic confluence of the river Don and the River Sheaf, Castlegate is connected to the north of the City Centre by both Lady's Bridge and Blonk Street bridge. The tram line infrastructure transects the southern edge of the area, and there are significant topography changes towards Park Square, limiting movement to Fitzalan Square and the City Centre.

Uses

Historically, Castlegate has been a site of commercial activity. The site is also home to the Sheffield Magistrates' Court and the Snig Hill Police Station. Today, the commercial character of the area remains, albeit of a low quality, and there is limited existing residential use. An innovation and collaboration hub is emerging at Castlegate, for example with the success of Kollider.

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1. Supertram infrastructure towards Park Square on Commercial Street.
2. View from Lady's bridge towards Castle remains
3. Sheffield Magistrate Court building
4. Waingate retail area
5. Waingate, Castle remains site and Sheffield old Town Hall
6. Tap and Barrel pub, Grey to Green scheme and Castle remains
7. Fitzalan Square looking towards Castlegate

7

7.5 Site Constraints

KEY

- Site boundary
- Crossings
- Ring Road (barrier)
- Bus stop
- Bus route (existing)
- Tram stop
- Tram Line
- Cycle lane (on-road)
- National Cycle Route
- Pedestrian path
- Barrier to movement
- Grey to Green
- Priority cycle route (City Plan, 2018)
- Priority public transport route (City Plan, 2018)

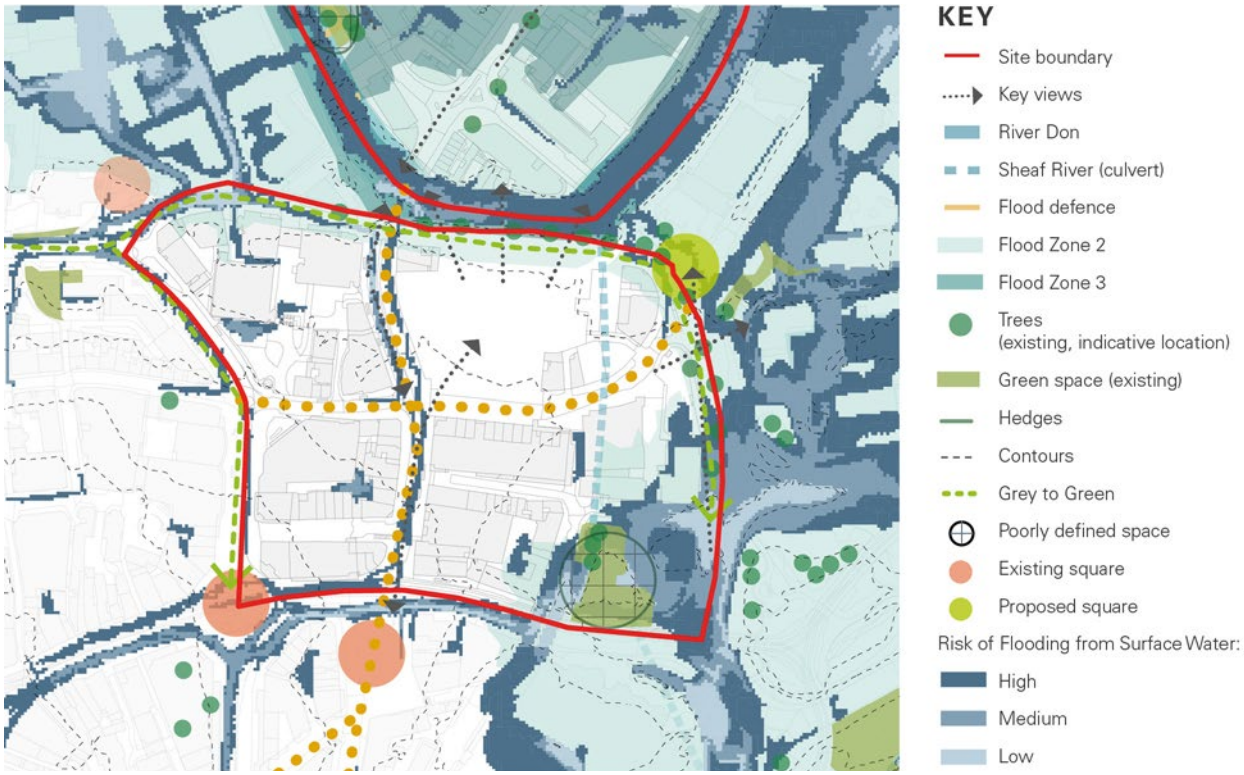
Movement constraints

» The tram infrastructure acts as a barrier to the south of the area, restricting movement into the site and limiting legibility towards the City Centre.

» Main vehicular and public transport movement through the site is through the Waingate and Exchange Place, with bus connections through Angel Street also.

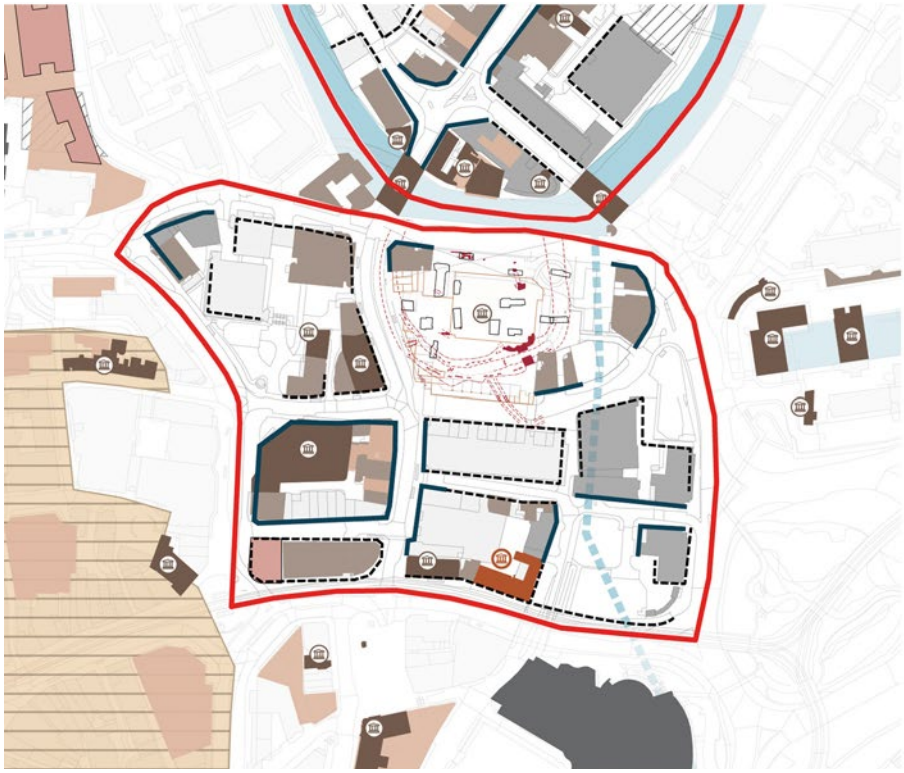
» The Grey to Green scheme is located along Angel street, Castlegate and Exchange Place.

» Movement Constraints plan subject to Connecting Sheffield routes proposals.



Landscape constraints

- The site is surrounded by flood risk areas towards the River Don course and the Sheffield Basin.
- There is a deficiency of well defined green spaces- the only open green space is located at the level change at the top of Shude Hill. Street tree planting is limited to the new Grey to Green scheme.
- Several squares edge around the perimeter of the site, including Castle Square, Love Square, Fitzalan Square and the proposed Exchange Square.
- The River Don runs along the northern edge of the site.
- The Sheffield Basin (in Victoria) is on the eastern edge of Castlegate and activated with residential waterside living.
- The River Sheaf runs north-south underground through a culvert.



