PENISTONE ROAD

Gateway Action Plan

Sheffield City Council

May 2010

This project has been part funded by the European Union through the South Yorkshire Objective 1 Programme

Sheffield *where everyon*

2

Contents

List of Figures, Photographs, Illustrations, Tables and Technical drawings

Figures:

Photographs and Illustrations:

Illustrations:

Tables:

Appendix - Technical drawings:

1.0. Introduction

1.1 Purpose and Objectives of the Study

In order to provide a vision for the Upper Don Valley, the Upper Don Valley Physical Regeneration Strategy (UDV PRS) was commissioned with funding from Yorkshire Forward. The final report was endorsed by Sheffield City Council (SCC) Cabinet in October 2006 as the basis for regeneration of the Upper Don Valley. The Strategy recommended that the UDV needs to reduce its reliance on traditional manufacturing and foster the conditions and much needed infrastructure to support the growth of high technology, advanced manufacturing and service sectors.

One of the UDV PRS recommendations to achieve this was the improvement of the character and quality of Penistone Road and its public realm and landscape. This forms the basis for this project and therefore supplements the UDV PRS. The "Penistone Road Gateway Action Plan" provides a townscape and landscape framework through which significant improvements to the environmental character of the Penistone Road corridor will be enabled. This is integral to transforming the economy and image of the Upper Don Valley, enhancing the "place making" role of the A61 within its surrounding communities, improving health levels in the area as well as complementing the transport investment proposed for the corridor and the role of the corridor as a "Gateway" to the city from the North.

The Action Plan will be a document for use by Sheffield City Council's officers, landowners, developers and agents when planning and implementing the urban design, landscape and public art strategies of their proposed developments along the Penistone Road Corridor.

Once completed, appropriate mechanisms will be determined to ensure the status of the Action Plan is such that it will be an effective tool in negotiations with developers and in the determination of their planning applications.

The specific objectives of the action plan are to:

- *improve the image and identity of the UDV as a much more coher-*

Figure 1. *Strategic Regeneration Sites*

Opportunity Sites

Site Ref. No.	Site Name	Site area (Hectares)
1	APW Site	1.66
2	UCAR site	14.01
3	Glacier Arm	4.71
4	Airflow	2.48
5	Underhill Lane	5.55
6	Hague	4.01
7	Niagara Forge	2.38
8	Penistone Rd. North	6.00
9	Penistone Rd. G/way	3.84
10	Kilner Way	3.82
11	Hillfoot Works	0.55
12	Wardsend Rd.	1.28
13	Penistone Rd. Triangle	3.68
14	Herries Rd. Corner	1.61
15	Herries Rd. East	0.76
16	Herries Rd. South	3.05
17	Penistone Rd. / Don	2.12
18	Former Allied Bakery	1.11
19	Owlerton Frontage	2.29
20	Owlerton Service	1.43
21	Reg Vardey	1.36
22	Firth Rixon / SCC	2.75
23	Doncasters	7.29
24	Hillfoot / Penistone Rd.	8.17
25	Club Mill / River Don	3.66
26	B&Q site Penistone Rd.	1.96
27	Rutland / River Don	4.38
28	Canon Brewery / Riverside	2.68
29	National Grid	6.30
30	Toledo / Apollo	1.97
31	Neepsend Gasworks	3.29
32	Parkwood Rd / Clifton Wks	3.41
33	Ski Village	13.93
34	Upper Rutland Road	1.55
35	Oakham Drive Corner	0.87
36	Parkwood Business Park	0.39

Source Upper Don Valley Physical Regeneration Strategy" October 2006

ent place in order to improve its economic performance, deliver on the Manufacturing Strategy for Sheffield, create more sustainable and healthy communities in the area around the A61 and improve the corridor as a gateway to the city;

- *develop a robust urban design and public realm strategy for Penistone Road to encourage and guide development;*
- *capitalise on the award-winning work that was undertaken in the last phase of the Inner Relief Road as well as the work that may be undertaken by the A61 Penistone Road Smart Route scheme;*
- *establish clear and cohesive criteria for development in the area to be implemented via the planning process.*

1.2 Background

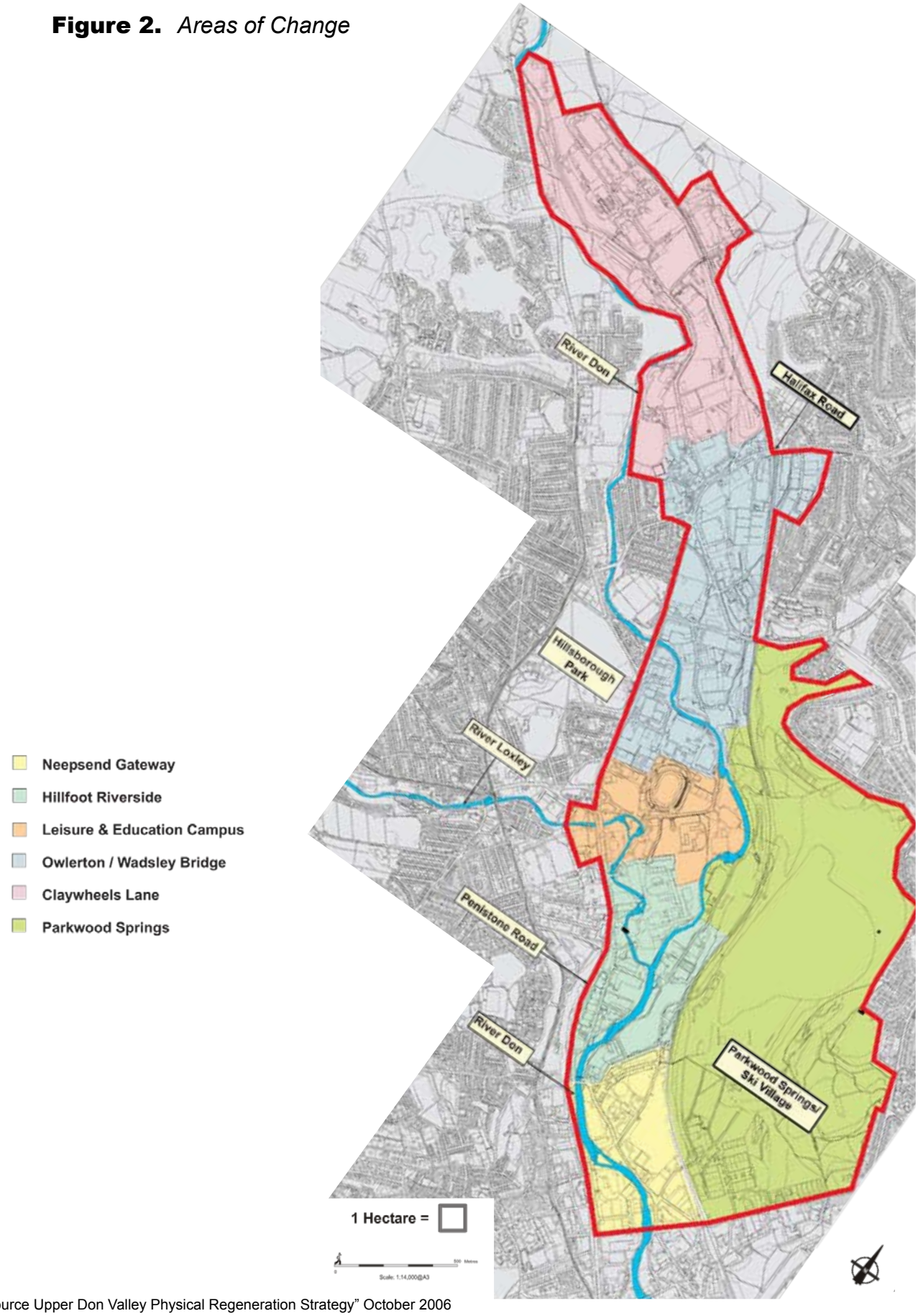
The Upper Don Valley is one of three Strategic Regeneration Areas in Sheffield. It is a large area north west of the City Centre, dominated by employment and industrial land uses. Figure 1 shows the strategic regeneration sites along this corridor (from the Upper Don Valley, Physical Regeneration Strategy, October 2006) (See Figure 1. *Strategic Regeneration Sites.)*

Formerly the area was one of the key employment generators of Sheffield but has been in decline, physically and economically for a number of years. One of the City's main arterial routes, the A61 Penistone Road, runs through the area. Nearly 20% of the population of the City lives in the five wards that surround the UDV. These are Burngreave, Central, Hillsborough, Southey and Walkley. Some of these are amongst the most deprived in Sheffield.

Penistone Road is a key corridor, which runs through the heart of the Upper Don Valley. Parts of the corridor have been upgraded over recent years through various highway improvement schemes. Ongoing improvements are now needed to enhance the potential of the area to attract investors. These are particularly needed in Neepsend, Hillfoot Riverside, the Leisure and Education Cluster (Livesey Street), Owlerton/ Wadsley Bridge, and Claywheels Lane (See Figure 2. *Areas of change.)*

Although mostly hidden from the frontage area of Penistone Road, the Rivers Don and Loxley are important assets in the area that need to be enhanced, alongside the landscape, urban design and public art principles documented in this report. Maximising the potential of the riv-

Figure 2. *Areas of Change*



Source Upper Don Valley Physical Regeneration Strategy" October 2006

ersides for amenity and recreation, using the improved environmental quality to attract economic investment as well as connecting them to residential and employment sites is critical to achieving long term successful regeneration. This is the view encouraged by the Upper Don Valley Physical Regeneration Strategy, adopted by Cabinet in October 2006. There is already significant volunteer involvement through bodies like the Upper Don Walk Trust, SPRITE (angling) and the Urban Kayak Club.

Creating a continuous riverside walk in the Upper Don Valley is the main objective of the Upper Don River Partnership which published a detailed strategy to achieve this, the "River Don Access Feasibility Study" in May 2008. The proposed path is taken into account in determining planning applications in relevant areas and some of it has already been completed.

The area is currently the subject of a bid to the Department for Transport (DfT) for capital funding for improvements to create the "A61 Penistone Road Smart Route" (promoted by SCC's Transportation and Highways Division and South Yorkshire's Local Transport Plan partnership). Given the design implications and the scale of investment proposed as part of this project, the Penistone Road Gateway Action Plan project team has worked closely with the A61 Smart Route project team to integrate the findings of the two projects. It is now expected that if approved and subject to DfT's assessment criteria, the A61 Smart Route project will integrate and deliver part of the PRGAP landscape recommendations. Chapter 6 explains further how these proposals may be delivered.

There is strong evidence that 'quality of place' has a strong influence as a driver of local and regional economic performance (Regional Economic Strategy for Yorkshire and Humber, 2006-2015). Sheffield has established a very high standard of design in the City Centre public realm and more recently, in the last phase of the Inner Relief Road, which has attracted awards and public approval for its landscape quality. This project proposes the continuation of this approach across this highly populated employment and residential corridor through close collaboration between highway engineers and landscape architects.

Finally, both the Sheffield Economic Masterplan (Oct'07) and the "Manufacturing Strategy for Sheffield" (April'08) recognise the significant contribution of the UDV to the manufacturing sector in Sheffield. The latter report identifies four out of the total eight sites crucial to the successful delivery of a manufacturing strategy in the UDV. This project is integral to the delivery of this strategy.

1.3 Structure of the report

Section 2 describes in detail the character of the area.

Section 3 describes the broad planning policy context.

Section 4 proposes a number of strategies that will address urban design, landscape, public art, lighting strategy, footway form and palette and boundary treatment of the study area.

Section 5 suggests a number of 'early win environmental improvements', i.e. some projects which can be delivered, subject to funding, relatively quickly.

Section 6 has divided the corridor into four key projects and describes outline landscape plans for each of these.

Section 7 is a broad description of where we anticipate funding to come from in order to deliver the identified schemes within this report.

Section 8 - Appendix contains the detail drawings for the projects described in Section 5 of the report.

1.4. Aerial Photographs

Many of the key locations have been identified on three Aerial photographs:

- ***Figure 3*** *shows the route along Penistone Road between Wadsley Bridge and Livesey Street*
- ***Figure 4*** *shows the route along Penistone Road between Livesey Street and Hillfoot*
- ***Figure 5*** *shows the route along Penistone Road between Rutland Road and Shalesmoor*

1.5. Details of relevant contact officer

Further advice on the action plan is available from the PRGAP project manager:

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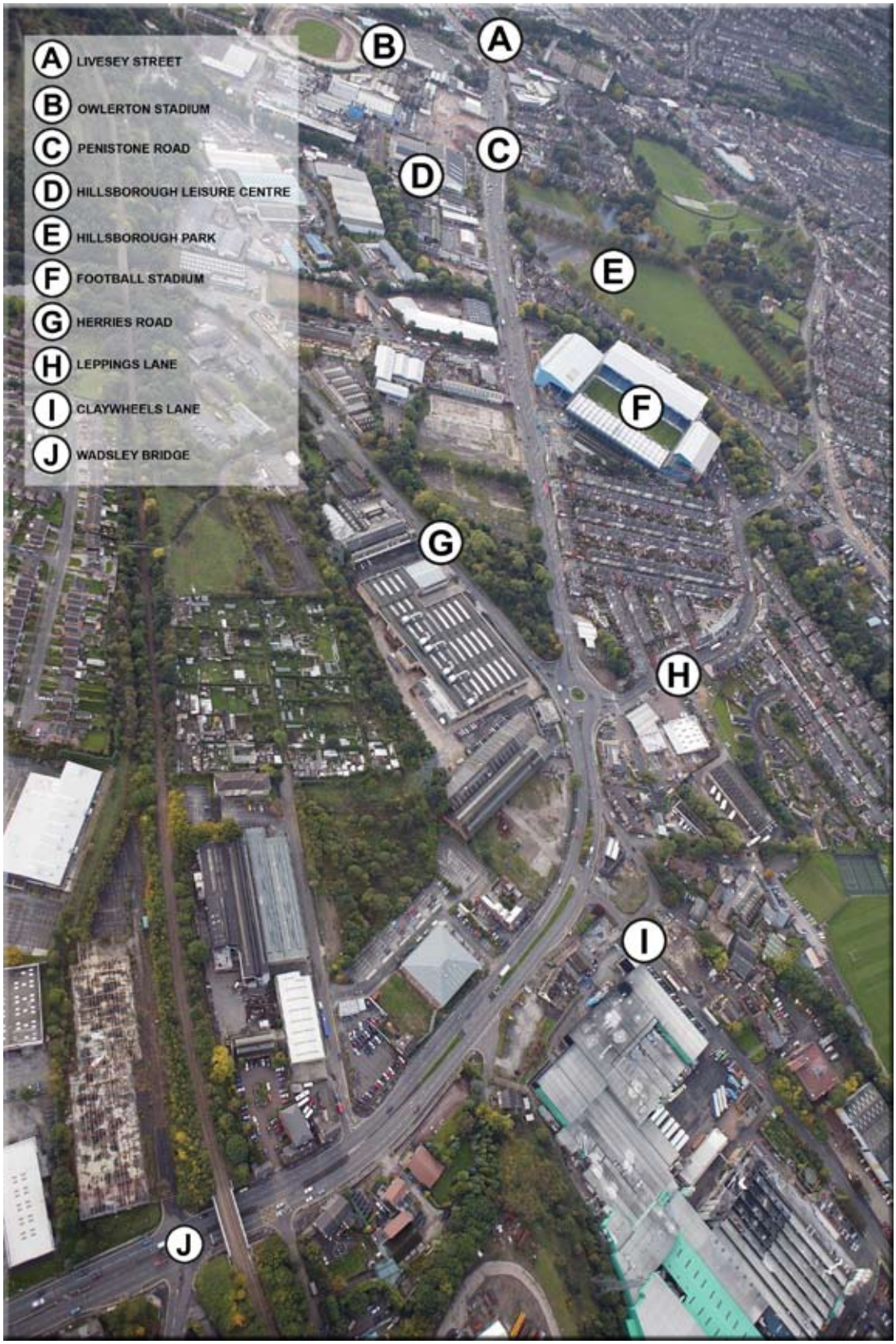


Figure 3. *Penistone Road route between Wadsley Bridge and Livesey Street*

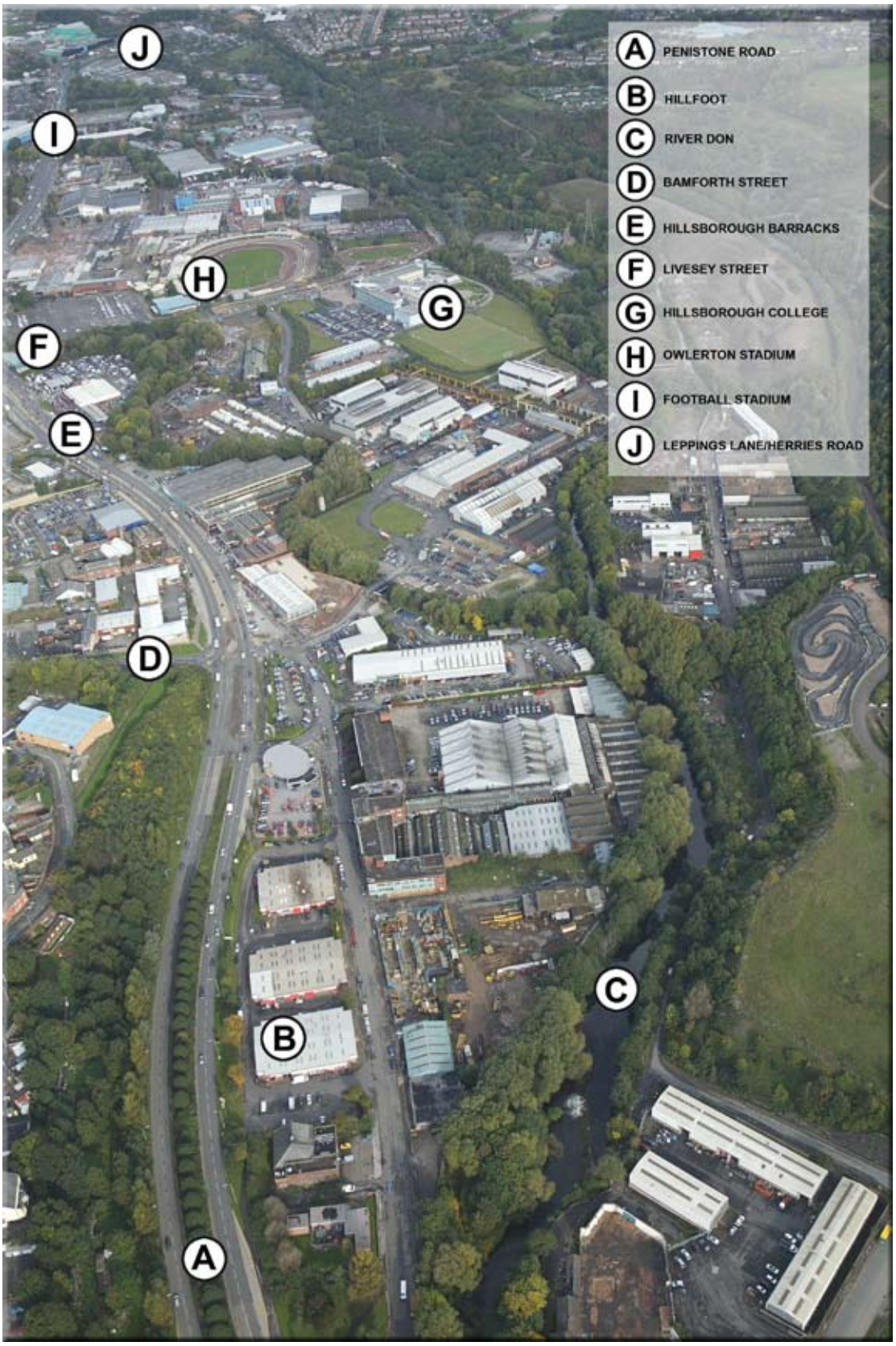


Figure 4. *Penistone Road route between Livesey Street and Hillfoot*

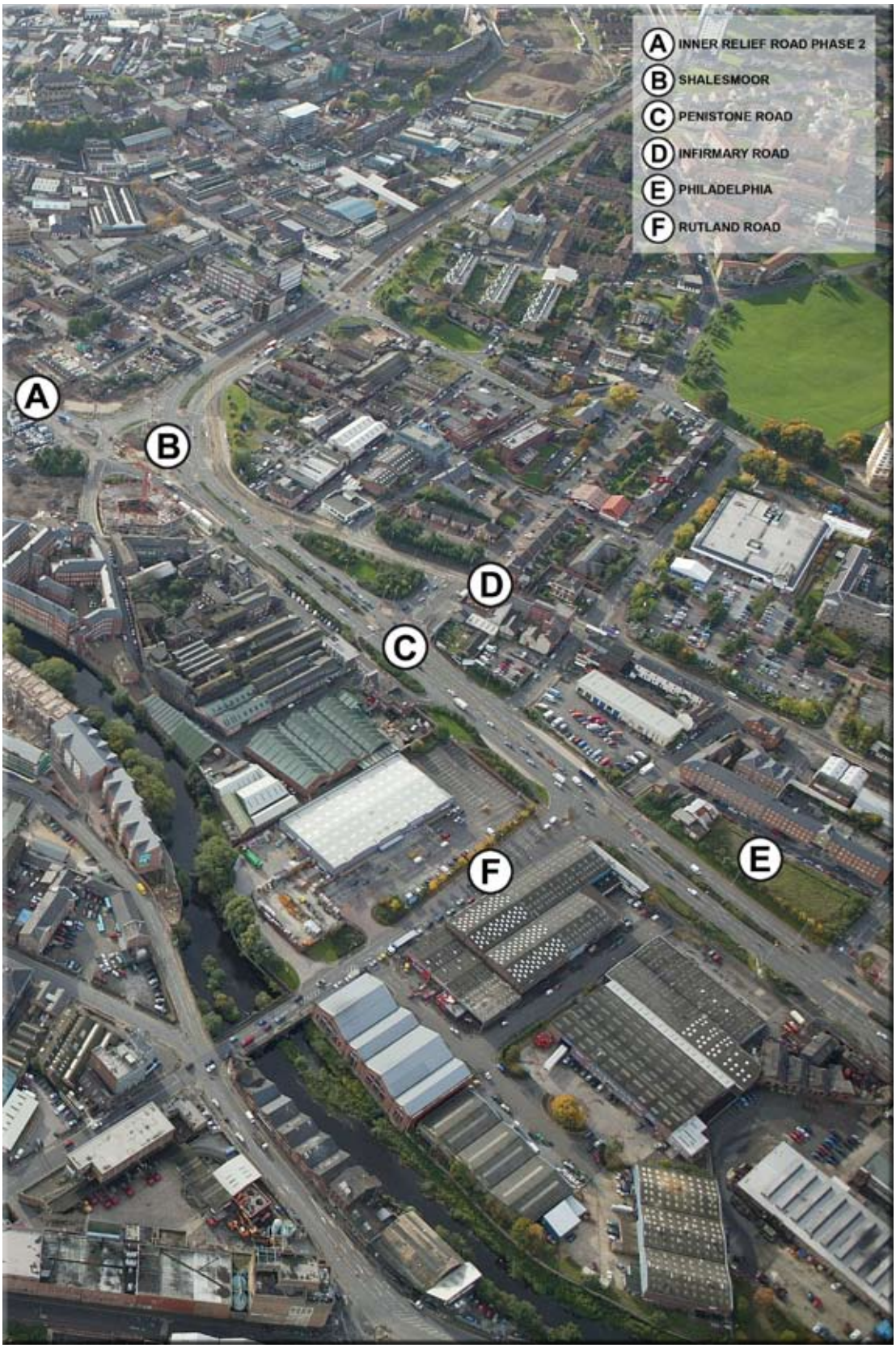


Figure 5. *Penistone Road route between Rutland Road and Shalesmoor*

2.0. The Characterisation Study

2.1. Background

The study area as shown in Figure 6, is spread over 4km (2.5m) extending from Wadsley Bridge, through Hillsborough to Hoyle Street at the northern edge of the City Centre. Concentrating on the frontages to Penistone Road, the study includes predominantly business and employment areas, alongside small pockets of housing and leisure facilities. The corridor forms part of the Upper Don Valley regeneration area and is the main arterial route for traffic travelling to and from the north of the city to the city centre.

