

CULTURAL INDUSTRIES QUARTER CONSERVATION AREA APPRAISAL AND GUIDELINES



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THE REGENERATION FRAMEWORK

The Cultural Industries Quarter (CIQ) is home to a wide range of industries but has evolved as a key focal point for the development of the creative and digital industries. These businesses produce content, such as music, games or educational materials or contribute to the adoption and use of web-based technologies that add value to traditional business sectors, which are still to be found in the Quarter. It is this broad range of industries together with the high level of innovation that sets this area apart.

The creative and digital industries are being targeted as a priority in delivering the step change needed to transform the Sheffield and South Yorkshire economy. The CIQ will house many more of these fast growing young companies as the sector expands and “clustering” of businesses is supported. This is a significant challenge and will require a network and ladder of flexible workspaces which are “broadband enabled” which can act as the factories of the new economy.

The CIQ Agency has secured SRB6 funding to develop and expand the cultural industries cluster and will act as a major stimulant to its delivery. Proposals include the establishment of a Quarter wide workspace management and incubation strategy and the delivery of the Townscape Heritage Initiative project, which aims to bring historic buildings back into beneficial use.

A substantial amount of other public funding is being targeted at the Quarter and this will attract significant private sector investment. To ensure that the Region, the City and the Quarter benefit from these funding and investment opportunities and safeguards the interests of all businesses in the area, a strong regeneration framework has been developed. This framework includes:

Sheffield City Centre Integrated Development Plan - The CIQ is one of the key business areas within the city. The broad aim for the Quarter is to create a thriving mixed use economy which also includes exciting living and retail opportunities. Targets set for the Quarter include the creation of new jobs, additional managed workspace for creative industries, more permanent residents and a substantial upgrading of the urban environment over the next five years. The preparation of the IDP has relied heavily on the recently adopted City Centre Masterplan that was prepared by Sheffield One and the City Council in the autumn of 2000. The

Masterplan was built on a detailed baseline analysis of the City Centre's strengths and weaknesses, an economic development strategy, a transportation analysis, retail assessment and a programme of extensive public consultation.

CIQ Action Plan - adopted as Supplementary Planning Guidance by the City Council in May 2000, the Action Plan provides a clear framework for the physical, economic, social and cultural development of the area and provides a confident and clear vision for investors in the CIQ.

Local Transport Plan – this highlights major expenditure on transport infrastructure and maintenance in Sheffield and identifies major projects, some of which that will impact on the CIQ in terms of improvements to public transport, the pedestrian environment and for cyclists and other road users.

The CIQ Conservation Area Guidelines will add to the regeneration framework being set by Sheffield One, Yorkshire Forward, the City Council and the CIQ Agency and ensure that the regenerative imperative dovetails sympathetically with the Conservation Area status of the Quarter.

INTRODUCTION

The Cultural Industries Quarter (CIQ) Conservation Area was formally designated on 5 February 2001 following a comprehensive Conservation Area Appraisal. This forms Part 1 of the CIQ Conservation Area Guidance.

The Conservation Area Appraisal seeks to define the special character of the CIQ Conservation Area, identify its core qualities and assess their significance. The form and content of the appraisal follows the advice of English Heritage contained in the guidance leaflet “Conservation Area Appraisals” (English Heritage, 1997).

Under the Planning Act 1990, Local Planning Authorities must publish detailed proposals for the preservation and enhancement of the Conservation Area. This forms Part 2 of the CIQ Conservation Area Guidance – Area Guidelines for Preservation and Enhancement.

The Cultural Industries Quarter Conservation Area Guidance will form Supplementary Planning Guidance (SPG) to the Unitary Development Plan (UDP), and in particular amplifies policies BE 15 (Areas and Buildings of Special Architectural or Historic Interest) and BE16 (Development in Conservation Areas which seek to preserve and enhance buildings and areas of special architectural or historic interest that are seen as important to Sheffield’s heritage.

Supplementary Planning Guidance is not itself a statement of policy but sets out in more detail how the policies themselves will be put into practice. It does not carry the specific statutory status of the UDP, but:

- It can provide helpful guidance to those preparing planning applications.
- It is taken in to account as a material consideration when determining planning applications.
- The weight accorded to it increases if it has been prepared in consultation with the public and has been subject to a Council resolution.

This document should be read alongside the UDP and cross-references to the UDP are included to help users of the Guidelines.

This Guidance was endorsed by the City Centre East Planning and Highways Board in November 2002 and adopted as Supplementary Planning Guidance by

the City Council in December 2002. Appendix 3 contains a list of people and groups consulted, together with a summary of their views and how these have been taken into account.

PART 1 – CONSERVATION AREA APPRAISAL

1. INTRODUCTION

1.1 Location and setting

1.1.1 The Conservation Area relates to the majority of the Cultural Industries Quarter (CIQ) which occupies a pivotal position in the City, between the City Centre and the Midland Train Station.

1.1.2 Originally this area of the city played a key role in Sheffield's development as an industrial city, providing the setting for small scale but thriving businesses associated with the steel, cutlery and tool making trades. Today, the CIQ is still home to a wide range of industries, many of which are traditional, but has evolved as a key focal point for the development of the creative and digital industries.

1.2 Boundaries

1.2.1 The Conservation Area boundary is shown on figure 1. It covers an area of 24 hectares (59 acres) and includes 9 listed buildings and numerous buildings of historic significance. The area is bounded by Eyre Street / Arundel Gate, St Mary's Road, Leadmill Road, Fornham Street, Suffolk Road and Howard Street/Surrey Lane. The area enclosed by these streets contains the surviving remnants of the 18th Century development carried out by the Duke of Norfolk's Estate, together with the later expansion of the area to the south and south east of Porter Brook in the early 19th Century.

1.2.2 This appraisal covers the whole of the Conservation Area, subdivided into character areas which broadly relate to the chronology of development but are primarily identified for ease of reference.

2. APPRAISAL OF GENERAL CHARACTER

2.1 Origins of the area

- 2.1.1 In the late 18th Century, prior to built development, the area was known as Alsop Fields. Ancient hunting rights were claimed in the area by Thomas De Furnival from 1281 onwards. The lands eventually passed in the early 17th Century to the Duke of Norfolk up until which time the area is recorded as still containing over a thousand head of deer.
- 2.1.2 By the mid 17th Century the Duke of Norfolk has transformed his deer park into a more profitable business enterprise, comprising farm land, collieries and metal working foundries.
- 2.1.3 Few historic remnants from that rural period remain, as the new development disregarded existing field boundaries. The one exception is the Porter Brook, which has been re-routed through the area a number of times. This stream fed several dams that operated metal work forges and mills.
- 2.1.4 In response to the growing wealth of late 18th Century manufacturers the Duke of Norfolk set out to create an elegant and affluent residential area on a grand scale. Seeking to capitalise on the successes of the wealthy manufacturers the development was envisaged as grandiose and fashionable residential quarter that would rival contemporary developments in Bath and Edinburgh New Town
- 2.1.5 James Paine was employed to produce the masterplan for the area. He proposed a rigid grid framework incorporating a hierarchy of streets, with main streets and a pattern of smaller service streets for each urban block, serving mews to the rear of the main houses. This hierarchy of streets was intended to create building plots of different sizes and values so that this new residential quarter could provide for occupants of varying wealth.

2.2 Evolution

- 2.2.1 Work commenced on the laying out of the main streets closest to the City Centre in the early 1780s. It was predicted, in the usual manor of Georgian estate development, that individual building plots would be leased to speculative developers, who would build the type of a grandiose residential properties that James Paine had envisaged.
- 2.2.2 The masterplan did not transpire as planned largely due to the fact that Sheffield inhabitants did not want or could not afford the properties that were planned. Nevertheless, the legacy of the Duke of Norfolk has been retained in many of the streets which adopt the names of family members. The idea of the smaller service streets within blocks was abandoned in favour of a more utilitarian and flexible approach of creating a grid of service alleyways set parallel to the main streets. This layout provided for the needs of those involved in the cutlery industry who required modest dwellings that would combine home and workshop.
- 2.2.3 The earliest area to be developed was the northern most part of the grid iron masterplan, extending from the City Centre along the newly laid out parallel streets of Union Street, Eyre Street and Arundel Street. The development of this area extending as far as Matilda Street (formerly known as Duke Street) started in the 1780s.
- 2.2.4 In the early 1800s in addition to the continued development of combined workspace and dwellings there was also extensive development of 'back to back' houses for workers.
- 2.2.5 The grid iron pattern was extended to the south of Matilda Street in the early 1800s, at which time the course of the Porter Brook stream was re-aligned forming a more regular boundary to the extended grid iron framework of streets.
- 2.2.6 Up until the 1830s the area to the south of Porter Brook remained largely undeveloped, with the exception of the dams created to power forges and mills, the earlier development of the 'White Lead Works' (on

the site of the recently demolished Leadmill bus station) and Leadmill Road.