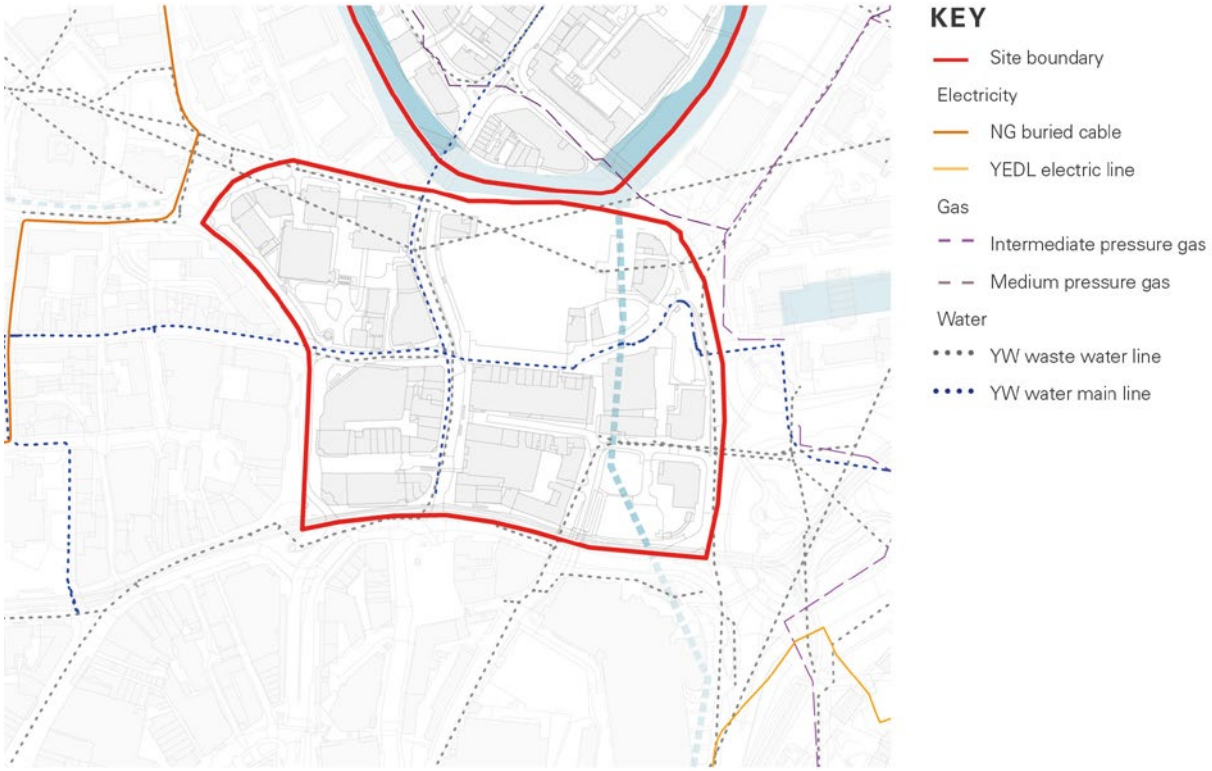
KEY

- Site boundary
- Grade II* Listed Building
- Grade II Listed Building
- Scheduled monument
- Buildings of character
- Buildings to be retained
- Existing buildings
- Planning permission building footprints
- Active frontage
- Inactive frontage / blank elevation / vacant building
- Conservation area
- Surface car parking
- Cleared industrial site
- Archaeological Trench

For detailed constraints of Sheffield Castle, see Section 7.6.

Built form constraints

- Heritage buildings include the Grade II* listed Sheffield United Gas Light Company offices; the Grade II Listed Old Police Station and Court House, Castle House, and the remains of Sheffield Castle.
- Large building footprints and continuous frontages act as barriers throughout the site, decreasing legibility and movement.
- Inactive frontages, blank elevations and vacant buildings also restrict legibility on site.
- The Castle archaeological remains are sensitive, except where there has been modern disturbances (Castle Market foundations and ramps).
- There is a predominance of large footprint multi-storey shops, car-parks, and office buildings.



Utilities constraints

» The historic Victorian sewage connections run further underground to the northern side of the Castlegate area.

» The gas supply network runs though Blonk Street towards the Wicker.

Summary of constraints

Barriers to movement

The River Don is a natural and significant constraint to movement. The tram infrastructure on High Street acts as a barrier to pedestrian movement, restricting connections and limiting legibility towards the City Centre and Sheffield Railway Station.

Topography and views

The topography slopes steeply southwards through Waingate, restricting development. Level changes inside the castle-remains site are significant, particularly level changes towards Castlegate Street and Exchange Street. There is a considerable level change on Park Square where the tram infrastructure runs through Commercial Street and meets High Street.

Green space

The Grey to Green scheme has positively influenced the area. The centre of Castlegate still lacks well defined green spaces / public squares.

Flood risk and blue infrastructure

Flood zones are located around the perimeter of the site, and flood risk mitigation measures from the Grey to Green scheme have been implemented. The River Sheaf runs underground through a culvert.

Built form

Large footprints and multi-storey buildings are characteristic of the site. Due to its historic significance, many heritage buildings and listed sites are located in Castlegate.

New development on the former castle site may be possible without causing any significant archaeological damage, depending on there being no disturbance to the sensitive areas identified. Although many structural remains of the Castle have been placed under archaeological research chambers and are Grade II Listed, they are not suitable for public view. Therefore, the area lends itself for reinterpretation and celebration of the heritage rather than display of the remains.

7.6 The Castle's Archaeological Constraints

Archaeological surveys, analysis, and consultations have been undertaken on the Castle site where there are existing archaeological remains, the plan overleaf summarises these known constraints.

Several masterplans for the Castle site have been proposed, these include; the Friends of Sheffield Castle Blueprint and the Studio Egret West masterplan as part of the 2021 Levelling Up Fund Bid.

Friends of Sheffield Castle blueprint

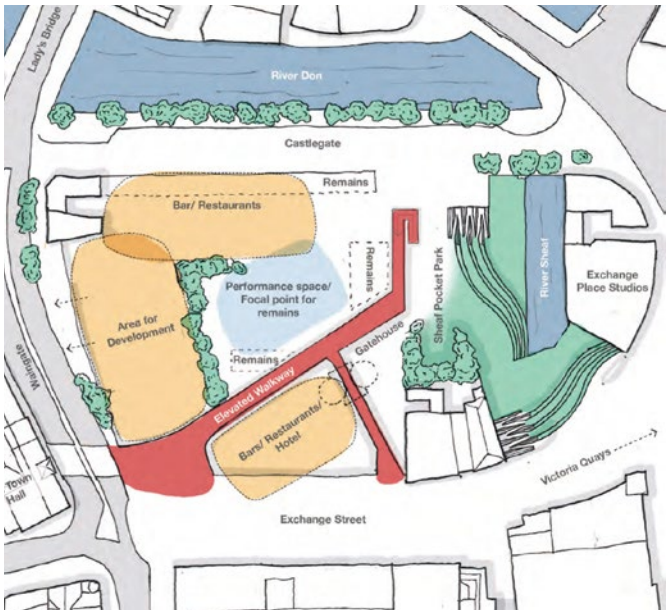
The illustrative masterplan was designed by Sheffield University School of Architecture students in 2016. The 'Blueprint' was intended to be a vision, a framework of ideas for a future that encapsulates the outcome of years of consultation and discussion across city stakeholders. FoSC looked to play a part in contributing to the future of the site, in partnership with Sheffield City Council, developers and others.

The Friends of the Sheffield Castle blueprint masterplan depicts development areas with a set of walkways around the heart of the site alongside landscape interventions, and green open space towards the de-culverted area of the River Sheaf.

Studio Egret West masterplan

The Studio Egret West Masterplan was part of the Levelling up Fund Bid applied for in 2021. The masterplan illustrates the following;

- South facing seating terraced
- Flexible open space
- Sunken historical artefact gardens
- Accessible projecting riverside jetty
- New riverside habitat
- Visitor centre
- Footbridge over River Sheaf
- Sculpture locations
- Podium gardens
- Art wall
- Grey to Green
- Arrival plaza
- Active pedestrian street
- Linear rain gardens
- New wetland habitat



Illustrative masterplan designed by Sheffield University School of Architecture students in 2016.

Studio Egret West illustrative masterplan- part of the submission for the Levelling Up Fund BID in 2021.

Castlegate- Detailed Constraints and Considerations of the Castle archaeological remains

KEY

- Site boundary
- Retaining wall
- Known Archaeology
- Unlisted Significant Buildings (Contributing to the Character of the area)
- Retained buildings
- Castle moat
- Active frontage
- Inactive frontage / blank elevation / vacant units
- Retained structure from demolished Castle Market
- River Sheaf Culvert
- Archaeological Trench
- Don Valley sewer tunnel invert (20m deep, 2.65m diameter)
- Victorian Brick sewer (Assumed location)

Sensitivity areas

- (Area 1) Very High Sensitivity
- (Area 3) High Sensitivity
- (Area 2) Moderate Sensitivity

The Castle archaeological remains

The above plan summarises the archaeological constraints and surveys undertaken on the site where the castle remains are, constraint features include:

- A 5m high retaining wall built to accommodate Castlegate Street, acts as a barrier on the northern side of the site.
- The areas of the Castle remains are very sensitive, except where there has been modern disturbances (Castle Market foundations and ramps).
- Some structural remains from the demolished Castle Market remain on site, around Area 1 and on Area 2 towards Waingate and Exchange street.
- The moat area of the castle is very sensitive, as well as areas where known archaeology structures exist. Archaeological trenches are points for archaeological evaluation work.