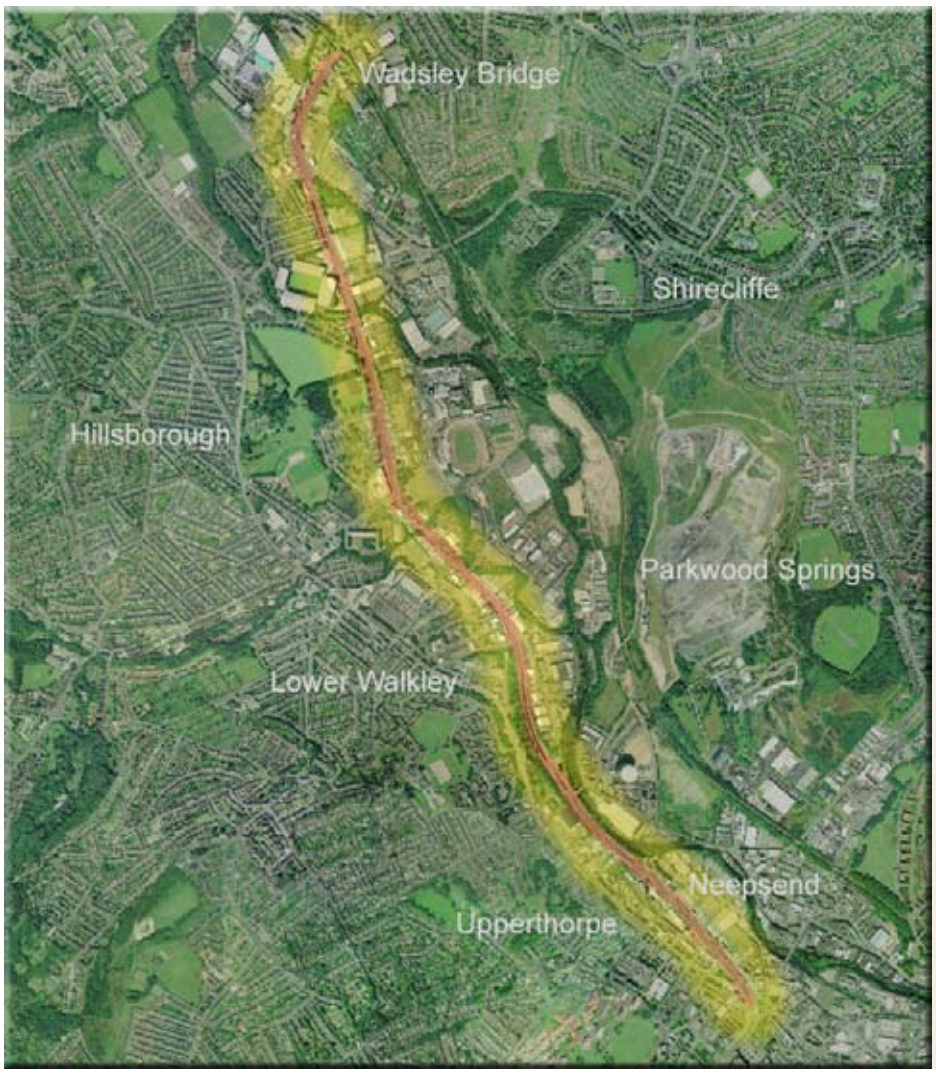


Figure 6. *The Penistone Road Gateway Action Study Area*

Since the construction of the dual carriageway and demolition of many buildings along the corridor, the townscape has become disjointed and many sites are vacant or underused. Parts of the corridor have been upgraded over recent years through various highway improvement schemes whilst others remain visually impoverished. Ongoing improvements are now needed to exploit the potential of the area and attract new investment. Improvements are particularly needed in several key areas of the corridor including Wadsley Bridge, Leppings Lane to Herries Road, the Leisure and Education Cluster (Livesey Street), Hillfoot Riverside and North Neepsend.

2.2. Historic Development

The whole corridor was extensively developed during the 19th Century, due to the rapid expansion of Sheffield's population and manufacturing output. The construction of the Sheffield to Manchester railway through the valley also brought sites closer to transportation that could get manufacturing goods to markets more efficiently and quickly. Before this time, available documents reveal that small settlements along the Upper Don valley were in existence although much of the evidence for this has been hidden by the continuing expansion and urban redevelopment of the valley during the 19th, 20th and early 21st Centuries.

Owlerton

The oldest known settlement, Owlerton, has existed since Anglo Saxon times and was recorded as an enclosed farmstead in the 9th Century. In 1297, Thomas de Schefeld was named Lord of the Manor of Owlerton, with Owlerton Hall recorded as being present on a site near the junction of Bradfield Road from 1549. It was originally home to the Creswyke family and was converted into a row of cottages in the 18th Century, before being demolished in 1931.

Hillsborough

The origins of Hillsborough are more recent. In 1779, Hillsborough Hall was built for Thomas Steade who was living in nearby Burrowlee House. After his death in 1793, the Hall was occupied by a number of different people including John Rimington Wilson, and John Rodgers, owner of a local cutlery firm. The area remained very rural until 1890 when the estate was sold to the Sheffield Corporation who converted the hall into Hillsborough Library, whilst a large proportion of the existing grounds became Hillsborough Park.

During the 19th Century and early 20th Century Owlerton, Hillsborough and the rest of the corridor became highly industrialised and developed. The tram was constructed to both Owlerton and Hillsborough during the late 19th Century. Many of the historic buildings still present in the area were built during this period including St John the Baptist Church (1874), Wardsend Viaduct (1845) and Hillsborough Barracks (1848).

Philadelphia and Neepsend

The first industrial development in the Neepsend area came about in the early part of the 18th century when the Sandbed Wheel of the Sandbed Tilt Company was constructed on the Don just upstream from Hillfoot Bridge. Further development continued, the Neepsend Tannery was opened in 1821 and the 1853 OS map shows the Neepsend Tavern and a brewery on Rutland Road.

The adjacent Kelham Island was one of Sheffield's most important early industrial areas. It now houses the Kelham Island Industrial Museum and has been subject to a large amount of regeneration and redevelopment over recent years. In the second half of the 19th century, Neepsend was changed radically by the population explosion of Sheffield. In 1852 Neepsend Gas Works, one of the areas most famous landmarks was built by the newly formed Gas Consumers Company. In December, 1845, the Sheffield, Ashton-Under-Lyne and Manchester Railway opened and Neepsend was a key point on the line with Neepsend engine shed being built to supply and overhaul locomotives for the nearby Sheffield Victoria railway station. Neepsend also benefited from its own railway station, which closed to passengers in 1940.

Recent History

The most significant development affecting the character of the corridor in recent years has been the construction of the dual carriageway. This was completed in stages from Wadsley Bridge towards the city centre with large sections being built in the 1960's, 1980's and 1990's. Large areas either side of the existing road, including houses, were cleared to make way for the dual carriageway's construction. As well as this, the large post war clearance programme saw a large amount of terraced housing and other buildings demolished along the corridor. The following pictures give an indication of the effect the road widening and clearance of housing has had.

1960's Photograph 1. *Penistone Road passing Hillsborough Park looking towards Parkside Road*

2008 Photograph 2. *The same view in March 2008, the terraced housing to the right was demolished in the 1980's when the road was widened into a dual carriageway*

1960's
Photograph 3.
Parkside Road looking towards Penistone Road. The terraced houses fronting Penistone Road were demolished during the widening of the A61.

2008
Photograph 4.
Today, the view is dominated by the large structure housing Hillsborough Leisure Centre, built at the beginning of the 1990's.

1960's Photograph 5. *View of Penistone Road area at Hillfoot with Neepsend Power Station in the background.*

2008 Photograph 6. *Trees now obscure the view of the valley and the power station, along with all the housing has now disappeared to be replaced with low-rise industrial units and warehousing.*

1960's
Photograph 7.
Foreground terraces stand where Penistone Road now passes through the valley floor near Hillfoot Bridge. In the background are the Gas Holders in Neepsend, one of which is still in use.

2008
Photograph 8.
The dominance of the terraced roofs and chimney's have been replaced by the dual carriageway and large swathes of cleared ground.

1960's
Photograph 9.
Regent Works that once stood on the corner of Penistone Road and Rutland Road with buildings on the other side of the street already demolished.

2008
Photograph 10.
The same view in March 2008. Regent Works has been demolished and is now the site of a modern industrial building.

2.3. Existing Character

The Upper Don Valley that Penistone Road runs through, is an area of largely urban character with the Rivers Don and Loxley meandering through the urban landscape. The Penistone Road corridor forms a busy arterial route for traffic travelling into and out of the City Centre. The road itself offers few opportunities for pedestrians to cross and provides poor connections to the frontages of many sites on either side.

Character Areas

Following an assessment of the analysis undertaken, the study area was split into four character areas *(see figure 3).* These character areas reflect the varying nature of the corridor as it passes through different parts of the valley. Each character area is described in further detail in terms of its topography, built form, uses, views, activity and prevailing townscape.

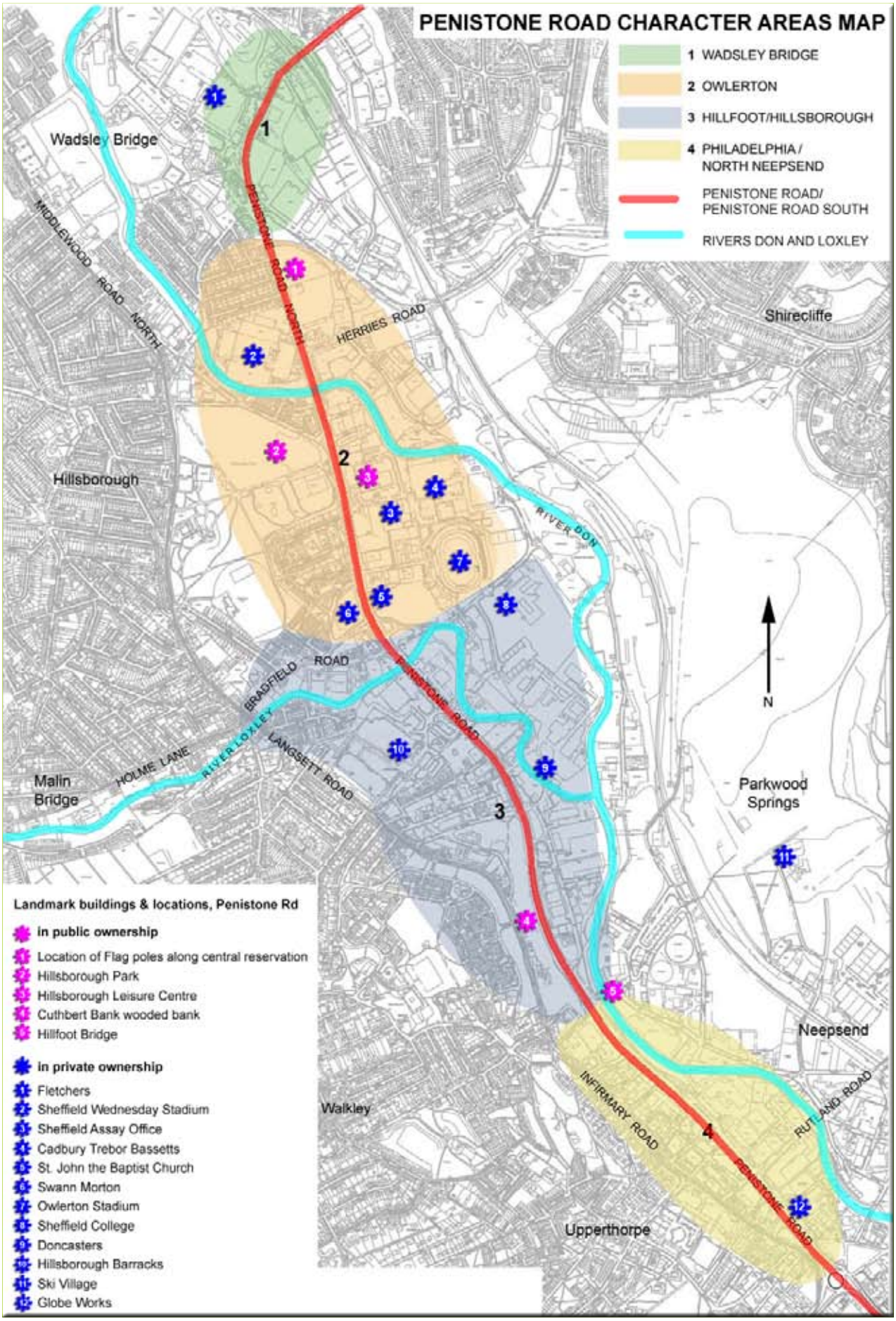


Figure 7. *Character areas along the Penistone Road corridor*

2.3.1. CHARACTER AREA 1
Wadsley Bridge (Wadsley Railway Bridge to Leppings Lane)

Currently dominated by industrial uses on both sides of the dual carriageway with a scattering of pubs, vacant land, small-scale commercial properties all adding to the fragmented character of the area. Buildings of note include the well-detailed Carr Steels building and the modest but pleasant buildings housing the New Inn and The Railway public houses near Wadsley Railway Bridge.

Currently the area has no real connection with the residential areas to the north and south. To the north, the railway bridge forms an effective visual barrier and to the south, Leppings Lane roundabout is heavy with traffic and presents a poor arrival point into the Hillsborough area from the north. Pedestrians must negotiate a complex series of guardrails and crossings to cross the junction with high volumes of traffic creating a noisy and inhospitable environment. Along the road between these points, pedestrians must walk through an unwelcoming and inhumanly scaled landscape, with many buildings set back and having a poor relationship with the road.

The only relief from the urban landscape is a small overgrown area of trees adjacent to the Leppings Lane roundabout and views of the green hillsides to the east behind the industrial buildings on the valley floor. To the south, the Victorian terraced streets of Middlewood can be seen covering the hillside.

Building heights range from 1-3 storeys and most have large setbacks from the street. Many do not follow the line of the pavement, creating awkward spaces between the street edge and buildings that leads to a fragmentation of the street scene.

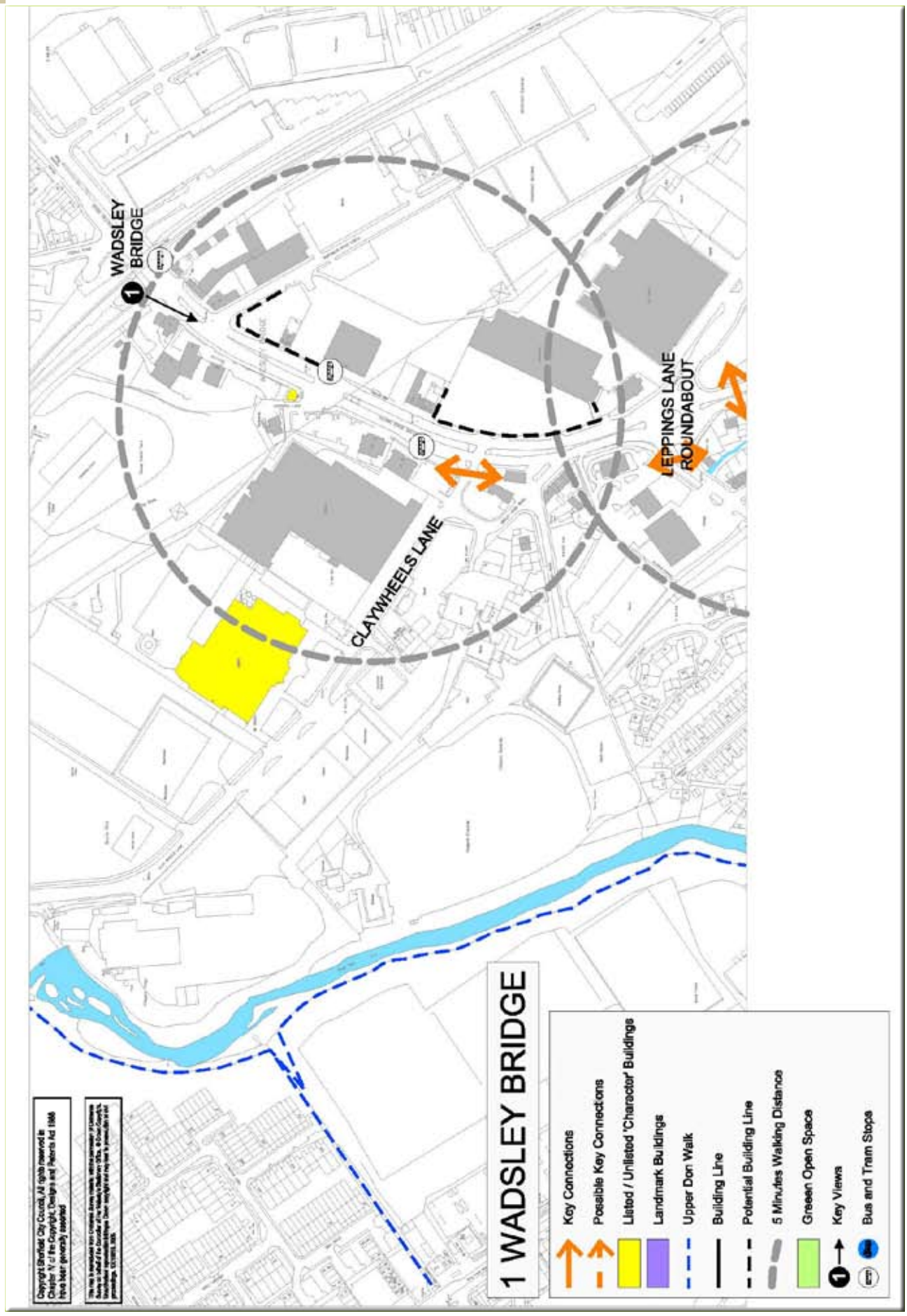


Figure 8. *Character Area 1, Wadsley Bridge Urban Design Framework*

Photograph 11.
A handful of older buildings still stand alongside the dual carriageway, with long views of Victorian terraced streets covering the hillsides in the distance.

Photograph 12.
Looking north, the street scene is fragmented on both sides of the dual carriageway. To the left of the picture, the access to Claywheels Lane, a major regeneration area in the north of Sheffield.

Photograph 13.
Leppings Lane roundabout with a small area of green space and large trees adjacent to the junction.

2.3.2. CHARACTER AREA 2
Owlerton (Leppings Lane – Bradfield Road)

A number of landmark buildings, of varying quality, are located along this part of Penistone Road. A cluster of leisure and sporting venues range from the landmark buildings of Sheffield Wednesday's Hillsborough Football Stadium to the smaller Owlerton Stadium and the Hillsborough Leisure Centre. Apart from the sports facilities, the large Regent Court, Swann Morton factory, the new Sheffield Assay Office building and the Trebor Bassets factory (now largely hidden behind the leisure centre) also dominate views on either side of the road along the valley floor.

A number of important historic buildings and structures are also present along this stretch of Penistone Road. They include the grade 2 listed St John the Baptist Church and the buildings, trees and open space to the eastern side of Hillsborough Park conservation area.

Pockets of 19th Century terraced housing lie alongside the western side of the road, most notably in a triangle of land bounded by Leppings Lane, Hillsborough Stadium and Penistone Road and between Hillsborough Football Stadium and Parkside Road. More also exists directly south of Hillsborough Park. The park itself is an important asset, both for its open space and historic character.

This area also has large areas of vacant land where factories, warehouses and houses once stood. This is most evident around the Hillsborough Football Stadium and close to Hillsborough Leisure Centre. This land and other buildings of poor quality, varying material palettes and siting continue the disjointed feel of the whole area.