- 2.2.7 Leadmill Road, which led past the 'White Lead Works' onto Pond Street, was a well established route into the city by the late 1700s. Land to the south of Leadmill Road, including the Leadmill triangle, was comprehensively developed between the 1830 and 1850s. The 'White Lead Works' was redeveloped in the early 20th Century with the Leadmill bus station, which is now the subject of redevelopment that retains the landmark tower at the crossing point of the Porter Brook. The block to the north, comprising the Showroom and Workstation, dates from the 1920's / 1930s.
- 2.2.8 The area to the north and south of Leadmill Road is characterised by larger and more irregular blocks, which are defined by Shoreham Street, Leadmill Road and Suffolk Road as they converge at the crossing point of the Porter Brook, close to site of the former 'White Lead Works'.
- 2.2.9 Matilda Street was extended to the south east of Porter Brook by the early 1830s and the development commenced in advance of development on Sidney Street to the north of the Porter Brook. A smaller scale grid form pattern of streets was developed at the southern end of Matilda Street in contrast to the larger scale of development to the north of the Truro works on Matilda Street.
- 2.2.10 The construction of the Midland Main Line Station in 1870 placed the area in an important strategic location between the station and the city centre.
- 2.2.11 From the 1850s onwards larger scale industrial buildings were developed, both as infill development within the earliest areas to be laid out and along Mary Street which was developed to the south of Porter Brook in the 1870s. The majority of the central area off Matilda Street, between Arundel Street and Shoreham Street was also not developed until the late 1800s.

- 2.2.12 More recently the area has suffered from the decline that is symptomatic of edge of city centre industrial areas, where many small scale industries have collapsed, amalgamated or relocated to more peripheral areas. Road programmes led to extensive clearance at the edge of the CIQ. The housing clearance programmes of the 1960s removed most off the 'back to back' houses and led to a patchwork of cleared sites, some of which are still empty.
- 2.2.13 Extensive damage, focused along Arundel Street, was also caused during World War II bombing raids. The legacy of this is seen in the 1920s infill developments and the numerous gap sites.
- 2.2.14 Road programmes of the 1960s created the Arundel Gate dual carriageway and the Inner City Ring Road, complete with the exception of the Suffolk Road, St Mary's Road and Shoreham Street triangle within the CIQ. Although Arundel Gate severed the CIQ from the City Centre the 'Heart of the City' proposals have readdressed these by restricting traffic and improving the pedestrian environment. The primary traffic route along Suffolk Road, St Mary's Road and Shoreham Street currently has a more severe effect of divorcing the Leadmill Triangle Area and the Matilda Street / Mortimer Street area from the rest of the CIQ.
- 2.2.15 The renaissance of the Cultural Industries Quarter has been underway from as early as 1982 when Yorkshire Art Space Society established themselves in the area. The quarter was effectively launched in 1988 when Red Tape Studios moved in. Since then the uses in the quarter have been diversified and whilst the quarter still accommodates numerous traditional industries it now is the home to around 110 companies within the media and technology sectors.
- 2.2.16 The completion of the Heart of the City project and additional City Centre Regeneration proposals, will realise the transformation of the City Centre over the next few years. The regeneration proposals for the City focus on transforming areas that adjoin the CIQ, including the transport interchange to the north and the Tudor Square cultural area

and Heart of the City project to the north east. One of the key objectives within these regeneration areas is to strengthen the linkages with the CIQ, also raising the profile of the area as a vibrant place to live and work.

2.3 Land and building uses

2.3.1 During its heyday in the late 19th and early 20th Century the area was densely developed and supported a vibrant community of cutlery manufacturers and related skilled metal workers, many living and working within the area.

2.3.2 The area retains many features and characteristics, which relate to the city's key period of growth from the second half of the 18th Century to the early 20th Century, during which it became famous throughout the world for its cutlery and steel products. Much of the imposing Georgian grid form layout of the area has been retained within which there are numerous examples of the mixed residential and workshop buildings, often arranged in courtyard forms, which characterise the area.

2.3.3 Today the area still represents a unique example of a specific form of industrial heritage that was tied to the tradition of the 'little mesters'. These craftsmen in cutlery and tool making operated on a small scale and typically occupied plots and buildings that were in multiple use as workshops and often provided both dwellings and workshops.

2.3.4 Key examples of the original leasehold plots and of the courtyard building forms within them which housed early industries can be found throughout the area, together with later examples of the evolution of these building types. These buildings include the combined artisans dwellings and workshops which are characteristic of early industrial development in Sheffield and are important examples of early industrial buildings.

2.3.5 The leases granted on properties in the late 1790s reveal that that plots were further subdivided as head lessees frequently sub let land so that plots envisaged for one individual property were often developed with 2 or 3 buildings with residential accommodation to the front and

workshops to the rear. This form of development was typically grouped around courtyards. There are a number of early examples of this built form on the eastern end of Arundel Street. For instance, the plot on the corner of Arundel Street and Howard Street, which was leased in 1796 to Richard Jessop, a silver plater, who built two houses and workshops.

2.3.6 From 1850 onwards the predominant form of development was larger scale single use industrial buildings. These developed both on infill plots within the earliest grid iron streets and also to the south of Shoreham Street in the Leadmill Triangle Area. Much of this area, with the exception of Matilda and Mortimer Street, is now characterised by a larger scale of development and an irregular road pattern, as distinct from the original Georgian grid form layout.

2.4 Archaeology

2.4.1 The Porter Brook, which runs roughly south west to north east through the CIQ, provided power for a number of early mills and wheels that are all now demolished. Mills known from documentary evidence to have been sited in this area include: Sylvester Wheel, Cinderhill Wheel and the Lead Mill.

2.4.2 The small grinding wheel, later known as Sylvester Wheel, is first mentioned in early 17th century rentals. The Wheel was sold by the Norfolk estate in the early 19th century and the site was subdivided and sold for redevelopment by 1864. The name 'Sylvester' comes from a 17th century tenant – the wheel was later also known as Ellin's Wheel, after a 19th century owner.

2.4.3 Cinderhill Wheel is mentioned in rentals as early as 1581. In 1752 there was a change of use from grinding wheel to corn mill, and the site was then known as 'new Pond Mill'. Unlike other nearby industrial properties, the mill was not sold by the Norfolk estate in the 19th century. However, in 1866 the buildings were demolished, the dam filled and the site redeveloped.

- 2.4.4 The Lead Mill or White Lead Works developed out of another grinding wheel, built by George Marriott in 1732-3, which went out of use in the 1780s. The White Lead Works had been erected in 1759 and continued in use until the later 19th century, when the works closed, the dam was infilled and the site built over. Redevelopment has recently given archaeologists the opportunity to investigate this site. Below ground evidence for the dam and wheel pits, associated with both the Marriott Wheel and White Lead Works were found to survive, as well as later features relating to pigment production and lead refining at the Lead Works
- 2.4.5 This evidence confirms that remains of these known works and the complicated system of goits and dams that managed their water supply will often survive buried below ground. In addition, evidence for earlier mill sites, for which we have no documentary records, may also survive buried alongside the original route of the Porter Brook. No archaeological evidence for pre-medieval settlement has yet been recorded in this part of Sheffield, but river valleys like that of the Porter, are known to have been attractive to ancient settlements. Evidence for such activity may also survive buried within the CIQ.
- 2.4.6 Below ground archaeological evidence may also tell us about the later development of this area for the production of steel and the manufacture of cutlery and tools. Where metals trades buildings have been demolished, below ground evidence may help to demonstrate when and how the buildings were constructed, what they were used for and how their use changed over time – reflecting the growth and subsequent decline of the Sheffield metals industry. Archaeological investigation on the site of the former Suffolk Works, for example, which lies just outside the CIQ, has revealed a 12-hole crucible furnace for refining steel and numerous grinding troughs and workshops. The site, which was occupied by Thomas Turner and Sons from 1834 until the 1950s, produced numerous metal finds, allowing the manufacturing process of particular cutlery items to be explored.

2.4.7 Most importantly, those metals trades buildings that are still standing provide a similar opportunity to improve our understanding of the development and decline of the Sheffield metals trades. Buildings contain much evidence for their use and re-use, both within the fabric of the building itself and in their internal layouts. English Heritage have undertaken a rapid survey of metals trades buildings in Sheffield, 'One Great Workshop', but they have only considered known sites of importance. Archaeological evidence will also survive in other standing buildings; such evidence may indicate that some, as yet unrecognised buildings, contain unique information about the development of the Sheffield metals trades, the people who worked in them and the city they inhabited.

3.0 APPRAISAL OF CHARACTER AREAS

3.1 Introduction

3.1.1 Six character areas have been identified within the Conservation Area. The first three groupings represent the most intact areas in terms of built fabric, whilst the connecting and peripheral areas are included within the Conservation Area as they retain the grid iron street character of the original layout. Within the connecting areas groupings and individual listed buildings and buildings of key historic importance remain, but the strong historic built form is not continuously intact. The peripheral areas of the Conservation Area have been almost wholly cleared of their original buildings but the original Georgian street pattern remains largely intact. The areas are as follows:

- Arundel Street Area
- Mary Street Area
- Mortimer Street / Matilda Street Area
- Matilda Street Central
- Leadmill Triangle and Environs
- Peripheral Area

3.1.2 The following section is a detailed appraisal of the six areas in relation to:

- Townscape qualities
- key buildings of architectural and historic merit
- public realm and
- architectural details.