7.7 The Opportunity

Castlegate provides the opportunity to create a new Innovation District for Sheffield, re-connecting Wicker and Victoria into the wider City Centre. The rich history of the former Castle site provides potential to create a distinct public square with riverside green space.

Summary of opportunities

Castlegate presents the following opportunities to:

- Increase the residential presence to create a vibrant mixed-use neighbourhood, supporting the surrounding commercial uses.
- Improve connections to the City Centre as a gateway from the north and east of the city. Creating opportunity to help catalyse regeneration of other City Centre areas.
- Increase building heights at appropriate locations - existing building heights are already increased at Castlegate, setting the precedence for this approach.
- Compliment the existing townscape, referencing distinctive architectural features of buildings and celebrating the history of the site.
- Enhance and improve the riverside setting.
- Promote historic assets on the site as a distinctive character to this area of the City Centre.
- Re-develop and improve connections at Castlegate to the Wicker, Victoria and the wider City Centre.
- Utilise the £20m Levelling Up Fund Grant awarded to SCC to prepare a full masterplan for Castlegate.
- Provide an innovation centre for Castlegate, expanding on the existing facilities along Haymarket, Commercial Street and Exchange Street and taking advantage of Castlegate's proximity to Sheffield City Centre.
- Create a unique identity in the Priority Location through design of landmarks, well-structured paths, and signage which play an important role in wayfinding, these elements should be considered in later design stages.
- Support the look and feel of the area through design and provision of street furniture in the neighbourhood, which also supports the efficiency and enjoyability of spaces. This must be considered in later design stages.
- Influence the character of the neighbourhood and add to its local distinctiveness through design and provision of neighbourhood-specific public art and sculptures, this should be considered in later design stages.
- Provide security along the key routes, public open spaces, and pedestrian/cycle paths through design and provision of lighting. This must be considered in later design stages.

7.8 Vision / Placemaking Principles

A diverse neighbourhood

This area will become a live-work neighbourhood, retaining its mixed-use character and becoming a neighbourhood with inclusiveness at its heart. It will cater for a wide variety of demographics including predominantly young professionals and families. There will be opportunities to deliver affordable or key worker housing in the neighbourhood.

The residential offer will include a mix of for sale and rental and should maximise opportunities for a variety of tenure types and key worker housing. Student accommodation is not appropriate.

This will be a truly mixed-use neighbourhood with education, commercial, residential, retail, leisure and community amenities working in harmony. Diversify and consolidate the existing retail and hospitality uses in Castlegate. New employment and education uses should be considered for Castlegate, building on the success of Kollider.

Unlock future regeneration

There will be a strong neighbourhood centre at Castlegate, providing community facilities where there is demand.

A £20m Levelling Up Fund Grant has been awarded to SCC to facilitate the regeneration of the Castlegate site. A full masterplan for development is required to unlock the future regeneration of this area.

Innovation district

Castlegate will evolve into an innovation district for Sheffield, benefiting from the sites proximity to the City Centre and access to the public transport network and the universities. A mix of uses will compliment the residential offer, in new and re-purposed buildings accommodating a range of uses including commercial and education.

A vibrant visitor destination

Create a destination piece of public realm at the Castle site which references the area's heritage to encourage movement to and through this area. Incorporation of the landscape (including the River Don and de-culverted River Sheaf) will encourage well-being in the space and connectivity to the wider landscape.

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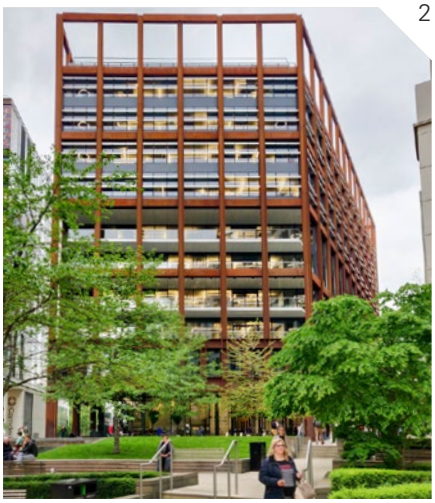

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Enhanced connections

Improving connections to the City Centre will play an important role in the future of Castlegate, including via the Grey-to-Green routes along the River Sheaf walk and towards the Railway Station are recommended.

Connections to the wider context and surrounding neighbourhoods of Castlegate, including the more deprived areas of Burngreave and Attercliffe.

Permeable streets will improve way finding through Castlegate and legibility to key destinations in Sheffield City Centre, including the Railway Station and public spaces, building frontages overlooking key routes will improve activation and safety of the streets.

A Sense of arrival

Landmark buildings and high quality open space will announce the arrival into the City Centre from the north. Landmark buildings at key nodes and junctions will improve legibility and anchor key access points into the Castlegate priority location.

Relationship to the river

Opportunity to interact with the River Don and de-culvert the River Sheaf by providing waterside amenity. Animating the river edge and spaces with mixed-uses, such as cafés, shops, communal lounges, education or workspaces will create a strong visual and physical relationship to the River Don.

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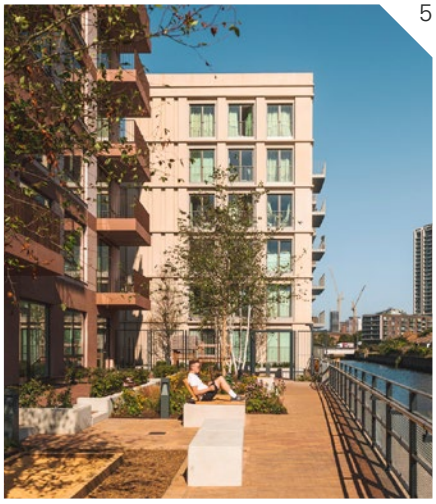

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1. Integrated seating maximises the level difference- Sadler's Yard, Manchester
2. Commercial development with high-quality public realm- Kings Cross, London
3. This pedestrian friendly street in Altrincham features trees, seating and plenty of spill-out space for adjacent uses.
4. Wayfinding elements integrated with furniture and planting create a distinctive place- Grey to Green, Sheffield.
5. An example of waterside amenity- Sugar House Island, London
6. An activated canal / river edge with seating and space for strolling
7. An activated public square with installations and play equipment
8. An example of an activated street with a key landmark building terminating the view- Bluecoat, Liverpool
9. An example of residential development within a City Centre context- Sugar House Island, London
10. An activated street at night-time
11. An activated square with iconic building- Coal Drops Yard, London

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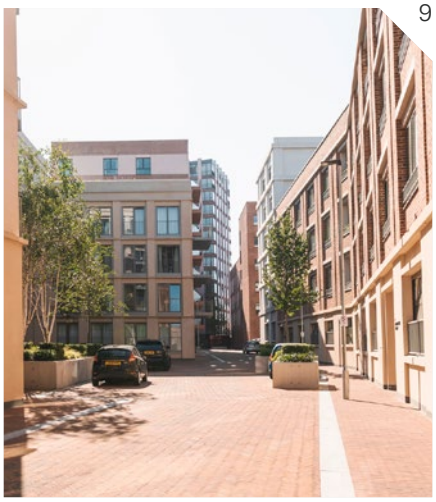

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7.9 Masterplan Design Drivers

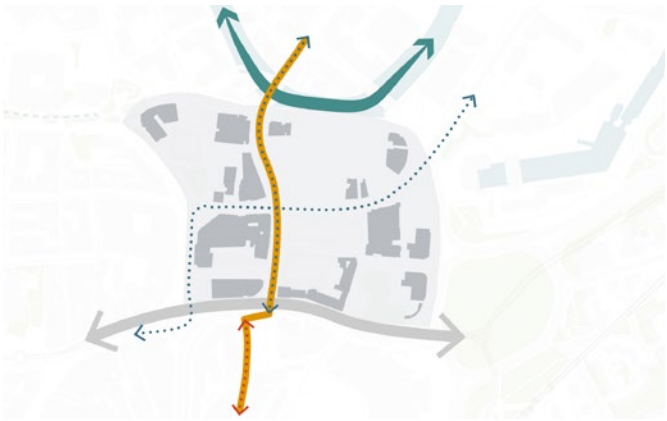
A series of spatial principles respond to the constraints and character of the area, underpinning the corresponding masterplan framework. These key spatial moves will guide future development at Castlegate, ensuring the realisation of the vision and ambition for the area.

Breathing space for heritage

Celebrate the history of the site including; the market halls, the castle, Court House, the River Don and River Sheaf culvert. Integrate existing historical buildings and conservation areas.