Photograph 14. *A large area of vacant land lies to the east of Penistone Road, close to Leppings Lane Roundabout. This undermines the setting of the housing on the opposite side and provides a poor environment for pedestrians using the area.*

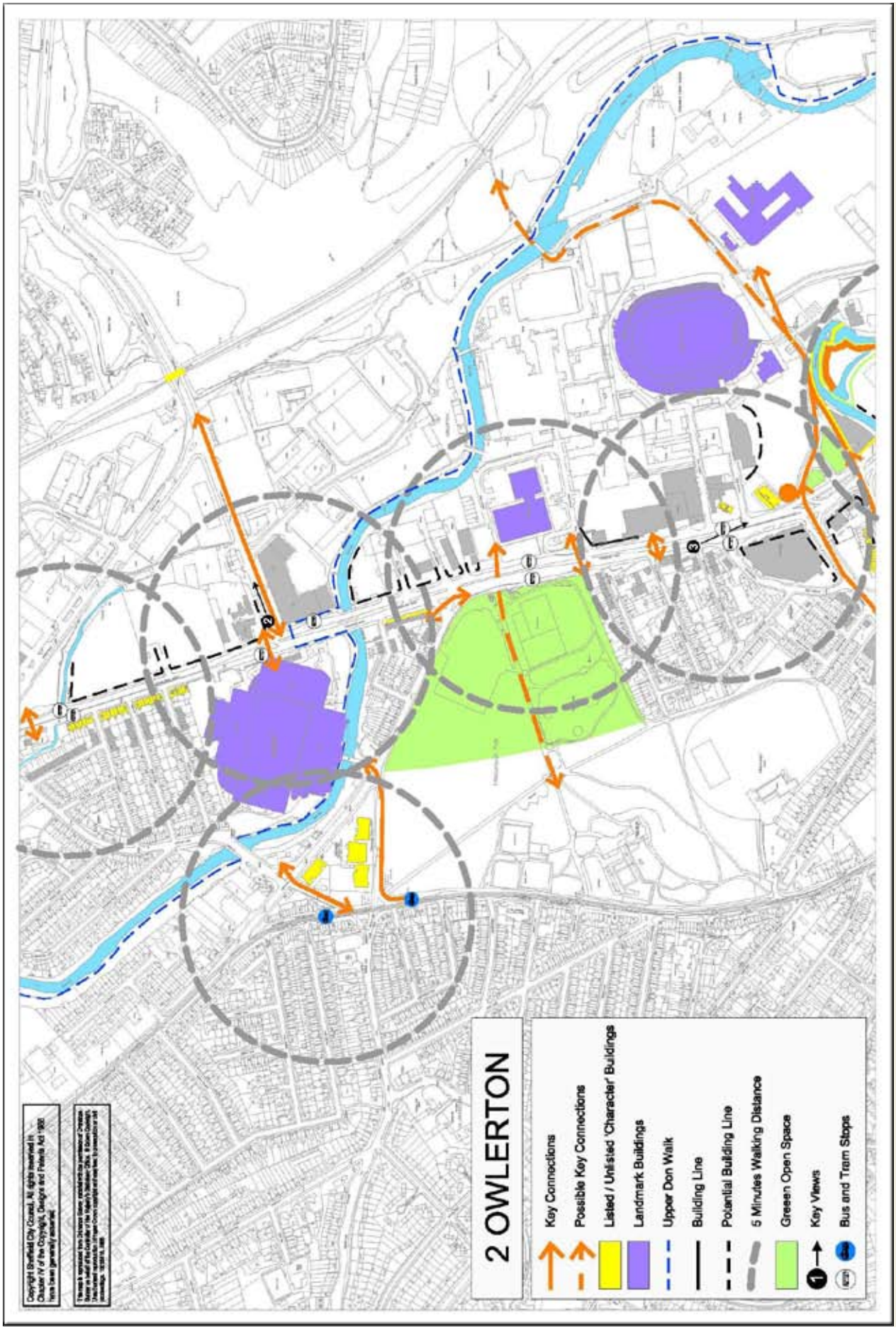


Figure 9. *Character Area 2,Owlerton - Urban Design Framework [Owlerton UDF]*

Photograph 15.
The Swann Morton buildings to the right with St John the Baptist Church on the left looking towards the Bradfield Road junction.

Photograph 16.
Parkside Road junction with Hillsborough Leisure Centre to the left and Hillsborough Park to the right.

Building heights are generally 1 - 2 storeys with a few notable exceptions such as the Hillsborough Football Stadium.

The views looking out of the area from the street are still dominated by the large hillside of Parkwood Springs to the east. Internal vistas are limited, but views into Hillsborough Park and down terraced streets to the north and south of the park are a pleasant break from the predominant views of poor quality buildings experienced whilst travelling along either side of the street.

2.3.3. CHARACTER AREA 3
Hillfoot (Bradfield Road – Hillfoot Bridge)

This area is dominated along a large stretch by a large hillside to the west of the dual carriageway, opposite the buildings at Hillfoot, which provides one of the few large areas of visible green space in the valley, alongside Hillsborough Park and Parkwood Springs to the east.

Car showrooms and large areas of car parking for leisure and retail uses typify much of the street scene as you pass through the area. Building heights vary between 1-2 storeys and buildings are sited in varying positions relating to the road, some set back, some orientated on a building line that follows the pavement.

Relatively isolated due to geography and highway layouts, the area suffers from a lack of pedestrian movement and through-flow. In turn this increases the pressure to increase the dominance of the motorcar through the area and access to large sites becomes unpleasant and difficult by foot as a result. The large set backs of modern developments with large areas given away to car parking at the front also exacerbates the situation, leading to breaks and a lack of coherence in the street scene.

The large Hillsborough Barracks is substantial attraction and generates a large amount of activity. The listed buildings are grand and set back behind a large stone wall. However, the priority given over to vehicular access dominates the entranceway, along with modern com-

Photograph 17.
The large hillside to the west of the dual carriageway, opposite the old Penistone Road.

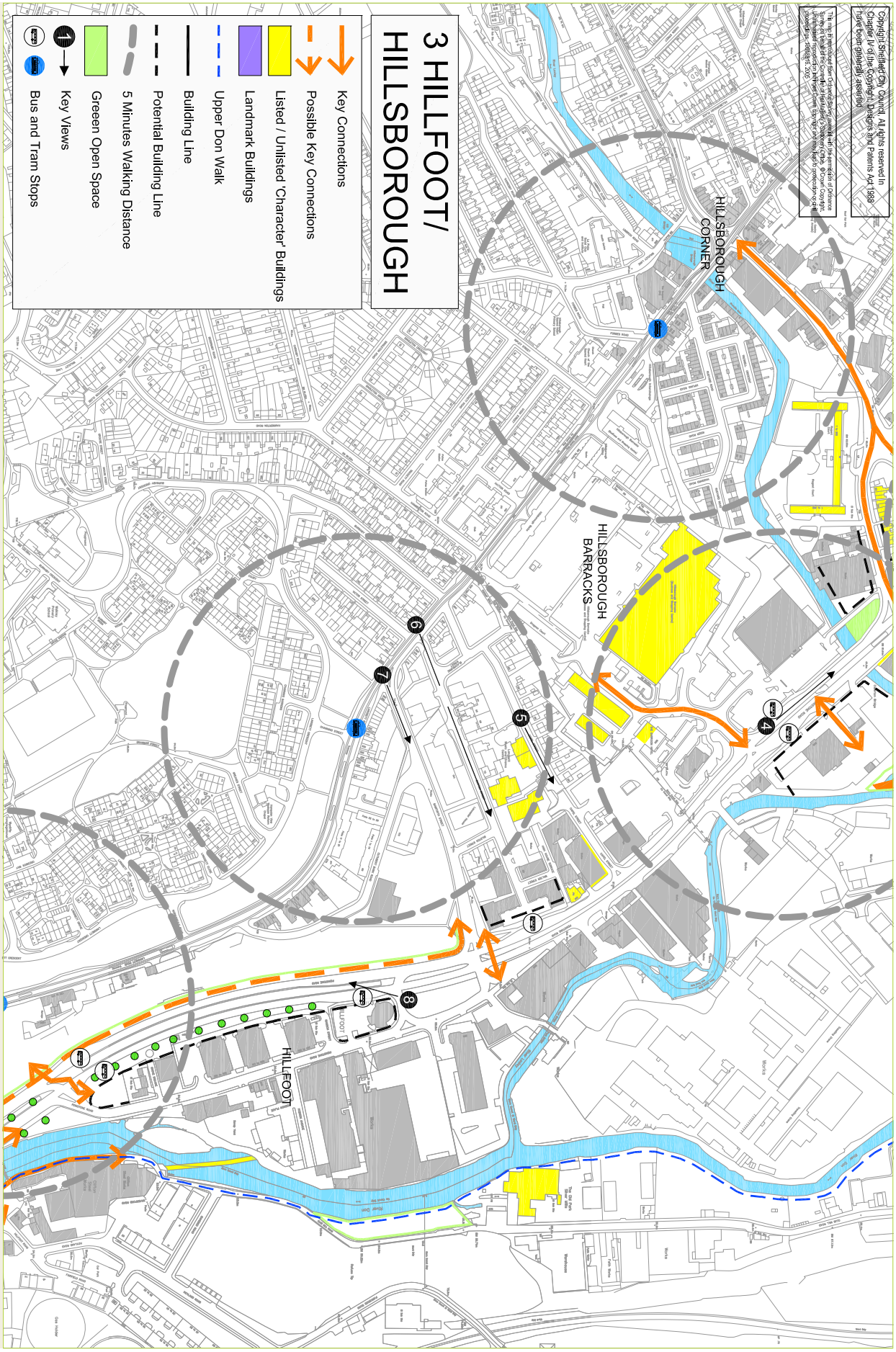


Figure 10. *Character Area 3, Hillfoot/ Hillsborough -Urban Design Framework*

Photograph 18. *Car Showrooms in the foreground dominate the street scene.*

Photograph 19. *The large Neepsend Gas Holder dominates the long views along the dual carriageway when looking towards the city centre.*

mercial buildings that are set down in an area of land between the Barracks and Penistone Road.

Distant views consist of the Parkwood Springs hillside with the Sheffield Ski Village located on its slopes and the large landmark of the Neepsend Gas Holder on the eastern side of the river. The imposing Regent Court flats complex on Bradfield Road is another impressive landmark within the immediate area.

2.3.4. CHARACTER AREA 4
Philadelphia / North Neepsend (Hillfoot Bridge – Shalesmoor)

As the road gets closer to the city centre, the large, white former Hydra Tools building signifies the widening of the valley floor as the areas of Neepsend, Kelham and Upperthorpe stretch out to the east and west. The river moves away from the road, behind industrial buildings and more recently constructed apartment blocks. The view of the hillside to the east is dominated by the Sheffield Ski Village and views to the south of Sheffield City Centre, including the Cathedral spire.

The grade 2 listed Globe Works sit below the level of the road on the east side along with other buildings in the Kelham Island area. Some connection with these buildings is maintained through ramped access points from road crossings and the retaining wall includes a large stone sign relating to the demolished Don Works.

The built form on the eastern side of the road in this area is largely set down on the line of the old road that now sits below the level of the current dual carriageway. The only building that does not follow this convention is a large DIY superstore which has an even larger car park between it and the streets that surround it.

To the western side of the road the siting of buildings is more random, with a number of buildings set a long way back from the pavement edge and vacant areas of land. Building heights increase in this area as the proximity of the City Centre would suggest. Generally buildings are 3-5 storeys high with a few examples being smaller in scale.

Findings

In summary, the key findings from the characterisation study are;

Strengths

- *Many attractions and facilities.*
- *Historic listed buildings and landscapes.*
- *Residential population around Hillsborough Park, Southey/ Owlerton, Walkley, Philadelphia and Kelham Island.*
- *Large number of existing businesses and commercial activity.*
- *Views of the Parkwood Springs hillside.*
- *The presence of the Rivers Don and Loxley and the need to ensure that future developments integrate their setting with the riverside.*

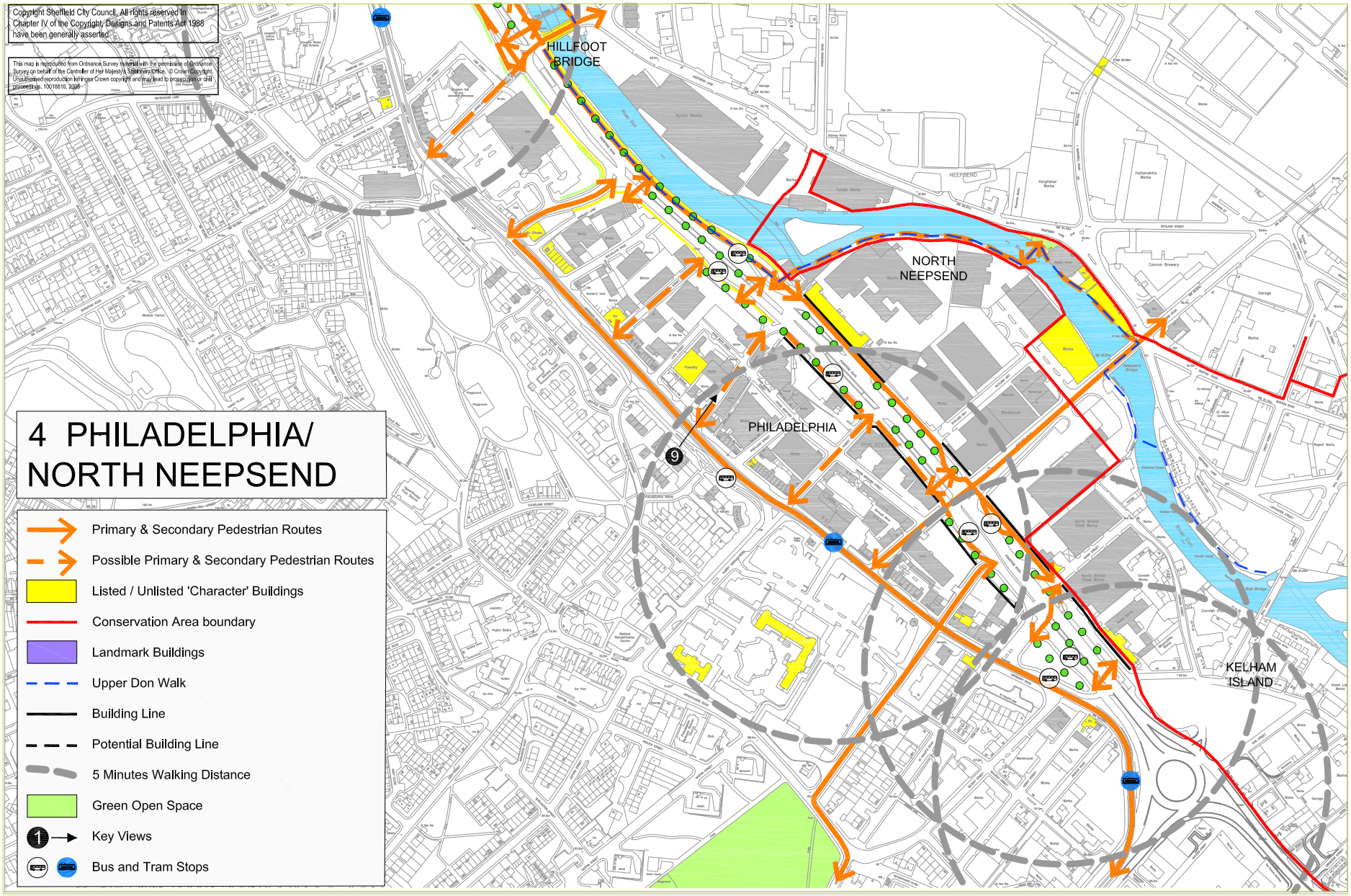


Figure 11. *Character Area 4, Philadelphia/ North Neepsend - Urban Design Framework [Philadelphia UDF]*

Weaknesses

- *Fragmented townscape.*
- Poor quality pedestrian environment.
- Lack of frontages onto Penistone Road.
- *large number of poor quality buildings.*
- *Large areas of vacant and underused land.*
- *Large areas of car parking adjacent to the road*
- *Poor quality developments and car dominated environments detracting from the setting of historic buildings and structures.*
- *Poor relationship between development and Rivers Don and Loxley.*

Photograph 20.
The large, white former Hydra Tools building to the left, viewed looking towards the city centre from the north.

Photograph 21.
Recently constructed apartment blocks dominate the view looking towards Kelham Island alongside listed buildings such as Globe Works.

Photograph 22.
Tall buildings that signify the city centre can be seen on the horizon when travelling towards Shalesmoor and the junction with the Inner Relief Road.

3.0 Planning Policy Context

3.1 Planning Policy

Sheffield's Unitary Development Plan (UDP) designates the majority of the study area, looking at frontages along Penistone Road, as business and industrial policy areas *(as shown on Figure 12*). The eastern side of the Penistone Road corridor is made up solely of areas designated for General Industry or Fringe Industry and Business Areas where general industry, warehouses and business uses are allowed except for the Kelham Mixed Use Area to the far south of the study area towards the City Centre.

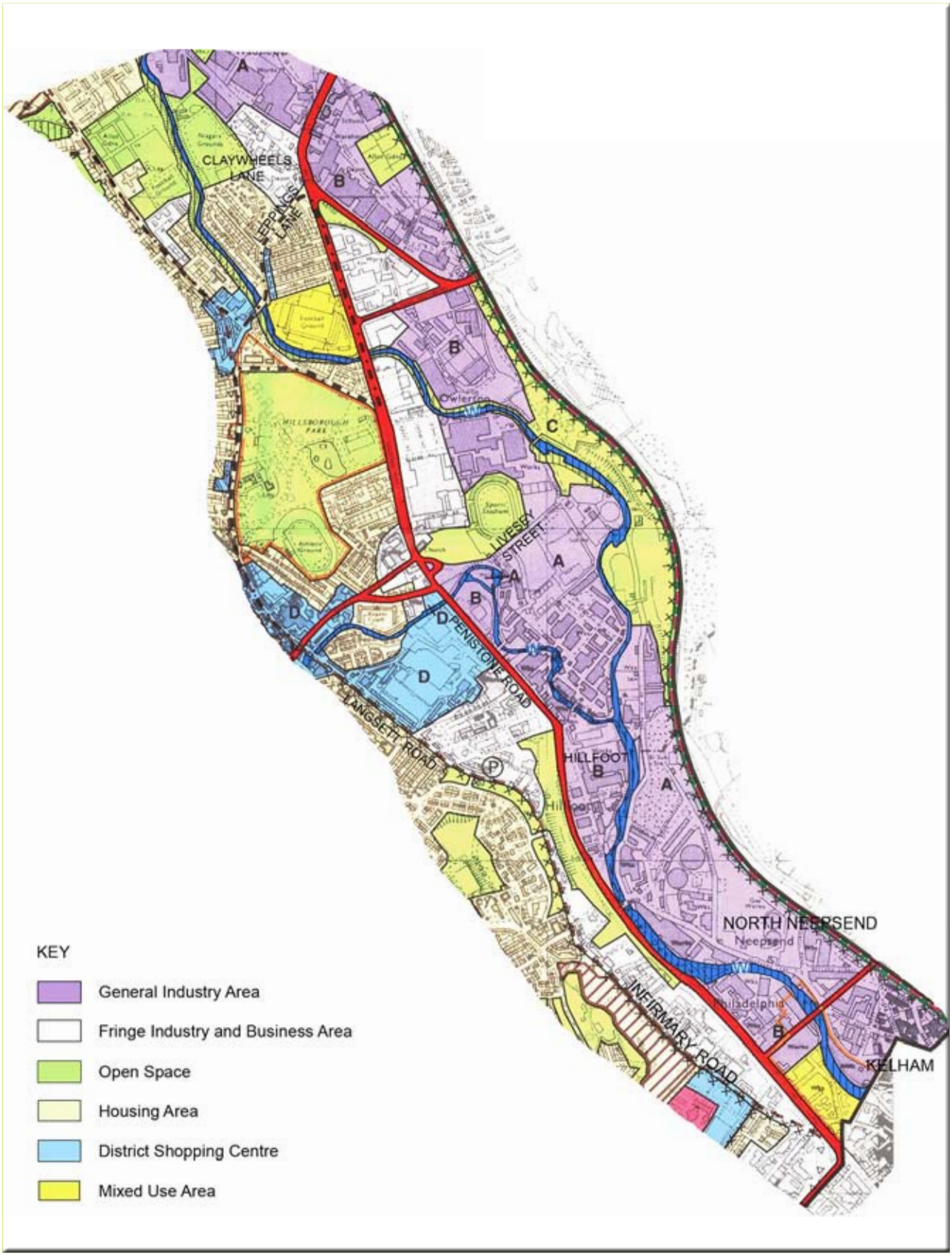
The western side of the corridor is broken up by more of a mix of policy areas covering Hillsborough District Shopping Centre, residential areas, Hillsborough Park and Sheffield Wednesday Football Stadium.

Under the new arrangements for the planning system, the Sheffield Development Framework (SDF) is being created which will eventually replace the UDP. The SDF will be the City's portfolio of local development documents including a new Proposals Map illustrating the policies and proposals in the SDF development plan documents. The emerging SDF Proposals Map doesn't show significant planning policy changes for this corridor and the changes proposed are explained in some detail below.

On the eastern side, the Kelham Mixed Use Area would become partly a Business Area and partly a Business and Housing Area where offices are offices / housing are preferred. North Neepsend and Hillfoot Riverside becomes a Business and Industry area allowing greater flexibility for non office business development and small scale office development in appropriate locations. The frontage around Livesey Street becomes a General Employment Area where a mixed employment role is most appropriate.

On the western side, the current Fringe Industry and Business Area in the UDP between Langsett / Infirmary Road and Penistone Road

Figure 12.
Sheffield Unitary Development Plan Extract Penistone Road Corridor.



becomes a Flexible Use Area where a flexible approach to new uses can be taken and where housing would be acceptable if existing non-residential uses were to cease. There is also a new General Employment Area between the Leppings Lane junction and the junction of Penistone Road and Claywheels Lane.