These areas broadly follow a chronological order of development and contain unifying characteristics but they should not be viewed as exclusive from each other as there are strong connections between all of the areas.

3.1.3 The boundaries of the Character Areas are shown on Figure 1. Figure 2 provides a townscape analysis of the whole of the proposed

Conservation Area. Figure 3 highlights all of the listed buildings and the buildings of architectural and historic interest.

3.2 Arundel Street Area

3.2.1 The 'Designated Area of Special Character' focused on Arundel Street and bounded by Arundel Lane and Eyre Lane is extended south west wards to Sylvester Street. It includes buildings dating from the 1790s within the earliest part of the grid iron plan, between Howard Street and Matilda Street (formerly Duke Street). In the early 1800s the grid iron plan was extended to the south of Matilda Street up to the boundary formed by Porter Brook and incorporating Hereford Street, part of which remains today as the southern most of the series of parallel streets that extend from Howard Street to the south west.

Townscape

3.2.2 The regularised street layout in this area is created by the equal spacing of the original main streets, Eyre Street and Arundel Street, and the interspaced rear access lanes of Eyre Lane and Sidney Street / Arundel Lane. Plot depths are approximately 45 m and there are a number of original narrow plot frontages.

3.2.3 The extent of the original grid has been curtailed by the construction of the Arundel Gate / Eyre Street dual carriageway built in the 1960s, which now forms the natural boundary to the Conservation Area.

3.2.4 Arundel Street is the main axis through the Conservation Area and indeed the CIQ. It is the key historic street as much of it remains intact and it contains a variety of original building types, as set out below. The north eastern end of Arundel Street, between Howard Street and Furnival Street, is the most intact and coherent stretch of the street. The street extends to the south west along a length of 380m. Although the built definition of the street elevations fragment towards the south west and there are fewer retained historic buildings the evolution of this industrial quarter is well charted by traversing the street.

3.2.5 Arundel Street is afforded with a considerable degree of enclosure, by buildings that still retain the traditional back of pavement form of

development. 2 – 3 storey buildings are set at around 16m from front to front. The continuous building frontage of both historic and more recent infill development creates a strong urban form on this street.

3.2.6 Eyre Lane, which runs parallel to Arundel Street, is an important remnant of the character of the secondary service streets. Only the section between Charles Street and Furnival Street retains its original character, with buildings retained on each side of the street to define a cavern like street which is only 8 metres from building frontage to building frontage.

3.2.7 Another notable characteristic of the original grid iron pattern in this area are the service lanes that run perpendicular to the main streets and secondary service roads. Brown Lane, Charles Lane and Froggatt Lane are notable examples of original lanes that subdivide blocks or now provide access to rear courtyards. These lanes, which are typically 6 metres between the side elevations of buildings, have been altered to varying degrees, with some such as Howard Lane retaining their original stone work finish. These lanes are becoming increasingly important as linkages between the area and City Centre, further to the pedestrian improvements to Arundel Gate.

3.2.8 There is a rich texture of plot sizes, building blocks and rooflines within this area. Building massing varies within plots which comprise numerous building and varying building heights. Pitched slated roofs were typical of early development in the area. Flat roofs are typical of 20th Century development. Above these rooflines domestic and industrial chimneys from the 1800s and 1900s rise.

Buildings of architectural and historic merit

- 3.2.9 The main concentration of listed and historic buildings is on the northern end of Arundel Street. The first type to appear here were 2-3 storey dwellings fronting the street, with workshops arranged around a courtyard space at the rear. These plots typically only occupied half the depth of a plot, i.e. extending to 20m or less in depth.
- 3.2.10 Venture House (103/105 Arundel Street) and 113 Arundel Street are both Grade II listed buildings of this type, that sit either side of the non listed 111 Arundel Street. This terrace of three 3 storey properties has a regular window pattern of 12 pane sash windows, ornamental Georgian door surrounds and decorative archways to internal courtyards that retain original stone flag finishes.
- 3.2.11 Another important grouping of this modest live / workspace type is the plot on the corner of Arundel Street and Charles Street, a modest plot of 14.5 yards frontage on both streets that was developed as 3 small houses incorporating workspace, at the turn of the 18th Century. Although altered, the grouping still exhibits original shop window details and multi-paned sash windows.
- 3.2.12 Moving southwards along Arundel Street, 151 Arundel Street is a 3 storey brick workshop courtyard building with a strong street façade and a distinctive archway to the courtyard. Further south on the street is 92-92A Arundel Street. No. 92, built as a 2 storey workshop, and the separate 2 storey owners residence, are both Grade II listed. The 2 storey block is slightly recessed from the back of the pavement but framed from two sides by taller buildings. The adjoining 3 storey Challenge Works is an essential part of the grouping and has a very strong symmetrical street façade of red brick with stone arched doorway and stone window jambs, cills and lintels.
- 3.2.13 In addition to those properties on Arundel Street there are a few other examples in the core area of the residential / workspace building type, most notably on Howard Street and Sidney Street. The Howard Street terrace represents an important public face to the area, as the frontage

onto the key pedestrian link to the City Centre. This 2 storey terrace, which is modest in scale, is one of the few remaining groupings of residential / workspace buildings dating from the mid 1800s. 18 – 20 Sidney Street is an early 1800s example of the courtyard type; a modest 2 storey brick building with a wide archway leading to an internal courtyard. The buildings at the corner of Sidney Street and Furnival Street have been lost and need sensitive replacement.

3.2.14 Larger scale 3-4 storey workshops represent examples of Sheffield's later industrial vernacular, which generally occupy the full depth of a block. One of the most imposing examples of this kind is the Grade II Butcher Works, which the statutory list states is 'an important example of the courtyard workshops characteristic of Sheffield.' Butcher Works is an imposing structure, with a central brick chimney rising from the internal courtyard.

3.2.15 Butcher Works consists of a number of interlinked buildings arranged around a courtyard. The courtyard structure consists of original facades with a number of later extensions. The courtyard facades have mixed type windows within arched openings and retain cast-iron hoist brackets and timber beams. Large areas of the stone courtyard pavement are well preserved.

3.2.16 Butcher Works has three public faces, onto Arundel Street, Brown Lane and Eyre Lane. A 4 storey façade, with a grand stone archway entrance and with a regular and frequent window pattern, gives the building a strong presence on Arundel Street. The Brown Lane façade follows the slope of the lane and consists of three distinct sections with different window types and patterns. The 3 storey façade onto Eyre Lane is more modest but contributes to the characteristic well defined enclosure of Eyre Lane. The building is only partially occupied and is in a poor state of repair.

3.2.17 Sterling Works, next to Butcher Works is another large courtyard building. It has a solid 3 storey frontage on Arundel Street with regular openings and an archway leading into the internal courtyard. The

Frogatt Lane elevation of the building has a typical 3 storey utilitarian range of workshops, with large areas of glazing at upper levels, which has been the subject of piecemeal development. This range of buildings encloses this narrow lane, which is paved with stone setts. The Eyre Lane façade is more random but is a continuous built form that defines the street.

3.2.18 Cooper Buildings, at the northern end of Arundel Street is of a similar scale and combines a courtyard layout with a long terraced frontage onto Arundel Street. Cooper Works is renovated and fully occupied. Pearl Works at Eyre Lane defines one side of the courtyard of the Cooper Buildings and is important as a gateway building to the area. It is a single storey red brick industrial building with slate roof, that is in a poor state of repair and is vacant.

3.3 Mary Street Area

3.3.1 The street pattern in this area deviates from the original grid layout, as the street responds to the natural boundary with Porter Brook, and there are no direct street linkages to the core area. This area was also developed later than much of the core area, from the 1860s onwards. Nevertheless, there are numerous examples of the courtyard workshop building type and much of the original character of the street is retained.

3.3.2 Sylvester Street first appears on the map in 1808. It was laid out parallel to the bed of Porter Brook at the edge of the former Norfolk Estate and served the Sylvester Wheels Works. St Mary's Road, which defines the southern edge of the Conservation Area was proposed and partially laid out around 1855.

Townscape

3.3.3 The area between Sylvester Street and Mary Street is characterised by larger scale and deeper plot development. There is a continuous built frontage onto Sylvester Street with no side service accesses, as is characteristic of the core area.

- 3.3.4 Mary Street comprises great variety in building massing, which ranges from small-scale 1-2-storey workshops to recent 5 storey infill development and insensitive conversion on the southern side of the street. Original street frontages are predominately to the back of pavement, well defining the street. The roofscape is also varied and comprises slate pitch roofs, mono pitches and gables with brick chimneys.
- 3.3.5 Porter Brook is a significant feature of this area, both in terms of its influence on the street pattern and as a potential amenity in its own right. The original stone river bed is retained and the bridge with stone parapet is a valuable street feature. Whilst the stream can be followed on foot upstream of the study area, within the area it is largely either culverted or enclosed within building plots where the buildings within turn their backs on it.
- 3.3.6 Mary Street is the only main street in the proposed Conservation Area that retains its original cobbles for the whole length of the street, although there are patches which have been tarmaced.