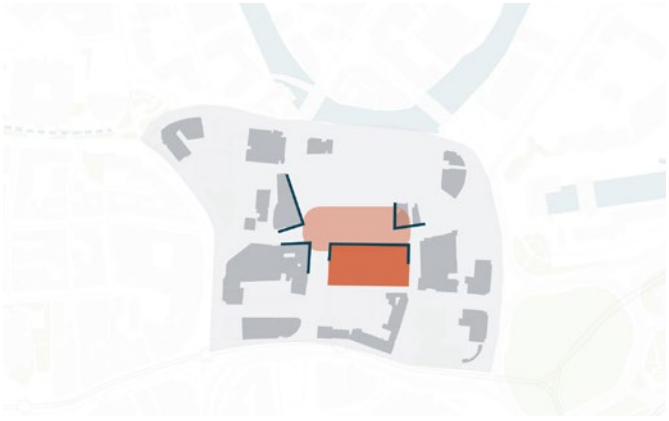
Reaching out and drawing in

Potential to create a clear north-south balanced street along Haymarket, prioritising pedestrians and cyclists towards the Railway Station, integrating into the Steel Route and Knowledge Gateway.



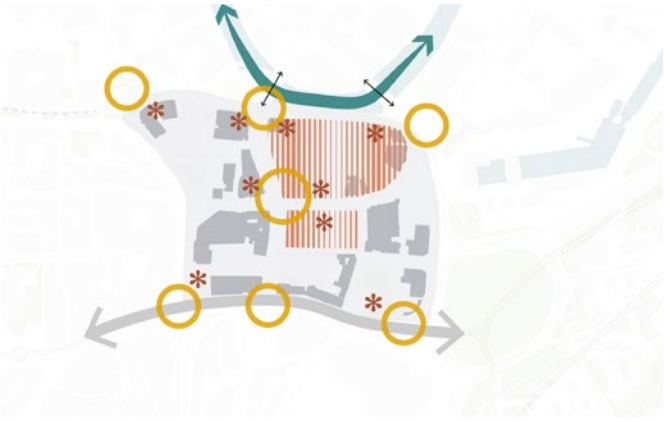
Outdoor events space for all

High-quality outdoor events space along Exchange Street to provide opportunity for a multi-purpose space to provide a key destination for both residents and visitors.



Announce the gateways with iconic development

The gateway riverside position within the City Centre sets the tone for landmark buildings and increased heights at key locations. Potential to integrate iconic public realm features.

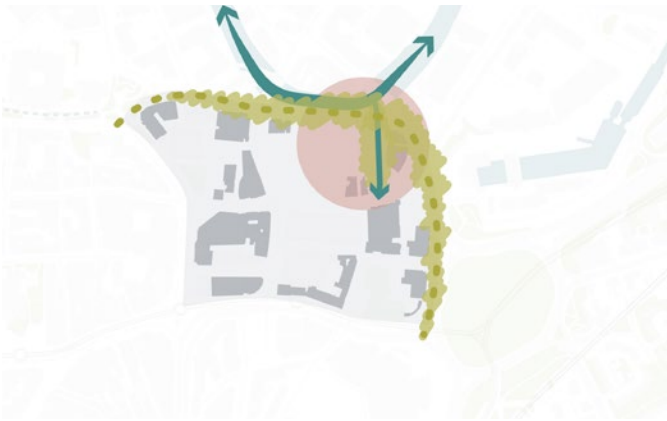


Create a series of spaces at key nodes

Opportunity to enhance the wider legibility of the site into Sheffield City Centre with arrival spaces that anchor the four corners (including Love Square, Castle Square, Fitzalan Square, top of Shude Hill / Park Square and Sheaf Square) of the site.

Draw the River Don in

Opportunity to create high-quality waterside development by drawing the River Don into Castlegate, maximising views of the river. Potential to create a distinctive riverside landmark.



Revealing the Castle ruins in the public realm

Opportunity to revitalise the heritage of the castle remains within a central space where public realm features reinterpret what was once there through a visitor experience.

7.10 Masterplan Framework

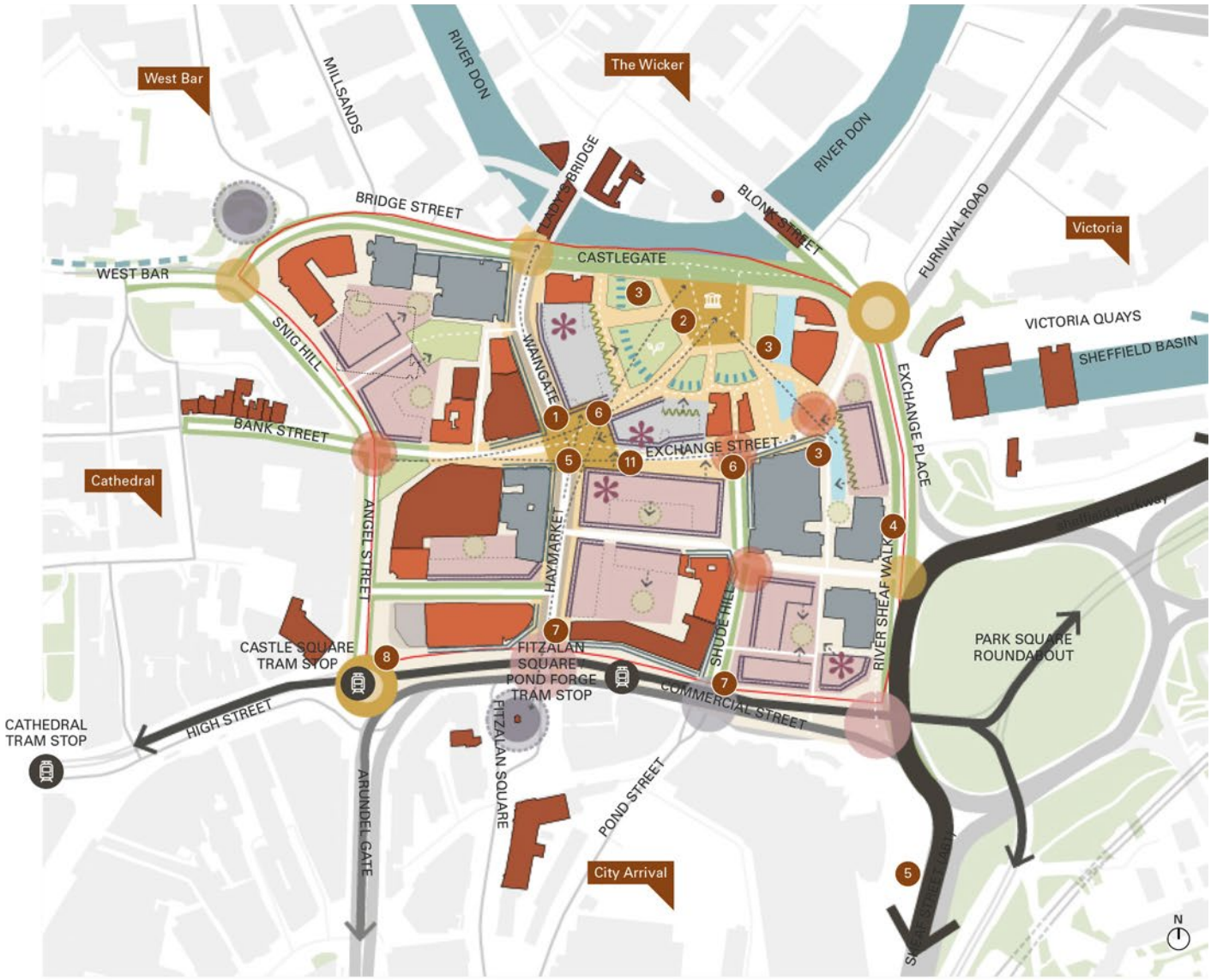
Castlegate has potential to become an Innovation District for this area due to its rich history, proximity to the City Centre and good links to the Universities.