Sheffield City Council published an emerging Proposals Map for informal public consultation in February-April 2006, followed by formal public consultation on a Preferred Options version of the Proposals Map in June-July 2007. The next formal consultation period will take place on the Draft Proposals Map in Autumn 2009 and full Council adoption is likely to be late 2011 or early 2012

3.2 Planning Obligations, policy requirements and achieving the objectives of the Penistone Road Gateway Action Plan (PR GAP)

Planning Obligations or Section 106 agreements are private agreements negotiated, between local planning authorities and persons with an interest in a piece of land and used to secure a planning gain. They are most commonly used by developers to make financial contributions towards the provision of off-site facilities, required for the development to proceed.

Planning obligations will be negotiated on developments in the Penistone Road Gateway and will be fairly and reasonably related in scale and kind to the proposed development.

For more information on planning obligations, please go to the web link indicated below and then follow the links to the appropriate policy:

www.sheffield.gov.uk/planning-and-city-development/

For any proposed **housing developments** in the area, the following planning obligations will be negotiated:

- ***Affordable housing*** *- The Core strategy adopted in March 2009 and Interim Planning Guidance on Affordable Housing adopted in October 2008 states that a developer contribution towards the provision of affordable housing will usually be required for all housing developments consisting of 15 or more dwellings. This applies to all types of housing, including homes for older people and purpose-built student accommodation and covers both new build and conversions.*

- ***Open space*** *- Policy H16 of the adopted Sheffield Unitary Development Plan states that for new housing developments, developers will be required to ensure there would be sufficient open space to meet the local needs of people living there. The policy requires that for sites of five or more houses, that the developer will be expected to make an appropriate contribution to the provision or enhancement of recreation space in the catchment area which would be expected in the Penistone Road Gateway.*

For more information on affordable housing and open space policies, please go to the web link indicated below and then follow the links to the appropriate policy:

www.sheffield.gov.uk/planning-and-city-development/

For **all developments:**

Relevant UDP policies should be satisfied in terms of proposed future uses; for development in designated Industry Areas and Fringe Industry and Business Area, policies IB5 and IB6 are particularly relevant. New development should also satisfy policy IB9 relating to Conditions on Development in Industry and Business Areas.

Other relevant policies to adhere to for developments in the Penistone Gateway is UDP policies GE17 and GE26 which seek to protect and enhance the waterway environment and water quality of rivers for the benefit of wildlife and where appropriate, for public access and recreation. Specifically, policy GE17 encourages the creation of a continuous public footpath along one bank of major rivers and streams and expects appropriate setting back of development from the banks of major rivers.

Highways works - Policy IB9 of the Unitary Development Plan expects that new development will be adequately served by transport facilities and provide safe access to the highway network and appropriate off-street parking. Furthermore, Policy T28 states that new development should be served adequately by public transport and the existing highway network. Specifically for developments along the Penistone Road corridor, any transport improvements which may be needed for these may include the following:

- *Junction improvements particularly at the Leppings Lane junction with Penistone Road and at Claywheels Lane/Penistone Road*

- *Signage and street lighting*

- *Development of the Upper Don Valley Pedestrian and Cycle Network.*

These should be provided or commitment entered into to secure their provision, before any development comes into use.

In addition to the above, the **Upper Don Valley Physical Regeneration Strategy** endorsed by Sheffield City Council's Cabinet in 2006, seeks to create a place where investment in development, infrastructure and the environment creates a high quality corridor as part of the ongoing regeneration of the city. It is envisaged that Penistone Road will be a strong corridor, approach and gateway to the city centre and the riversides will be rediscovered and rejuvenated.

This vision will promote actions which will attract investment and new development to the Upper Don Valley addressing problems of underused and vacant land and developing a broader and more diverse mix of uses in a significantly improved environment.

Investment towards achieving this vision from new developments along the Penistone Road Gateway will be negotiated through the planning application process.

For more information on the plans for the Upper Don Valley, please go to the web link indicated below and then follow the links to the Upper Don Valley Physical Regeneration Strategy:

www.sheffield.gov.uk/planning-and-city-development/

More information on planning matters is available from:

Claire Harrison
Planning Officer
Development Control – North Team
Claire.Harrison@sheffield.gov.uk
Tel 0114 2734370

4.0. Strategies for the Regeneration of the Corridor

The Landscape and Townscape transformation of the Penistone Road will be carried out through the application of a set of flexible principles. These address issues of urban design, landscape, and public art; introduce guidelines for boundary treatments, and the enhancement of footways and street lighting; and suggests opportunities for amenity lighting.

With the exception of street lighting and footway treatments which are to be applied to the entire corridor, the principles are not restrictive rules to be imposed but guidance designed to shape the nature of the application according to local characteristics of the corridor. The rationale for the application of the majority of the principles will therefore vary along the corridor.

The interpretation of the principles will vary due to scale, with some principles that are prescriptive and apply to the whole Corridor (i.e. street lighting; and Footway treatments); some that are applied in broad zones or sections of the corridor, determined by local characteristics, restrictions or needs (i.e. Boulevard treatments, wild flower meadows, Urban design guidance, enhanced street lighting; and boundary treatments); and some principles applied as focused interventions, special one off treatments or interventions to raise the status or quality of places (i.e. public art, “focal” landscape design, and amenity lighting).

The impact of the following will also influence the principles:

- *Physical environment, for instance, as defined by the characterisation study, the actual physical nature or the identity of individual places, will determine whether or how the principles will be applied. This impacts, for example, mostly on the application of Urban Design principles, the Boulevard treatment, the wildflower meadows and the Boundary treatments.*

- *Use or function of any stretch of the corridor. Particular principles will not be applied broadly, for instance, to a particular character*

area, but will be influenced more by how a particular area is used. Whether use is dominantly industry, housing, recreation or just a route between places will impact, for example, on public art, special "focal" landscape design treatments, such as at the Livesey Street Crossing and Amenity and Enhanced Street Lighting.

- *Neighbouring communities who they are and how changes to Penistone Road will affect the principles.*

- *Views - long, intimate, into and out of the corridor.*

- *Rediscovering the riversides - the Rivers Don and Loxley are important assets for the area in economic as well as social and environmental terms. A focus on improving the environmental quality and implementing a continuous walkway along the Upper Don Valley, as proposed by the Upper Don Partnership along side the proposed landscape and streetscape improvements is be essential for the successful regeneration of the area.*

4.1. Urban Design Guidelines

The Urban Design Framework for the corridor allows for a set of principles to be developed that new development should follow. The principles will help create a new urban form along the Penistone Road

Photograph 23. *Big Yellow Warehouse, with a green roof on Penistone Road*

corridor, enhancing as well as reinforcing distinctive character and fostering a sense of place identity.

This guidance should be followed for any development/ planning proposals. The design quality for buildings, landscape to these sites will have to be of a higher quality to meet the strategic aspirations of Penistone Road Corridor.

It is recommended that any new buildings within these, of appropriate roof coverage, will be required to have a green roof from a sustainability point of view.

1. Connect adjacent areas to the corridor and reinforce connectivity to the riverside and open spaces.

Many parts of the Penistone Road area were historically connected and the severance brought about by the construction of the dual carriageway and clearance of large swathes of housing this has brought about an environment on both sides of the road lacking in character. By relating to the character of remaining built areas and to each other, new development can renew the physical links between areas.

The rivers in the Upper Don Valley are key assets which can provide locational advantages for certain uses that can add value both commercially and in terms of urban design to sites and development. New development must encourage a positive relationship with the rivers and promote connections between the proposed development, riversides and a network of other important open and green spaces in the vicinity.

2. Reinforce the major links between places on either side of the corridor;

Although the majority of the movement is north-south along Penistone Road, the corridor also provides connections to other areas of activity beside it. The most important of these are:

- *Hillsborough Corner to Sheffield College*
- *Hillsborough Park to Hillsborough Leisure Centre*
- *Langsett Road/Upperthorpe to Kelham Island;*

Reinforcing these links through improvements in the streetscape will encourage further activity, particularly pedestrians, in the area, enlivening the corridor at key locations.

3. Create a strong building line along each side of Penistone Road to reinforce the corridor, valley and urban feel of the area;

The current experience travelling along Penistone Road is a disjointed one. Large areas of un-used land sit alongside buildings of varying sizes and quality, often set well back from the road. This exacerbates the lack of connection between the corridor and adjacent areas. Creating strong, consistent building lines along the corridor will help to visually tie neighbouring areas together.

4. Enhance historic buildings and their settings;

There are a number of important historic buildings and structures along the corridor most notably:

- *Hillsborough Park*
- *St John the Baptist Church*
- *Hillsborough Barracks*
- *The Old Crown*
- *Globe Works*

They should be retained and new developments will enhance their character, appearance or setting wherever possible.

5. Create mixed use including the reintroduction of housing along the corridor in appropriate areas such as: Kelham Island and Infirmary/Langsett Road corridor as well as any others in line with the emerging Sheffield Development Framework.

Currently, only a small amount of what was once a large amount of housing still exists along the corridor. By re-introducing residents into appropriate areas, the corridor will become more vibrant.

6. Create a corridor of development to the back of pavement opposite the hillside at Hillfoot to accentuate this feature and to make the area feel more urban.

Historic photographs and maps show how this area was once dominated by rows of Victorian terrace housing. Hillfoot had a much more urban feel than today, even with the large wooded bank to the west.

7. Ensure retention of important views to the hillsides above the valley.

One of the key features of the corridor are views out to the large hillside to the east that climbs through Parkwood Springs to Shirecliffe. Key views and vistas that include this hillside should be retained.

8. Reinforce streetscape and landscaping along Penistone Road and other streets in the immediate vicinity by:

- Introducing a materials palette for Penistone Road and other streets.

- Create a tree lined Penistone Road with appropriate planting;

9. Height and massing of buildings will relate to the surrounding context along all parts of the corridor.

From 2 storeys at Wadsley Bridge up to 5 storeys at Shalesmoor, new development will enhance the surrounding character of the area. Landmark buildings may be incorporated at key nodes and centres of activity *(see massing diagram, plans and street sections);*

- Areas where landmark buildings would be appropriate are along the Bradfield Road/Sheffield College connection, Hillfoot Bridge junction, Herries Road junction, Leppings Lane roundabout, Rutland Road junction and Shalesmoor roundabout.

10. Developments to face on to the prominent frontages. Careful ground floor treatment is important to achieve safe pedestrian environment along key routes and spaces.

11. All new developments to follow up-to-date sustainability guidance, incorporate high quality contextual materials and provide sufficient amenity space;

This will ensure that good quality development is achieved along the corridor, enhancing the area. This will create and enhance the distinctive character and ensure that a high quality environment is provided for residents and visitors.

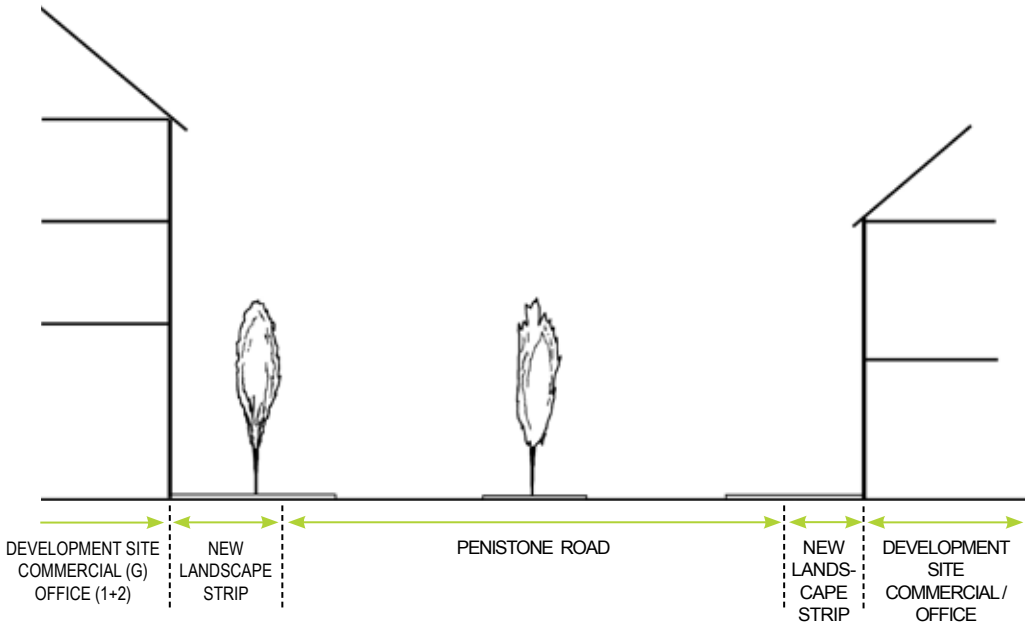
CHARACTER AREA 1

Wadsley Bridge (Wadsley Railway Bridge to Leppings Lane)

Vision

New developments will address the road and repair the fabric of the street scene whilst providing a high quality environment adjacent to the gateway into the Claywheels Lane regeneration area.

Figure 13. *Massing and Streetscape, Wadsley Bridge*



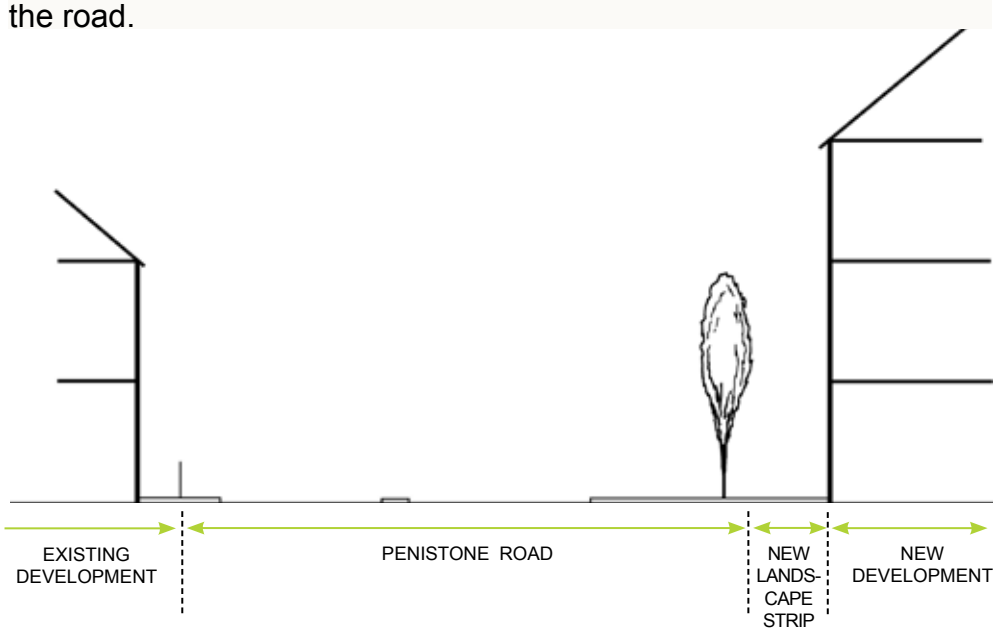
CHARACTER AREA 2

Owlerton (Leppings Lane - Bradfield Road)

Vision

New developments will harmonise with the existing historic character and address the road. Each development will be set far enough back to provide for tree planting along a landscape strip adjacent to the road.

Figure 14. *Massing and Streetscape Owlerton*



CHARACTER AREA 3

Hillfoot (Bradfield Road - Hillfoot Bridge)

Vision

New footways and landscaping will provide a good quality pedestrian environment while new development will repair the street scene and encourage more activity along the roadside.

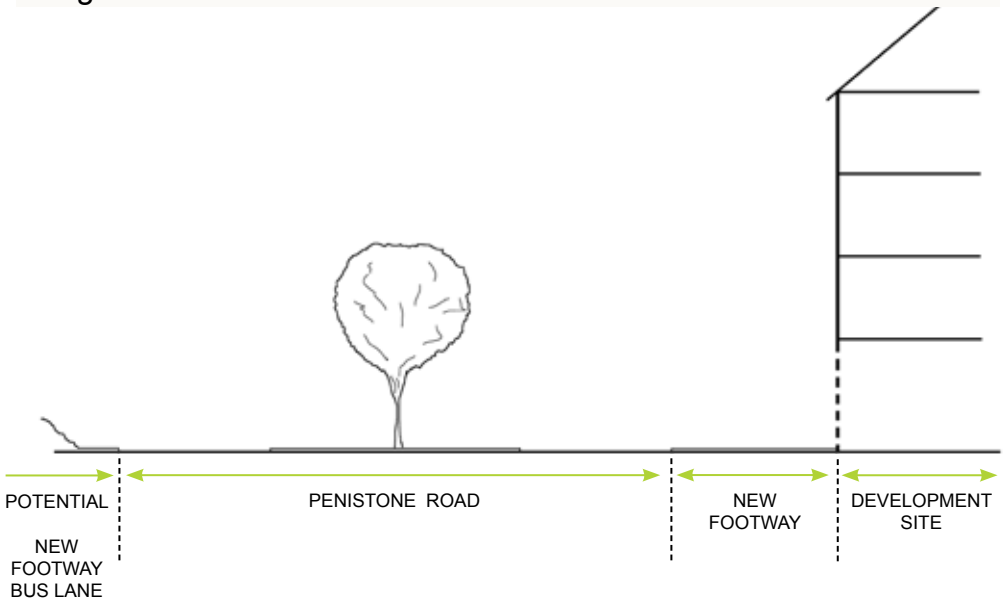


Figure 15. *Massing and Streetscape, Hillfoot*

CHARACTER AREA 4

Philadelphia / North Neepsend (Hillfoot Bridge - Shalesmoor)

Vision

The area will continue to develop into a vibrant mixed use area. New developments will be encouraged to front the road while providing a sufficient landscape strip alongside the road to enable tree planting.

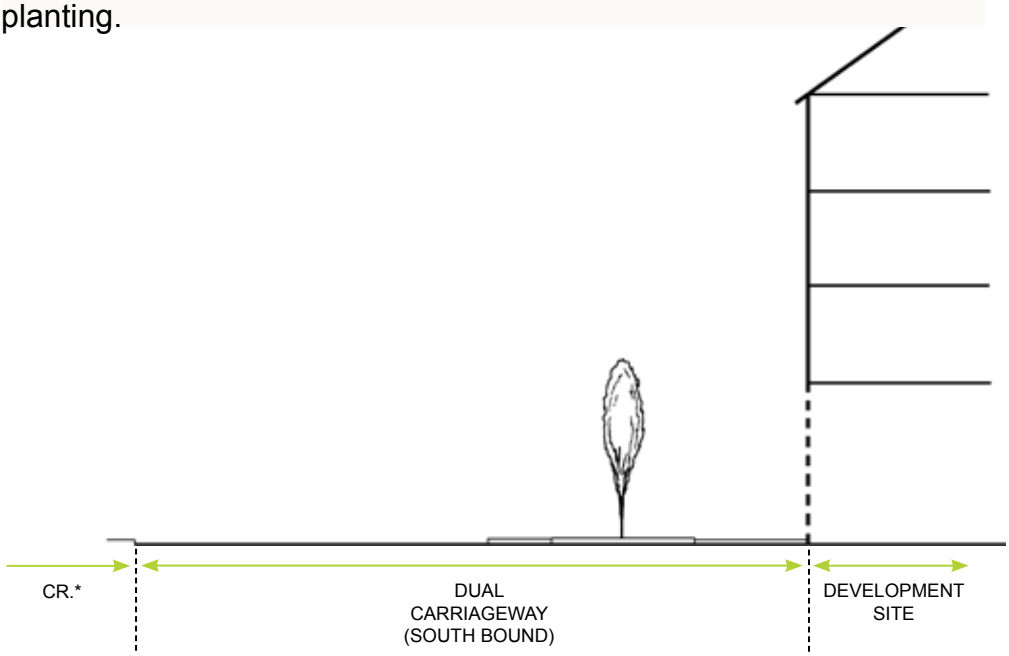


Figure 16. *Massing and Streetscape, Philadelphia/ North Neepsend * Central Reservation*

4.2 North Neepsend Urban Design Framework

North Neepsend is an area of nearly 20 Ha. located between North of Rutland Road and Hillfoot Bridge. It is adjacent to Kelham and central Neepsend, which have undergone dramatic change over the last 10 years.

The Upper Don Valley Physical Regeneration Strategy (UDV PRS) was adopted by Sheffield City Council as the basis for regenerating the Upper Don Valley in October 2006. The UDV PRS states that the area should be developed into “a vibrant mixed use employment area focused on a rejuvenated riverside where existing businesses are supported and new ones are encouraged to move to this area through the regeneration opportunities to be created”.

Significant change is expected in North Neepsend over the next 12 years. The emerging Sheffield Development Framework (SDF) recognises that the nature of the North Neepsend area is changing and proposals in its Preferred Options for the proposals Map show a change to the policy area designations. The timetable for adoption of the City Policies and Proposals map is however not expected until early 2012.

Given the above, a need was identified to produce a cohesive and forward looking urban design framework for North Neepsend to lead the expected change. The Draft North Neepsend Urban Design Framework (NNUDF) was produced by SCC’s Development Services to provide the specific guidelines for encouraging development of land and the public realm that is of an appropriate size, type and quality in order to make North Neepsend a more attractive place.

For more information on this document, please contact:

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4.3. Landscape Strategy

Although in a few locations natural materials have been used, the landscape of Penistone Road is largely a mixture of bitmac carriageway and footway, and is dominated by central pedestrian guardrails and tired old shrub planting. In early spring 2008 the shrub planting in

the central reservations between Bamforth Street and Rutland Road were replaced with high maintenance amenity grass, but in a number of locations the shrub planting has been left in a poor and unkempt state.