Buildings of Architectural and Historic Interest

- 3.3.7 The late 1800s courtyard industrial building type is the most common form of historic building in this area. A strong street frontage is created and the internal courtyards are laid out in a variety of configurations, retaining many original features.
- 3.3.8 Sylvester Works is the one listed building within this area. It is a 3 storey c1875 brick building with gabled and hipped slate roof. The building was originally built as a cutlery works and is now converted to student flats.
- 3.3.9 The other buildings of historic interest in this area are within three key groupings; on the northern side of Mary Street, the west end of Mary Street and at the corner of Mary Street and Shoreham Street.
- 3.3.10 On the northern side of the street there are three industrial courtyard buildings, which include Universe Works and Hawks Works. The back of the buildings follows the irregular line of the partially culverted brook.

3.3.11 The group on the southern side of Mary Street comprises industrial buildings (brick with slate roof) arranged around courtyards. This group presents a solid street facade with a regular window pattern, original stone and brick details and emphasised courtyard entrances.

3.3.12 The buildings on the corner of Mary Street and Shoreham Street form an important gateway to the area, consisting of three industrial buildings built to the back of the pavement. The Shoreham Street building is a tall single storey brick structure with pitched roof, arched windows and a corner formed to reflect the geometry of the site.

3.4 Mortimer Street / Matilda Street Area (south of Shoreham Street)

3.4.1 Matilda Street (formerly known as Duke Street) is one of the original main cross streets on the grid iron layout, extending to 260 m. Whilst other main streets such as Furnival Street and Charles Street running parallel, have been truncated Matilda Street was extended by 1855 to cross Porter Brook and to open up this rural area for re-development.

Townscape

3.4.2 The extension of Matilda Street duplicated the same grid pattern of streets with 45m wide plots, although only on the scale of 3 streets. By 1855 the southern end of Matilda Street, which includes the Grade II listed Truro Works, was densely developed.

3.4.3 In terms of streetscape and building type this area is similar in character to the core area. There are continuous street frontages on both sides of Matilda Street and Matilda Lane, which built to the back of pavement create a strong street enclosure.

Buildings of Architectural and Historic Interest

3.4.4 The focal point and gateway to this area is the building grouping on Mortimer Street and Matilda Street. The most important building in the group is the Grade II listed Truro Works, a group of industrial workshops from c1830 and c1850 with later additions, now successfully refurbished as student accommodation.

- 3.4.5 Truro Works is a 3 to 4 storey brick building with ashlar dressing and hipped slate roofs. It has a strong frontage onto Matilda Street, Mortimer Street and Matilda Lane, with two internal courtyards. The main features of the building are the rounded corner on Mortimer Street, window openings with flat brick arches, multi-pane sashes and wooden doorcases on the central and Matilda Street entrances. The consistent street façade contrasts with the fragmentation of the internal courtyards, that include various sashes and unusual masonry corners and details.
- 3.4.6 The 3 storey workshop on the corner of Matilda Street and St Mary's Road also features a curved brick façade and a slate roof.
- 3.4.7 The former church and house on the corner of Matilda Lane and Mortimer Street are landmark buildings which form the third element in this grouping of historic buildings. These have recently been refurbished and form part of a residential development.

3.5 Matilda Street Central

- 3.5.1 The area between Sidney Street and Shoreham Street was characterised by later development, most of which has now been demolished. Although Shoreham Street and Matilda Street were laid out by the 1850s it was not until the late 1800s that this area was wholly developed.

Townscape

- 3.5.2 The Matilda Street frontage includes one of the few remaining buildings, Sidney Works, which was developed in the 1850s. Sidney Works is part of a historic grouping formed around Porter Brook Bridge. Porter Brook divides the mostly cleared site.
- 3.5.3 The south west side of Matilda Street still retains a strong continuous built frontage, including a 3-storey house with ground floor shop and the Matilda Tavern public house. An archway provides access to a stone paved courtyard behind. The original stone bridge over Porter Brook completes this section of the street frontage.

3.5.4 The Sidney Works grouping is a focal point in this largely cleared area. The works is a landmark building that provides a visual connection between the development of the early 1800s to the north west and the Truro Works site at the southern end of Matilda Street. A unique view is also provided of the block interior cut through by the brook.

Buildings of Architectural and Historic Interest

3.5.5 The 3 storey terrace buildings opposite Sidney Works date from the mid 1800s. The buildings are brick with ashlar dressing and gabled and hipped slate roof, with wooden gutters and brackets, stone cill course and lintels over sash windows. The two properties of heritage interest, now a sandwich shop and Matilda Tavern, both retain original shopfront wooden frames. A wide arch between the shop frontage and Pub entrance leads to the internal yard. The archway still retains an original stone pavement and the Matilda Tavern façade features fine green faience work.

3.5.6 Sidney Works comprises 2 blocks, the 5 storey recessed block dates from the late 1800s and the 3 storey L-shape block on Matilda Street was developed in the early 20th Century. A covered courtyard links the 2 blocks together.

3.5.7 The earlier 5 storey block is a red brick industrial building with gabled slate roof. The facade onto the brook has a regular pattern of wide multi-pane windows with a thick stone lintel on the top floor and more narrow sashes with segmented heads and shallow brick arches on lower floors. The Matilda Street elevation also has a lightweight four-storey extension with an extensive glazing. The other two facades consist of blank brick facades.

3.5.8 The more recent L-shape block has more hefty proportions. It is mainly red brick with a flat roof and a brick parapet with stone coping rises on the corner facing Shoreham Street. The Matilda Street elevation has tall multi-pane windows on the first and second floors and small windows at the pavement level on the ground floor. There are large square opening for loading with I-section crane beam emphasising the

industrial character of the building. The brook frontage is white glazed brick with a red brick plinth. Historically white brick was used as a reflecting material to bring some light to narrow lanes and enclosed spaces.

- 3.5.9 Essentially Sidney Work is an imposing example of the late 1800s industrial vernacular of the area and a significant element of the townscape character.

3.6 Leadmill Triangle and Environs

- 3.6.1 This area is separated from the original Georgian layout by a change in levels and through the development of larger scale buildings in the early 20th Century. The area comprises three main blocks, the linear block comprising the Workstation and Showroom, the former Leadmill bus station site and the Leadmill Triangle.

Townscape

- 3.6.2 The north–west to south-east pattern of cross streets in the grid did not extend to the south of the Porter Brook, except along Matilda Street. There are only two existing pedestrian connections between Brown Street and Shoreham Street, one of which was created as part of the redevelopment of the Persistence Works site on Brown Street.
- 3.6.3 The main roads through the area, converging at the crossing of the Porter Brook, have created large, irregular blocks. The only block that retains the intimate character of small scale industrial complexes similar to the core area is the Leadmill Triangle. The 1920's / 1930's development fronting onto Brown Street and Paternoster Row still provides a strong definition of the street with back of pavement development. The redevelopment of the Leadmill Bus Station Garage retains the landmark corner feature of the original façade, sited at the junction of Shoreham Street and Leadmill, which provides a strong gateway to the area.
- 3.6.4 Despite the physical divisions between this area and the core area the development of this area dates from the same time as the development of the Matilda Street south area, including the Truro Works. The

Leadmill Triangle contains a characteristic building type to the core area and the remainder of the area, although developed at a later date, retains a strong urban character.

Buildings of Architectural and Historic Interest

3.6.5 This area comprises the grade II listed building known as Columbia Place, which is a positive landmark on the corner of Suffolk Road and Fornham Street.

3.6.6 It is a 3 storey L-shape red brick building with plastered facades and pitched slate roof. The Suffolk Road elevation is an example of a classical order applied to an industrial building. It is divided into three bays with the central bay projected in a form of portico. The ground floor includes arched openings for two windows and a doorway. The first floor still contains original multi-pane sashes separated by coupled pilasters. Both the Suffolk Road and Fornham Street elevation are emphasised by pilasters and raised parapets, although the Fornham Street façade is more austere with minimal details and a regular window pattern.

3.6.7 Other notable historic buildings within the Leadmill Triangle include the Leadmill Works and Scotia Works. Leadmill Works is a four storey building known as the Leadmill night club and café. It has a red brick façade with tall windows and a stone arch entrance onto Leadmill Road.

3.6.8 Scotia Works, that is adjacent to the Leadmill, is a vacant two storey building that fronts Leadmill Road and Suffolk Road. It is a courtyard building with modest streets facades and well-defined entrances to the courtyard.

3.7 Peripheral Area

3.7.1 These peripheral areas represent the outward face and gateway into the Conservation Area. The character of the built form on the boundaries is mixed but they all have strong links, in terms of the street pattern, to the core area.