The Castlegate Priority Location should deliver the following (in accordance with the 10 guiding principles):

The 10 Guiding Principles:

- **New Jobs** (1, 9, 11)
- **Connections and Accessibility** (4, 6, 7, 8)
- **Architecture, Heritage and Culture** (2, 10)
- **Vibrancy** (2)
- **Groundscape** (5, 6, 9)
- **Distinctive Neighbourhoods** (2, 4, 11)
- **New Homes for All** (1)
- **Net Zero Carbon** (3, 4)
- **Innovative Solutions to Challenges** (3)
- **Potential for Public and Private Sector Collaboration** (2)

1. Creation of an innovation District- Providing mixed-uses alongside the residential offer, in new and re-purposed buildings.
2. Castlegate Square- a new public square which can utilise and protect the existing heritage assets of the former Sheffield Castle for place-making value through heritage interpretation. Small events including markets, community gatherings and outdoor play could be incorporated. Recommendations for public realm interventions are in Section 7.13 Green space and public realm.
3. Integration of the River Sheaf into the public realm by de-culverting, to create water features, terraced seating stepping to the water, waterside footpaths, bridges and spaces to dwell. Further consultation with the Environment Agency required for any interventions illustrated in the Levelling Up Fund Bid which regard the River Sheaf.
4. Extend the Grey to Green into Castlegate and along the River Sheaf Walk, connecting pedestrian links along the historic watercourse of the River Sheaf, from the River Don to Sheffield Railway Station.
5. A revitalised Waingate/Haymarket high street, to bring up to modern day standards, with ground floor amenity which will activate the street and encourage movement from Wicker high street to Fitzalan Square. Existing, underutilised buildings can be revitalised to maximise the offer in this location. Recommended public realm interventions are in Section 7.12 Creating connections.
6. Improvements to Exchange Street, to bring up to modern day standards, to incorporate the Steel Route proposals through Castlegate. Proposals to include a balanced street and active frontages to create an attractive streetscene. Landmark building where the previous Market Hall was once located will terminate views.
7. Improvements to Commercial Street and junctions, and improve the pedestrian and cyclist crossings to Fitzalan square and underpass/overpass on Shude Hill. Further discussion with SCC Highways will be required at detailed design stages to bring up to modern day standards.
8. Improvements to Castle Square and Exchange Place/ Furnival Road/Blonk Street junction to create pedestrian and cyclist priority crossing points. Further discussion with SCC Highways will be required at detailed design stage, to bring up to modern day standards.
9. Mixed-use and non-residential uses at ground floor to activate key spaces and nodes.
10. Scale and massing which responds to the topography and sensitive views into and out of the area and respond to heritage and character. Recommendations for building heights are in section 7.16 Height and density.
11. Creation of a new neighbourhood hub which will be central to the future success of new residential communities. This could include convenience stores, community facilities, cafés and other small scale retail and leisure facilities to support the residential population.



Illustrative Priority Location masterplan framework

KEY

- Priority Location boundary
- Indicative Priority Location building footprints (GEA) subject to detailed design stages
- Existing River Don
- River Sheaf (Potential to unculvert the river)
- Existing retained buildings
- Buildings of character- opportunity to renovate and re-purpose (subject to further building surveys)
- Listed buildings/Landmarks - (opportunity to renovate and re-purpose (subject to further building surveys)
- Existing ring road
- Existing tram line
- Tram stop
- Proposed improvements to the bus route along High Street and Commercial Street (existing bus and vehicular traffic)
- Existing Waingate/Haymarket high street- Primary route with potential for clearly defined pedestrian and cyclist routes
- Potential for pedestrian and cyclist priority crossing points - change of surface material to define change in priority
- Potential for improvement to Haymarket and Commercial Street pedestrian and cyclist priority crossing point towards Fitzalan Square
- Potential for improvement of existing Castle Square and Exchange Place/Furnival Road/ Blonk Street junction to create pedestrian and cyclist priority crossing points
- Potential for improvement to connections at underpass and street level at Shude Hill towards Pond Street
- Indicative proposed green spaces
- Indicative proposed blue infrastructure (following the historic moat of the Castle)
- Indicative green streets within streetscene, potential to include exemplar SuDS features
- Indicative residential courtyards within development parcels (indicative location)
- Proposed urban nodes - opportunity to establish neighbourhood centre with improved public realm/amenity and facility cluster (indicative location)
- Opportunity for connections to existing Fitzalan Square and Love Square
- Potential for public realm space addressing heritage site
- Landscape views
- Proposed internal urban viewsv
- Indicative active frontages (potential for mixed-use/ amenity on ground floor, activating the street)
- Improvements required to existing active frontages
- Indicative urban frontages (potential for consistent building lines along key route, with ground-floor access points in the built form and windows overlooking the street)
- Indicative landscape frontages (potential for windows and access points into the built form to overlook green space amenity, opportunity to create bespoke green walls / streets which respond to the green space)
- Indicative residential development parcel
- Potential for non-residential development parcel
- Opportunity for landmark buildings
- Planning permissions on-site
- Snig Hill Police Station (site been tested for capacity)

7.11 Creating Connections

Improvements to routes and crossings through Castlegate will strengthen connections north south from the Wicker, River Don and towards the City Centre.

1. Integrate Grey to Green

The existing Grey to Green route is located along Castlegate and Exchange Place. There is potential to expand the Grey to Green scheme and green principles associated with it, within the Castlegate Priority Location. Wayfinding elements along proposed footpaths and within the landscape will assist with legibility through Castlegate, to and from the City Centre and the Wicker. Pockets of spaces could include street furniture to encourage dwelling and interaction with the scheme.

2. Enhancement to Waingate / Haymarket

There is potential to create an attractive main route north-south through Castlegate, encouraging pedestrian and cyclist movement along the existing key public transport route. Generous pavements encourage spill-out from the ground-floor amenities along the route. High-quality surface materials create an attractive main street, encouraging slow movement and clear pedestrian and cyclist crossing points.

3. De-clutter High Street / Commercial Street

This main route along the southern edge of Castlegate has potential to become an attractive main route which prioritises pedestrians and cyclists with clear routes and crossings, and accommodates bus and vehicular movement and the existing tram line. Landscape proposals will help create an attractive route to mark the start of Castlegate.

4. The Steel Route

The Steel route is proposed north-south along Haymarket and east-west through Exchange Street- further specification of the route is to be determined. The Knowledge Gateway is proposed to connect into Fitzalan Square further specification of the route are to be determined.

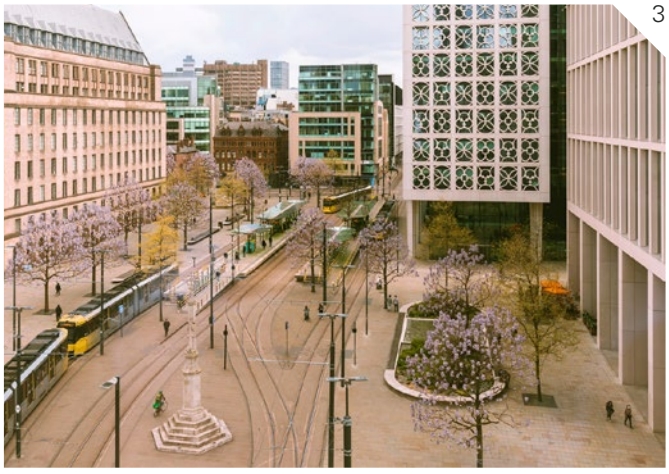
Further discussion with SCC Highways will be required at detailed planning stages to determine the proposed design and extent of transport and highways interventions.

1

An example of swales managing rainwater and improving biodiversity, whilst creating an attractive walking environment. Wayfinding elements assist with legibility and movement - West Bar, Sheffield