The purpose of the landscape strategy is to provide a framework for long term revitalisation of the gateway corridor. This strategy sets a structure for improvements to the physical environment of Penistone Road as an entrance Gateway to the City of Sheffield. As such the environmental improvements are intended as the basis for:

- ***Economic Improvement:*** *by creating a setting for attracting investment, the regeneration of the Upper Don Valley is assisted;*

- ***Environmental and Health Benefits:*** *by improving the quality of life and experience for corridor users and residents around and along the corridor; integrating and softening existing and planned highway works in the corridor; delivering improved air quality; and improving the safety of pedestrians using the corridor.*

This will be achieved by detailing a cohesive, structured strategy, to bring improvements to the quality and character of the public realm, through the application of a few simple design techniques applied to the whole corridor. The Landscape Strategy draws closely on design work carried out for the Inner Relief Road (Derek Dooley Way) Phase 2 which linked Shalesmoor with the Parkway, completed in Autumn 2007.

The soft landscape strategy is formed from three principles:

- ***Boulevard:*** *the general aspiration for the establishment of a boulevard along the whole length of Penistone Road.*

- ***General Soft Landscape Treatment:*** *the establishment of the principle of the application of wildflowers and bulbs as the dominant ground cover planting principle for the whole gateway corridor. The application of these principles would create, for example, meadows from grass verge areas, or wildflower understorey to wooded areas such as at the junction of Herries Road and Penistone Road, or under the trees along the bank at Hillfoot.*

- ***High Quality Focal Soft landscape Treatment:*** *High quality landscape improvements at key places along the corridor. For*

example at gateways, such as Leppings Lane, Livesey Street and Hillfoot Bridge.

4.3.1. Boulevard Planting

The first key principle of the landscape strategy is the transformation of Penistone Road into a high quality boulevard running from Leppings Lane to the Inner Relief Road at Shalesmoor. Avenue trees create maximum impact without restricting views of adjoining buildings and surrounding landscape, while emphasising the continuity of the route, reinforcing the form and structure of the road, and creating connections and links along the gateway corridor.

Although the underlying principle is “avenue wherever possible”, the form and character of this avenue will vary as this strategy is not to plant a single species along the length of the corridor. Instead, the corridor will introduce variety by creating a series of short boulevards comprising species suitable for locally specific characteristics of the corridor, thereby adding to the local distinctiveness of each character area.

Tree planting should always be considered where the scale of the street allows for trees between building and carriageway. Priority for boulevards will be given to areas where trees can be used as a unifying element, such as those dominated by pedestrians or where the urban fabric is disjointed. Tree planting should be carried out in significant lengths along the route to avoid the perception the strategy is being applied too slowly or in a “piecemeal” fashion.

Generally, tree planting should always avoid obscuring street lighting and signage and important views, disturbing public utilities, and avoid planting locations where the trees will not be able to grow to maturity.

Boulevard specification: options for planting trees in the highway:

- ***Single species boulevards:*** *where there is a single species is planted in pavements and central reservations as, for example, is seen on Eyre Street or along Howard Street. See Photograph 24.*

- ***Multiple species boulevards*** *such as used in the Inner Relief Road Phase 2 where one species was chosen - Sweet Gum (Liquidambar styraciflua) - for pavements because the form of the species was more appropriate for locations adjacent to existing*

Photograph 24.
Howard Street landscape scheme

Photograph 25.
Inner Relief Road Phase 2 Boulevard treatment

and in locations for potential development sites. A second species - Pin Oak (Quercus palustris) - was chosen for planting in central reservations where conditions provided more space for growth. The linking characteristic for choice of both species was the red autumn colour of the foliage. See Photograph 25.

Photograph 26.
Shalesmoor Square landscape scheme.

Photograph 27.
Platanus x acerifolia 'Tremonia' tree

- ***"Landmark trees"*** *can be included as part of a high quality planting as either a single or a small group of trees at key junctions. For instance, a single large English Oak was used in meadow planting at Granville Square, and two Blue Cedars were planted in a ground cover of evergreen shrubs in the central island at Shalesmoor. See Photograph 26.*

- ***Variation of species at key junctions:*** *to emphasise a junction, boulevard planting can be varied at junctions, for example the use of Austrian pines in the central reservations at Shalesmoor where the use of a different species* was intended to add height and a distinctive character to this junction.

Tree characteristics: the choice of species, guidance on choice of boulevard species.

- ***Tree form and height:*** *to make a significant contribution to the character of the corridor, the height of the boulevard trees at maturity should be a minimum of 15m to 20m. However the tree species should also be appropriate to the characteristics of the verges, footway or built environment into which they will be planted. While trees with a broad canopy are preferred, these require more space, therefore in a narrow central reservation, verge or footway close to a building, such as along Penistone Road between Flora Street and Green Lane it may be more appropriate to plant fastigiate (columnar/narrow conical) species, for instance Platanus x acerifolia "Tremonia" as used on The Wicker (Photograph 27).*

- ***Specification:*** *When planted, trees should be semi mature, rootball trees, of between 30-35cm and 40-45cm girth. These trees can achieve a 3m clear stem which has been found to help when planting trees in a highway. Trees of this size will have a minimum height of between 6 and 7m, should have a single leader, a well balanced form suitable for boulevard planting, and should have been grown at extra wide spacing.*

Planting locations: Guidance on planting locations

- ***Spacing of boulevard trees:*** *ideally, along Penistone Road, boulevard trees should be planted at no less than 15 m centres. Lighting column distances are the governing criteria: trees should be planted at a ratio of two between each lighting column.*

However, distances between street lights on Penistone Road vary, with spacing's of up to 40m centres. In these circumstances trees would be planted at 20m centres to maintain the ratio and rhythm of planting.

- ***Verges:*** *following an analysis of potential tree planting locations, it is anticipated that the majority of tree planting along Penistone Road will take place in grass verges. In some locations the central reservation will be wide enough to accommodate tree planting, provided these locations do not conflict with public utilities or infringe on highway safety these locations should be utilised.*

- ***Pavements:*** *where trees need to be planted in pavements, they should be planted in an urban tree soil with 1.5m square, cast iron tree grilles. While it is possible to achieve the standard 5.2m x 2m x 1m deep tree pit specified for this system in the standard Sheffield City drawing, often it is necessary to vary the dimensions due to utilities. As a baseline, a minimum of 9m³ of urban tree soil is recommended.*

- ***Highway and built constraints:*** *consideration should be given to highway elements such as utilities, forward visibility, and street signage and lighting; and the nature of the urban form.*

4.3.2. General Soft Landscape Treatment

Along Penistone Road, the highway verges have typically been either hard paved or planted with shrubs. The shrubs were either never or only rarely maintained. In the early spring of 2008, the shrub planting in the central reservations between Bamforth Street and Rutland Road was removed and replaced with amenity grass. The shrub planting along the east side of Penistone Road between about Flora Street and Cornish Street, and around the junctions of Owlerton Green, Livesey Street and Bradfield Road with Penistone Road, was not replaced.

One of the most successful elements of the landscape design for the Inner Relief Road phase 2 (IRR2) was the flowering meadows. These were created to fill large central verges with colour during the spring and summer months, and to reduce maintenance costs. These meadows have been hugely successful and popular with people using the IRR2. It is therefore recommended that the main soft landscape treatment for the Penistone Road Corridor is an extension of the principles used for the IRR. Geographically, the end of the Inner Relief Road at Shalesmoor links up with Penistone Road, providing a physical continuity as well as continuity of quality.

The IRR2 used mixes of bulbs and wild flower seed to create meadows. Penistone Road will take the idea of “wildflower seed” and “bulbs” and use these in ways appropriate to the variety of environments founds along the corridor, for instance a native wildflower woodland edge mix with bluebell and wild garlic bulbs would be an effective treatment for the foot of the slope at Hillfoot on the west side of Penistone Road. In contrast, the central reservation between Bamforth Street and Hillfoot

Photograph 28.
Inner Relief Road Phase 2.

Photograph 29.
Inner Relief Road Phase 2.

Photograph 30.
Inner Relief Road Phase 2

Bridge lends itself to the creation of meadows with bulbs such as daffodils, Camassia and alliums, as seen on the IRR. *See Photograph 28 and Photograph 29.*

Under these proposals amenity grass would no longer be used along Penistone Road. Instead, where grass needs to be mown regularly, a mix of grasses and wild flowers, such as Self Heal, Bird's Foot Trefoil and Common Daisy, which thrive in a mown environment, would be used to add colour to verges. *See Photograph 30.*

Implementation of proposals

Methods of creating wildflower meadows vary. Generally wild flower meadows need to be created on soils with a low fertility as high fertility favours the growth of vigorous species. The IRR2 meadows were created by adding a capping layer of a low nutrient sand-soil mix over a rich soil specified to plant bulbs in.

For Penistone Road it is suggested that the following methods might be used:

- ***Short wildflower verges*** *on areas previously used for soft landscape, could be created by simply removing the existing soft landscape, importing a sand-soil mix in a layer of 50 to 100mm thick, cultivating, and sowing a grass and wild flower mix. The maintenance would be 10 to 16 cuts per year from March through to late November.*

- ***Long wildflower meadow*** *on areas previously used for soft landscape, could be created by simply removing the existing soft landscape, importing a sand-soil mix in a layer of 50 to 100mm thick, cultivating, and sowing a grass and wild flower mix. The maintenance would be 1 hay cut, removing the hay, in mid September and 3 cuts between September and late November.*

- ***Bulbs in wildflower meadow.*** *Bulbs require a higher level of nutrient in the soil to grow. Therefore creating a wild flower meadow with bulbs requires the incorporation of compost in to existing topsoil before bulb planting as well as the application of a low nutrient capping layer, and wildflower meadow seed. The effect of the inclusion of bulbs however has been shown in Photograph 31 where it is suggested that amenity grass lawn is replaced with a wildflower meadow incorporating bulbs. Maintenance would be identical to the long wildflower meadow.*

Photograph 31. *Image showing a wildflower meadow incorporating bulbs*

After Before

- ***Woodland species mix,*** *the use of bulbs and wildflowers can be varied beyond just their use for meadows. There are wildflower species more suitable for use in woodlands and woodland edges. Two locations exist where this treatment might be suitable. These are the foot of the bank from Langsett Road at Hillfoot and in the woodland on the corner of Penistone Road and Herries Road. In both locations the woodlands would need to be thinned, and the ground cleared for seeding. Although proprietary woodland edge mixes are available, a mix of species distinct for Sheffield would be preferred. These might include planting wild garlic and bluebell bulbs.*

Wildflower benefits

- ***Colour -*** *through careful specification of the wild flower seed, colour can be brought into the corridor.*
- ***Maintenance -*** *Meadows reduce maintenance costs of grass verges by reducing the number of grass cuts. Species mixes can be varied to meet the needs of the maintenance budget. If a meadow becomes unsightly or difficult to handle, varying the cutting regime will eliminate any problem.*
- ***Variety -*** *variation of species mixes means the principles can be used for a variety of different locations, for instance, meadows, woodland, or woodland margins and hedge bottom. Variation can also be used to change the impact of meadows along the corridor. Species which flower at different times can be included in*

Photograph 32. *Gyratory, Corporation Street.*

different locations to have an impact at different times of the year. For example the IRR has daffodils, followed later by Camassia's and then Ox-eye Daisies, meaning that the road changes colour between yellow, blue and white.

- ***Bio-diversity -*** *wildflower meadows are an effective method of increasing the biodiversity of Penistone Road Corridor.*

4.3.3. Focal Soft Landscape Treatment

It is proposed that at key gateway locations such as Livesey Street, Leppings Lane and Hillfoot Bridge, high quality interventions would be used to raise the status of the gateways. Such treatments might include the addition of public art, amenity lighting, or high quality, high maintenance planting schemes which might be sponsored by local businesses.

This principle is used elsewhere in Sheffield on the IRR2 at the Corporation Street Gyratory and Shalesmoor, at Granville gyratory, and at Brook Hill roundabout. At Shalesmoor, semi mature trees were planted with spring bulbs, ground cover shrub planting, and specimen shrubs in a design that integrated existing public art. For example, proposals in this document for Livesey Street suggest a scheme incorporating semi mature tree planting, with a shrub and herbaceous border into a layout that creates a setting for a piece of public art as an amenity improvement to this gateway site. The principle behind this design draws strongly on the design for the gyratory at Corporation Street, as shown in *Photograph 32* as an example of what can be achieved. Maintenance through sponsorship by local businesses should be explored as part of the process.

4.4. Public Art Strategy

4.4.1. Purpose and objectives

Public art has a key role to play in place making, engaging individuals, and the local and wider community in the future of their environment and creating distinctiveness and legibility. It can build on the history, special qualities and uniqueness of places through permanent works of art and craft and through vibrant temporary activity. **Importantly public art can help to foster positive perceptions and create a sense of** ownership and pride.

The PR GAP offers a unique opportunity to see the Penistone Road

corridor as a whole and provide a long term framework for its future. Given the strategic importance of the corridor and the population living and passing through it, it could also be used for advertising City wide promotional campaigns. A key element of Sheffield's marketing strategy focuses on the attraction of Major Events to the city. This can range from the attraction of major events such as 'Candidate Host City for Fifa World Cup 2018' and 'Candidate City for UK City of Culture 2013' to high profile business conferences and events, such as the UK Corporate Games. Increasingly, a key part of attracting these events, is the availability of a 'city inventory' of promotional and branding opportunities. In addition to this, the city has prioritised leisure tourism, via the current strategic events programme, including the development of existing festivals such as the Comedy Festival, Sheffield Music City and Off the Shelf. It is important for the continued success of these events that the city has access to non-commercial sites on key arterial routes.

Figure 7 (page 28) indicates key landmark buildings and locations in public ownership which might offer opportunities for publicity. External display opportunities should be co-ordinated as part of a strategy and should be carefully considered and regulated for each building or site since the plethora of private commercial signage and advertising, often unauthorised, is one of the visual 'eye-sores' of the corridor.

The purpose of the public art strategy within this document is three fold: to outline clear long term objectives, identify achievable projects and set out mechanisms for their implementation. In setting out the projects it seeks to undertake, the public art strategy will strengthen the character of the corridor and engage communities and other stakeholders to create a series of 'places' rather than a journey.

The key objectives of the public art strategy for Penistone Road are:

- *Involve and engage all key stakeholders such as **local people**, communities, road users, business and organisations in the process;*
- *Foster and improve relationships between communities, businesses and users of the corridor;*
- *Enhance the physical fabric and promote temporary activity along the corridor in ways that are **special, appropriate and unique** to the Penistone Road Corridor;*

- *By so doing, create **positive perceptions** of the Penistone Road Corridor;*

- *Achieve an improved public safety and sense of wellbeing by helping to create well used and **owned** public places.*

4.4.2. The special qualities of the Penistone Road Corridor

This strategy builds on the Urban Design Characterisation and Landscape Strategy and helps to strengthen their aims of enhancing character and creating a unified experience. Whilst the focus of these sections is on the built environment, the Public Art element focuses on people. This is not just the people that live and work on and near the road, but also those who come there for entertainment or, as thousands do each day, are passing through. An important focus of public art along the corridor is that it should create positive perceptions and relate to the location and the individual.

a) "A series of places not a journey"

At present Penistone Road is a series of buildings, landmarks, spaces and activities with few obvious links or connections. The PR GAP will help to build the perception of Penistone Road as a series of identifiable places rather than a linear journey.

The flow of rush hour traffic suggests that everyone is simply going in or out of the City Centre. However, closer examination reveals Penistone Road as place of more complex, personal and intimate journeys. Whilst it is true that Penistone Road is a gateway to the City, it should rather be thought of as a series of nodes providing hubs of activity. Gateways are not in a single direction but cross the road forming important connections to communities, workplaces, shops, education and recreation.

b) A strong heritage

Penistone Road has a history stretching back to Anglo-Saxon times, a proud industrial heritage and lesser documented cultural heritage.

c) A route along the valley

A distinctive feature of Penistone Road is that it runs along the bottom of the valley following the waterways which were once the driver of Sheffield's industry. Today, even in a seemingly uncompromising urban environment, the waterways help support an important and diverse

ecology. It is important that art work should enhance this sense of the "valley bottom". Its use, history and character are distinctly different from the slopes that rise on either side.

d) A changing view

The linear nature of the road and the slopes that rise above it give long views of the Arts Tower and Ponderosa Park to the south west and the hills rising out towards the Peak District to the North West. Views of Parkwood Springs to the east and the slate roofs of terrace housing stacked on the hillside to the west are striking and help make Penistone Road a very special place.

But the views are not all long and distant. A view into a street of terraced housing sliced, almost as if in architectural section, by the making of the dual carriageway; the craning of the neck to get a glimpse of the wonderful Herries Road rail bridge; the remnants of architectural detail and past industry bashful in the gaze of lorry, bus and car and a whole new collection of education and leisure buildings (football stadium, Owlerton Stadium, Casino, Hillsborough Leisure Centre and Hillsborough College) that add excitement to the area.

e) A bracelet of charms

Whilst, at present, much of the road is seemingly drab and uninteresting the Urban Characterisation study points to a number of significant buildings and landmarks along the road. Although there are dominant typologies in each area these landmarks are not connected by use or history or by the materials from which they are made but are collected along the road as if at random like 'charms' on a bracelet. A gasometer and a church; an Art Deco factory and a Victorian terraced house; a collection of bridges. Their combined value enhanced by their varied and eclectic character. Their link is that they are brought together as part of the bracelet - the road.

f) A constant and varied audience

A fifth of the population of Sheffield lives in the five wards that surround Penistone Road. It is one of the busiest radial roads that follow the valleys and are a defining characteristic of Sheffield. It is as if people and activity have been shaken down into it. But, like the landmarks, the audiences along Penistone Road are varied, different and often disparate - they too might be considered as 'charms'. People who

live alongside the road or in the communities of Hillsborough, Walkley and Upperthorpe that surround it; the neighbourhoods of Foxhill and Parson Cross built as Garden Suburbs for those who once worked in the industries of the Upper Don Valley; commuters to and from the motorway; students and people living in the inner city in search sports and entertainment activities; the busy economic activity of workplace, trade and shopping; freight and deliveries and the extraordinary transformation of the space by the football crowds on match days.

g) A place of activity

It is not just that the audiences are varied in types but that they have different ways of engaging with the road:

- *What to some is a linear journey in a car or bus to others is a crossing journey on foot;*
- *What can be seen from a bus is different to what can be seen from a cycle;*
- *Whilst some may live along the road and look onto it others see it in the distance;*
- *Whilst some go to the park to play football with their children other go to cheer and jeer as a vast crowd;*
- *Whilst some have grown up nearby seeing changes others pass though once in their lives;*
- *Storage and a church and a casino;*
- *Relentless through traffic and local centres.*

All these people and activities make up the community of the Penistone Road Corridor which art work along the corridor should address.

h) A character of contrast

What makes Penistone Road special is not simply that all the different building types and activities and people exist along the road but they do so in such close contrast and juxtaposition to each other. A terrace house nestles beneath the giant football stadium, a new bright coloured storage building sits against the weathered stone church, a hidden river where a kingfisher has been sighted runs besides a busy commuter route.

4.4.3. The Projects

These characteristics and juxtapositions create a series of themes that will underpin public art work along the corridor.

Environment	green	urban
Landscape	valley	hills
History	rooted	changing
People	community	visiting
Views	distant	personal
Scale	intimate	massive
Colour	colourful	neutral
Time	permanent	transient
Speed	fast	slow
Visibility	revealed	hidden

a) The story

A charm bracelet, of course, has a story of its own, independent of the stories of the charms - Penistone Road needs a story. At present Penistone Road contains a series of disconnected activities and the aim of the public art strategy is to tell a story so that it becomes ***'the place where...'*** This should be a temporary work or repeated activity which fixes the place in the minds of people. With household names like SWFC, Bassets, Swann Morton, the Owlerton Dog Track, Doncasters, Clark Osborne, Napoleon's Casino and the Assay Office there are plenty of possibilities.

Perhaps an annual Allsorts parade like the Cow Parade in Chicago or the Super Lamb Banana parade in Liverpool. This could tie in with Art in the Park in Hillsborough and Upperthorpe Park and involve local schools and businesses and have a fun carnival nature. These ideas will be put to the Penistone Road Public Art Focus Group, suggested in section 6.1 of the report.

The story personalises the space. It gives individuals the ability to participate in and have memories of the road as a place. It will raise the profile of the Corridor, create positive publicity and perceptions.

b) The views

As outlined above, views are a special quality of the road. This is

Photographs 33 a, b, c, d.
The Cow Parade in Chicago and the Super Lamb Banana in Liverpool bring activity and local involvement in the area.

Photograph 34.
Photographs of aspects of the urban landscape that go unnoticed displayed on billboards by artist Sans Façon. The work draws attention to the special qualities of our everyday environment.

a temporary project aimed at encouraging people to look around them, reassess their environment and discover and appreciate some of its qualities. The aim is that by so doing people will better understand and appreciate the qualities of the road. Work may involve photographs of landmarks, details or views displayed on advertising hoardings or projections of the hidden green spaces onto buildings or temporary screens. The artist may also seek the 'views' of the Penistone Road community helping to create a sense of place and understanding of the diverse activity on the road. Possible cost: £10,000-15,000

Photograph 35

Photograph 36

Photograph 35.
Wadsley Railway Bridge
Colour could transform the bridge.