- 3.7.2 The boundary with Arundel Gate and Eyre Street, although redeveloped with industrial buildings in the mid 1900s, still presents a strong urban edge to the area. This peripheral area is part of the original grid iron plan laid out in the early 1800s. In particular the Charles Street to Furnival Street block, mainly redeveloped in the mid 1900s, still retains the character of back of pavement development on Eyre Lane. The recent office development between Howard Street and Charles Street also retains this character. Moving southwards on Eyre Lane there are numerous infill and car parking sites and re-development is typically set back from the Lane. By contrast the frontage onto Eyre Street is still strong with mid 20th Century development to the back of pavement.
- 3.7.3 The public face presented onto the St Mary's Road roundabout retains few clues of the heritage of the area, as it comprises late 1900s development of retail warehouses and office buildings. Hereford Street, close to the roundabout, is the southernmost remnant from the original grid iron plan laid out in the early 1800s. St Mary's Road was laid out in the 1860s and has since been much altered and widened. The buildings lining the northern edge of the road comprise a mix of historic and new buildings. St Mary's Road forms the natural boundary to the area.
- 3.7.4 The block between Arundel Lane and Brown Street / Paternoster Row is also considered to be a peripheral area in terms of the historic character of the built form. This area was laid out as part of the 1800s grid iron plan and it includes the much altered grade II listed Howard Hotel, which is an important gateway to the area, across Sheaf Square from the train station.
- 3.7.5 The Brown Street and Paternoster Row (north side) frontage includes a new office development adjacent to Howard Hotel, which is a typical 1980s / 1990s office building in an L shape with parking to the rear. The National Centre for Popular Music, completed in 1999, comprises 4 steel clad structures which are circular in plan. It is a distinctive landmark building.

4.0 ENHANCEMENT OPPORTUNITIES AND NEGATIVE FACTORS

4.1 Introduction

4.1.1 The decline of the traditional industries during the 20th Century has taken its toll on the community and on the appearance of the area. The physical character has been diminished by highway engineering schemes, building demolition, insensitive development and general decay. Many historic buildings have been lost, others are derelict or in poor condition. The area is now the target of redevelopment to serve current needs within the city. Whilst this presents some threats, with a sensitive approach it offers more significant opportunities.

4.1.2 This section summarises the elements within the Conservation Area which detract from the special character of the area and in some cases offer opportunities for positive change. Such opportunities include securing appropriate forms of development on cleared or redevelopment sites and improving the quality of the public realm, through both the preservation or re-instatement of historic features and the use of high quality materials.

4.1.3 The negative factors and opportunities are considered in relation to the following categories:

- Loss - explains the effect that demolitions have had on the area
- Damage – assesses the implications of insensitive changes to buildings and the deterioration of buildings
- Intrusion – sets out the impacts of insensitive development

4.1.4 Figure 3 sets out the contribution that each building within the study area makes to the character of the Conservation Area. Positive, negative and neutral impacts are set out.

4.2 Loss

4.2.1 There have been some significant losses of the historic building stock throughout the Conservation Area. The southern end of Arundel street at St Mary's Road roundabout and the Arundel Gate / Eyre Street boundary have been particularly blighted. The demolitions in these

areas have been largely associated with road schemes and housing clearance.

4.2.2 The effects of the insensitive development in these areas are explained below under 'intrusions.'

4.2.3 The area bounded by central Matilda Street, Sidney Street and Shoreham Street has suffered extensive demolition and only a few key remnants of the original character of the area remain; Sidney Works, the 1800s buildings opposite Porter Brook and the Sidney Street west frontage.

4.2.4 There are a number of streets within the Conservation Area that comprise vacant sites and car parks. These streets have had their original intimate and well enclosed character undermined. Particular examples are Eyre Lane, to the south west of Furnival Street and Furnival Lane.

4.2.5 The character of the streets and lanes has also been undermined by the loss of original pavements and road surfaces. In many cases these original surfaces have just been tarmaced over. In Mary Street there has been a minimal amount of patch repairs carried out in tarmac and the opportunity exists to re-instate the original cobbles. A number of lanes retain their original cobbles and the opportunity exists to strip back the tarmac from streets and lane or to replace the existing surfaces.

4.2.6 The threat of demolition has been averted in the recent Mortimer Street redevelopment of the house and church but remains in respect of a number of important historic buildings, which include Sidney Works.

4.3 Damage

4.3.1 Damage resulting from neglect and dereliction, inappropriate changes and environmental impacts is considered.

4.3.2 There are a number of key historical buildings within the Conservation Area that are vacant or partially occupied. These include Butcher

Works, Pearl Works, Challenge Works and 92 Arundel Street. These buildings are at high risk of continued deterioration.

- 4.3.3 The loss of architectural features and replacement with inappropriate modern elements is evident in a number of properties. These include the properties on Howard Street and 105-113, and 137 Arundel Street.
- 4.3.4 The historic value of the building frontages on Mary Street have been diminished by rendering and painting. Insensitive contemporary additions have also been made to a number of buildings, for instance the shop signage and shopfront design on Howard Street.
- 4.3.5 Environmental damage is largely associated with the impact of major roads on the area. St Mary's Road and Arundel Gate / Eyre Lane, that define 2 of the boundaries of the area, effectively act as barriers to the integration of the proposed Conservation Area with the City Centre and Sheaf Valley. These constraints are being addressed through pedestrian improvements on the key routes into and through the study area. There is no immediate solution to the division of the area created by the missing link of the Inner City Ring Road that focuses through traffic on Shoreham Street and Suffolk Street.

4.4 Intrusion

- 4.4.1 Whilst there has been selective demolition in the area the early 20th Century development that has followed has usually adhered to the original building line and comprised a form and massing that is in keeping with earlier development. Notable examples of re-developed areas that have not conformed to this historic pattern are Sidney Street, Furnival Street, Eyre Lane and St Mary's Road roundabout.
- 4.4.2 Sidney Street, at the south western end, does not have the same sense of enclosure as Arundel Street or Eyre Lane, as the 20th Century industrial buildings on the northern side of the street are low and set back from the pavement. Rather than constitute a negative townscape feature of the area this character adds variety within the grid pattern of streets, which is acceptable because of the consistent sweep and deviation of the grid in this area.

- 4.4.3 New development on Furnival Street has not respected that original building line and is set back from the road, responding to the higher order of this street as a main access road into the City Centre, rather than its original status as one of a number of cross routes within the grid pattern.
- 4.4.4 At the St Mary's Road roundabout the modern infill of retail warehouses has had a negative impact on the character of what is now a main gateway to the area. The recent development has created a formless and weak edge to the area.
- 4.4.5 Shoreham Street, the key traffic route through the proposed Conservation Area, retains few buildings of architectural or historic merit. The one exception is the grouping at the corner with Mary Street. Showrooms and garages with little or no architectural interest are the typical type of development in this area, significantly reducing the prominence of the historic value of the area on this key route through the proposed Conservation Area.
- 4.4.6 There are a number of positive infill developments, the landmark National Centre for Popular Music and the Republic night club, an example of modern architecture that incorporates the adjacent historic building to create a strong built corner on Eyre Lane. The new development has a scale and footprint that respects the traditional built form. To a lesser extent the new office on the corner of Arundel Gate and Howard Street makes a positive contribution, as it respects the plot and back of pavement lines and has a simple and honest architectural expression that is similar to the early buildings within the study area.