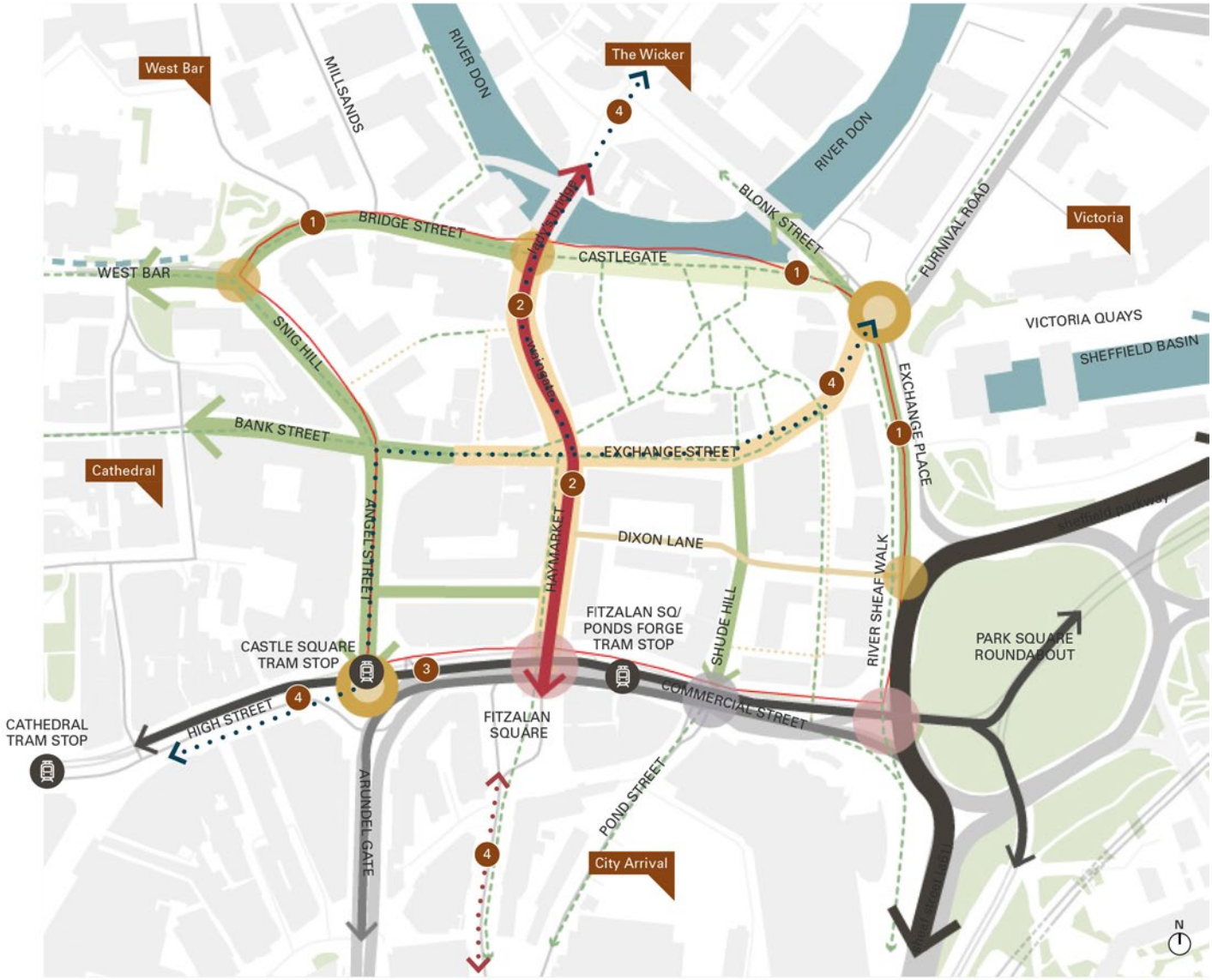
2

An example of a main high street with shops and amenity on the ground-floors, high-quality surface materials create a pedestrian and cyclist priority area- Fishergate, Preston



3

An example of a tramline through a main public square which is pedestrian and cyclist priority. Street trees break up the urban landscape- St Peter's Square, Manchester



Movement and connectivity framework

KEY

- Priority Location boundary
- Existing River Don
- Existing ring road
- Existing supertram line
- Proposed improvements to the bus route along High Street and Commercial Street (existing bus and vehicular traffic)
- Proposed Steel Route
- Proposed Knowledge Gateway
- Existing Waingate/Haymarket high street- Primary route (including existing bus and vehicular movement with potential for pedestrian and cyclist designated routes)
- Proposed Vehicular Secondary route with exemplar SuDS strategy (including proposed vehicular, pedestrian, and cycle movement)
- Potential for Tertiary streets with exemplar SuDS strategy (prioritising pedestrians and cyclists, with restricted vehicular movement).
- Potential for green streets through Castlegate- reflecting Grey to Green principles (with potential for SuDS strategy, and pedestrian and cyclist priority routes with restricted vehicular movement)
- Pedestrian and cyclist only routes through Castlegate
- Potential for pedestrian and cyclist priority crossing points
- Potential for pedestrian and cyclist crossing improvements to Commercial Street/Park Square
- Potential for improvement of existing Castle Square and Exchange Place/Furnival Road/ Blonk Street junction to create pedestrian and cyclist priority crossing points
- Potential for improvement to connections at underpass and street level at Shude Hill towards Pond Street

7.12 Green Space and Public Realm

Castlegate is a mix of industrial and modern-day character, it is important to reference the rich history and retain the castle's archaeological remains, giving opportunity for historical interpretation, to add place-making value and interest.

Defining new spaces and squares will enable clear legibility through Castlegate, making it a destination in its City Centre location. Balanced streets and green spaces should combine with blue infrastructure such as SuDS, and prioritise pedestrian and cycle connectivity throughout the site. Potential to improve riverside access and biodiversity. Where appropriate, access will be limited to emergency access and residential servicing only - providing a safe street to walk, cycle and play. Within the public realm there is opportunity to include public art which is distinctive to Sheffield and the Priority Location.

1. Castlegate Square

The location of Sheffield Castle and where the archaeological remains are still found, presents an opportunity to establish an attractive urban square. Heritage interpretation elements will tell the story of the site's past. Potential to respond positively to the levels by creating terraced seating with planting and interactive elements, this is a key character asset in this area. Castlegate Square is an opportunity to create a destination with high-quality surface materials and street furniture. Castlegate Square will include street trees, SuDS and attractive, seasonal and year-round planting. The historic Castle moat can be reinterpreted through landscape proposals in the square.

2. Exchange Street

Potential to create a pedestrian and cyclist priority street with limited vehicular movement. This route will follow part of the Steel Route, towards Furnival Road, and connects with other heritage buildings such as the Grade II Listed Royal Victoria Hotel and the former Victoria station with the Grade II* Wicker Arches and adjoining viaduct and buildings.

3. Castlegate street / River Don edge

The Grey-to-Green scheme has already provided Castlegate with much needed greenery, SuDS, and pedestrian and cycling priority. The framework includes opportunity for a riverside square to interact with the River Don and acts as a tourist attraction that narrates the story of Sheffield's Castle- making it a destination 'Innovation Hub' for the site.

1

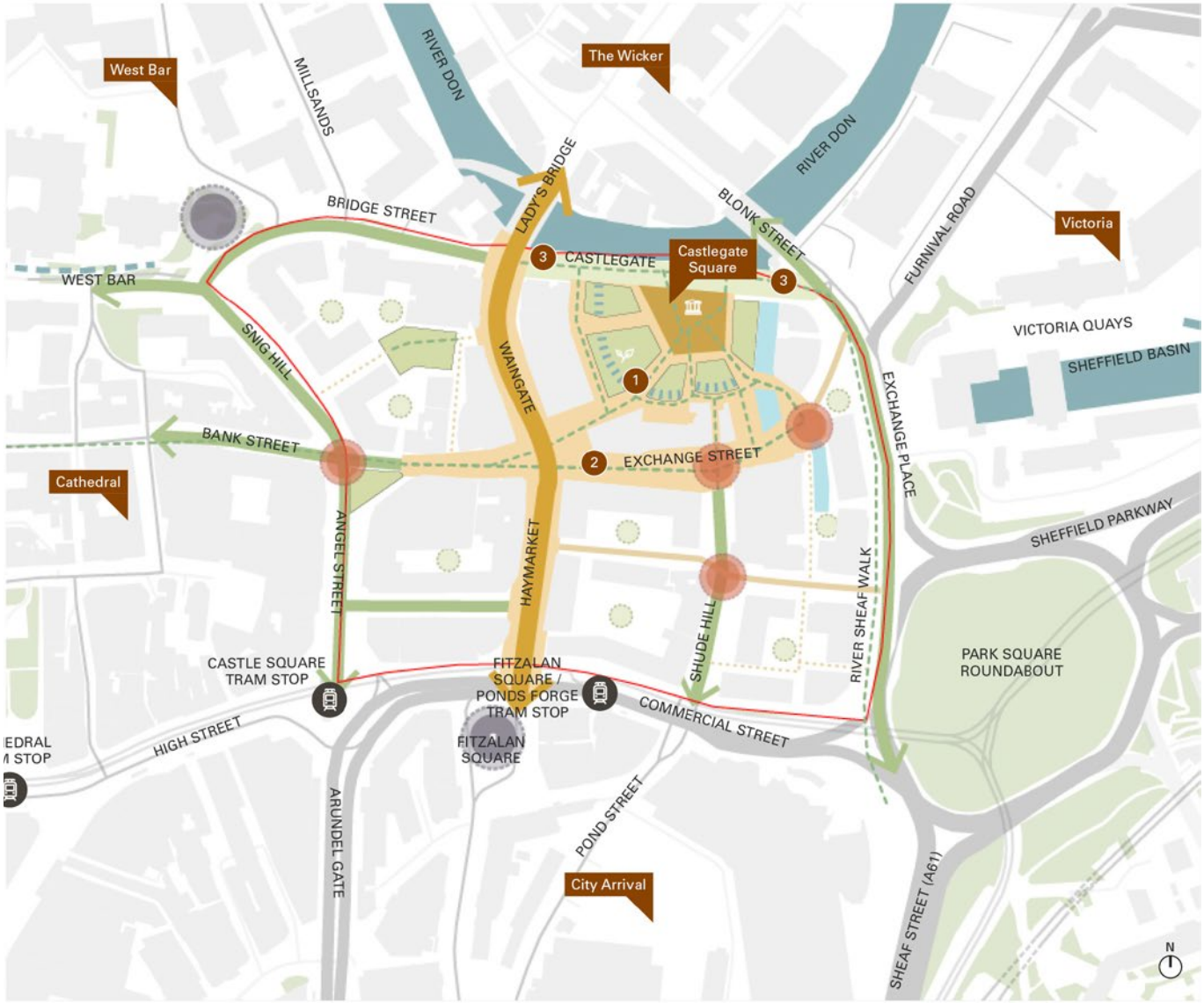
An example of an urban park responding to level changes and creation of attractive water features, benches encourage dwell- Peace Gardens, Sheffield