Photograph 36.
Livesey St. Crossing
The unexpected and intimate might make people more aware of the green connections.

c) Wadsley Railway Bridge

Colour could transform the bridge linking green and urban, neighbourhood and city centre, domestic and industrial.
Possible cost: £50,000

d) The Flag Poles (see also section 4.7)

The structural status of the flag poles needs to be assessed. The flag poles will be used to hang vibrant banners created by artists working with the local community. These would provide movement and colour giving a celebratory, exciting and changing welcome to the area. It is envisaged that this would be an ongoing project with the banners changing at regular intervals and the project offers an opportunity for business sponsorship.
Possible costs: Subject to a survey and possible remedial work to poles: £30K

e) Livesey Street Crossing (see also section 5.2)

A green patch in the city heightened by a change of scale, intimacy and use. This is an ideal opportunity for a piece of public art that responds to the pedestrian and adds to the eclectic nature of the road. Perhaps a flock of sheep or goats grazing in the city.
Possible cost: £50,000

f) Hillfoot Bridge (see also section 4.2)

An artist/craftsperson will be commissioned to remake the lights that once stood on the bridge. Whilst the form and overall appearance will refer to the historical precedent, the fittings

Photograph 37.
Hillfoot Bridge
The contemporary metalwork by Paul Carruthers adorns the gateposts of Globe Works on Penistone Road near Shalesmoor.

should be examples of contemporary metalwork and craftsmanship.
Possible cost: £45,000

h) The Gasometer

Painting the gasometer would impact significantly on the experience of passing it. An artist should be commissioned to design a colour scheme that enhances the form and the presence of the gasometer in the landscape.
Possible cost: Artist colour scheme £20,000. Actual painting of the gasometer - given the complexity, we do not have an estimate at this stage

i) Rutland Road to Shalesmoor

With large new developments bringing students and others to live alongside Penistone Road, there is an opportunity to add to the distinction and legibility of this area. Work should have a civic quality and respond to the industrial history of Kelham and Neepsend. It is likely that work in this area will be generated by the opportunities of new spaces created by development.

Formal project structures and dedicated funding will need to be attracted to realise the above proposals. Chapter 6 discusses these issues further.

4.5. Lighting Strategy

Penistone Road Corridor is an important route and gateway for the City. The use of the public realm and corridor is as important after dark as during the day. The study identified two main elements which have been developed into the Lighting Strategy for the Corridor. These are the Street Lighting and the Amenity Lighting.

Lighting should be of the highest possible quality for amenity, activity, and safety and security reasons. Improving the street lighting and amenity lighting will:

- *Enhance the gateway nature of the corridor, visibly demonstrating the quality of the city.*
- *Enhance investment opportunities by attracting business and employment opportunities to the corridor and immediate area.*

- *Improve safety and security to create a feeling of well being.*
- *Improve local community pride and quality of life.*

4.5.1. Street Lighting

Improvements in Street lighting can lead to a number of important improvements, namely:

- *Improvements in security and the reduction of crime and vandalism;*
- *Improvements in road safety;*
- *Improvements in legibility at night by giving the corridor a strong identity;*
- *The enhancement of pedestrian and cyclist links and experience along and across the corridor.*

Although the main focus of the Street Lighting Strategy is the main spinal corridor of Penistone Road, important crossing points, such as the Livesey Street crossing, should also be improved to the same standard. Livesey Street is a key pedestrian crossing point and the experience of many users of the corridor is that Penistone Road is a step on a journey between Hillsborough and the leisure and education facilities further along Livesey Street.

Currently lighting along Penistone Road is standard highway lighting. To raise the profile of the Penistone Road and set it as a gateway to the city, the street lights should be improved along the entire corridor. It is therefore proposed that the lighting strategy for the corridor should be upgraded from the current standard highway lighting specification to the improved design specification of the lighting used on the Inner Relief Road Phase 2. The improvements to the lighting in the IRR2 project have already amply demonstrated that they bring a better quality to the pedestrian and highway environment. In the Penistone Road Corridor, this approach would apply between Leppings Lane and the Inner Relief Road at Shalesmoor.

The proposed DfT's Penistone Road Smart Route project will carry out significant works to street lighting. The intention however is that any lighting changes would be carried out to standard quality lighting, not the improved quality of lighting used on the IRR Phase II. Given the

project's funding constraints and with the exception of Leppings Lane, it is anticipated that the majority of works associated with the Smart Route will be small interventions at best.

A piecemeal approach to implementing the street lighting proposals will not achieve the intention of this strategy. It is important to find funding in order to achieve the improvements in as few projects as possible, but ideally under a single scheme. The current estimate for renewing the lighting along the entire corridor as a single project, with the specification of lighting units and columns as IRR2 is £970,000.

4.5.2. Amenity lighting

Amenity lighting raises the awareness of architectural features and adds to the perceived quality of the environment. It plays a crucial night time role in an area and can be used to emphasise "gateways" at night, showing the importance of significant features of the corridor and helping to reinforce the nature of the corridor as a place.

Lighting buildings and structures add to the feeling of safety and security and can increase the perceived value of a building. It can also create a landmark feature out of a building, for example with residential buildings, amenity lighting can increase the pride in ownership. While for pubs it can be cost effective to provide exterior lighting because it acts as a beacon for night time activities

Where used, amenity lighting should complement and enhance the character and the quality of the corridor and its significant components. The key to the Amenity Lighting Strategy is bringing life and interest to the significant features of the corridor, making the most of the indigenous qualities of the corridor at night.

It is proposed therefore that Amenity Lighting schemes would be applied at:

- ***Key gateway locations****, such as Leppings Lane, Livesey Street, and Shalesmoor;*
- ***Key buildings and structures****, the corridor landmarks, whether historical, industrial, cultural or religious; and*
- ***Public Art installations***

As such the sort of schemes which might be pursued includes:

- ***Sheffield Wednesday Football Stadium*** *- flood lighting scheme to the stadium.*
- ***Hillsborough Park entrance*** *- flood lighting scheme for entrance and uplighting of the avenue into Hillsborough Park.*
- ***St John the Baptist Church*** *- flood lighting scheme.*
- ***Owlerton Stadium*** *- improved pedestrian lighting to stadium, and flood lighting scheme for stadium.*
- ***Hillfoot Bridge*** *- the reintroduction of the original lighting scheme from the bridge as part of a S106 scheme. Evidence of the original lights still exists on the pilasters of the bridge. A new lighting scheme might involve the introduction of four new lighting units to match original or the restoration and adaption of the existing fixtures for use in the new scheme. See section 4.2 for a further explanation on this project.*
- ***Gas tower*** *- flood lighting scheme.*

Any lighting scheme will have costs relating to installation, ongoing running, maintenance and replacement costs. Any new amenity lighting should be affordable, sustainable and low cost. The use of environmentally friendly lighting units for longevity, low energy, and renewable energy sources to provide power should be encouraged.

4.6. Footway Form and Palette

As a gateway to the city, Penistone Road has a poor pedestrian environment, largely marginalised by the dominance of the motor vehicle. Along much of the route into the city centre, the corridor is difficult to walk along, with sections having narrow footways or lacking pavement entirely.

The corridor should be more than a channel to carry traffic, it should be a distinctive, safe and attractive environment that appeals to and caters for all users. In order to improve the pedestrian environment, a coherent and consistent design strategy should be established and implemented. This strategy should help create an identity for the corridor, not just as the approach to the City Centre, but as a place with its own distinctive identity.

This guidance, built from an analysis of the corridor, includes sections discussing footway form, footway palette, connectivity, street furniture and Sustainable Drainage (SUDS).

Footway Palette

The identity of the city centre pavements is defined by the quality of the material palettes used. The consistent application of materials helps highlight the identity and sense of place in the city centre. City Centre Palettes include a Primary palette of natural materials, a Secondary palette of a concrete slab with a high quality specification, and a third palette for the Inner Relief Road.

To create an identity for Penistone Road it is proposed that footways remain as bitmac but include an additional 5mm thick layer of resin bonded, 2 to 5mm grade buff coloured gravel. *Photograph 38a and Photograph 38b* show the effect of adding bonded gravel to a footway. All new footways

Photograph 38a.
Bonded gravel in Sheffield City Centre

Photograph 38b.
Bonded gravel in Sheffield City Centre

or any reconstructed footways should have bonded gravel surfacing added.

Any existing stone kerbs affected by the highway widening/design will be required to be reused or reinstated in the vicinity.

4.6.1 Footway Form

The pedestrian environment along Penistone Road varies greatly along the corridor. Where footways exist, their widths range from as much as 10m to less than 2m. Around its junction with Rutland Road, the footway divides around tree and shrub planting beds with distances between the carriageway and the buildings of up to 17m, while at Hillfoot, no footway exists.
Guidance to set the form of the footway is critical to improve the pedestrian environment, the general streetscene and maximise opportunities for planting street trees. At a minimum, the distance between carriageway and building should be between 7m and 8m wherever possible. This sets a comfortable width of footway at the edge of this dual carriageway, and provided sufficient space between carriageway and buildings for boulevard trees to grow and mature.

Footways should be minimum pavement of 3 metres wide. Any remaining space could be filled with a cycleway or soft landscape. If a cycleway is required, this should be set at edge of the carriageway. Where soft landscape can be achieved it is proposed that short mown wildflower verge; tall meadow grass with bulbs; or Sustainable Urban Drainage or Swales to aid highway drainage might be used.

Illustration 1: *Shows a series of typical sections of footway to illustrate the principles outlined in this document.*

- **Section A** - shows an 8m wide footway with a bonded gravel surface and semi mature tree with a tree grille.

- **Section B** - shows a 5m wide footway with a bonded gravel surface and a semi mature tree planted in a 3m wide short mown wildflower verge.

- **Section C** - shows a 3m wide footway with a bonded gravel surface and 3m wide cycle lane next to a 2m wide short mown wildflower verge.

- **Section D** - shows a 3m wide bonded gravel surface with 5m

Section A

Section B

Section C

Section D

Section E

Section F

Illustration 1

wide wildflower meadow planted with bulbs and a semi mature tree, and short mown wildflower edges on both sides.

- **Section E** - shows a 3m wide footway with a bonded gravel surface, a 5m wide wildflower meadow planted with bulbs and a semi mature tree, with a short mown wildflower edge.

- **Section F** - shows a 3m wide footway with a bonded gravel surface between 3m wide short mown wild flower verge with a semi mature tree, and a 2 m wide meadow.

4.6.2 Improving the connectivity for pedestrians. Linkages to the riverside and open spaces.

Connectivity both along and across the corridor is difficult for pedestrians. Discussed in more detail in the pedestrian strategy, it is important to highlight that footways are needed along the whole length of Penistone Road. There is no direct pedestrian route into the city centre along Penistone Road. Although there is an option for pedestrians to use Infirmary Road, Penistone Road is a more direct route into the city centre. The main obstacle along the corridor is Hillfoot. A desire line is worn into the grass at the foot of the hillside from Langsett Road, demonstrating the need for a footway along this edge.

The rivers in the Upper Don Valley are key assets that bring economic, social and environmental benefits. Maximising the potential of the riversides for amenity and recreation is important and this will require improving linkages across the Upper Don Valley and particularly between open spaces and the riversides.

4.6.3. Street Furniture

The city centre street furniture is a custom designed suite. Generally based on the work of Asquith Design partnership, this suite includes bronze and Stainless Steel versions for different parts of the city

As Penistone Road is a key Gateway Corridor to the City, it is appropriate that the street furniture reflects some quality of the city centre. As such, it is proposed that where street furniture is required, it makes use of stainless steel as the primary specified material, but does not use the City Centre design.

Therefore in terms of design, the following is proposed:

- ***Litter bins:*** *stainless steel cylinder litterbin, of a minimum capacity of 135 litre.*
- ***Bollards:*** *stainless steel, 1metre high, approximately 150mm diameter.*
- ***Cycle Stands:*** *stainless steel, "Sheffield" cycle stands.*
- ***Benches:*** *stainless steel and hardwood, from a sustainable source.*
- ***Tree grilles:*** *1.5m square, cast iron tree grille, painted black.*

Where street furniture is required, it should be chosen and placed with care and restraint, respecting the character of the corridor.

Street furniture
It is important to avoid or minimise conflicts with pedestrian desire lines. Finally placing street furniture should comply with highway Authority guidance

4.6.4. Sustainable Drainage (SuDs) and Swales

Subject to highway design and drainage constraints, SuDs and Swales should be considered as a viable mechanism for integrating the sustainable disposal of rain water and potentially pleasing landscape at the edge of the carriageway. This is appropriate along the edge of potential development sites. Although SuDs have been used in Sheffield before, swales systems have not but have been used extensively in, for example, New Zealand and Seattle in the United States of America. More research is needed into how these could be applied in Sheffield.

More guidance at www.sheffield.gov.uk/planning-and-city-development/urban-design--conservation/sustainability-guidance/environment/suds

4.7. Boundary Treatments

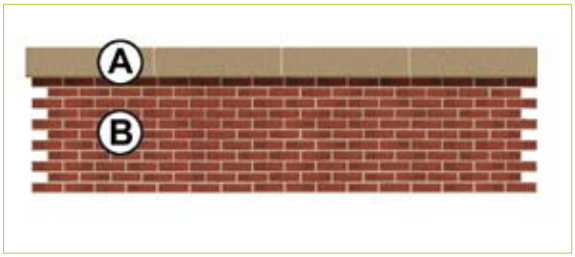
Walls along the length of Penistone Road vary but usually fall within one of two types: brick or stone. The range of copings includes brick and a variety of thicknesses of stone for both stone and brick walls. This strategy sets a standard finish for the whole corridor, with ver-

sions which are both stone and brick. Wall copings to be 200mm thick sawn sandstone.

- *Standard walls to be 1.2m high, either brick or stone and to include a 200mm thick sandstone coping.*
- *Security walls to be a minimum of 2.2m high, made of either brick or with a sandstone facing, with 200mm thick sandstone coping, and metal railings set between pilasters.*

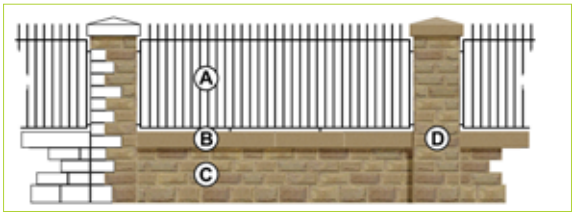
Typical design elevations are shown in Illustrations 2,3 & 4 below.

Where there are existing character boundary walls or boundary walls in natural stone, these must be retained and continued if necessary in a similar design. Examples include the river wall.



- **Illustration 2** *shows a 1.2m high brick wall with sandstone coping. A = 200mm thick Sandstone coping B = 1m high brick wall.*

- **Illustration 3** *shows a 1.2m high stone wall with sandstone coping. A = 200mm thick sandstone coping; B = 1m high sandstone faced wall.*



- **Illustration 4** *shows a 2.2m high stone wall and security fence. A= Railing, indicative purposes only; B= 200mm thick sandstone coping; C= 800mm high sandstone faced wall; D= 600mm x 600mm x 2.2m high stone pilaster with sandstone coping.*

5.0. Early Win Environmental Improvements

These are a number of projects which can be delivered, subject to funding, relatively quickly. Some items have been costed by SCC's Quantity Surveyors. These are outline costs only and are subject to detailed design to firm up proposals which should then be market tested.

The proposed "Early Win" projects are:

5.1. Regulation of advertising

Description of scheme: A simple scheme, this looks at the regulation of advertising along the whole corridor, removing all unauthorised signage from highway land along the Penistone Road Corridor. This will have an instant up lifting effect on the corridor. It is proposed that a number of Council departments will jointly work on this (Transport and Highways, Streetforce and City Development, amongst others).

5.2. Improvements in Lighting

Description of works: Two schemes were suggested for lighting upgrades. The first sought a cost for reinstating the lighting to Hillfoot Bridge, restoring and reusing existing fixtures. The second scheme looked at upgrading the street lights at Livesey Street to the standard of lighting used on the Inner Relief Road:

ITEM 1: Lighting to Hillfoot Bridge: A sum for reinstating lighting to Hillfoot Bridge - a listed structure. Costs allow for restoration of existing lighting units (metal work remaining in place), core drilling 2m through pilaster to make new root for lighting units and duct for cables, electrical connections, new lantern, paint and planning permission.

ESTIMATED COSTS: £45,000 item

ITEM 2: Improvement of the Street Lighting at Livesey Street: A sum for improving the street lighting at Livesey Street. Cost to upgrade existing lighting at Livesey Street junction with Penistone Road from

standard highway lighting, including for design fees, along a length of highway from Sheffield college to the junction of Owlerton Green and Bradfield Road. Lighting columns to be 12m high.

ESTIMATED COSTS: £240,000 item

5.3. The replacement of existing landscaping with meadow alternatives

Description of scheme: Replacement of existing soft landscape with meadow. This scheme calculated a general cost for implementing a strategy of planting meadows along the whole corridor and removing existing soft landscape in the process. Two conditions were specified to obtain the cost: one, a short mown wildflower verge, cut regularly and two, a meadow allowed to grow long, cut down in the autumn. Costs were requested for areas currently used for amenity grass, and areas planted with small trees and shrubs. The costs were updated with inflation to an estimate of 2012 prices.

ITEM 1: A square metre rate for changing verges to a short wild flower mix: This consists of a rate for changing shrub planting and amenity grass to a short meadow. Costs include for the following:

a) *The removal of any shrub/small tree planting or existing amenity grass.*

b) *The addition of a 50mm capping layer of 50:50 topsoil and grit sand on top of existing, cultivated soil.*

c) *Sowing a short perennial wildflower and grass seed mix (i.e. five types of grass seed at 5 g per m² with a mix of three types of wildflower mix at 2g per m²).*

d) *Maintenance by mowing sixteen times a year for five years between March and November and an allowance for one visit per year to trim the edges.*

ESTIMATED COST ITEM 1: £15.00 per m²

ITEM 2: A square metre rate for changing verges to a tall wild-flower mix with bulbs: This consists of a rate for changing Shrub planting and amenity grass to a tall species meadow with bulbs. Costs include for the following:

a) *The removal of any existing shrub and tree planting*

b) *The incorporation of compost into existing topsoil*

c) *The addition of a 50mm capping layer of 50:50 topsoil and grit sand on top of existing, cultivated soil*

d) *Planting four species of bulbs at 30 per m²*

e) *Sowing a tall perennial wildflower and grass seed mix (i.e. five types of grass seed at 5g per m² with a mix of up to fourteen types of annual and perennial wild flower species at 2g per m²)*

f) *Maintenance in early September by cutting hay, and raking off; mowing two times until November and an allowance for one visit per year to trim the edges and four times per year for litter picking.*

ESTIMATED COST ITEM 2: £31.00 per m²

5.4. Planting semi-mature trees to create an avenue

Description of scheme: This scheme costed for implementing the boulevard treatment. It involves planting semi-mature trees in both soft landscape and hard surfacing/paving. Two size conditions were specified - trees at 30/35 and at 40/45 in both of the two situations: The costs were updated with inflation to an estimate of 2012 prices.

ITEM 1: Trees in grass verge. This scheme includes the following:

a) *Trees planted in a 3m x 3m x 1.2m deep tree pit, filled with a drainage layer of 200mm of gravel, a 7:3:1 topsoil, compost and gritsand mix.*

b) *Two timber dead men, cables, and timber support frames will be included for support.*

c) *Costs include the planting of semi mature trees in each of the two sizes as well as watering tubes fitted around rootball, hessian wrapping of trunks, excavation of pit and refilling around tree.*

d) *Maintenance is included for 5 years.*

ESTIMATED COSTS FOR ITEM 1: - for 30/35 - £2200 per tree
- for 40/45 - £2650 per tree

ITEM 2: Trees in hard surfacing. This scheme includes the following:

a) *Trees planted in an "Urban Tree Soil" pit 2m x 5.2m x 1m deep, filled with urban tree soil.*

b) *Two timber dead men, cables, and timber support frames included for support.*

c) *Costs include the planting semi mature trees in each of the two sizes as well as a 1.5m x 1.5m cast iron tree grille, reinstate ment of pavement around grille, placing 100mm depth of 10mm pea gravel under tree grille, watering tubes fitted around rootball, hessian wrapping of trunks, excavation of pit and refilling around tree.*

d) *Maintenance is included for five years.*

ESTIMATED COSTS FOR ITEM 2: - for 30/35 - £4650 per tree
- for 40/45 - £5050 per tree

5.5. Improvement of the surface finish of pavements

Description of scheme: Implementation of the footway finish. This scheme calculates a general price to apply the footway finish along the whole corridor. Calculated at a rate of 1m², this can be applied to significant sections for a quick win. The costs, updated with inflation to 2012 prices, include the following:

a) *The removal of vegetation from path edges.*

b) *Any minor repairs needed to the bitmac footway.*

c) *The application of bonded gravel surfacing.*

d) *Inclusion for traffic management.*

ESTIMATED COSTS: £26.00 per m²

5.6. Woodland management

Description of scheme: The slope between Langsett Road and Penistone Road at Hillfoot was planted under the Penistone Road Stage 2 with native woodland trees and shrubs around 1990. The woodland has matured in the eighteen years since planting and would benefit from thinning to allow the plants to mature. This scheme would add a new under storey of woodland flora including wildflowers and bulbs suitable for woodland conditions on an east facing slope in Sheffield.

This treatment could also be applied to the woodland on the corner of Herries Road and Penistone Road. A cost for these schemes is subject to detailed design work

5.7. Replacement of the flag poles between Leppings Lane and Herries Road South

There are some flagpoles in the central reservation along Penistone Road between Leppings Lane and Livesey Street that were installed in the late 1960s. Given their age, the poles may have structural problems and it would probably be uneconomical to repair them.

Funding could be sought for their replacement to display public art banners. A cost for this scheme is subject to detailed design work, but could involve a structural survey and commissioning an artist to produce a series of banners. Once replaced, the flag poles, which are a local landmark, could be used for City wide promotional campaigns.

6.0. Application of Principles to Key Projects

This section demonstrates what can be achieved when the principles are applied to the key sub-areas along the Penistone Road Corridor. The costs provided for each of the schemes below has been provided by SCC's Quantity Surveyors and are only outline costs. They have been calculated to 2012 prices by a figure for inflation. However, these are only outline costs only and are subject to detailed design to firm up proposals which should then be market tested.

6.1. Leppings Lane/Herries Road Gateway and the Penistone Road Triangle

Vision: To create an exciting gateway into the Upper Don Valley and Sheffield as a setting for the future development of key sites nearby (such as Claywheels Lane and the 'Penistone Road Triangle') and also as a main transport corridor.