Figure 1 – Conservation Area Boundary and character areas

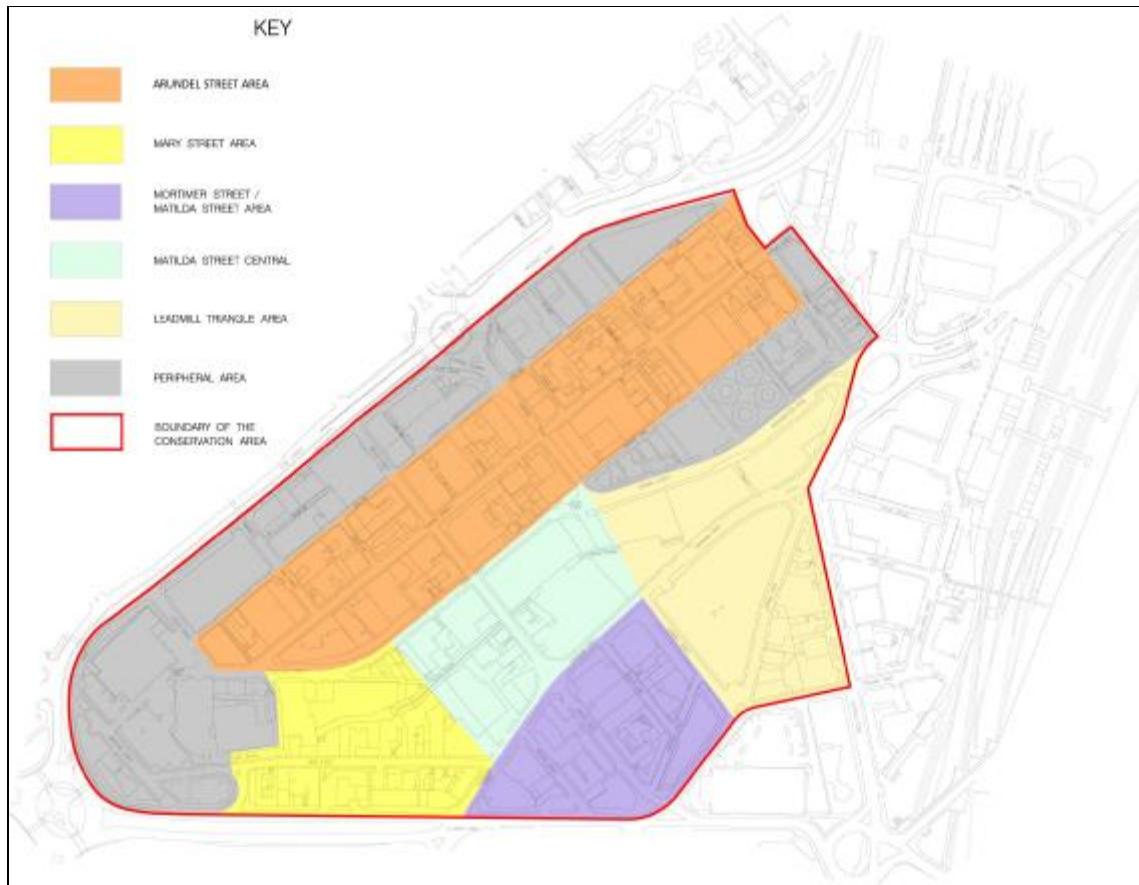
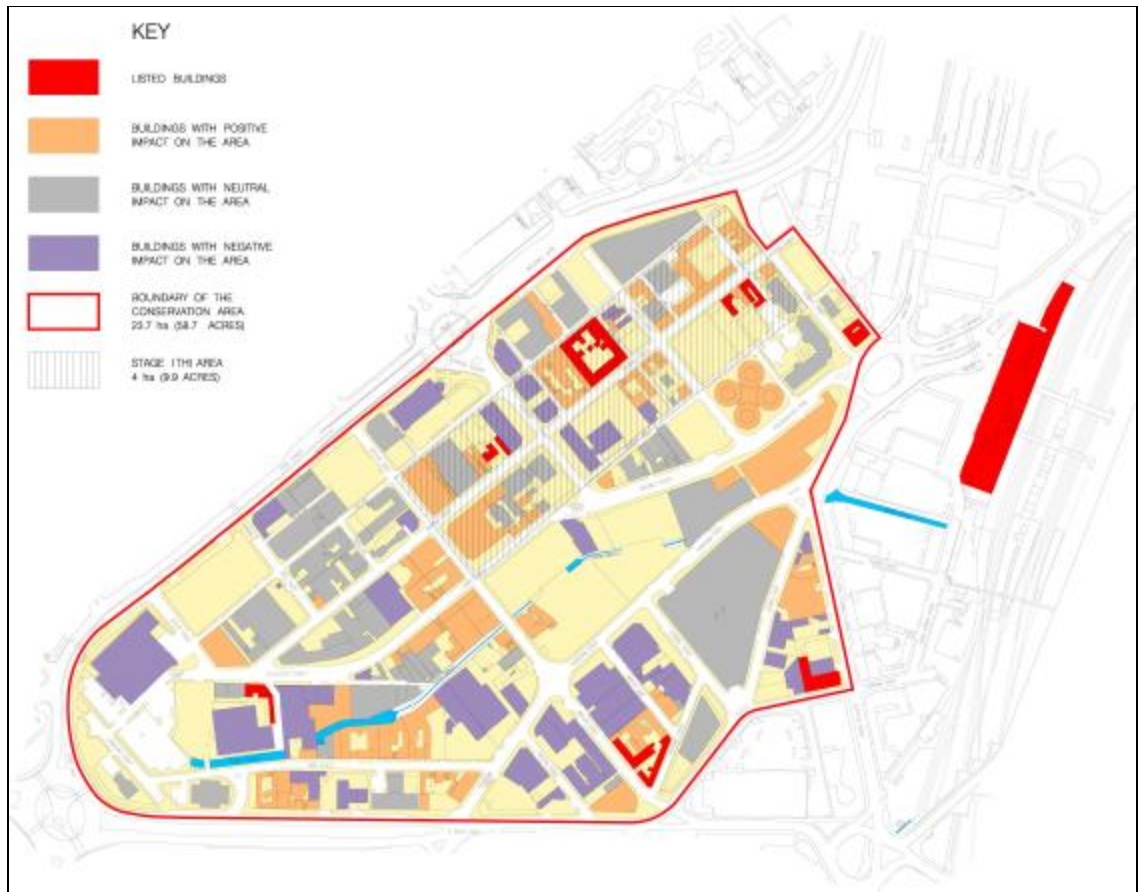


Figure 2 – Townscape Analysis



Figure 3 – Listed buildings and other historic buildings



PART 2 – AREA GUIDELINES FOR PRESERVATION AND ENHANCEMENT

1. THE PLANNING CONTEXT

1.1 National Planning and Conservation Legislation

1.1.1 The national policy framework for guiding development in Conservation Areas is provided by the Planning (Listed Building and Conservation Areas) Act 1990. Further guidance on the management of Conservation Areas has been produced by English Heritage in their document ‘Conservation Area Practice’ (English Heritage, 1995). The local statutory framework providing Conservation Area guidance is provided by the Sheffield UDP (adopted 1998). PPG15 ‘Planning and the Historic Environment’ provides comprehensive advice on controls for the protection of historic buildings and conservation areas. PPG16 “Archaeology and Planning” provides separate advice on the need to and the way to consider archaeological remains in the development process.

1.1.2 The main consequences of Conservation Area designation, as defined in the Planning Act 1990), are as follows:

- i. Planning consent is required for the demolition of listed and unlisted buildings
- ii. Local planning authorities must publish detailed proposals for the preservation and enhancement of Conservation Areas (5.6.2) and they should also show what weight will be attached to Supplementary Planning Guidance on individual Conservation Areas (5.4.2)
- iii. The desirability of preserving and enhancing a conservation area is a material issue in determining a planning application (5.6.4)
- iv. The GPDO 1995 requires planning applications for certain types of development that do not require planning applications elsewhere and are ‘permitted development’ (5.6.6) (see details below)

- v. Local planning authorities can further restrict development rights on dwellings where the development fronts a public area Article 4 (2) direction.
- vi. Permitted development rights of non residential properties can be restricted using Article 4 (1) directions, however these require the approval of the Secretary of State.

Permitted Development Rights

1.1.3 In relation to point iv above, for further information on permitted development within the CIQ Conservation Area, please contact Development Control (City Centre Team).

1.2 The Development Plan and accompanying Planning Guidance

The Unitary Development Plan

1.2.1 In line with central government policy contained within PPG 15 and statute contained within the Listed Buildings Act (1990) the Sheffield UDP contains policies which specifically protect listed buildings and conservation areas. These are supplemented by design related policies and other general and area specific policies. Details of the policies contained within the development plan are included in Appendix 1 of this document.

CIQ Action Plan

1.2.2 The Cultural Industries Quarter Action Plan was adopted as Supplementary Planning Guidance (SPG) for this area in May 2000. It provides design guidance that forms a material consideration in determining planning applications. It incorporates the design code for the area in relation to key characteristics (identity, fashion/style, drama and discovery) and key physical aspects (routes and patterns, corners, edges, focal building and landmarks). The Plan can be obtained from the CIQ Agency and will shortly be available on the internet at ciq.org.uk. It is anticipated that the CIQ Action Plan will be reviewed early in 2003.

Sheffield City Centre Urban Design Compendium

- 1.2.3 An Urban Design Compendium is currently being produced for the whole of the City Centre, which will provide urban design guidance. It is proposed that this will become Supplementary Planning Guidance and provide clear direction for future development and public realm in the City. Public consultation is likely to take place in 2003. The Guidance will provide a clear set of underpinning principles for the design of new developments and provide a public realm strategy for the City as a whole.
- 1.2.4 The Compendium will provide specific area guidance for each of the Quarters in the City Centre which includes the Cultural Industries Quarter. This will reflect and summarize the Cultural Industries Quarter Conservation Area Guidance (Note: It is not proposed that the Compendium will depart from this guidance, although the current work is considering the legibility of the City, and looking at gateways and approaches. This work may make recommendations for increased building heights in some key locations to improve the City's legibility, and this will need to be carefully considered as part of the consultation process for the Urban Design Compendium.)

2. CONSERVATION PRINCIPLES AND GUIDELINES

2.1 Introduction

2.1.1 The Conservation Principles stated below are a code of good practice in relation to developments within the Conservation Area. The Development Guidelines which follow relate to the area in general and the character areas, providing an area specific interpretation of the policy and planning framework, which recognises the pressing need for economic regeneration

2.1.2 These guidelines will be issued to all owners and potential developers in the area and to all agencies and interested parties.