2

An example of a focal building with a balanced street- Altrincham Market, Shaw's Road, Altrincham

3

An example of waterside play- BLOX by OMA Architects, Copenhagen



Green space and public realm framework

KEY

- Priority Location boundary
- Existing River Don
- River Sheaf (Potential to de-culvert the river)
- Indicative proposed blue infrastructure (following the historic moat of the Castle)
- Potential for primary street with clear wayfinding and high-quality surface materials to encourage cycling and movement on foot.
- Proposed Vehicular Secondary route with exemplar SuDS strategy (including proposed vehicular, pedestrian, and cycle movement)
- Potential for Tertiary streets with exemplar SuDS strategy (prioritising pedestrians and cyclists, with restricted vehicular movement).
- Green streets with exemplar SuDS strategy. (Secondary and tertiary routes (balanced streets) prioritising pedestrians and cyclists with a clear change in material surface to encourage slow and considered movement through the routes)
- Pedestrian and cyclist only routes through Castlegate
- Indicative proposed green spaces/play areas/parks
- Potential for green buffer space along ring road edge- tree-lined footpaths and SuDS (Grey to Green)
- Proposed residential courtyards within development parcels (indicative location)
- Proposed urban nodes - opportunity to establish neighbourhood centre with improved public realm/amenity and facility cluster (indicative location)
- Opportunity for connections to existing Fitzalan Square and Love Square
- Proposed public realm space addressing heritage site

Castlegate Square area = 0.8 Ha / 8,000 m²

Based on 10% and bench marking of functions

7.13 Creating a Distinctive Neighbourhood

Careful consideration has been applied to the Priority Location Area to ensure an appropriate mix of complementary uses and residential types are considered, to ensure the distinctiveness of Castlegate is captured.

The range of residential typologies should be designed to ensure that the neighbourhood is a place for everyone. The following design principles should be achieved throughout the Priority Location.

Site specific considerations relating to typologies

Appropriate typologies in the Castlegate area should take into consideration the site constraints identified in Section 7.5, 7.6 and 7.7.

Castlegate area is considered to be suitable for an emerging innovation hub in the City Centre. The residential growth in the area should be homes that support live-work, co-living and apartments. While there is scope for heights in the area, heritage assets should be considered in proposed development, as well as responding to the change in levels through Castlegate. Views across the River Don should be considered with apartments orientated to maximise views, private amenity should be included within recessed terraces to fully benefit from views.

Appropriate uses

The Castlegate area will become a live-work neighbourhood, providing a mix of commercial, education, employment and residential uses.

Castlegate will provide the gateway into the City Centre from the east of the city, so can improve connections with the innovation districts (the Olympic Legacy Park and AMRC). This area would also be appropriate for learning and education uses, supporting the live-work character.

Residential development will also be appropriate to bring a permanent 24 hour population into the neighbourhood, supporting the long term vibrancy. Student accommodation will not be acceptable.

A dynamic piece of public realm is also encouraged in this area. The public realm should be supported by an events strategy to encourage use of the public realm, and increase the vibrancy of the public realm, and the surrounding areas.

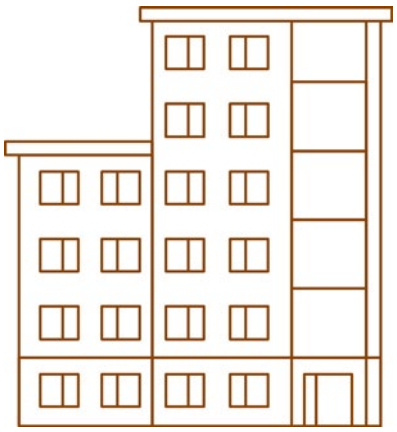
Community facilities

There is an existing lack of community facilities in this area. Depending on the mix of uses that are developed, some improvement and new provision of community facilities may be required.

It would be appropriate to consider community facilities being developed within the Wicker neighbourhood and whether they could support the comparatively smaller residential population in Castlegate.

When detailed proposals come forward for development in the Castlegate area they will need to be supported by an assessment of need for community facilities, including primary and secondary schools and GP surgeries.

Where a need is identified, SCC will expect developments to provide a contribution towards improvement to community facilities through planning obligations to allow delivery of the required infrastructure in the long term.



Residential development

Castlegate is considered to be a location where denser apartments will be provided, due to its proximity to Sheffield City Centre. Apartments are therefore considered the predominant typology for this neighbourhood.

Apartments

Apartments ensure a range of unit sizes, types and tenure can be delivered, and can successfully mix with a range of different uses at the plot and building scale.

Apartments are likely to be provided with communal courtyard amenity spaces, whilst also benefiting from the new areas of public open space within the neighbourhood.

More traditional 1 and 2 bedroom apartments, with a smaller amount of 3 bedroom apartments are anticipated across the neighbourhood.

Paradise Street, Liverpool- an example of architectural interventions incorporated into buildings of character, accommodating residential redevelopment in the City Centre.

HOME First Street, Manchester- buildings with cantilevers create iconic and activated corners in prominent locations, allowing for an increase of ground-floor uses and a flow of pedestrian movement.

7.14 Development Capacity

The Castlegate Priority Location (PL) provides the opportunity to explore residential parcel density.

As shown on the density and heights framework plan on the following page, the Priority Location has been split into a number of development parcels. The approach to capacity testing for the Priority Locations is in Chapter 2, Section 2.1.

At Castlegate a range of densities and building height ranges are set out to respond to the environmental considerations as described in Section 7.5, 7.6 and 7.7 Site Constraints.

Development has been designed to allow for the retention of the castle remains. Further discussion will be required with SCC at detailed design stages in relation to the retention of the archaeological remains.

Castlegate is at a gateway location which presents the opportunity to increase heights to emphasise key nodes, junctions and spaces. Height ranges allow for views across the River Don.

City Context analysis in Chapter 1, Section 1.4.2 indicates a requirement for open space at this gateway, the proposed open space has not been tested for residential capacity. A figure of 10% has been deducted for non-residential uses and amenity, however the amount and type of land uses should be agreed with SCC.

In accordance with the Capacity Study, all parcels have been calculated based on residential scenario 1. This area provides the opportunity for high density neighbourhoods with apartments only, since this location of the city would not be appropriate for larger family housing and would instead cater to young families and professionals due to its close proximity to Sheffield City Centre.

Priority Location Parcels Capacity

Parcel Code	Parcel size (ha)	Indicative storeys	Residential scenario	Parcel density(dph)	Capacity range (no. of homes)
CA-PL-Parcel-1	0.25	5-6	Scenario 1	150-250	38-63
CA-PL-Parcel-2	0.26	5-6	Scenario 1	200- 300	52-78
CA-PL-Parcel-3	0.17	5-6	Scenario 1	300- 400	51-68
CA-PL-Parcel-4	0.38	4-5	Scenario 1	150- 250	57- 95
CA-PL-Parcel-5	0.53	5-6	Scenario 1	200- 300	106- 159
CA-PL-Parcel-6	0.23	7-10	Scenario 1	500-700	115-161
CA-PL-Parcel-7	0.25	5-6	Scenario 1	150- 250	38- 63
CA-PL-Parcel-8	0.22	7-10	Scenario 1	350-500	77-110

Planning Applications Capacity

Total Planning Applications Capacity is for the overall amount of homes within the Priority Location boundary. See Appendix A for a break-down of planning application capacity numbers

Priority Location Capacity

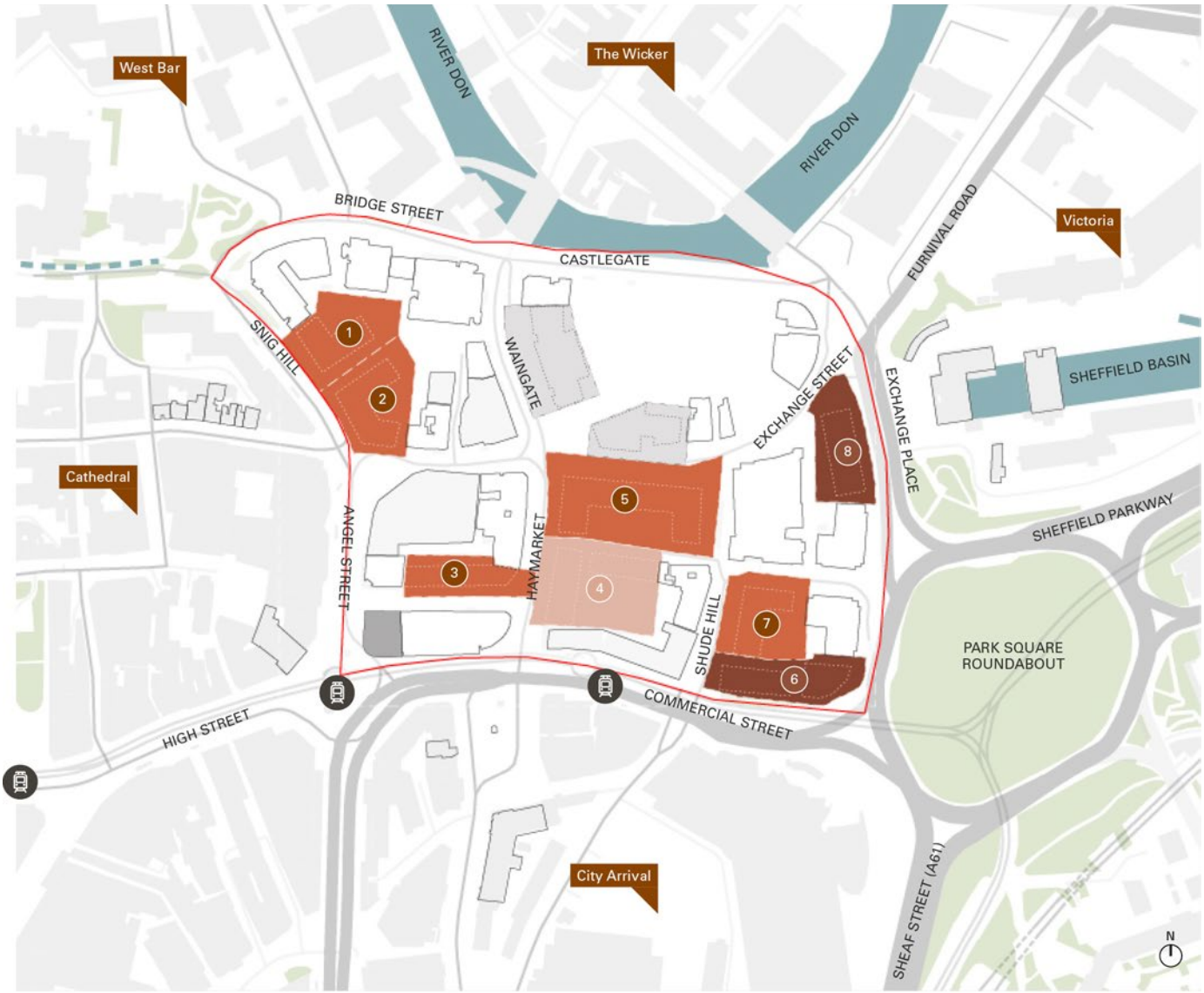
The above figures do not include planning permissions, only the Development parcels (the shaded areas on the Density and Heights framework plan, which have been tested for capacity)

Priority Location Density

230 - 350 DPH

The Priority Location Density is calculated based on the overall development parcels boundary (in ha). Full detail for the assumptions can be found in the Appendix A. The above calculation does not include planning permissions

7.15 Heights and Density



Density and Heights framework plan

KEY

- Priority Location boundary
- Buildings of character and Listed buildings
- Studio Egret West building outlines
- Indicative building footprints (GEA). Position, proportions and arrangement of buildings is subject to detailed design stages
- Planning applications
- Up to 10 storeys
- 5-6 storeys
- 4-5 storeys
- Up to 4 storeys
- Potential for non-residential development

Priority Location boundary area	8.47 ha
Development parcel total area	2.29 ha

Development parcels are the shaded areas on the Density and Heights framework plan which have been tested for capacity.

Further detail design consideration and conversation regarding development parcels are required with SCC.

*Proposed building heights inform development capacity testing for this document. Townscape character analysis has informed the proposed heights, which are subject to discussion with SCC at detailed planning stages

7.16 Parcel Density

The identified parcels can be generally split into the following density categories.

The relatively similar heights of between 4-6 storeys across the framework area has led the parcel density to be predominantly influenced by the size of the parcel itself, and only in specific areas the height has increased as a result of townscape factors.

Up to 300 dph parcel density

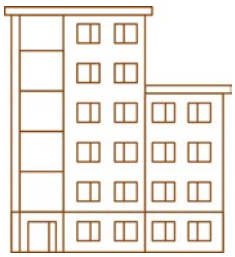
These parcels are likely to deliver mostly apartments. This density relates to the larger parcels, where larger footprints can be achieved and height is able to reach 6 storeys, such as the parcels located away from the primary routes and are not restricted by heritage constraints. The heights are restricted to the existing contextual analysis of the built form.

350+ dph parcel density

The densest parcels generally relate to small infill parcels, where height is restricted up to 6 storeys. At key moments- such as the gateway corners (at the junctions of Commercial Street / Exchange Place and Exchange Place / Exchange Street), height of up to 10 storeys could be provided in order to deliver landmark buildings. It is anticipated these parcels are likely to deliver apartments and maisonettes.

Housing Mix

Scenario 1
Higher density apartment types



Scenario 1 apartments

7.17 Placemaking Summary

A cultural destination and innovation district with an energetic atmosphere will be offered at historic Castlegate.

An exciting new public space and live-work neighbourhood create a contemporary lifestyle choice for the City Centre.

Infrastructure interventions

- Improvements to the public realm across the area to enhance connections with surrounding areas and make it a place people want to spend time in.
- Transform the public realm of Haymarket and Exchange Street to improve connectivity to and through this area.
- Deliver a new piece of green space on the Castle site as a focal point to the new live-work neighbourhood and to celebrate the area's heritage.

Placemaking priorities

- Enhance pedestrian and cycle environment along main routes and improve relationship with the river creating a new riverside pedestrian route, supported by active building edges positively interacting with the river.
- High-quality public realm within major development masterplans, such as Castlegate and West Bar to allow access to green space to residents and users, as well as invite visitors into the development.
- Riverside park at Castlegate creates a key arrival space into the City Centre, providing riverside recreation, incorporating heritage assets, communicating the long and rich history of this important site.
- Improving connections to the City Centre will play an important role in the future of the area. Improvements to connections via Grey to Green and links to the Railway Station are recommended.

Castlegate Summary

Neighbourhood contribution to achieving the 10 Guiding Principles:

All Priority Locations are intended to have a differentiated focus and be successful places to live, work and play in different ways. Castlegate will make its valuable contribution to the City Centre in the following ways:

- Castlegate will grow into a new established Innovation District driving new employment opportunities and creating jobs.
- This will be a true mixed-use neighbourhood blending education, commercial, residential, retail, leisure and community amenities together in both new and re-purposed buildings.
- The area will celebrate its rich history of the former Castle site and become a cultural destination with an energetic atmosphere supported by an active ground-scape and new outdoor multi-purpose events space.
- Castlegate will also be an important gateway into the City Centre from the east.

New Jobs

Connections and Accessibility

Architecture, Heritage and Culture

Vibrancy

Groundscape

Distinctive Neighbourhoods

New Homes for All

Net Zero Carbon

Innovative Solutions to Challenges

Potential for Public and Private Sector Collaboration

739 to 1002
Potential homes

*range is inclusive of the planning application within the Priority Location boundary

A Demographic of mixed, young professionals, and young families

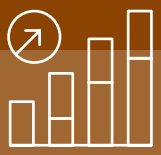
Based on site and desktop analysis of the existing and demographic opportunities

1,173 to 1,751
Additional people

Based on an average of 2.2 people per household, all development tested at Scenario 1 (apartments).

47,268m² to 60,589m²
Potential residential floorspace

Based on new development being tested at between 4-10 storeys.



4-10
Storeys height range

Based on the previous capacity study analysis and further detailed desktop analysis in this study, additional heights considerations are required at later stages.

8,000m²
(9%) Additional open space

Based on the potential for the addition of Castlegate Square, indicatively located on the Emerging Priority Location Plan. Percentage (%) calculated from the Priority Location boundary area.

5,252m² to 6,732m²
Non-residential floorspace

Based on new development tested at a 10% non-residential assumption against the overall, additional/proposed floorspace. Specific non-residential uses will be detailed at later stages and support strategic growth and current under provision in Sheffield City Centre and the specific Priority Location

1
Potential redeveloped buildings

Further detailed analysis, surveys and planning permissions are required before buildings of character and/or historical asset are to be renovated. Grade II Listed Court House requires renovation but has not been tested for residential capacity.

1
Planning application

Total number of active Planning Applications within the Priority Location boundary as of 30.09.21