Description of works: an application of landscape design principles, this scheme is based on the premise that the junction proposals for the corner of Herries Road and Penistone Road are as proposed by ARUP and that there will be no Park and Ride on the triangular area of land between Herries Road, Herries Road South and Penistone Road. There are three components to the proposals:

- **Wildflower meadow and tree in the junction of Herries Road with Penistone Road. This consists of:**

  a) 260m² of a tall meadow grass and wild flower mix with 4 types of bulbs, maintained between September & December;

  b) 190m² of a short meadow mix consisting of grasses and wild flowers tolerant of mowing as this is maintained throughout the year;

  c) One large semi mature tree - 50/60, Metasequoia glypto stroboides.

Illustration 5. *Livesey Street Visualisation, Scheme 2 (Enhanced Scheme)*

- **Woodland wildflowers, on the corner of Herries Road and Penistone Road.** Proposals are that all trees and shrubs within visibility splays are felled, the canopies of all trees within 10 metres of this edge are lifted to between two and three metres and the ground cleared. The whole area (approximately 200m²) is to be sown with a woodland wild flower species mix and seven thousand native daffodils planted.

- **Avenue of Semi-Mature Trees:** twelve, semi-mature Tilia x europaea, are to be planted at twenty metre centres along the edge of the Penistone Road frontage of the triangular area of land between Penistone Road, Herries Road and Herries Road South. Set in a five metre wide by 226m long wild flower and bulb meadow that is maintained between September and November. This component is included for costing purposes as a setting for any development on this site.

Details are shown in drawing number RPDT/CD13/001 in the Appendix.

ESTIMATED COSTS: £261,500

6.2. Livesey Street Gateway/Crossing

Vision: To create a revitalised, high quality gateway at this key crossing point as an enhanced entrance for Hillsborough and the different leisure and educational facilities that attracts a high volume of pedestrian, cycle and road users. The new setting will give more prominence to local facilities such as Sheffield College and Owlerton Stadium. As part of the Vision for the redevelopment of Parkwood Springs as a new urban/ country park, the new facility will be accessible via the new Wardsend Bridge.

Two versions of this scheme were developed for this gateway. The first, a 'minimum scheme', requires the clearance of the existing shrub planting in order to plant a wildflower meadow. The second, an 'enhanced scheme' shown in *Illustration 6* was designed to sketch proposals to obtain a guide price for a quality landscape treatment. This scheme replaces all the existing landscape with a herbaceous perennial, shrub margin and wildflower meadow planting scheme which integrates semi mature trees. This illustrates what can be achieved to create a gateway in this location.

Description of works: site location is the junction of Penistone Road with Livesey Street, Owlerton Green and Bradfield Road. It is flanked to the south by the River Loxley and the north by St John the Baptist Church and Swann Morton. The junction is the entrance area to Napoleons, Owlerton Dog Track and Hillsborough College. Two schemes have been costed for this junction:

Scheme one (minimum scheme). Details are shown in drawing number RPDT/CD13/002 in the appendix. This scheme is a basic treatment and consists of the following elements:

a) Removal of existing shrub planting at the junction;

b) Lifting the canopy of eighteen trees and incorporating compost to improve the top soil for bulb planting;

c) Planting a meadow consisting of 1430m² of a tall meadow grass and wildflower mix with four types of bulbs, maintained by mowing between September and December;

d) 670m² of a short meadow mix consisting of grasses and wild flowers tolerant of mowing as this is maintained by mowing throughout the year;

e) Planting four new semi mature fastigiate oak trees (Quercus petraea "Eastcolumn" at 40/45 size).

ESTIMATED COSTS FOR SCHEME 1: £94,500 item

Scheme two (enhanced scheme), as shown in drawing number RPDT/CD13/003 in the appendix and in Illustration 5 (Livesey Street Visualisation). This scheme is more detailed and involves:

a) The removal of all tree and shrub planting;

b) The improvement of the topsoil by incorporating compost, plantlng a ground cover shrub "hedge" around two herbaceous perennial and bulb borders;

c) Sowing two meadows consisting of a total of 850m² of a tall meadow grass and perennial wild flower mix with four types of bulbs, maintained between September and December;

d) 305m² of an edge of a short meadow mix consisting of grasses and wildflowers tolerant of mowing as this is maintained throughout the year;

e) Planting eighteen new semi-mature fastigiate oak trees.

ESTIMATED COSTS FOR SCHEME 2: £184,500 item

6.3. Hillfoot Development and Boulevard

Vision: The new landscape around Hillfoot will enhance the setting for the redevelopment of the sites in the area by introducing perennial meadow planting into the central reservation and rejuvenating the woodland along the Langsett Road hillside by introducing woodland wildflowers and bulbs. A new footpath will be created along the Langsett Road hillside to improve its accessibility and connectivity with the rest of the UDV.

Description of works: this scheme is an application of landscape design and footway form and palette principles. The proposed scheme has included costs for three elements for the length of road between Hillfoot Bridge and Bamforth Street:

- **Meadow grass:** Tall Meadow grass in the central reservation. Work involves spraying out existing amenity grass, incorporating compost to existing topsoil, applying a 50mm capping layer of 50:50 topsoil and gritsand, planting bulbs and maintaining for five years.

- **Woodland edge planting:** Along the base of the embankment to the west of Penistone Road between the steps to Wood Street and the junction of Bamforth Street with Penistone Road. This will be done for a length of approximately 580m. Around 60% of all trees and shrubs will be selectively thinned for a distance of 6m away from the carriageway into the woodland. The remaining 40% of trees to be crown lifted by two to three metres, under storey cleared and woodland edge wildflower seed mix sown.

- New path and tree planting adjacent to new Development. The intention with this element is that it will be installed if new development takes place on the site of existing warehouses as it requires the build up of levels. This will include the following:

  a) The creation of a 4m wide grass verge with a short mown meadow mix on a sand and topsoil mix capping layer, into which twelve fastigiate semi mature trees are planted in to the existing grass verge to the east of Penistone Road (a length of approximately 280m long);

  b) adjoining the grass verge, the construction of a new three metre wide highway footway from bitmac with a bonded gravel surfacing;

  c) the construction of a 3m wide planting area next to this footway for bulbs and wildflowers.

Illustration 6 *shows how the works described above could be applied along a typical 30m section of the Hillfoot Boulevard. It assumes development has taken place and a new bus lane and footway constructed at the base of the hillside below Langsett Road. This assumes that gabions would be used as retention for the hillside.*

ESTIMATED COSTS: £663,700

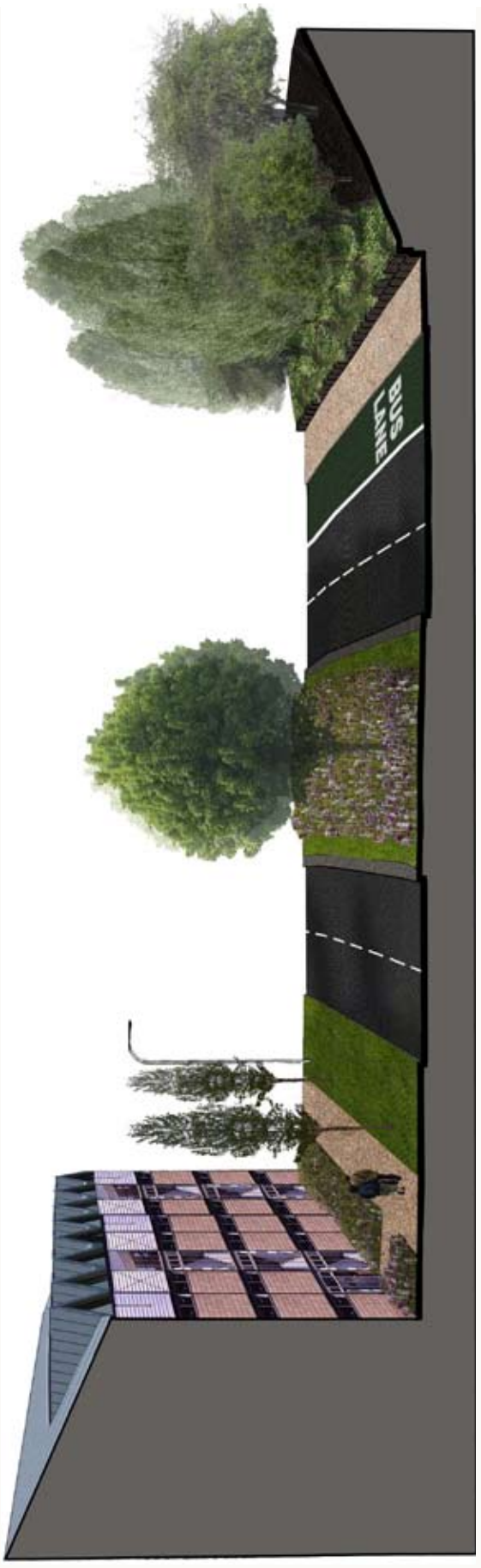


Illustration 6. *Illustration of principles to typical section at Hillfoot*

Illustration 7.
Demonstrates how the principles described in this section can be applied to a 30m section of the corridor between Hillfoot Bridge and Bamforth Street at the foot of the hillside below Langsett Road.

6.4. Hillfoot Bridge to Shalesmoor Boulevard

Vision: To increase the attraction of this edge of city centre location and provide a continuation of the quality of the Inner Relief Road Phase 2 into Penistone Road.

Description of works: This includes an application of landscape design principles. This scheme developed two versions which have been costed. Details of the schemes are shown on drawings RDPT\CD13\004 and RDPT\CD13\005 in the appendix. This scheme is an extension of the IRR Boulevard from the new Inner Relief Road Phase 2 gyratory at Shalesmoor to the Hillfoot Bridge.

Both versions of this scheme are boulevard and meadow planting schemes as used on the IRR2, only quantities vary. The cost includes clearance of beds containing shrubs and grass; the incorporation of compost into existing topsoil where bulbs are to be planted; the addition of a 50mm layer of 50:50 topsoil and gritsand and the planting of bulbs. Although the plans show some trees planted in grilles, the grilles have not been costed.

The two schemes differ because:

a) Scheme 1: assumes the ARUP Smart Route corridor proposals are accepted as drawn (around October 08).

ESTIMATED COSTS SCHEME 1: £406,500 item

b) Scheme 2: uses the existing layout of Penistone Road.

ESTIMATED COSTS FOR SCHEME 2: £454,800 item

7.0. Realising the Proposals

This report has provided sound urban design guidance and a number of technical landscape and other strategies to help the regeneration of the Penistone Road Corridor and in turn, the Upper Don Valley. Given that these proposals are not currently linked to existing committed developments, there is no significant funding secured for the implementation of these projects. This means that there is at present no certainty that these can be delivered and therefore, the timescales suggested in this section for delivering the proposals are only indicative.

The Urban Design Guidance in the document promotes high quality and sustainable development and it is based on the UDP policies BE5 and BE7. Therefore, the Council will encourage the use of these principles for any development/ planning proposals. The design quality for buildings, landscape to these sites will have to be of a higher quality to meet the strategic aspirations of Penistone Road Corridor.

The following two sub-sections deal with the delivery of the Public Art Strategy and the delivery of the 'Early Win' projects and key projects identified in sections 4.0 and 5.0 of the report.

7.1 Delivery of the Penistone Road Public Art Strategy

A main aim of the Public Art Strategy for the Penistone Road Corridor is to ensure that the projects are deliverable. It is therefore paramount to put forward a co-ordinated approach which will support applications for grants from community, business and others and, importantly, provide clear guidelines for Public Art contributions made by developers within the corridor. We highlight the following key actions to achieve the delivery of a successful Public Art Strategy for the corridor:

a) Penistone Road Focus Group

In order to support this strategy and give a continuity of approach it is suggested that a Penistone Road Public Art Group is set up. The group will include representatives of local communities, businesses, schools and colleges. It will steer the exact direction of public art interventions

and make decisions about how S106 Public Art monies are allocated.

b) Developer Public Art contributions

In line with The City and Art: A Public Art Strategy for Sheffield public and private sector developers within the corridor will be encouraged to make a financial contribution to 'off site' works of public art in order to achieve the projects outlined above. Developers will have the confidence that they are contributing to an identified and achievable project and that their contribution will be spent within a given timescale.

At Outline Planning Application stage developers within the Penistone Road Corridor will be made aware of this strategy and encouraged to make a financial contribution to 'off- site' public art. A specific and relevant project will be identified for this contribution and where necessary, these contributions can be pooled. The project should be:

- *Geographically and conceptually relevant to the development;*
- *Achievable within a reasonable timescale - where the contribution from a single developer does not cover the full cost of the project there should be the likelihood of achieving the project through a pooled contribution within a reasonable timescale;*

The level of contribution, its purpose and an agreed timescale will be conditioned as part of full planning approval. The developer contributions can be used for temporary and permanent works of public art and all associated costs including project management, publicity, future maintenance and de-commissioning.

c) Other Funding

This strategy outlines projects that involve both permanent works of public art and temporary artworks, events and festivals. In addition to Section 106 developer contributions the strategy forms the basis for attracting donations and sponsorship from local businesses and organisations as well as grants from arts and other bodies.

d) Project management

The projects will be managed by Sheffield City Council Public Art Officer or by a Public Art Agency appointed by the council this central management will give the projects a unified approach and help to consistently apply this strategy.

Project groups will include local individuals, groups, businesses and developers and take account of the interests and expertise these groups can offer.

Festivals, events and other activities will be managed by existing local groups or by specific groups set up as necessary.

7.2. Delivery of 'Early Wins' and Key Projects

We anticipate that delivery to come from a number of sources of funding. Section 4.0 has identified a number of "Early Wins" and Section 5.0 five key projects (four of which have been costed as part of producing this report). Some funding is being sought through the proposed A61 Smart Route capital project, which is subject to the approval by the Department for Transport.

In some instances, developer contributions could be required from new developments to fund some of the proposed interventions. Whilst the current negative economic climate has led to a slow down in physical development and regeneration projects, it is nevertheless an appropriate time to think about the economic recovery and consider the quality of future development. This is a why it is necessary to give the strategy as strong a basis for implementation as possible.

Given the strategic importance of the Penistone Road as a transport, investment and leisure destination, when the economic climate improves, there may be opportunities to bid for additional public funding, for example from Lottery or European sources to complement the limited investment that will come from the A61 Smart Route, if it is approved.

It is however important to stress that, given the uncertainty regarding the outcome of the DfT bid and that there are currently no schemes with planning consent able to support the implementation of the Key Projects and 'Early Wins', there is currently no significant funding secured for their implementation. Once the PR GAP is adopted, officers will use every opportunity to bid for funding as well as obtain planning gains where appropriate.

Tables 1 and 2 over summarise our aspirations and progress in the delivery of Key Projects and 'Early Wins'. Given the uncertainty of funding, the sources of funding and timescales indicated in Tables 1 and 2 are for indicative purposes only.

Table 1: Indicative Costs, timescales and possible sources of funding for the implementation of Key Projects

	Projects	Costs (1)	Timescales (2)	Possible Sources of Funding
P1	Leppings Lane/ Herries Road Gateway	£261,500	Funding not secured. Ideally, if funding can be secured, this is a SHORT/MEDIUM TERM project	• A61 Penistone Road (3) Smart Route • Developer Contributions/Planning Gains • Other public/private funding
P2	Livesey Street/ Penistone Road Focal Open Space	Landscaping of open space. Two options being considered: a) Minimum £94,500 b) Enhanced £184,500	Funding not secured. Ideally, if funding can be secured, this is a SHORT/MEDIUM TERM project (a or b)	• A61 Penistone Road Smart Route (3) • UDV businesses' sponsorship through co-ordinated strategy • Planning Gains/ Developer Contributions • European Value Project £10,000 for public art
P3	Hillfoot Riverside Boulevard	£663,700	We have split this project into two: a) the wooded area to the West of Penistone Road and the central reserve. Provided funding can be secured, this is a SHORT TERM project b) area to the East of Penistone Road (by the Old Penistone Road) MEDIUM TERM	a) A61 Penistone Road Smart Route (3) (Wooded area to the West of Penistone Road) b) Developer Contributions/ Planning Gains
P4	Hillfoot Bridge to Shalesmoor Boulevard	£406,500	LONG TERM	• From Developer Contributions/ Planning Gains • Other public/private sources

Notes:

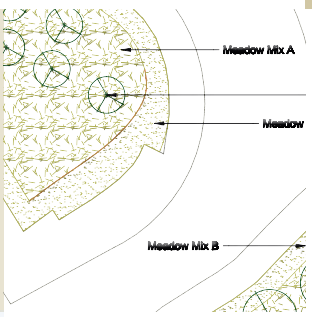
(1) 2012 prices.

(2) Short Term - 2 to 4 years, Medium Term - 4 to 8 years, Long Term - 8 to10 years

(3) Assumes the A61 Penistone Road Smart Route corridor proposals are accepted as drawn in Jan '08. The A61 Smart Route is not an approved scheme. Therefore potential delivery of PR GAP projects by this scheme is only being explored at present and is subject to their inclusion and subsequent approval by the Department of Transport.

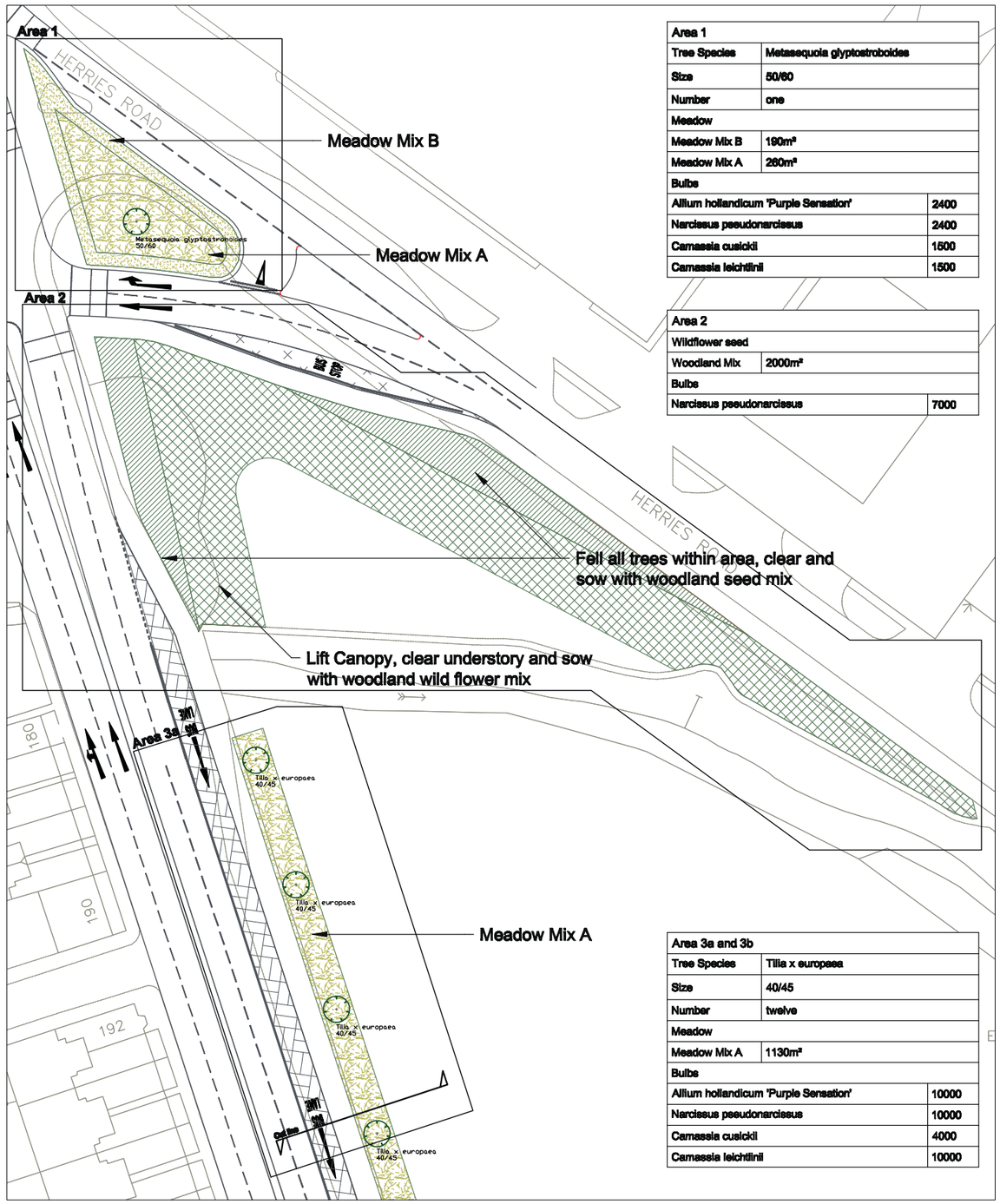
Table 2: Indicative Costs and timescales for the implementation of early win proposals

	Early Wins	Cost (1)	Timescales (2)	Possible Sources of Funding
EW 1	Audit of advertising displays along the PR corridor	No cost. Discuss with Streetforce staff to check planning consents	SHORT TERM	N/A
EW 2	Improvements to lighting: a) re-instating lighting to Hillfoot Bridge & b) upgrading lighting on Livesey St. from standard highway to IRR standards	a) £45,000 b) £240,000	a) SHORT TERM b) SHORT TO MEDIUM TERM	For a) and b) • A61 Penistone Road Smart Route (3) • From Development contributions/ planning gains • Others to be identified
EW 3	Replacement of existing landscaping with meadow alternative a) a m² rate for changing verges to a short wild flower mix b) a m² rate for changing verges to a tall wild flower mix with bulbs	a) £15 m² b) 31 m²	a) and b) Depending on securing funding, SHORT TO LONG TERM	For a) and b) • From development contributions/ planning gains • Others to be identified
EW 4	Planting semi-mature trees to create an avenue a) trees in grass verge b) trees in hard surfacing	a) for 30/35 - £2,200 per tree,for 40/45 - £2650 per tree b) for 30/35 - £4,650 per tree, for 40/45 - £5,050 per tree	a) and b) Depending on securing funding, SHORT TO LONG TERM	For a) and b) • From development contributions/ planning gains • Others to be identified
EW 5	The improvement of the surface finish to pavements	£26 per m²	Depending on securing funding, MEDIUM TO LONG TERM	• From Development contributions/ planning gains • Others to be identified
EW 6	Woodland management on the slope between Langsett Road & Penistone Road at Hillfoot	There is no estimated cost. This is subject to detailed design work.	Depending on securing funding, this is a SHORT TERM project	a) A61 Penistone Road Smart Route (Wooded area to the West of Penistone Rd)(3)
EW 7	Replacement of the flag poles between Leppings Lane and Herries Road South	There is no estimated cost. This is subject to detailed design work.	Depending on securing funding, MEDIUM TO LONG TERM	• From Development contributions/ planning gains • Others to be identified