2.2 General conservation principles

1. Conservation projects to listed buildings should only be undertaken by consultants who have appropriate qualifications and a proven record in the conservation of historic buildings.
2. Before design work commences on conservation projects, a detailed appraisal of each historic building forming part of the development should be undertaken. This must include a detailed dimensional survey to provide plans, sections and external and internal elevations at an appropriate scale, a photographic survey, a condition survey, and an inventory and record of all surviving historic fixtures including chimney pots, rainwater goods, doors and windows, fitted joinery, plasterwork, carpentry features, equipment associated with the building use, metalwork, fixtures, materials and finishes. Surviving documentary evidence illustrating the development of the building and including historic maps, photographs or other illustrations should also be sourced.
3. Where significant alterations are proposed to listed buildings a Conservation Plan may be required.
4. Repairs to historic buildings should use materials that precisely match the historic construction. This particularly applies to masonry, mortar, slates, carpentry and joinery materials.

5. Proposals for listed or historic buildings should be based upon the maximum retention of historic fabric. Localised repairs shall be the rule and wholesale replacement the exception, and this only when the repair of the original is not possible. This applies particularly to historic windows, doors and other building components.
6. Replacement work to listed or historic buildings, including missing details should precisely match original sizes, sections and profiles.
7. Works of alteration to listed or historic buildings to meet current legislation and new uses should be sensitively sited and detailed. Whilst works of alteration should be clearly articulated from historic fabric so that the historic and new can be discerned, this should be sensitive and complimentary rather than harsh and overt.
8. Historic paving surfaces should be treated with the same care as historic wall surfaces. Repairs should be carried out on a like basis, using matching materials and joint widths.

2.3 General development guidelines

The area wide development guidelines are as follows:

1. Urban form

Development should seek to respond to the historic urban form of the area, respecting the grid form and original plot sizes with new development built to the back of the pavement and of a scale and form that respects existing development. All buildings should address and front the street. Important views into and out of the Conservation Area should be retained.

Please refer to UDP policies BE1, BE3, BE5, BE16 and BE17.

2. Preserving listed and historic buildings

There is a presumption in favour of preserving all listed and non listed buildings within the area as the majority of the buildings make an important contribution to the streetscape. Alterations to all listed and non listed buildings should seek to preserve the special historic character of the area,

the use of inappropriate replacements should be avoided and particular architectural features should not be removed.

Please refer to UDP policies BE5, BE15, BE16, BE19 and BE20.

3. Use of materials on listed and historic buildings

With alterations and extensions to existing buildings there is a presumption in favour of the use of traditional materials. Materials used in repairing and extending existing buildings must be appropriate, taken from the existing palette of materials. Alterations to historic shop fronts and other premises should ideally involve like for like alterations or replacement or should use traditional materials and follow the same lines and proportions as the original frontages. Further advice on building repairs to listed and historic buildings is available from the Heritage and Urban Design Team, Planning Transport and Highways, Howden House, 1 Union Street, Sheffield S1 2SH.

Please refer to UDP policies BE5 and BE17.

4. Streetworks

Street works should minimise physical obstruction and visual clutter, with new signs and street furniture being integrated into the design of the street as a whole. A high quality range of materials should be used.

Please refer to UDP policy BE10 and BE17.

5. Archaeology

Works involving below ground disturbance, or affecting historic fabric/layouts in standing buildings may impact on archaeological evidence. The more substantial the proposed works, the greater the need to consider the likely implications on buried and standing archaeology. Developers should discuss the need for archaeological assessment with the South Yorkshire Archaeology Service. When a proposal appears likely to have archaeological implications, the Archaeology Service will advise the developer on what work needs to be undertaken and provide guidance on how to secure that work.

Further information is contained in appendix 1.

Please refer to UDP policy BE22.

2.5 Guidelines for the character areas

2.5.1 Arundel Street Area

1. Courtyard building forms should be preserved when buildings are renovated or refurbished to accommodate a new use.
2. The majority of the historic buildings are industrial in both form and detailing. The key features of this building type that should be retained and respected are as follows:
 - Simplicity and robustness in form with minimal decoration.
 - Most facades are brick masonry walls with a limited number of stone details, usually central doorways and windows.
 - Windows patterns, sizes and details are integral to the original character, of the buildings.
 - Stone details are also integral to the character of the building, representing both structural elements of the industrial vernacular (lintels, arches, keystones) and decorative architectural styles from the Edwardian and Victorian eras (window and doorways surrounds, cornices, etc).
- 3 Retain and re-instate original windows and architectural details, including shop fronts, stone archways and the flagged and setted courtyards
- 4 The key characteristics of **Butcher Works** that should be preserved and enhanced are as follows:
 - Repetitive window arrangement and fine multi-pane pattern to the front elevation
 - Wide range of window patterns and shapes on side and courtyards elevations
 - Cast iron details (hoisting machinery/brackets/columns)

- Blocked windows to be unblocked where appropriate
 - Stone pavement in the courtyard to be repaired and the tarmac patches removed
 - Stone paving to be re-instated onto Arundel Street
- 5 New infill development, as set out in the development guidelines, should respect the existing building line and the height and massing of existing development. In accordance with the UDP and SPG requirements new development should incorporate high quality design and materials.
- 6 It is desirable that the setted streets of Eyre Lane and Brown Lane should be re-instated. Development proposals that comprise a public face onto Arundel Street or Charles Street and setted streets (Brown Lane, Eyre Lane, Howard Lane, Clay Lane, Froggatt Lane, Mary Street, Matilda Lane and Mortimer Street) should include provisions for the re-instatement of historic materials.

2.5.2 Mortimer Street / Matilda Street Area

- 1 Redevelopment of buildings that have a negative impact on the area (of which there are many in this area) should follow the principles set out in the development guidelines, of respecting the existing building line and the height and massing of existing development.
- 2 The key characteristics of **Truro Works** that neighbouring development should respond to are as follows:
- 3-4 storey development to the back of pavement
 - Taller openings on the ground floor, with windows height reducing on each upper floor
 - Regular window pattern with windows of longitudinal proportions
 - Horizontal emphasis (i.e. stone string courses)
- 3 It is desirable that the setted streets of Matilda Lane and Mortimer Street should be re-instated.

2.5.3 Mary Street Area

- 1 With the exception of modern infill the buildings on this street are structurally little altered. The emphasis should be on retaining and restoring the window patterns and other architectural details.
- 2 Patched render should be removed to improve the integrity of the facades
- 3 In fill development or redevelopment should follow the principles set out in the general development guidelines, of respecting the existing building line and the height and massing of existing development.
- 4 Public realm works should include the retention and renovation of the stone parapet over the Porter Brook and the repair of the setted streets and stone slab pavements.

2.5.4 Matilda Street Central

- 1 The majority of this area comprises cleared development land and new development should follow the guidelines that apply to new infill development, as set out in the development guidelines. Development should respect the building line and the height and massing of development elsewhere within the Georgian grid. In accordance with the UDP and SPG requirements new development should incorporate a high quality design and materials.
- 2 New development should be fine grain in response to original plots, with heights varying between 3 to 5 storey.
- 3 Refurbishments and repairs to historic properties on the south western side of Matilda Street and on the northern side of Sidney Street should retain existing window patterns, architectural details (such as stone surrounds, shop fronts) and paving on courtyards.
- 4 It is desirable that Public realm works should include the repair of the stone parapet on the Porter Brook bridge.

2.5.5 Leadmill Triangle and Environs

- 1 The renovation of Scotia Works should preserve the existing window pattern and the 12-pane sashes and the stone details and façade onto Leadmill Road.
- 2 The extension and re-use of the Grade II listed Columbia Place on a gateway site should achieve a high quality of design and materials whilst responding to the characteristics of the listed building as follows:
 - 3-4 storey
 - Vertical elements
 - Ground floor taller than floors above
 - String courses/cornices to match horizontal grids of existing facades
- 3 Whilst this area is largely developed, and is currently the subject of two major development proposals, in fill development or redevelopment should follow the principles set out in the development guidelines, of respecting the existing building line and the height and massing of existing development.

2.5.6 Peripheral Area

Much recent development in the peripheral areas has been inappropriate, in terms of scale and the quality of the design and materials. The main aim in these areas is to secure a higher quality of development or redevelopment with buildings that define and enclose but do not overshadow the street.

APPENDIX 1 – BUILT ENVIRONMENT POLICIES IN THE UDP

***NB** – This appendix outlines the scope of the policies but is not intended as a substitute for reading the policies themselves.*

CONSERVATION AREA POLICIES

There are a number of policies within the UDP that are designed to protect and enhance Conservation Areas.

- Policy BE15 relates to the aim to preserve and enhance the special character of Listed Buildings, Conservation Areas and Areas of Special Architectural or Historic Interest.
- Policy BE16 relates specifically to Development in Conservation Areas and requires that planning applications contain sufficient detail for the impact on the area to be judged.
- Policy BE17 promotes the use of high quality design and materials for all development in Conservation Areas
- Policy BE18 is concerned with controlling development in locally designated ‘Areas of Special Character’, which may become future Conservation Areas. The northern section of Arundel Street covering 1.7 ha is designated as an ‘Area of Special Character’ and forms the core part of the CIQ Conservation Area.
- Policy BE19 restricts the demolition or alteration of buildings and protects the setting of Listed Buildings.
- Policy BE20 encourages the retention of other historic buildings, wherever practicable.

Townscape and Design

The UDP contains a series of built environment policies that promote high quality townscape and design.

- BE1 encourages the retention of the best of Sheffield’s heritage but acknowledges that character is not fixed and that replacement provides an opportunity for upgrading the City’s townscape and character.

- BE3 relates to the protection of the City Centre skyline and important views and vistas. Tall buildings are discouraged in the Sheaf Valley.
- BE5 requires that good design and high quality materials be employed in all new and refurbished buildings.
- BE10 relates to the need for a co-ordinated approach to the design of streets, pedestrian routes, cycleways and public spaces.
- BE12 encourages the provision of public art as part of major developments.

Controlling Demolition of Buildings in Conservation Areas

UDP Policies BE15, BE16, BE19, BE20 control the demolition of buildings, walls and other features in conservation areas. The assessment of heritage merit and townscape value in Part 1 identifies that there are over 60 buildings, in addition to listed buildings, which make a positive contribution to the character and appearance of the Conservation Area. This positive contribution is identified in terms of both historic value and architectural value. A number of contemporary buildings, such as the Workstation, the NCPM and the Republic night club are identified as having a positive contribution because of the quality of the architecture and the fact that the development respects the existing townscape qualities of the area.

The presumption in favour of preserving buildings, both listed and historic, that are identified as making a contribution to the special character of the area, is the most important local plan policy for Conservation Area control (English Heritage guidelines para. 5.2). The UDP outlines the criteria against which any application for Conservation Area Consent to carry out demolition will be judged. (Policy BE16)

New Development in and adjacent to the Conservation Area

There are a number of development sites within the Conservation Area, which are significant both in terms of scale and the prominence of their location on key routes or at gateways to the area. UDP policies identify the main objective in these sites is to ensure that any new development makes a positive contribution to the character or appearance of the Conservation area

by respecting the existing urban form and using appropriate materials and design. It also acknowledges that conservation is a process of managing change rather than precluding it; character is not fixed and the replacement of features which have a negative impact will be encouraged as this creates an opportunity to improve the City's townscape and develop its character. (BE15, BE16). Further advice on materials can be found in the CIQ Action Plan and the Urban Design Compendium.

Advertisements and Signs in Conservation Areas

At present the Conservation Area does not particularly suffer from an over provision of signs and advertisements, although there are examples of certain buildings that would benefit from having advertisements more in keeping with the historic setting.

Stricter legislative controls apply to advertisements in Conservation Areas, which under normal circumstances would have the local planning authority's deemed consent. For instance certain illuminated signs and hoardings with adverts are not permitted development within a Conservation Area under Policy BE13.

Street Works in Conservation Areas

The overall approach to streetworks in the conservation area is to pursue designs that minimise physical obstruction and clutter, with new signs and street furniture being integrated into the design of the street as a whole. The strategy aims to raise the quality of the public realm on key pedestrian routes and to secure the re-instatement of architectural details on many of the secondary streets and lanes. The Council as the Highway Authority, will ensure that the quality of design and implementation of streetworks is appropriate. In addition to the UDP (BE10, BE17), the CIQ Supplementary Planning Guidance provides area specific guidance relating to materials, street furniture, lighting, signs and public art.

Archaeology

UDP policy BE22 deals with the preservation, protection and, enhancement of Scheduled Ancient Monuments and their settings and other archaeological sites. The building recording outlined in section 2.3 (General Development

Guidelines) will go a long way towards considering the archaeological evidence in standing buildings and help to identify features of interest that need to be retained/enhanced. However, on certain sites, it will be necessary to supplement the archival study mentioned and add additional information on the likely location, nature and extent of buried archaeological remains. Such a desk-based assessment will also be required for new build proposals for gap sites (as well as certain other redevelopment proposals).

The desk-based assessment may indicate that there is a need to investigate the condition of the identified below ground archaeology, through trial trench evaluation. This will help determine whether important archaeology survives on the site that needs to be protected during redevelopment, for example through a sympathetic foundation design. The evaluation will also help identify archaeological remains of less importance of that are otherwise unsuitable for in situ preservation. Time and resources to excavate and record such remains can then be built into the subsequent development timetable.

Undertaking such assessment and investigation ensures that any alteration, extension or new build is carried out in such a way that it minimises disturbance to important archaeological remains, and also offers the opportunity for those remains to contribute to the final development. This can either be directly, as a preserved feature within the development, or indirectly, as on-site interpretation or a publication about the results of on-site work.

APPENDIX 2 STATUTORY POWERS

1. Buildings at Risk

Of the four buildings in the Conservation Area that are on the 'Buildings at Risk' register only Butcher Works and 92a Arundel Street currently remain 'at risk', as the two buildings that make up the Sylvester Street Works have recently been converted to flats.

Butcher Works is partially vacant and is the subject of a watching brief, to ward against vandalism or neglect that might affect the character of the building. 92a Arundel Street is now occupied and the subject of renovation proposals, which are included as a THI project.

2. Urgent Works and Repairs Notices

The Planning (Listed Buildings and Conservation Areas) Act 1990 provides specific protection for buildings and areas of special architectural or historic interest. The Act gives the Local Planning Authority powers to take action in the following circumstances:

i) Urgent Works

Where a historic building has deteriorated to the extent that its preservation may be at risk, the Act enables the Local Planning Authority (or English Heritage) to carry out urgent works for the preservation of listed buildings after giving notice to the owner. These powers can be used only in respect of an unoccupied building. The powers are confined to urgent works; on other works emergency repairs for example to keep the building wind and water tight and safe from collapse. The LPA may recover the cost of such works from the owner.

ii) Repairs Notices

If the Local Planning Authority (or English Heritage) considers that a listed building is not being properly preserved it may serve a 'repairs notice' on the owner. The Notice specifies the works that the authority considers reasonably necessary for the proper preservation of the building.

3. Article 4 (2) Directions

This is a discretionary power given to the LPA to restrict specific permitted development rights in relation to dwellings in Conservation Areas, where the permitted development would front a public area. Although there are few residential properties within the Conservation Area it may be appropriate to consider the use of Article 4 (2) directions in the future as there is considerable residential development planned. Nevertheless, most planned residential development is new build and the principle use of Article 4 (2) direction would be to ward against inappropriate changes to historic buildings.

4. Article 4 (1) Directions

This is a means for the LPA to withdraw permitted development rights on non residential properties within the Conservation Area. However, an Article 4 (1) direction requires the approval of the Secretary of State, which is a potentially lengthy procedure.

The Council will consider the use of an Article 4 (1) direction to mitigate against the threat to the character of the Conservation Area posed by inappropriate alterations. Article 4 (1) directions can be applied to geographic areas or to an architectural feature that occurs throughout the area, for instance stone archways and cobbled lanes.

5. Advertisement Control

Inappropriate advertisements and signage do not currently present a threat to the Conservation Area. However, the attraction of new businesses to the area could lead to a proliferation of inappropriate signage. Policy BE16 makes specific reference to advertising in Conservation Areas and states that it must preserve or enhance the character or appearance of the conservation area. This gives the Council a strong basis for control over new advertisements in the area.

The Council may issue discontinuance orders to secure the removal of adverts or signs that have a detrimental effect on their setting. If a stricter degree of control is then deemed necessary the imposition of an 'Area of Special Control of Advertisements' may be sought. Stricter advertisement

control would then apply with restrictions on poster hoardings and the size of signs and characters.

6. Enforcement

There have been no recent instances in the proposed Conservation Area where enforcement action has been taken against non compliant works to a listed building. In addition to maintaining vigilance of buildings at risk and unauthorised development the Council may employ enforcement powers in the proposed Conservation Area, should the need arise.

APPENDIX 3 – CONSULTATION

The following groups and organisations were consulted:

Conservation Advisory Group

Development Investment Group

CIQ Agency Board

Sheffield 1

CIQ Agency “Update” newsletter subscribers

Owners of properties to be targeted under CIQ Townscape Heritage Initiative

Leaflets were delivered to every property in the Conservation Area and a public meeting was held at the Workstation, Paternoster Row on Monday 28th October 2002.

No written comments were received.

The following comments relating the proposed guidance were made at the public meeting (attendance 6):

1) Public realm works

The aspiration to reinstate and repair areas of cobbled streets was supported. No changes were made to the draft document as a result of this comment.

2) Pearl Works

The identification of Pearl works as a “building with a positive impact on the area” in figure 3 was challenged. However, this 1927 building is considered to be of robust character and demonstrates the industrial development of the City. No changes were made to the draft document as a result of this comment.

3) Building height and density

The guidelines on building height and density were considered vague. The guidelines cover this issue in some detail in the specific guidelines for each of the character areas. The guidance differs according to the individual character of each area. No changes were made to the draft document as a result of this comment.