8.0. Appendices

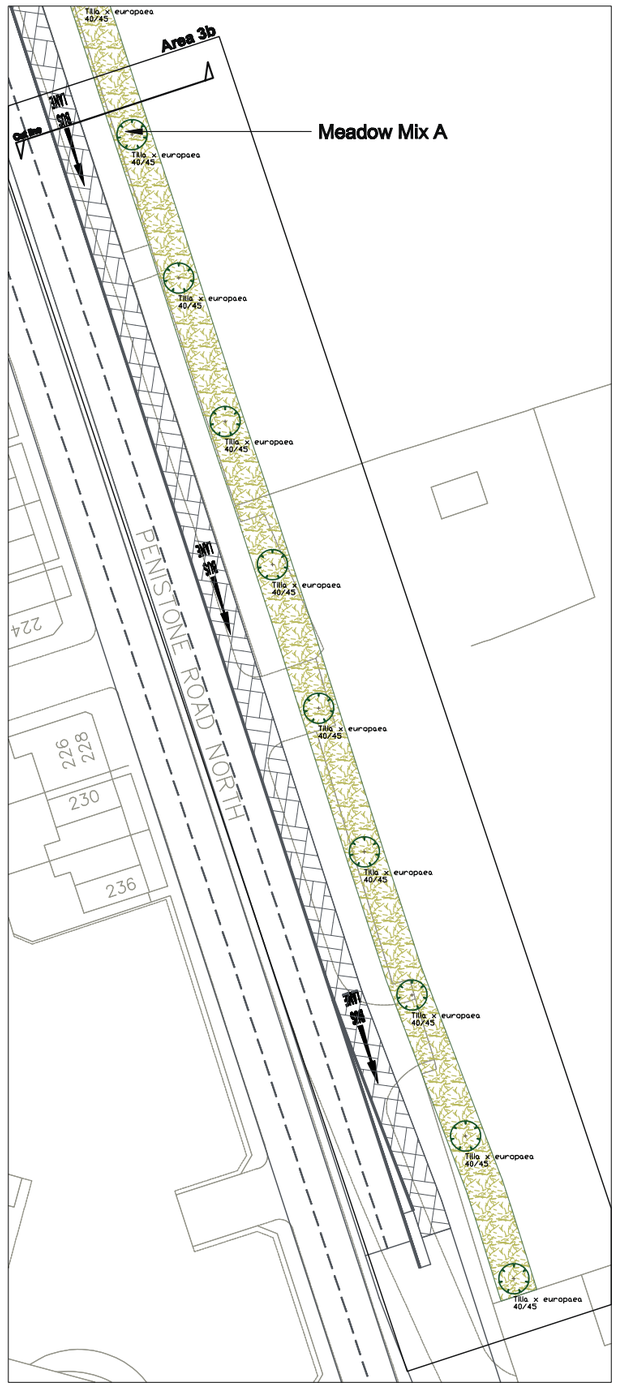
Drawing 001



Area 1	
Tree Species	Metasequoia glyptostroboides
Size	50/60
Number	one
Meadow	
Meadow Mix B	190m²
Meadow Mix A	260m²
Bulbs	
Allium hollandicum 'Purple Sensation'	2400
Narcissus pseudonarcissus	2400
Camassia cusickii	1500
Camassia leichtlinii	1500

Area 2	
Wildflower seed	
Woodland Mix	2000m²
Bulbs	
Narcissus pseudonarcissus	7000

Area 3a and 3b	
Tree Species	Tilia x europaea
Size	40/45
Number	twelve
Meadow	
Meadow Mix A	1130m²
Bulbs	
Allium hollandicum 'Purple Sensation'	10000
Narcissus pseudonarcissus	10000
Camassia cusickii	4000
Camassia leichtlinii	10000



NOTES / REVISIONS:

SHEFFIELD CITY COUNCIL

DIRECTORATE OF DEVELOPMENT ENVIRONMENT & LEISURE

Executive Director: John Mothersole

DEVELOPMENT SERVICES

Director
D Curtis BA, Dip.TP, MRTPI, FIHT

SCHEME: Penistone Road Focus

TITLE: Leppings Lane/Herries Road Gateway

COMMITTEE:

SCALE: 1:500

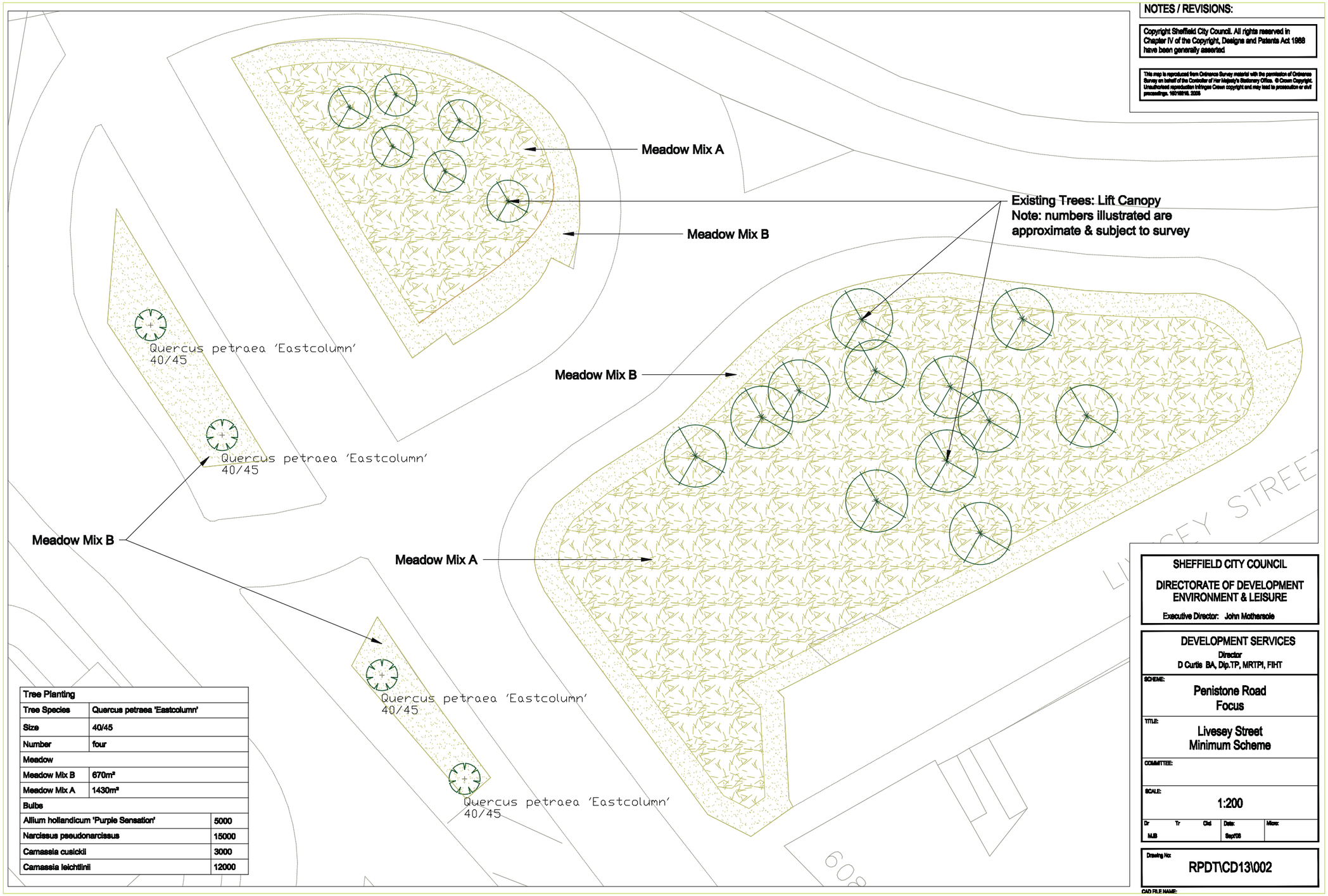
Dr	Tr	Chd	Date:	Micro:
MJB			Sept'08	

Drawing No: RPDT\CD13\001

CAD FILE NAME:

Drawing 002

NOTES / REVISIONS:



Tree Planting		
Tree Species	Quercus petraea 'Eastcolumn'	
Size	40/45	
Number	four	
Meadow		
Meadow Mix B	670m²	
Meadow Mix A	1430m²	
Bulbs		
Allium hollandicum 'Purple Sensation'		5000
Narcissus pseudonarcissus		15000
Camassia cusickii		3000
Camassia leichtlinii		12000

SHEFFIELD CITY COUNCIL

DIRECTORATE OF DEVELOPMENT ENVIRONMENT & LEISURE

Executive Director: John Mothersole

DEVELOPMENT SERVICES

Director
D Curtis BA, Dip.TP, MRTPI, FIHT

SCHEME: Penistone Road Focus

TITLE: Livesey Street Minimum Scheme

COMMITTEE:

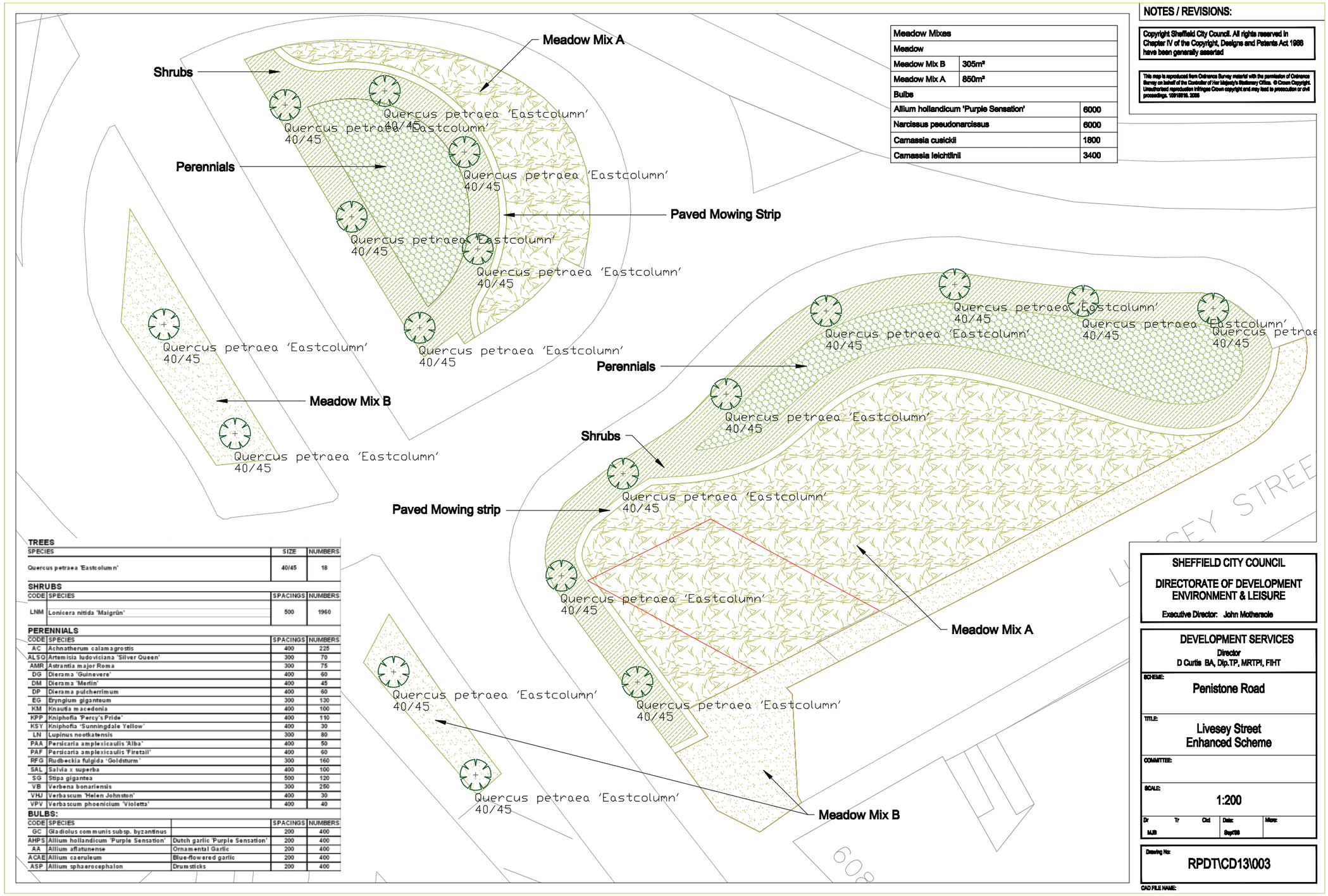
SCALE: 1:200

Dr	Tr	Ckd	Date:	Micro:
MJB			Sept'08	

Drawing No: RPDT\CD13\002

CAD FILE NAME:

Drawing 003



Meadow Mixes	
Meadow	
Meadow Mix B	305m²
Meadow Mix A	850m²
Bulbs	
Allium hollandicum 'Purple Sensation'	6000
Narcissus pseudonarcissus	6000
Camassia cusickii	1800
Camassia leichtlinii	3400

NOTES / REVISIONS:

TREES

SPECIES		SIZE	NUMBERS
Quercus petraea 'Eastcolumn'		40/45	18

SHRUBS

CODE	SPECIES	SPACINGS	NUMBERS
LNM	Lonicera nitida 'Maigrün'	500	1960

PERENNIALS

CODE	SPECIES	SPACINGS	NUMBERS
AC	Achnatherum calamagrostis	400	225
ALSQ	Artemisia ludoviciana 'Silver Queen'	300	70
AMR	Astrantia major Roma	300	75
DG	Dierama 'Guinevere'	400	60
DM	Dierama 'Merlin'	400	45
DP	Dierama pulcherrimum	400	60
EG	Eryngium giganteum	300	130
KM	Knautia macedonia	400	100
KPP	Kniphofia 'Percy's Pride'	400	110
KSY	Kniphofia 'Sunningdale Yellow'	400	30
LN	Lupinus nootkatensis	300	80
PAA	Persicaria amplexicaulis 'Alba'	400	50
PAF	Persicaria amplexicaulis 'Firetail'	400	60
RFG	Rudbeckia fulgida 'Goldsturm'	300	160
SAL	Salvia x superba	400	100
SG	Stipa gigantea	500	120
VB	Verbena bonariensis	300	250
VHJ	Verbascum 'Helen Johnston'	400	30
VPV	Verbascum phoenicium 'Violetta'	400	40

BULBS:

CODE	SPECIES		SPACINGS	NUMBERS
GC	Gladiolus communis subsp. byzantinus		200	400
AHPS	Allium hollandicum 'Purple Sensation'	Dutch garlic 'Purple Sensation'	200	400
AA	Allium aflatunense	Ornamental Garlic	200	400
ACAE	Allium caeruleum	Blue-flowered garlic	200	400
ASP	Allium sphaerocephalon	Drumsticks	200	400

SHEFFIELD CITY COUNCIL

DIRECTORATE OF DEVELOPMENT ENVIRONMENT & LEISURE

Executive Director: John Mothersole

DEVELOPMENT SERVICES

Director
D Curtis BA, Dip.TP, MRTPI, FIHT

SCHEME: Penistone Road

TITLE: Livesey Street Enhanced Scheme

COMMITTEE:

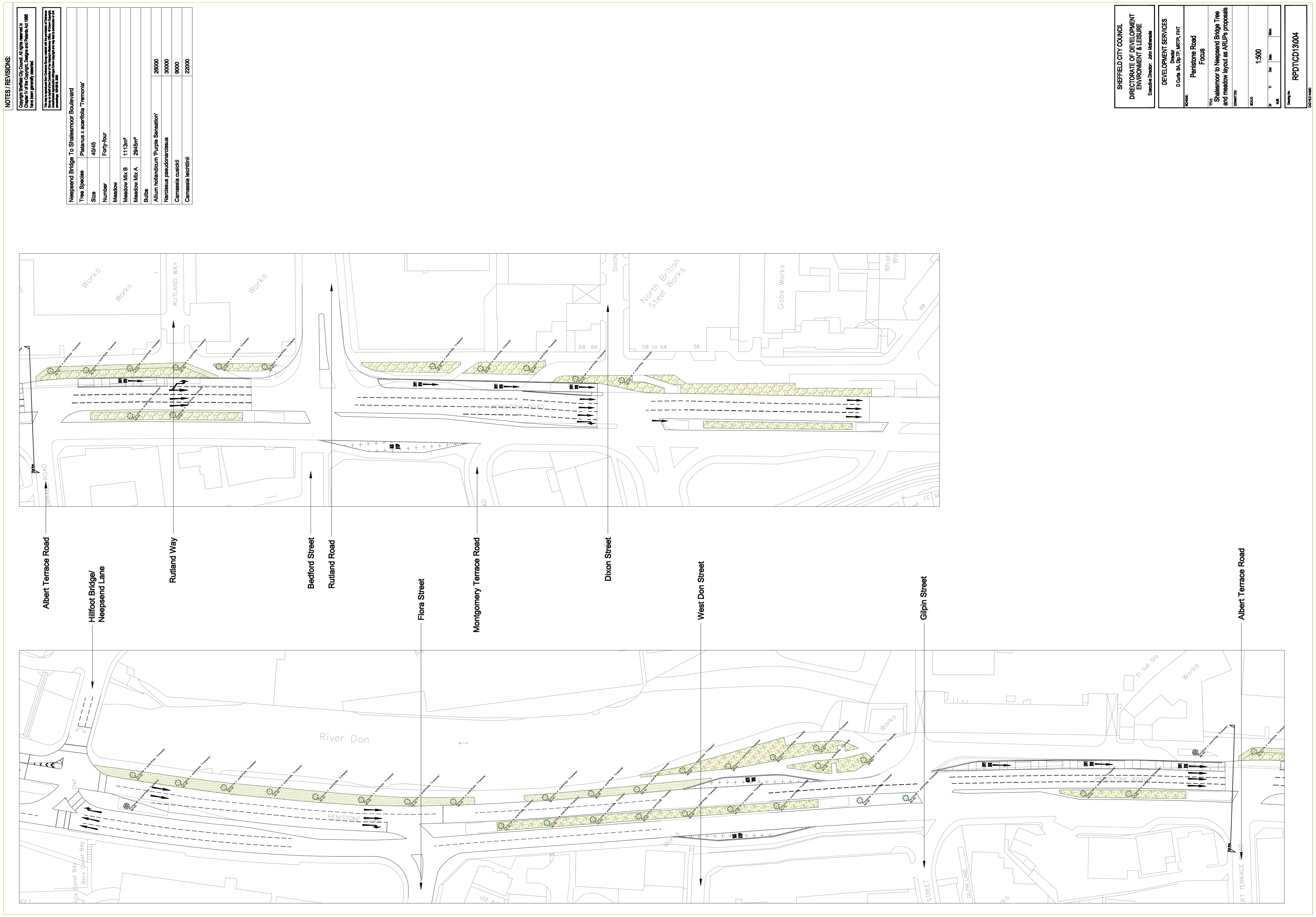
SCALE: 1:200

Dr	Tr	Ckd	Date:	Mtce:
MJB			Sept'09	

Drawing No: RPDT\CD13\003

CAD FILE NAME:

Drawing 004


NOTES / REVISIONS:
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Neepsend Bridge To Shalesmoor Boulevard
Tree Species Platanus x acerifolia 'Tremonia'
Size 40/45
Number Forty-four
Meadow
Meadow Mix B 1113m²
Meadow Mix A 2945m²
Bulbs
Allium hollandicum 'Purple Sensation' 26000
Narcissus pseudonarcissus 30000
Camassia cusickii 9000
Camassia leichtlinii 22000
SHEFFIELD CITY COUNCIL
DIRECTORATE OF DEVELOPMENT ENVIRONMENT & LEISURE
Executive Director: John Mothersole
DEVELOPMENT SERVICES
Director
D Curtis BA, Dip.TP, MRTPI, FIHT
SCHEME: Penistone Road Focus
TITLE: Shalesmoor to Neepsend Bridge Tree and meadow layout as ARUPs proposals
COMMITTEE:
SCALE: 1:500
Dr MJB Tr Ckd Date: Micro:
Drawing No: RPDT\CD13\004
CAD FILE NAME:
Albert Terrace Road
Hillfoot Bridge/ Neepsend Lane
Rutland Way
Bedford Street
Rutland Road
Flora Street
Montgomery Terrace Road
Dixon Street
West Don Street
Gilpin Street
Albert Terrace Road
River Don
North British Steel Works
Globe Works
Works

Drawing 005

NOTES / REVISIONS:

Neepsend Bridge To Shalesmoor Boulevard	
Tree Species	Platanus x acerifolia 'Tremonia'
Size	40/45
Number	Forty-six
Meadow	
Meadow Mix B	1646m²
Meadow Mix A	3418m²
Bulbs	
Allium hollandicum 'Purple Sensation'	30000
Narcissus pseudonarcissus	36000
Camassia cusickii	10000
Camassia leichtlinii	25000

SHEFFIELD CITY COUNCIL
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ENVIRONMENT & LEISURE
Executive Director: John Mothersole

DEVELOPMENT SERVICES
Director
D Curtis BA, Dip.TP, MRTPI, FIHT

SCHEME: Penistone Road Fucus

TITLE: Shalesmoor to Neepsend Bridge Tree and Meadow locations as existing

COMMITTEE:

SCALE: 1:500

Dr MJB | Tr | Ckd | Date: Sept'08 | Micro:

Drawing No: RPDT\CD13\005

CAD FILE NAME: