4. Realising the potential of City Road and Manor Top

Overall Aim: Creating a place

4.1.1 City Road and Manor Top are all about image and identity. Important views and landmarks, especially historic buildings, play a role in the expression of the identity of the place as these views and landmarks are specific to the location. Image and identity contribute hugely to the perception of an area, particularly to people passing through, but also setting the sense of identity for the people who live in the neighbourhoods along the route. City Road will provide a positive ‘advertisement’ for a good quality of life in South Sheffield in terms of the quality of the buildings and street environment, provision of services and the quality of the green environment.

4.1.2 City Road may be subject of a Neighbourhood Development Framework, however, the vision is not of a single neighbourhood but a corridor along which the nodes form places, including community hubs, gateways and service centres, which provide facilities and linkage to the adjacent neighbourhoods. The nodes have a hierarchy, with Manor Top as the primary node. Essentially, the nodes are decision points with regards to direction and points at which neighbourhoods are brought together, as well as gateways to adjacent neighbourhoods. The nodes are, however, located along a strong linear route, which has an important movement function. The Corridor Concepts plan Figure 8 identifies the objectives and concepts for the transformation of City Road and Manor Top.

4.1.3 The Service Centres report outlines the proposals for the services centres with regards hierarchy, function and content, as well as the strategic proposals in the Area Diagram. This City Road NDF translates the service centres along its route as ‘nodes’. These nodes relate well to the existing adjacent neighbourhoods, effectively forming gateways to the neighbourhoods.
NDF Objectives

4.1.4 Following on from this analysis we can identify a number of objectives to help ensure that the City Road corridor supports the development of sustainable neighbourhoods in South Sheffield. These objectives and their potential application include (and are linked to the Government’s key themes of sustainable communities).

<table>
<thead>
<tr>
<th>Sustainable Communities aims and City Road objectives</th>
<th>Potential application to the City Road NDF area</th>
</tr>
</thead>
</table>
| **Active, inclusive and safe** | • Lighting and road safety  
• Hubs/nodes of community and retail/leisure activity for community interaction  
• Maintain key community buildings and those of faith communities |
| Fair, tolerant and cohesive with a strong local culture and other shared community activities;  
• To promote a strategy of bringing together facilities, activities and people at a series of nodal points;  
• To promote an inclusive environment. | |
| **Well run** | • Leadership from the City Council  
• Partnership working arrangements with key agencies and providers.  
• Regular communication with local residents, e.g. through local newsletters.  
• Local ‘Area Panels’.  
• Making the most of green spaces, opening them up to view and access from City Road, particularly Manor Fields Park (formerly Deep Pits Park).  
• Introduction of possible renewable energy solutions, e.g. landmark wind turbines at key nodes; micro-generation and energy efficiency improvements to properties facing City Road (Check with SIS). |
| With effective and inclusive participation, representation and leadership;  
• To ensure that investment in City Road is co-ordinated with the delivery of masterplans of adjacent neighbourhoods. | |
| **Environmentally sensitive** | • Key improvements in the public realm; development sites of high design and architectural standards.  
• Greening of the corridor with trees and planting wherever possible.  
• Pedestrian and cycle connections with neighbouring parks and open spaces.  
• Continued priority given to public transport convenience and accessibility, balanced with the competing demands of other users and development opportunities.  
• Focus community, health, shopping and other services around key nodes, particularly at Manor Top. |
| Providing places for people to live that are considerate of the environment;  
• To remove the worst areas of blight created by obsolescent industrial property and unfit housing;  
• To deliver sustainable regeneration through energy conservation, more sustainable transport solutions and recycling initiatives;  
• To promote more sustainable behaviour forms, particularly encouraging the use of public transport. | |
Well designed and built
Featuring a quality built and natural environment:
- To support the development of a distinctive local character and identity.
- To improve the environment for pedestrian movement, particularly with road crossings at key nodes;
- To ‘green’ the corridor, strengthening the physical and visual links to the existing parks and through a tree planting strategy along the corridor and within areas adjacent to the corridor;
- The lighting of key buildings along City Road, utilising ‘green’ energy such as photovoltaic cells, where possible;
- To identify the means for improving the physical environment, with particular emphasis on the public realm along the route including: improved street lighting, street furniture and pavings, as well as removal of street furniture clutter.
- Strategic objective of maximising the connection with the city centre by intervention at Park Hill. Largest Grade 2* listed building in the country located close to and overlooking city centre. Very important heritage icon and of international architectural importance.

Well connected
With good transport services and communication linking people to jobs, schools, health and other services:
- To improve linkages with adjacent neighbourhoods to break down topography as a barrier to movement;
- To create links between City Road and open spaces along its route including, Manor Fields Park, Skye Edge Park, Norfolk Heritage Park and Sheaf Valley Park, delivering an open space network as part of the wider strategy set out within the Area Diagram and other strategic plans for the conurbation;
- To limit the negative impacts of traffic on health and quality of life.

Public realm quality and bespoke car parking provision that facilitates an improved commercial and retail environment.
- Enhancement of Manor Top into a District Service Centre worthy of its status.
- Facilities for community services; maintenance of libraries and social buildings for community interaction, learning and wellbeing.

Thriving
With a flourishing and diverse local economy; Sustainable Communities aims and City Road objectives:
- Promote City Road as a key corridor from which the public has a positive experience of the South Sheffield area;
- To improve the conditions within which local businesses operate within the neighbourhood service centres providing better local facilities and more job opportunities;
- To ensure that housing along City Road promotes the distinctive neighbourhood character of the contiguous community and improves housing market confidence.

Well served
With public, private, community and voluntary services that are appropriate to people’s needs and accessible to all; and
- To create a living environment attractive to a wide range of populations & income groups;
- Where appropriate, supporting the development of improved residential parking proposals;
- To support a network of service centres and community facilities for the area;
- Create the conditions within which new house building can take place in key sites along the City Road corridor;
- To deliver new education and healthcare facilities in line with mainstream programmes to support community development;
- To support the delivery of a range of housing opportunities around the NDF area.

Fair for everyone
Including those in other communities, now and in the future.
- To deliver a range of financial incentives to ensure that existing residents can benefit from changes through upgrading their residential property.

Potential application to the City Road NDF area

<table>
<thead>
<tr>
<th>Sustainable Communities aims and City Road objectives</th>
<th>Potential application to the City Road NDF area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Thriving</td>
<td>• Making the most of green spaces, opening them up to view and access from City Road, particularly Manor Fields Park (formerly Deep Pits Park).</td>
</tr>
<tr>
<td>Well served</td>
<td>• Continued priority given to public transport convenience and accessibility, balanced with the competing demands of other users and development opportunities.</td>
</tr>
<tr>
<td>Well connected</td>
<td>• Focus community, health, shopping and other services around key nodes, particularly at Manor Top.</td>
</tr>
<tr>
<td></td>
<td>• Public realm quality and bespoke car parking provision that facilitates an improved commercial and retail environment.</td>
</tr>
<tr>
<td></td>
<td>• Enhancement of Manor Top into a District Service Centre worthy of its status.</td>
</tr>
<tr>
<td></td>
<td>• Facilities for community services; maintenance of libraries and social buildings for community interaction, learning and wellbeing.</td>
</tr>
</tbody>
</table>

Table 4: Sustainable Communities Themes (continued)
4.1.5 From this analysis we can also identify a number of overall strategic objectives. These are a combination of the most important areas of change needed to make a more sustainable neighbourhood, and the assets and opportunities that may contribute to making things happen in the area.

4.1.6 The strategic objectives are to:

- Support and project an attractive image of South Sheffield. This should happen particularly by supporting the creation of a distinctive local identity and image based on a strong vision for the future purpose of the City Road corridor and in turn by promoting the parks and other locally important, green, historic assets and landmarks in the area,
- Support and attract neighbourhood facilities for the local area,
- Support more sustainable behaviour patterns, particularly through walking, cycling, promoting the use of public transport and the local facilities,
- Attract new and enable planned investments to flourish and benefit the local area, and in doing so build confidence in the local housing market.

4.1.7 A key challenge which faces the City Road corridor as an attractive and sustainable series of places, is the challenge of raising the aspirations and perceptions along a corridor where there are limited opportunities for intervention. Sites for intervention are predominantly located around Park Square Roundabout and Manor Fields Park, with opportunities for smaller scale change at the Manor Lodge School site and around Duke Street/Talbot Street. These are discussed in greater detail in the ‘Nodes’ section of this document.

4.1.8 Public realm improvements have a larger role to play in improving the image and function of the corridor. Pedestrian pavement widening, particularly at the nodes, unified paving materials, removal of ‘clutter’ such as pedestrian guard rails, co-ordination of signage, new street lighting and appropriate street furniture will present a new harmonised, high quality environment. As a priority starting point, however, it is recommended that stretches of the corridor that form part of key nodes and gateways should be given the highest level of priority, i.e. Park Hill/ Duke Street and Duke Street shops, shops and facilities around St. Aidan’s church and the new Manor Fields Gateway and Manor Top.

4.1.9 Street furniture design, particularly at the nodes, should be bespoke. There is an opportunity to involve artists, crafts people and young people in the design of street furniture with an integrated approach to art in the environment. This approach has been successfully achieved in the City Centre and should be applied to City Road and Manor Top.

The lighting of historic or iconic structures, perhaps marking the gateway to each neighbourhood or highlighting a community hub and activities associated with them is also proposed. Suggestions for public art and lighting projects are set out below and these can form an element of further community consultation:

- New gateway residential dwellings at Park Square Roundabout,
- Park Hill,
- Park Library,
- St Aidan’s Church,
- City Road Cemetery entrance,
- The Manor Fields Gateway entrance, and
- Manor Top.

4.1.9 Three priority action themes have been identified in light of the above in order to achieve the NDF objectives. These are:

1. Creating nodes of character and activity
2. Celebrating the parks
3. Getting movement right

These themes are explored further in the following sections.
5. Priority Action 1: Creating Nodes of Character and Activity

5.1.1 The term ‘Node’ refers to a place where activities and routes come to a point or cross. In planning and design terms nodes are important as they enable people to carry out a number of activities and offer help to create character in an area. Functionally, nodes should provide a range of facilities, creating a destination either locally, namely the community hubs and Neighbourhood Centres, or drawing upon a wider catchment such as the District Centre at Manor Top. In addition, the service centres, due to their physical location, have tended to be located at transport interchanges or road junctions, also conferring an identifiable function of legibility. People are to be encouraged to stop along the corridor, particularly through the provision of relevant facilities associated with the nodes. There are five nodes along City Road and these are connected by the linear stretches of the corridor: this can be envisaged as a ‘string of pearls’.

1. Park Hill/Duke Street Node

5.1.2 Clarity in leaving the City Centre and entering the predominantly residential neighbourhoods of South Sheffield will be conferred with the use of built form massing, utilising Park Hill and matched with a new residential development, which will have an equally strong massing and similar building height. Together, the built forms will create a gateway. Connections to Sheaf Valley Park via Park Square Roundabout will be coupled with high quality public realm to ensure that the first impression will be positive. The concept for the gateway node is illustrated in Figure 9.

5.1.3 The retail element of Park Hill will ensure an enhanced gateway node is created which is tailored towards a more mixed-use, creative, bohemian environment around Duke Street. In light of this, the north end of Park Hill should form part of the designated Neighbourhood Centre for the area, outlined below under the second proposal.

Park Hill is a significant landmark on Sheffield’s skyline. On entering the City Road corridor from Park Square Roundabout the buildings are very dominant and care must be taken to ensure that the development ‘fronts’ Duke Street. To match the massing of Park Hill, new development on the north side of Duke Street and facing Park Square roundabout could create a new gateway to a newly transformed South Sheffield. Such a development would be better placed at the confluence of Bernard Street, Duke Street and School Lane.

Proposals include:
- Improved public realm, by which we mean paving, lighting, street furniture and fencing,
- Clear connections to the new Sheaf Valley Park,
- New homes, and
- Improved pedestrian crossings.

Figure 9: Park Hill/Duke Street Node
2. **Duke Street Shops**

5.1.4 This location is important in terms of presenting this part of the City Road Neighbourhood Development Framework as the gateway to South Sheffield and works with the destination “node” at the northern entry point of City Road as illustrated in concept in Figure 10. The node is also the intersection of key neighbourhoods – Skye Edge/Wybourn, Park Hill and Norfolk Park. A reconfiguration of this node and recognition of its present and potentially enhanced role in providing amenities and a focal point to these communities is proposed.

5.1.5 Delivering an enhanced Neighbourhood Centre on Duke Street/ Talbot Street aims to secure physical connectivity, environmental improvements, and synergy of land-use between Park Hill and existing retail and community facilities. In addition the refurbished Park Hill development should offer attractive and active frontages to Duke Street, helping to enliven this area and increase the attractiveness of the gateway.

5.1.6 The Duke Street shops have provided valuable facilities to surrounding neighbourhoods for many years. The Park Library, Park Health Centre, The Castle Advice Centre and others are all valued local amenities which should be afforded protection, enhancement and improved connectedness to surrounding neighbourhoods, including Park Hill. Due to their physical separation and differing circumstances, Duke Street Shops and the retail/community facilities element of Park Hill cannot form a single facility. Consequently, it is proposed that the emerging SDF recognises the collection of facilities at Duke Street as the primary Neighbourhood Centre serving neighbourhoods adjoining the northern end of City Road, and therefore as a priority for investment. However, public realm enhancement and corresponding improvements in connectivity between Duke Street shops and the regenerated Park Hill are essential to ensure that existing residents can benefit from the improved leisure and cultural offer and better connections to the City Centre. In addition the refurbished Park Hill development should offer attractive and active frontages to Duke Street, helping to enliven this area and increase the attractiveness of the gateway.

The project is outlined in further detail in Appendix C.

The proposals include:
- Architectural lighting of Park Library,
- New bus shelters,
- Improvements to Skye Edge Park, so that an attractive park is visible from City Road rather than the allotments,
- Clearer links to Skye Edge Park and Norfolk Park,
- Improved public realm by which we mean paving, lighting, street furniture and fencing,
- Encourage new shops, and
- Improved pedestrian crossings.
3. St. Aidan’s Hub

5.1.7 The community hub Granville Road up to Manor Lane is well established with St Aidan’s Church and a few shops, as illustrated in Figure 11.

5.1.8 The former Manor Lodge Primary School has recently changed ownership and provides an opportunity to complement the range of services available at this node as well as presenting a positive frontage to City Road.

5.1.9 New public realm including, but not limited to, paving, lighting, street furniture and resolution of pedestrian fencing will help improve the image of the area. Ensuring good connections to Manor Lodge will be enhanced with clear signage and public realm treatment.

The proposals include:
- Architectural lighting of St Aidan’s Church,
- New bus shelters,
- Clearer links to Manor Lodge,
- Improved public realm, by which we mean paving, lighting, street furniture and fencing,
- New community facilities on the old Manor Lodge School site, and
- Improved pedestrian crossings.

There are already good community facilities in this location and the idea is to strengthen the area as a hub for more community facilities. Two roads form junctions with City Road, Granville Road and Manor Lane, creating strong linkages with adjacent communities.
4. Manor Fields Gateway

5.1.10 A key agreed deficiency of the South Sheffield neighbourhoods and particularly City Road Corridor is the hidden green spaces that buildings back on to rather than front. Opening up Manor Fields Park on to City Road will create a distinctive image and ‘front window’ for revitalised neighbourhoods in the Manor. There are opportunities to improve the area around the entrance to City Road Cemetery and to create an entrance to Manor Fields Park with the consideration of creating a new building as a park facility and improving the quality of the immediate surroundings. Plans for Manor Fields Park to develop as a District Park are well established. Building on this, the park will need to be accessible to a wide catchment. Rather than expensively moving the Spring Lane tram stop, the proposal is for better integration of the existing stop with the other proposals for this node; for example, public realm improvements and renaming of the stop to Manor Fields or City Road. It is thought that the existing proposals for Manor Fields Park would need to be augmented with an additional facility to create a significant destination and attraction. These thoughts are outlined conceptually in Figure 12.

The project is outlined in further detail in Appendix D.

Activity is planned around a new entrance to Manor Fields Park. New exciting facilities are already planned for Manor Fields Park and a new entrance off City Road will radically improve access and visibility, drawing more people to it. New housing surrounding the park will help fund the new entrance.

The proposals include:
• New wide, safe and attractive entrance to Manor Fields Park,
• Possible facility with café, class-rooms, exhibition space, park administration,
• New housing overlooking the park helping to make it safer,
• Encourage the refurbishment of the Travellers Rest public house is being proposed by its owners,
• Renaming of the tram on Spring Lane to Manor Fields Park or City Road,
• Improved pedestrian crossings,
• Improved public realm, by which we mean paving, lighting, street furniture and fencing,
• Architectural lighting of City Road Cemetery, and new bus shelters.

Figure 12: Manor Fields Gateway
5. Manor Top

5.1.11 A key challenge which faces the City Road corridor as an attractive and sustainable series of places, is the realisation of Manor Top as a District Centre and resolution of the movement issues around it. A clear recommendation was made by the South Sheffield Area Diagram and Service Centres Health Check report to strengthen the role of Manor Top as the main District Centre in South Sheffield. The rationale for ensuring the success of Manor Top as a District Centre includes:

- **Improved perceptions and image** – a rejuvenated centre at the key transport interchange and access point will do much to improve people’s perceptions of the area. The re-design and redevelopment of existing and/or new facilities will be a critical factor;

- **Key driver of housing regeneration** – provision of high quality shopping facilities, along with good quality schools, is a key determinant in shaping people’s preferences regarding a place to live. An enhanced centre at Manor Top would be an ideal prerequisite of new housing development targeted towards families in the middle and higher socio-economic groups, as recommended in the Manor Neighbourhood Development Framework;

- **Economic impact** – the potential economic and wider social benefits attributed to an improved District Service Centre, in terms of: a) spend retention within the South Sheffield Area Development Framework, b) attracting spend from a wider catchment and c) training and employment opportunities for local people; and

- **Gateway** – the enhanced Manor Top retail facility can form a gateway to the wider South Sheffield area, as well as to adjacent neighbourhoods, such as the Manor and Arbourthorne.

5.1.12 In addition, the funding of the proposals at Manor Top will have a major bearing on what can be delivered. There is very limited public sector funding and therefore the delivery mechanisms proposed later for Manor Top are largely self financing through the private sector.

5.1.13 The key objectives for Manor Top as a key component of the City Road NDF are as follows:

- To deliver a distinctive District Centre at Manor Top attractive to local residents and visitors from a wider area; (Note: new proposed anchor store is no longer possible);
- To create a landmark using height, massing, materials and/or colour, at the major junction and public transport interchange;
- To regenerate existing facilities, particularly along the parade, as far as possible;
- To improve the physical environment particularly of the public realm by which we mean:
  - New paving,
  - Reduction of street clutter,
  - New signage,
  - New street trees.
- To improve the legibility of movement around and within Manor Top;
- To deliver improved access, by bus, tram, cycle and through pedestrian connections at both strategic and local level to, and around, Manor Top, and
- To improve car parking facilities.
5.1.14 The urban design vision aims for a mix of new and additional uses appropriate to a District Centre and of a landmark, beacon quality at Manor Top including the provision of new quality convenience retailing, community and leisure uses that have an active frontage facing the main highway access where possible, the creation of a major landmark in the area, both visually and functionally, which could be achieved with unusual lighting of the buildings and/or transport interchange, a rear location for the car parking, and a combination of all these functions into a cohesive whole. Concept proposals for Manor Top are illustrated in Figure 13 and further issues are discussed in the movement and delivery section.

5.1.15 Funding has been agreed in principle through the Local Transport Plan (LTP) to help achieve some of these public realm, highways and transport aspirations.

**Corridor-wide Initiatives**

5.1.16 Despite the focus on the nodes along the City Road corridor, its primary function as a corridor needs to be strengthened. This will be achieved through comprehensive improvement to the public realm that will accentuate the key urban characteristics identified through the design appraisal, including new:

- Paving;
- Light columns;
- Signage;
- Street furniture;
- Street trees;
- Parking;
- Side junction improvements.

5.1.17 Detailed costings strategy, taking into account movement and utilities, would be required to determine the feasibility of the public realm improvements.
6. Priority Action 2: Celebrating the Parks

Manor Fields Park

6.1.1 Manor Fields Park is well advanced in terms of a new programme for change in support of wider HMR objectives to provide a safe and attractive environment in which to live. New facilities and a maintenance strategy are currently being implemented. However, it has been identified by Green Estate Ltd. that there are further opportunities for Manor Fields Park to be a visitor attraction for a wider catchment than the local neighbourhood. There are two key elements which are needed to create a wider draw, namely increased visibility coupled with accessibility, and a visitor attraction.

6.1.2 The provision of a new entrance from City Road into Manor Fields Park will achieve the goals of increasing the visibility and awareness of the park, particularly from the tram and bus routes using City Road. In addition, a new entrance will provide easy access for visitors using the public transport services, with bus stops located on City Road at the park entrance and the tram stop 150 metres away on Spring Lane. It is proposed that the tram stop should be renamed to reflect its proximity to Manor Fields Park.

6.1.3 As well as improving access and awareness of the park the range of facilities also need to be broadened. One possible option is to provide user facilities at the entrance on City Road, which could include a café, classrooms for education purposes and further rooms for exhibits or other activities, as well as a small car park. There could also be income-generating facilities housed in this building. The facility would need to generate revenue in order to self-fund beyond the capital funding. This will require a detailed feasibility study. Figure 12 illustrates the concept for a new entrance to Manor Fields Park.

Manor Lodge

6.1.4 Under the stewardship of Green Estate Ltd., Manor Lodge has undergone much change. There is a good understanding that the sustainability of the park is tied to social, economic and environmental sustainability and a clear business plan and action plan is in place with a future programme of works and maintenance. The Manor Lodge is now well established and successful with a good programme of events and activities which attract people as well as provide income generation.

6.1.5 Culminating at Manor Lodge, the Norfolk Heritage Trail links with the City Centre through what was once Sheffield Deer Park. The route from the City Centre passes through the proposed Sheaf Valley Park, Norfolk Heritage Park, crosses City Road into City Road Cemetery and then up into Manor Park. The NDF incorporates and supports this work.

6.1.6 Improving access to Manor Lodge is a key aim of the NDF. At present, one of the main accesses to the park is from Manor Lane. The community hub is located at the junction of Manor Lane and this further highlights the importance of this node as a junction which will benefit from public realm improvements and good signage, directing people from City Road to Manor Lodge.

Skye Edge Park

6.1.7 Skye Edge Park is currently under utilised and is a poor quality park with little in the way of facilities. In addition, the park is difficult to access.

6.1.8 The Area Diagram recommends a programme of improvement which should be linked to the redevelopment of housing on Skye Edge. A key aim of the NDF is to improve the public ‘profile’ of the park as well as improve physical and visual access. The lower western slopes of the park are highly visible from City Road and by providing highly attractive and usable park functions in this location the ‘profile’ of the park is immediately improved.

6.1.9 Access points from Fitzwalter Road, Manor Laith Road and Manor Oaks Road, all of which are linked to City Road, will benefit from public realm improvements and good signage, directing people from City Road to Skye Edge Park.

Woodthorpe Ravine

6.1.10 The report by Sheffield Wildlife Trust for Green Estate Ltd. identifies a programme for improvements to create a recognisable and sustainable neighbourhood park. In particular, the proposals identify the need for a multi-activity resource centre including leisure facilities.

6.1.11 Access to the Ravine, particularly from Manor Top, is a key feature aimed at drawing in people, as well as the need to improve the relationship between the Ravine and adjacent dwellings in both the Manor and Woodthorpe.

6.1.12 The NDF supports the proposal to create an attractive and clear entrance to Woodthorpe Ravine off Pit Lane from Manor Top, with the overall aim to create a route from Buck Wood and Gleadless Common to Bowden Houseteads Wood.
7. Priority Action 3: Getting Movement Right

Public Transport

7.1.1 In terms of public transport, from Manor Top to the junction with Park Grange Road, Supertram is the dominating aspect of City Road; however, City Road is also an important bus corridor, as discussed in the previous section. Existing public transport provision along the City Road corridor is well placed to support the five key areas of change and enhancement at Duke Street, Talbot Street, Granville Road, and particularly at Spring Lane and Manor Top where passengers have a choice of public transport modes. The provision of access to public transport at the Manor Fields Gateway node will need to be reviewed as detailed proposals for change are developed.

7.1.2 In terms of public transport priority, existing provision is focussed on signal priority for the tram at the City Road junction with Park Grange Road, Manor Top, and the inbound bus gate on Duke Street. However, the operational hours and location of the bus gate on Duke Street will be reviewed in conjunction with a) the access requirements of the Park Hill refurbishment and b) the benefit of increasing traffic movement on Duke Street during the hours of darkness to improve personal safety, (the latter would reduce operational hours to 7am-7pm). The potential for further bus priority on the corridor is largely constrained by the physical width of the route, adjacent buildings/houses and use of the corridor by other modes. This is particularly the case where physical infrastructure constraints result from the presence of Supertram between Park Grange Road and Manor Top.

7.1.3 The signals at the City Road junction with Park Grange Road are arranged so that trams are not delayed when turning right onto City Road. They should also ensure that large traffic queues do not form approaching Manor Top by ensuring that traffic is ‘gated’ west of the junction, to give trams a relatively free run up. At busy times, however, this means that traffic on City Road, including buses, heading for Manor Top may get delayed at the signals at Park Grange Road.

7.1.4 This problem has been reported in consultation with bus operators. The traffic management strategy at the junction, and the highway layout is unlikely to be amended specifically for bus priority along the City Road corridor and so opportunities in this stretch are heavily constrained. The reported delay heading towards Manor Top at the Park Grange Road signals could be mitigated by bus lane or a pre-signal bus gate on the approach. However, there is insufficient highway width without land take or removal of frontages.

7.1.5 A similar situation exists at the signals with St. Aidan’s Road and Manor Lane. Operators have also reported delays here; however, provision of a bus lane or a pre-signal bus gate may require some land or footway take. Any scheme delivered must be developed in consultation with local communities and capital costs would need to be kept within reasonable limits.

7.1.6 There is an opportunity to introduce further bus priority at traffic signal junctions at Manor Lane and Granville Road, with operation of the two junctions linked through Urban Traffic Control.

7.1.7 The existing bus gate on Duke Street at the northern end of the corridor acts as an effective traffic flow throttle in this section, preventing gridlock at Park Square Roundabout. The level of abuse of this priority measure is not known at present; anecdotally, abuse has been evidenced although it has not been raised as an issue by operators or by South Yorkshire Passenger Transport Executive (SYPTE). Were significant abuse to be an issue in the future, then a more robust enforcement arrangement could further improve the benefits of restricted inbound through traffic to local residents and bus operations.

7.1.8 In the absence of specific bus priority measures, bus services would benefit from traffic management measures such as more control and enforcement of parking and loading, provision of parking bays and junction treatments. Junction treatments typically provide kerb buildouts to narrow the junctions, which discourages parking, makes it easier for pedestrians to cross the road and reduces vehicle speeds. This in turn can help to minimise the disruption to traffic flow when vehicles turn at side roads. The additional footway space created can be used for street furniture or planting, recommended as a feature of a local distributor road. Coupled with improvements to the locations of bus stops to make them more accessible, and suitable parking enforcement, these minor improvements could make a noticeable difference to bus operations.
7.1.10 The key features of this type of road should include:

- Sufficient carriageway width to allow for two-way traffic shared with cycles;
- Where comprehensive redevelopment is an option, new development fronting onto the street provided, with car parking to the rear where possible;
- On-street parking provided within district/local centres to encourage customers to use the facilities and for housing with no other provision fronting onto the street;
- High quality pedestrian public realm (e.g. surface treatment, street furniture) required to complement local centres, with footway widths of at least two metres where practically achievable;
- Pedestrian crossing points at regular intervals;
- Wider footway widths to allow shops, cafes etc to ‘spill out’ (e.g. tables and chairs, grocery goods) and help to activate the street without inconveniencing pedestrians;
- Verges part-planted or grassed to help green the environment outside of District Centres;
- Cycle parking provided at regular intervals within district/local centres;
- Bus stops provided at regular intervals – additional footway space may be required to compensate for bus stops;
- Efficient use of space to avoid streets becoming over-wide.

7.1.11 Additional features that are pertinent to a strategic road providing external links i.e. Prince of Wales Road and Ridgeway Road (A6102 Outer Ring Road), and as such are relevant at Manor Top include:

- Carriageway width to allow for two lanes of two-way traffic;
- Tree planting, including within the central reservation, enhances the street’s sense of enclosure and attractiveness; and
- Pedestrian crossing points at regular intervals, supported by the central reservation.

7.1.12 For most of its length, City Road currently has sufficient carriageway width for two-way traffic shared with cycles. In line with recommendations within the Area Diagram Report for the South Sheffield ADF, a metalled and lit cycle route from the city centre to Manor Top is recommended off City Road for as much of the length of the corridor as possible. It is proposed this route would follow existing road and footway alignments through South Street, Norfolk Road, Norfolk Park and continue uphill along either St Aidan’s Road or Guildford Avenue and then Northern Avenue (subject to detailed design). An alignment through parks/quiet roads is recommended to both avoid the outbound contiguous incline of over 1.5km on City Road and to avoid conflict with other modes, particularly between Manor Top and the junction between City Road and Park Grange Road where there is general traffic, frequent bus services and tramlines. However, it will be important that adequate, good quality cycle parking is provided at the community hubs and at Manor Top.

7.1.13 As well as being an important traffic corridor, City Road also provides for contiguous pedestrian movement along its entire length. Although pedestrian movement towards Manor Top is impacted on by the topography of the area, most sections of footway along City Road are of good width and will be enhanced by public realm improvements proposed in the NDF corridor concepts. However, where footways are less than 1.5 metres wide, works should be undertaken to bring these sections up to this minimum standard width. The accident data provided in Section 3 clearly shows that there is an issue along City Road and at Manor Top in relation to pedestrian access across junctions and across City Road. Measures discussed previously in relation to bus priority, such as junction build-outs, could improve this situation by enabling better management of parked vehicles and narrowing the carriageway. A review of pedestrian movements provided for at signalised junctions is recommended.

7.1.14 Improvements to the walking environment at Manor Top will be essential in any remodelling of the highway layout as a result of redevelopment. Pedestrian crossings at Manor Top should be as direct as possible and not impose multiple delays at different signalised pedestrian phases. The use of guardrail as a means of guiding pedestrians should be minimised wherever possible, although measures to ensure vehicles are not able to enter major pedestrian congregation areas and the central reservation should be provided.

7.1.15 Footways on the approach roads to Manor Top should be of a consistent width – not less than two metres – with a level surface. Dropped kerbs should be provided throughout the corridor at all crossing points in order to facilitate easy movement for wheelchair users and people with pushchairs.

7.1.16 Improved pedestrian environment through additional crossings and/or use of textures, materials and new street furniture are proposed on key desire lines giving priority to key nodes along the City Road corridor. This will require detailed feasibility and agreement with the City Council.

7.1.17 Radical measures, such as 20mph zones, could also be investigated within key nodes along City Road. However, as City Road supports high traffic flows, bus services and goods movements, a 20mph zone would have to be enforced by camera technology when government approval is available to camera-enforce 20mph limits.
Residents’ Car Parking

7.1.18 A number of options are being, or could be, considered to alleviate car parking pressures for residents and businesses on City Road and at Manor Top. These are subject to further feasibility but could include:

- A residents parking scheme may be possible on the Cemetery car park (which is currently signed as for visitors only), helping residents in the immediate locality. The enforcement/management of the scheme would be necessary;
- Where the opportunities exist, residents can apply for dropped vehicle crossings on City Road providing an applicant satisfies certain requirements, such as providing a hardstanding on their property. Planning Permission is required and the application/physical work costs around £500 per property. This is only a limited solution for residents who have got space to the front or side of their properties and are prepared to construct a car parking space;
- There could be some limited capacity for car parking, especially during the off-peak period, within an enhanced Manor Top. A developer may get permission for more parking spaces than maximum car parking occupancy profiles predict. This could ideally then be used by drivers accessing other shops and services at Manor Top, which could relieve pressure on the laybys further into City Road allowing more residents to find a car parking space;
- New laybys at Manor Top and Key Nodes along City Road, or indeed inbetween, may be possible, providing any individual proposals do not result in the footways being reduced to a width of less than two metres;
- A review of parking restrictions and restrictions in laybys could potentially produce a greater parking turn over, providing the restrictions were enforced properly, for e.g. a reduction in the Limited Waiting Times of two hours at Manor Top would increase shopper parking turnover;
- Tidal Flow Clearway Restrictions – this system will be trialled on a particular clearway within the City to gauge the impact. Should safety concerns and signing issues be resolved, it could be utilised on a number of peak-times clearways (of which City Road is one) throughout Sheffield to help relieve parking problems. The proposal involves the clearway restriction applying only to the ‘peak-flow’ side of a highway, which frees up the opposite side for parking; for example, the inbound side of a road will have parking restrictions during the morning peak (7.30-9.30am), and the outbound side, restrictions in the evening peak (4.00-6.30pm). Problems are anticipated with this system, so the outcome of the trial run is crucial;
- Better enforcement of new and existing parking restrictions;
- Rear service roads, which allow residents to construct a parking space to the rear of their properties, could be considered on a case by case basis;
- Any new development designs which front onto City Road should consider parking and possibly incorporate laybys or service roads that would allow parking to take place off the main carriageway;
- Consideration of public acquisition of sites for the purpose of residents-only car parks or shop/business parking. However, there are limited opportunities and appropriate funding must be identified;
- A Residents’ Parking Scheme (RPS) may be implemented in the area of City Road and Duke Street up to the Granville Road junction, as part of the Peripheral Parking Zone around the City Centre within the next three to five years. This would help residents within the scheme, but could also have marginal knock-on effects to those outside. Other stand-alone ‘RPS’ schemes could be investigated – although these would be unlikely ahead of the completion of Sheffield City Council’s set programme for these schemes (as above).

Key Locations for Transport Change

Park Hill / Duke Street Node

7.1.19 Transport issues around Park Hill/ Duke Street node and the ‘Duke Street Shops’ will be significantly impacted by the redevelopment of Park Hill. In order that Duke Street develops its gateway function for both City Road and Park Hill whilst making the most of the existing transport context, it is proposed that:

- Other traffic changes must ensure low traffic volumes are maintained – an increase in vitality and activity in the area should not necessarily imply growth in traffic movements;
- Crossing points at desire lines should be formalised where facilities are currently lacking, in line with current proposals relating to the Urban Splash scheme at Park Hill flats;
- Signage on leaving Park Square Roundabout should reflect the role of the City Road corridor – the cemetery is not the only destination along it. However, destination signing should be kept to a minimum at this busy junction to avoid an overload of information to drivers;
- Creation of a pedestrian friendly environment through calmed streets, for example.

Duke Street Shops

7.1.20 Regardless of whether development of a service centre at Duke Street/Talbot Street is viable beyond its current function, it is proposed that the layout of Talbot Street/ Bernard Street junction should be reviewed in order to improve pedestrian facilities and to ensure the main traffic movements are catered for efficiently and safely. Examples of this include:

- Creation of a ‘public square’ at the confluence of Talbot Street, Talbot Road, Manor Oaks Road and Bernard Street.

St. Aidan’s Hub

7.1.21 At Granville Road it is proposed that the layout and function of the City Road junctions with St Aidan’s Road and Manor Lane should be reviewed in order to improve pedestrian facilities and to ensure the main traffic movements are catered for efficiently and safely. Examples of this include:

- Consideration of the feasibility of linked signals between junctions to ease key movements;
- Facilitating bus movements through the two junctions with ‘hurry’ calls;
- Ensuring that pedestrian and parking requirements of any non-residential facilities are appropriately met.
Manor Fields Gateway

7.1.22 The Manor Fields Gateway node is intended to emerge from the consolidation of development opportunities and creation of a new City Road entrance to Manor Fields Park, with associated development. In terms of transport and movement, the node should be reviewed in order to improve pedestrian facilities and to ensure the main traffic movements are catered for efficiently and safely. Examples of this include:

- Improvements to pedestrian crossing facilities at Park Grange Road junction.
- Creating a pedestrian/cycle crossing and new entrance at Manor Fields Park; and
- Ensuring the Spring Lane Supertram stop is made more visible from City Road – renaming the stop in conjunction with the new development/link to Manor Fields Park.

Cycling and Walking at Manor Top

7.1.25 In this context we believe that further steps should be taken to ensure that the role of the City Road/Mansfield Road route be considered more strongly as a public transport route.

- In order to assist this, the earliest possible completion of the proposed Bus Key Route along City Road and Mansfield Road should be encouraged, and integrated with the priority measures we have suggested for key junctions along City Road.

Manor Top

7.1.23 At Manor Top our main objectives for the movement framework have been, in order of priority, to:

- Improve the pedestrian environment for key desire lines;
- Rationalise and simplify traffic movements in the Manor Top area wherever possible and, whilst prioritising the efficient operation of the strategic network, aim to mitigate any abnormal traffic impacts on the residential roads in the area;
- Accommodate movement generated by any new development at Manor Top;
- Significantly improve bus-to-bus and bus-to-tram interchange, especially through the provision of service information and waiting facilities;
- Rationalise car parking provision at new and existing facilities.

7.1.24 Manor Top is an important public transport hub, and is served by busy public transport routes in all directions. The junction also has a vital role for strategic orbital road traffic around the city via Prince of Wales Road and Ridgeway Road.

7.1.26 Improvements to the walking environment at Manor Top should be a high priority in any remodelling of the highway layout. An easily accessible pedestrian environment should be developed around Manor Top. Pedestrian crossings at Manor Top should be as direct as possible, with crossing times minimised. The use of guardrails as a means of guiding pedestrians should be minimised wherever possible, although measures to ensure vehicles are not able to enter major pedestrian congregation areas should be provided.

7.1.27 Other principal pedestrian desire lines that should receive enhanced treatment to improve the pedestrian environment are links to Arbourthorne and the Manor from Manor Top. In the event that new development is located at the former Boot Houses site, well defined pedestrian routes from the parade of shops through the Netto store to Pitt Lane will need to be provided.

7.1.28 Good standard cycling links of not less than two metres in width, a tarmac surface and unobtrusive but effective street lighting should be provided for all major approaches to Manor Top. Safe facilities for cyclists passing through are also of great importance. Existing and new retail facilities and the bus interchange should be provided with safe cycle parking facilities.
Road Traffic at Manor Top

7.1.29 The road traffic network at Manor Top already experiences congestion in peak periods, general traffic growth and the traffic generated from expansion of facilities at Manor Top may exacerbate this in the future. There is therefore a need to review the highway network at Manor Top in conjunction with a review of bus and Supertram facilities.

7.1.30 Key issues that revisions to the highway network should incorporate, in order of priority, are:

- Provision of better facilities for pedestrians crossing the major roads at Manor Top (described above);
- Provision for Supertram operations through Manor Top free of any delay (the tram tracks and platforms are fixed and even minor changes to alignments are considered impractical);
- Provision of access for buses to an expanded interchange at Manor Top;
- Provision of access/egress into any new development sites;

7.1.31 It is noted that a simple solution to traffic issues is unlikely to emerge within the current Manor Top junction, as the Supertram alignment places constraint on traffic operations. It is apparent that any solution to the key issues set out above will require a significant investment of capital funds in order to construct a new scheme.

Public Transport at Manor Top

7.1.32 In order to eliminate disruption to the Supertram service, and to keep scheme costs at Manor Top within reasonable boundaries, we advocate the retention of the current Supertram alignment and stop locations in the future.

7.1.33 The location of bus stops around Manor Top is fragmented and discourages bus-to-bus interchange. Some bus-tram interchanges are similarly hampered. However, a single bus interchange hub within the Manor Top area that serves buses in all directions would result in significant delays to bus journey times. Also, as space around the existing interchange with the tram is limited, providing a significantly enlarged facility would probably necessitate a dislocation with the tram stop.

7.1.34 The current interchange alongside the southbound tram stop currently only serves limited bus movements. In outline terms there appears to be an opportunity to increase this capacity, in line with the requirements of the Passenger Transport Executive (SYPTPE), to a three stand facility. There should, however, be a greater focus on the quality and range of the facilities provided, and particularly the quality and extent of information provided to inform users of appropriate services and which stops to use.

Public Realm at Manor Top

7.1.35 All facilities for pedestrians and users of Manor Top should be designed and installed to a common high specification that reduces the need for future maintenance. Good street lighting should be provided. Clutter of equipment in the footways should be kept to an absolute minimum (located underground if necessary with rising cabinets installed). The cost of public realm works described elsewhere in this NDF should be factored in to any design and costing exercise for the revisions planned at Manor Top.

Car Parking

7.1.36 The car parking provided at the existing facilities at Manor Top should be revised so that safe separation from the in-bound Supertram tracks is achieved more consistently. Car parking at any new development should be provided in accordance with Sheffield City Council’s interim parking standards. New small-scale parking facilities and improvement of existing car parking may be possible.
8. Delivery

8.1.1 The Broad Proposals plan Figure 15 identifies the sites of opportunity and intervention. These have yet to be thoroughly tested against market and delivery perspectives but essentially it is recognised that new development opportunity sites exist to create higher value land-use and may be required to deliver non-development transformations such as public realm.

8.1.2 This section of the report further explores the concepts relating to the delivery of this NDF for the City Road corridor. The aim is to identify the key strategic development sites and areas of change, and set out the potential that each site has for future development, along with any important constraints and recommendations for overcoming these.

8.1.3 Taking into account the availability and size of sites along the City Road study area, the ability of the City Road NDF to bring about lasting change in the wider neighbourhoods within South Sheffield is considered to be limited. The linear composition of the study area and narrow building depth on either side of the road carriageway, presents a considerable challenge in terms of assembling a critical mass of sites for redevelopment activity (Sites outside the technical boundary of the study area are considered, critical to the delivery of a specific node). However, despite this, we have considered the emerging spatial concepts, and provide an overview of the critical issues, which relate to key sites.

8.1.4 The sites which are explored in detail and relate to the node projects developed for the NDF study area are;

- Park Hill/ Duke Street node
- Duke Street Shops
- St. Aidan’s Hub
- Manor Fields Gateway
- Manor Top

8.1.5 Each of the proposals is explored in turn and a schedule of development sites has been completed, which deal with the following:

- A statement of the rationale of the brief – how each site relates to the concept vision;
- Status of land ownership and existing planning land-use classification;
- Comment on existing activity at the sites;
- Key issues relating to constraints and opportunities;
- Analysis of the future development potential
- Urban design objectives, connections and frontages;
- Section 106/ funding requirements and key partners.

Figure 15: Broad Proposals
8.1.7 The concept for creating an enhanced “gateway” along Duke Street, focuses on building upon the proposed redevelopment of Park Hill flats, as illustrated below, to maximise the anticipated economic impact and capture the potential wider regeneration benefits within the South Sheffield ADF area. The development of an enhanced gateway node at Park Hill was a key recommendation from the South Sheffield ADF. The ‘Gateway’ will be formally defined as the Park Hill/ Duke Street node, Duke Street shops Neighbourhood Centre and the connecting length of Duke Street. Not only should this be a pedestrian priority environment, but it should also be presented with a number of active frontages on either side, as part of comprehensive redevelopment in the northernmost part of the City Road corridor.

8.1.8 Whilst it is difficult to quantify the likely wider economic impact of the Park Hill scheme as a stand-alone development, a view has been taken on the potential impact of the new resident population in increasing the consumer spend capacity within the area. The anticipated tenure mix will see the refurbishment of 875 apartments when complete. Of these, 640 are planned to be for private sale. On this basis, the spend capacity of the new population moving into Park Hill has been estimated. Whilst it is difficult to form a view on the exact socio-economic profile of people moving into the completed scheme, on the basis of an average of two people per apartment, one would expect the spend capacity of this new population to range from £1.12m to £4.42m. These figures are based on a projected annual expenditure per head ranging from £1121 (average of existing population within the South Sheffield ADF area) to £4220 (national average). On the assumption that the population is likely to contain a high proportion of affluent young professionals, it is plausible that the spend range will correspond to the higher end of the spend range. The potential spend capacity of social and shared owner-occupation within Park Hill has not been taken into account on the basis that a high proportion of residents may move from elsewhere within the South Sheffield ADF area, which would therefore not lead to an overall net increase in spend capacity.

8.1.9 Whilst the new population will have a beneficial impact to the economic vitality of the area, it is important to state that the potential retention of spend, particularly in relation to bulk food retail will be limited.

8.1.10 Additional shorter-term economic benefits may include the procurement of local sourced materials, and public agency supported training and employment initiatives as part of the construction process. Employment opportunities will also be created in the ancillary uses – shops, bars.

8.1.11 Impacts of the redevelopment on the commercial market are picked up later in the report as part of the analysis of potential options for Park Hill.
Relying on Private Intervention

8.1.16 On the basis of the Park Hill redevelopment proceeding as a stand-alone development, we would consider the impact of the development to contribute to developer interest and rising land values in the area around Duke Street and Broad Street area. We understand that an application is now granted for mixed use office and student accommodation complex, now under construction, for the Broad Street Car Park.

8.1.17 Sites within this area benefit from good accessibility to the City Centre, major road and public transport connections and it is our view that the Urban Splash redevelopment will act as a catalyst. Developments at Castlegate at Sheffield Quays are advanced and we can foresee that City Centre commercial uses, over time could extend into this area. Development uses could include office, residential and workspace. Despite this, without a proactive approach from the public sector, factors such as disparate land ownerships and land banking by landowners may delay the redevelopment of specific sites in the short to medium term.

8.1.18 Failure to provide a clearly-defined vision for the wider area around the northern end of the City Road corridor within the revised planning framework will diminish the control afforded to the Local Authority to shape the scale and design of new developments in the future. It will therefore be more difficult to control the type of development coming forward, which will be detrimental to achieving the aspiration for creating a new sense of place and gateway environment at the northern end of Duke Street/ City Road. Equally we would consider that a strong planning framework can act as a catalyst for encouraging new development proposals.

8.1.19 In terms of potential steps that the public sector would take as part of the do minimum options, intervention may include the following:

- Planning framework – continued working with Urban Splash through the planning process to ensure that the design of the scheme secures physical connections with the wider Duke Street area to enable good pedestrian access and linkages, and make the street more lively;
- Land-use classification – utilising the opportunity afforded by the development of the revised planning framework to identify the wider Duke Street as a key gateway location to the City Centre. There is currently no opportunity for further retail development but other uses such as high density residential development should be considered;
- The Urban Splash development will contribute to improving the streetscape environment around Duke Street and potential traffic calming measures at the Talbot Road junction. Such a scheme could extend to future development proposals.

8.1.20 Relying on private investment and particularly depending on the Park Hill redevelopment to create a wave of further opportunity beyond has a number of associated risks:

- Increased physical disconnection of the northern end of the South Sheffield ADF area with the City Centre;
- Potential to fully build on the impact of the Urban Splash brand in terms of image improvement is not fully maximised;
- Although in theory there is potential competition for retail spend with traders on Duke Street, the planning assessment carried out on the outline planning application concluded that both centres could be sustained. However, a planning policy view has been taken that the existing provision at Duke Street should be afforded protection by the designation of formal ‘Neighbourhood Centre’ status. Whilst acknowledging that Park Hill will continue to provide a retail offer.
- Longer-term viability of the redevelopment itself is undermined by lack of local ownership and buy-in to the scheme. This may lead to vandalism and anti-social behaviour;
- Commercial developments may come forward for the Broad Street/Bard Street area, which demonstrates little buy-in to the aspiration for creating a new gateway entrance and enhanced Neighbourhood Centre at Park Hill/ Duke Street. The ability of the Planning Authority to proactively shape new developments will be diminished.
8.1.21 Options for a more proactive response to secure the creation of a “Gateway” entrance at Park Hill, will be driven by the revised planning framework identifying this location as an area of flexible/mixed use – the intention being to create a hub of complementary activity spreading out from Park Hill, which embraces the Urban Splash concept of creating a distinctive environment and destination at the northern end of the City Road corridor. Such an approach would help to support existing commercial activity along Duke Street, by creating a synergy of activity between the new development and the immediate Duke Street area, whilst looking to shape the redevelopment of under-utilised areas of land to create a critical mass of higher value activity within the area. We consider that the capacity of the location to sustain this level of retail activity will be dependant upon:

- The anticipated increase in spend capacity generated by the new community within the complex and visitors attracted to the development;
- The longer-term potential of the redevelopment to encourage new private sector residential development at sites within the northern end of the South Sheffield ADF area, and in doing so, the demand for a critical mass of shops and facilities;
- Public sector willingness to provide a comprehensive masterplan for the area, to provide an enabling framework that gives confidence to the market. A key requirement of the masterplan will be to incorporate the developing Park Hill proposals; and
- The ability of existing retailers to meet the changing retail requirements of the new community – we would expect this to lead to a gradual change in the retail offer presently available on City Road.

8.1.22 Potential areas of intervention include:

- Potential redevelopment or facelift sites around the Talbot Street/ Duke Street junction in Sheffield City Council ownership provide an opportunity to create an enhanced offer of retail, and new residential developments above spreading out from the redeveloped Park Hill complex;
- Existing tenure transfer and redevelopment of Registered Social Landlord (RSL) housing around Talbot Road and on Duke Street: a longer-term intervention, driven by improved housing market demand in the area attributed to the redevelopment of Park Hill; and
- New commercial office and residential apartment developments in the Broad Street/ Blast Lane area, providing good accessibility to main road connections and benefiting from close proximity to the redevelopment activity, taking place around the Quays and Sheffield Markets. New residential developments in this area would also help to sustain and enhanced the Neighbourhood Centre at Duke Street. These sites are critical in kick starting momentum and providing the catalyst to encourage further investment in the area.

8.1.23 Options for public sector intervention may include bringing forward an enabling framework through the revised planning framework, which would set out aspirations for creating an enhanced gateway entrance and higher value land-use activity within the Park Hill/ Duke Street area. This would help to provide certainty to the market and encourage the subsequent redevelopment of sites as part of an agreed vision for the area.

8.1.24 Sheffield City Council presently own a number of key land holdings in the area, alongside various dispersed private owner interests. The extent of Sheffield City Council ownership provides a degree of public sector control and creates an opportunity to influence the outcome of a wider and more comprehensive scheme for the area, which builds on the Park Hill redevelopment.

8.1.25 In terms of softer areas of opportunity, a number of key sites are available within the area:

- Workshop/ industrial garage areas around Broad Street, which are in Sheffield City Council ownership. A number of sites have short-term leasehold interests;
- Car Park (0.86ha/ 2.12 acres) at the base of Broad Street. A revised full planning application for the redevelopment of this site for 140 student flats and 39 flats, with office and retail units has recently been approved and is under construction. This site, alongside the low-grade industrial areas at Bard Street, are high priority sites. The sites would be identified as short-term priorities on account of the development potential that the sites offer for creating a critical mass, which will act as a catalyst alongside Park Hill, and help to bring forward redevelopment of other sites in the medium to longer-term;
- Various Sheffield City Council owned sites around the Duke Street junction with Talbot Road – leasehold interests are again applicable to these sites. There is development pressure on these sites pending the successful delivery of Park Hill and further developments coming forward in the Broad Street and Bard Street areas;
- Areas of relatively new RSL housing on Duke Street (Blackwell Court) and Talbot Place (Gilbert Court, Northern Counties Housing Association); and former printing company premises on Duke Street pictured left. This is currently for sale on the market with outline planning consent granted for a new apartment development. Further to speaking to the agent, we understand that demolition and site remediation works will be required.
8.1.26 The difficulties with delivering public sector intervention are as follows:

- **Land ownership** – due to the sporadic ownership of Sheffield City Council sites and generally small plot sizes, land assembly issues will be key to creating an enhanced gateway node on Duke Street;

- **Leasehold and land ownership interests** – these may restrict the redevelopment of key sites in the short to medium-term. There are a number of undisclosed private interests in the Bard Street area;

- **Piecemeal approach to development** – the redevelopment proposals for Park Hill and the recently started development of the Broad Street Car Park site highlight the growing level of market interest in the area.

- **Site conditions** – remediation may be required at specific sites where manufacturing/industrial activity has previously occurred. This may be a particular issue in relation to sites in the Bard Street area. The Environmental Strategy Department within Sheffield City Council have advised that there is no specific information relating to known sources of contamination within the Bard Street area. Further investigatory works would be required to assess the extent and risk of contamination in the area;

- **Highways/infrastructure** – severance created by high flows of traffic around the Duke Street area will need to be considered. Specific intervention may include the implementation of traffic calming measures;

- **Listed buildings** – there are few listed buildings in the area namely the Park ‘Baths’ building (Park Library), and the Park Hill flats complex.

- **Appendix B** sets out a schedule of key development sites in relation to the Park Hill ‘gateway’ entrance and others.

8.1.27 The proposal for improved nodal facilities such as environmental/public realm enhancements and possible community and service centre uses (only those permissible in a housing area) around the St Aidan’s Hub is informed by the Area Diagram and associated reports, and looks to reinforce this location as a community focal point with strong connections to the College and Norfolk Heritage Park along Granville Road, as part of the ‘serial vision’ along City Road. The existing offer of community facilities consists of a local convenience store, Manor Lodge Primary School, and a small cluster of community health services, which includes a dental practice and a doctors’ surgery. St. Aidan’s Church, at the base of Manor Lane, is also a proactive regeneration player in the area, and helps to provide a critical mass of community facilities. It should be noted that the existing facilities are not co-located, but relatively close to one another.

8.1.28 The existing planning framework identifies the immediate area at the junction of Granville Road/ City Road as an area of housing, with an area of green space identified, which incorporates land around the Manor Lodge School site – linking to Skye Edge. In terms of existing land ownerships, Sheffield City Council land ownership extends to the Manor Lodge Primary School site, but the adjacent site, including two redundant and listed school buildings, is in private ownership. The freehold interest in the Dovercourt Doctors’ Surgery site is under private ownership. Private home ownerships are present on the adjacent western side of City Road, south of the Granville Road junction, and between the Dovercourt Doctors’ Surgery and Manor Lodge Primary School site.

8.1.29 A small industrial trading estate containing a number of small garages and workshops, and underused vacant land, is situated behind Dovercourt Doctors’ Surgery. These sites are under private ownership.

8.1.30 Planning consent has now been granted for the development of a replacement medical centre on a site at Skye Edge, close to Manor Lane. The Surgery plans to physically relocate to this site in summer/autumn 2008, which will most likely involve the freehold interest at the existing site being sold.

8.1.31 In terms of preferred land use around St Aidan’s, we consider the area to be classified as a key node for community, health and education uses, as set out in the South Sheffield Area Diagram. Although not identified as a Neighbourhood Centre, this does not preclude the development of small-scale ancillary retail development at the location (only those permissible in a housing area), which complements its community focus.

8.1.32 Urban design objectives should look to secure increased connection to the green space provided by Skye Edge and encourage the physical and visual cohesion of the node.
8.1.33 Manor Fields Park is a largely under-utilised asset with great potential for the regeneration of the South Sheffield ADF area. Green Estate Ltd. is currently leading on a substantial investment and renewal project to revitalise the park, with design proposals finalised and funding secured. Despite this, the potential of the park to act as a key driver of regeneration in the area is undermined by its lack of presence on City Road, which undermines the ability of the park to attract visitors. The primary entrance to the park is currently located to the side of the Travellers Rest public house with a Public Right of Way situated adjacent to 559 City Road. The opening to the park can’t easily be seen, to the extent that the open space is not noticeable to people moving along City Road.

8.1.34 An area of open space under Sheffield City Council ownership is situated behind the former Kwik Fit premises and a block of private sector housing on the western side of City Road. This site is currently owned by the Children and Young People’s Directorate, and was the former Norfolk School site. Prominence of this site from City Road and a block of private sector housing on the western side of City Road. The opening to the park can’t easily be seen, to the extent that the open space is not noticeable to people moving along City Road.

8.1.35 The concept for a node at the entrance to Manor Fields Park aims to create an identifiable entrance, both to the park, and create better synergy and linkage to areas of open space. A key requirement is the need to draw attention and create a wow factor that projects a positive image about the area.

8.1.36 Manor Fields Park is essentially designed with funding secured for landscape improvements. However, the key requirement of the proposal is to consider the potential for new residential and commercial activity around the entrance to Manor Fields Park, and the delivery mechanism by which future commercial activity could contribute to the future maintenance and management of the revitalised park.

8.1.37 In order to formulate specific proposals for creating a gateway entrance to the park, the availability of potential development sites in the immediate area have been considered.

8.1.38 In terms of softer areas of opportunity, a number of sites offering development potential are located on, or adjacent to the City Road carriageway:

- Sheffield City Council ownership extends from the entrance to the park, and incorporates the vacant land to the immediate south of the Travellers Rest public house and car park. The majority of this holding is on a long-term lease to Esso. The existing UDP land-use classification for these sites is for mixed use activity;
- The feasibility of the redevelopment of land around the Travellers Rest public house may be assisted by looking to extend development plots eastwards into Manor Fields Park, which would create a larger area of development, from which to bring forward commercial generating activity. However, before this can happen steps would need to be taken in relation to: relocating Social Services, decontaminating the ESSO Site and discussing plans to refurbish the Travellers Rest with the brewery;
- Former Kwik Fit premises on the western side of the carriageway, south of the entrance to Manor Fields Park is in private ownership; These premises are now surplus to requirements and the site has some potential for residential development that should be exploited;
- Sheffield City Council ownership extends further south along the western side of City Road towards Manor Top. There are a number of other commercial uses present – small scale industrial workshops, Sound Control music store, KFC take-away, and Working Men’s Clubs. These sites, together with the former Kwik Fit premises, are identified as a mixed-use area under the existing UDP and a Flexible Use area in the emerging SDF; and

8.1.39 In terms of barriers to redevelopment, a key consideration is the fragmented land ownership pattern. Individually, the majority of sites offer very limited development potential and indeed, without confidence that adjacent land owners will invest, improve or redevelop, can act as a dis-incentive. Land assembly will be required due to a number of private sector ownerships and lease covenants (the former Esso petrol station site most noticeably). There is a strong case for Sheffield City Council to lead a land assembly exercise on the east side of City Road. Pulling together the land ownerships will generate a development site suitable for significant residential or employment/ community use. Through this land assembly exercise it will be possible to generate a comprehensive scheme, which can also address issues related to the park.

8.1.40 The objectives to create a new gateway entrance and a longer-term income generating asset for the park are considered in turn.
8.1.41 The extent of lease covenants is not known at certain sites within City Road, but Sheffield City Council land ownerships around the Travellers Rest public house, Social Services house and Scotia Drive residential area, provide a sufficient development package to bring forward new development. The gross area of the development site measures 0.85ha. Planning gain associated with the redevelopment of the sites could provide an opportunity to fund the capital costs associated with the design and construction of an enhanced entrance to Manor Fields Park.

8.1.42 In terms of land-use we would expect higher density new private sector residential development to be bought forward within the Scotia Drive area, which would look to maximise planning gain and, in doing so, the potential commuted sum from the development. Proposed redevelopment of the four blocks of flats and six garages at Scotia Drive would also provide an opportunity to reconfigure the development to secure active frontages to the park, in keeping with ‘Secured by Design’ principles.

8.1.43 In terms of creating a longer-term revenue generating asset for the management of Manor Fields Park, the existing sites around the Travellers Rest public house provide an opportunity for mixed use: A3 and A4/residential development to create a vibrant entrance. In terms of ensuring a longer-term revenue generating asset for the management of the park, options could include:

- Transfer of land asset to Manor Castle Development Trust or Green Estate Ltd.
- Provision of a community run business – i.e. restaurant and bar, with profits being recycled back into the running of the park. Rather than take a commuted sum from the development, it may be possible to require the developer to provide the accommodation for this facility at little or nominal cost. The space could be used to generate revenue. This of course will require careful consideration and negotiation;
- Both options would require land assembly and physical redevelopment, the costs of which are likely to be substantial;

8.1.44 Options available to kickstart investment and redevelopment in this area would include:

- Looking to support and enhance any redevelopment and improvement proposals of the Travellers Rest public house. This approach would look to dispose of Sheffield City Council land assets to support the enhanced offer of A4/ A3/ leisure usage at the site. Planning gain could be used to support the delivery of active frontages with Manor Fields Park and City Road to create a gateway entrance, which incorporates ‘Secured by Design’ principles;
- In terms of securing long-term revenue funding for the management of Manor Fields Park, disposal of Sheffield City Council land assets will not secure the necessary funds in the longer-term. Existing low land values, coupled with the limited area of land available will be insufficient to secure a level of planning gain, which could meaningfully contribute to the ongoing maintenance and management costs of the park;
- Clear up costs (i.e. former Esso site) will further impact on the nominal value of sites and therefore restrict the development potential of sites;
- The feasibility of the redevelopment of land around the Travellers Rest public house may be assisted by looking to extend development plots eastwards into Manor Fields Park, which would create a larger area of development, from which to bring forward commercial generating activity.
- Appendix B sets out a schedule of key development sites in relation to the Manor Fields Gateway entrance.
Manor Top

8.1.45 Set within the NDF and planning policy context Manor Top has an important role to play in providing local services and in creating a positive destination for South Sheffield. For the District Centre to perform well however requires additional investment and a more comprehensive range of quality services and retail operators than is currently present. Although a larger superstore would contribute significantly to the performance of the centre, Sheffield City Council officers have concluded that due to the constrained nature of the transport infrastructure the conditions for such a development cannot be envisaged within the NDF plan period of 10-15 years. A phased approach to improvement is proposed working closely with the existing operators.

8.1.46 The associated Service Centres Report considered Manor Top to not be performing at a high enough level. The poor ‘health’ of the centre being driven by a number of factors including:

- Limited retail and leisure offer in terms of the range and quality of services and facilities offered;
- Not punching it’s weight economically – substantial leakage of spend within the immediate South Sheffield ADF area, due to the centre failing to meet the modern day shoppers requirements, particularly bulk food requirements;
- Limited offer equals a negligible trade draw from adjacent areas;
- External competition from larger centres – i.e. Crystal Peaks and Halfway Centre;
- Limited levels of spend in the immediate South Sheffield ADF area due to the existing socio-economic profile of households;
- Severance that the Ring Road and tramway cause whilst passing through the centre – affecting the coherence and attractiveness of the centre;
- Limited additional highway capacity for new development;
- Size of units is limited, with the potential for physical expansion constrained by topography, highways layout and close proximity to residential land uses;
- Poor vehicle access and parking opportunities but located on the strategic highway and with a strong public transport network;
- Poor environmental image.

Table 5: Summary of Delivery issues

<table>
<thead>
<tr>
<th>Project Name</th>
<th>Manor Fields Gateway</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Overview and Location</strong></td>
<td>Manor Fields Park represents a natural asset for South Sheffield, but suffers from poor interaction with surroundings, due in part to the lack of prominence and visibility from City Road. Disassociation with City Road and lack of shared routes increases feelings of isolation and gives rise to unsafe pathways. Thus open space is wasted due to a lack of activity and vitality. An existing entrance suffering from poor visibility is currently located next to the Travellers Rest public house on City Road. Access to the park via public transport is aided by the provision of a tram stop at Spring Lane.</td>
</tr>
<tr>
<td><strong>Site Description</strong></td>
<td>• An existing programme of management and maintenance is currently ongoing in the park itself, which is being led by Green Estate Ltd.; • A number of identifiable sites comprise the entrance to Manor Fields Park, including the former ESSO site and the Travellers Rest public house; • Adjacent properties at Scotia Drive display poor urban design characteristics with pedestrian cut-throughs and lack of positive frontage onto the park;</td>
</tr>
<tr>
<td><strong>Project Detail</strong></td>
<td>• The project is multi-faceted: • To create an enhanced entrance to Manor Fields Park, which gives the park presence from City Road; • To improve the relationship and interaction between property boundaries and public parkland at the south and south-eastern edges to improve natural surveillance, and usage of Manor Fields Park; • To bring forward new development at the entrance to the park, which creates a strong node on the City Road corridor.</td>
</tr>
<tr>
<td><strong>Strategic Fit</strong></td>
<td>• The project demonstrates a strategic fit with the regeneration aspirations of the City Road NDF through: • Providing a strong physical identity and positive image for South Sheffield at this key node on the City Road corridor; • Facilitating the visual prominence of green space along the City Road corridor; • Securing continued investment in physical environment and open space assets.</td>
</tr>
<tr>
<td><strong>Outputs/Outcomes</strong></td>
<td>The project will create a node on the City Road corridor and create a new entrance off City Road to improve access and visibility drawing more people to the park.</td>
</tr>
<tr>
<td><strong>Other Issues</strong></td>
<td>• Ownership – the site has a number of interests. Punch Taverns currently own the freehold to the Traveller’s Rest public house; Sheffield City Council premises at 535 City Road; • Covenants – the vacant Esso site: the lease has been surrendered, although the site may be undevelopable in the short to medium term.</td>
</tr>
</tbody>
</table>
8.1.47 In order to turnaround the fortunes of the centre and transform it into a driver of regeneration within the South Sheffield ADF the opportunity for future changes will be determined by the following factors:

- The improvement in the socio-economic circumstances of the existing population within the South Sheffield ADF area to raise the existing retail capacity;
- The prospective increase in the resident population in the South Sheffield ADF area, through housing market redevelopment, which will lead to additional spend within the area;
- The ability to attract spend from outside the area – being driven by the quality of the offer and accessibility afforded by the Ring Road and the tram;
- Improving the range and offer of good quality services and shopping facilities, and
- The capacity of highway infrastructure and development sites to enable expansion.

8.1.48 The consultants responsible for the Sheffield Retail Study (2003 with an update in 2005) recognised the qualitative gap in convenience retailing in this sector of the city and they listed Manor Top as a centre that would particularly benefit from additional shopping floor space. A proposal for a major store at Manor Top would, for example, be entirely consistent with local and national planning policy on enhancing service centres. In particular, investment here would help to regenerate one of the most deprived areas in the city.

8.1.49 The potential demand for a large food store operator at Manor Top was explored as this was considered one of the most effective mechanisms to revitalise the centre. Supermarket retailers use statistical models to determine the viable location for a new store considering variables such as; the location of the site, the catchment area, the population demographics, the opportunity for securing market leverage. The above factors are used to calculate the total available grocery spend to test the potential market viability, as well as current and future competition from other traders. On this basis, retailers are able to form a relatively detailed view on the demand for a new store. Although this information is presented in relation to a supermarket, it is also obviously useful for existing operators considering the opportunity of expansion, and a variety of new operators.

8.1.50 On the basis stated above, a ten-minute drive-time isochrone provides a detailed view on the potential market viability of a new superstore at Manor Top. The findings are supported by detailed discussions with out-of-town retail agents active within the Sheffield area. Figure 16 graphically plots a ten minute drive-time isochrone taken from the existing postcode address of the Somerfield Store at Manor Top. The location of the major competitor supermarket operators (Tesco, Asda, Sainsbury’s and Morrisons) are presented graphically. In terms of resident population data, the isochrone area contains 138,400 people.
8.1.51 Retail data relating to socio-economic variables in relation to the ten minute drive-time isochrone is presented in Table 6.

<table>
<thead>
<tr>
<th>Annual consumer retail expenditure estimates (2003 prices)</th>
<th>Ten minute drive-time isochrone</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Food shopping expenditure per head</strong></td>
<td>£861</td>
</tr>
<tr>
<td><strong>Convenience goods expenditure per person</strong></td>
<td>£1297</td>
</tr>
<tr>
<td><strong>Comparison goods expenditure per person</strong></td>
<td>£2042</td>
</tr>
<tr>
<td><strong>Convenience goods expenditure per household</strong></td>
<td>£2840</td>
</tr>
<tr>
<td><strong>Comparison goods expenditure per household</strong></td>
<td>£4473</td>
</tr>
</tbody>
</table>

8.1.52 The key headlines which have been derived from the isochrone and key variable study include:

- **Spend catchment** – total population within the 10 minute drive-time area stands at 138,400 (Personix Geo. Census data). On this basis, the total convenience goods expenditure generated within the area stands in excess of £179m per annum (population multiplied by average convenience goods expenditure per head). When combined with comparison goods expenditure, total goods expenditure currently stands in excess of £462m per annum. We have considered comparison goods expenditure, since comparison goods are an increasingly important aspect of the market for large supermarket operators (i.e. Asda and Tesco);
- **Competition** – the ten minute drive-time isochrone shows that only two major supermarket operators have stores within the catchment: each being located on the north eastern periphery of the area at Handsworth (Asda) and Catcliffe (Morrisons). This is a key factor, which lends favourably to demonstrating the viability of the area to accommodate a major operator at Manor Top;
- **Capacity for supporting a new superstore** – on the basis of the level of spend expenditure and the location of competing superstores predominantly outside the isochrone, we consider that there is sufficient demand to sustain a new bulk food retailer at Manor Top. These findings are backed up by the views of our out-of-town retail agents, who have utilised their close ties with large scale traders, to initially gauge the level of market interest in the area.

8.1.53 The existing convenience expenditure of the South Sheffield ADF area totals £37.5m, which is calculated by multiplying the resident population by the convenience goods expenditure per person £1,121 (Personix Geo, 2005). To provide a baseline estimate, we have used density rates of 40 dwellings per hectare to calculate a sum of 3,920 prospective new dwellings being delivered. This equates to a potential increase of £9.7m (30%) in the convenience goods expenditure capacity of the existing resident population within the South Sheffield ADF. Added to the existing convenience expenditure levels within the 10 minute drive-time isochrone, this would produce a figure of £178.7m.

8.1.54 It is considered that, when assessing the feasibility of sites, a major operator would looking for a nine acre (3.64 hectares) site in order to accommodate a 80,000ft² (7,450m²) store, with provision for 400 car parking bays and the option of a petrol filling station.

8.1.55 A development feasibility exercise was carried out of looking at all the potential sites within the vicinity. Two main options were considered. Option 1 focussed on the Territorial Army (TA) site to the south of the existing centre, and Option 2 looked at the recently cleared housing site referred to as the Boot Houses site to the east of the centre.

8.1.56 Option 1 was favoured and could incorporate a number of existing land interests and going concerns, including the Netto store site on the northern edge of Hurlfield Road.

8.1.57 Within the associated feasibility report this assessment was based on the following market benefits; active frontages, potential for public transport interchange, adequate land capacity, complementary position in relation to existing centre. There were, however, a number of limitations noted such as land assembly, acquiring existing uses, site constraints such as topography and contamination, mitigating the negative impacts on the existing centre, and particularly the nature and extent of transport and highway infrastructure works.

8.1.58 As part of testing the feasibility of options Sheffield City Council commissioned further traffic studies from transport consultants MVA Consulting. MVA carried out a strategic modelling exercise to predict the impacts of a new 90,000 sq ft (8,400m²) superstore with associated 600 space car park on the local transport network. A larger store was modelled than that recommended through the development feasibility work as this reflected market interest.

8.1.59 Several options were modelled using a SATURN traffic model to determine the resultant traffic effects. The impacts were then compared to current traffic conditions without a superstore in place. The results of this work concluded that the additional trips generated would create a number of unacceptable impacts namely:

- Delays to the public transport system;
- Increased queuing at junctions around the Manor Top Gyratory causing greater delays, mainly for City Road and Mansfield Road traffic.
• A redistribution of some through traffic onto local residential roads;
• Further redistribution of traffic to other strategic routes, such as Sheffield Parkway and Mosborough Parkway.

8.1.60 Following a full consideration of this work at a high level, a Council officer recommendation was made. Under the current traffic conditions, and considering the nature and extent of mitigating highway works necessary, a new development such as a superstore, in or around Manor Top, was not considered feasible.

The Manor Top Improvement Plan

8.1.61 For Manor Top, the purpose of this NDF has been to set out and explore a strategic framework from which to develop further detailed proposals. From the work above it can be seen that there is opportunity to strengthen the District Centre, and that an incremental and phased approach must be adopted. Major strategic reconfiguration, with significant additional traffic generators, cannot feasibly be accommodated within the centre at this time or in the foreseeable future.

8.1.62 An action framework is therefore suggested working within the existing environment for a phased improvement plan for Manor Top. This would focus on improving four particular themes; Attractions, Access, Amenity, Action. This work is proposed as a stimulus for a local project group to develop further ideas.

8.1.63 Attractions:
• Shopping, neighbourhood services, entertainment and leisure, residential, culture, and employment;
• Limited additional (20,000 ft² or 1850 m²) retail capacity is available, this could possibly be increased (to 27,000 ft² or 2,500 m²) if non-food store;
• High density residential development of up to 400 units may be possible at Manor Top, either on one side or spread across to the TA site, and /or as apartments at the parade between Ridgeway Road and City Road;
• Other community facilities such as health provision, extended learning, training and library facilities. This could be accommodated alongside other development such as the (approximately 300 units of) residential, leisure or hotel;

8.1.64 Access; Walking, cycling, public transport, car parking, road access; and

8.1.65 Amenity; environment, image, security, shoppers facilities;

8.1.66 The following measures may be funded, subject to future approvals, by the Local Transport Plan/ HMR:
• Review of signalling with an aim of improving crossing layouts and times;
• Improved pedestrian environments and connecting routes;
• Environmental improvements;
• Improvement of the public transport interchange and the provision of transport information;
• Echelon parking on Ridgeway Road access road;
• Review of parking generally including improvements to existing car parks;
• A review of security and safety issues.

8.1.67 Action – management, promotion, resourcing, training, social enterprise:
• Traders Organisation;
• Manor Top Improvement Group;
• Business development training;
• Marketing and image development;
• Social enterprise.

Manor Top Transport Funding and Delivery

8.1.68 Considerable investment is needed at Manor Top to meet the expectations of this NDF. This will include, subject to feasibility reviews, investment in:
• An improved pedestrian environment on key desire lines around the junction, with particular focus on the connection across Ridgeway Road between the existing parade of shops and the bus interchange/ potential new developments;
• An improved bus interchange that is accessible for existing and new bus services, and well related to other bus and trams stops around Manor Top;
• The Mansfield Road corridor being developed as a quality public transport route;
• The provision, security and accessibility of car parking facilities;
• Potential road safety and awareness improvements, where identified;
• A series of associated improvements to the general streetscape and pedestrian/cycling environment.
9. Next Steps

Strategic role and function

9.1.1 Draft proposals in this NDF suggest that City Road and Manor Top should undergo a radical change in the image that the corridor and the District Centre offer. By presenting a strong positive sense of place as the gateway to the associated neighbourhood, the aim is to readdress the perception of South Sheffield. However, in order to redress social and economic imbalance, and to support the regeneration and sustainability of Manor Top, more aspirational (mid to higher cost market housing) should be considered in the adjacent neighbourhoods.

9.1.2 A number of propositions around nodes, parks and public realm improvements are put forward in this report and the accompanying diagrams. They are early concepts, and subject to further community consultation.
### Consultation on Draft Options – September 2006

#### Replies

<table>
<thead>
<tr>
<th>Attendance</th>
<th>Questionnaire</th>
</tr>
</thead>
<tbody>
<tr>
<td>Manor Social Club</td>
<td>10</td>
</tr>
<tr>
<td>Park Hill Community Centre</td>
<td>3</td>
</tr>
<tr>
<td>St. Aidan’s Church</td>
<td>40</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>89</strong></td>
</tr>
</tbody>
</table>

1. **Which of the following best describes your ethnicity?**

<table>
<thead>
<tr>
<th>Replies</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>White British</td>
<td>21</td>
</tr>
</tbody>
</table>

2. **Are you?**

<table>
<thead>
<tr>
<th>Gender</th>
<th>Replies</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Male</td>
<td>9</td>
<td>40.9%</td>
</tr>
<tr>
<td>Female</td>
<td>13</td>
<td>59.1%</td>
</tr>
</tbody>
</table>

3. **Do you consider yourself to be disabled?**

<table>
<thead>
<tr>
<th>Replies</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>6</td>
</tr>
<tr>
<td>No</td>
<td>15</td>
</tr>
</tbody>
</table>

4. **What is your age?**

<table>
<thead>
<tr>
<th>Age</th>
<th>Replies</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>16 – 29</td>
<td>1</td>
<td>4.5%</td>
</tr>
<tr>
<td>30 – 44</td>
<td>4</td>
<td>18.2%</td>
</tr>
<tr>
<td>45 – 74</td>
<td>16</td>
<td>72.8%</td>
</tr>
<tr>
<td>75+</td>
<td>1</td>
<td>4.5%</td>
</tr>
</tbody>
</table>

5. **Are you?**

<table>
<thead>
<tr>
<th>Replies</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Council tenant</td>
<td>1</td>
</tr>
<tr>
<td>Private tenant</td>
<td>2</td>
</tr>
<tr>
<td>Owner – occupier</td>
<td>18</td>
</tr>
</tbody>
</table>

6. **How long have you been resident on City Road Corridor?**

<table>
<thead>
<tr>
<th>Lived/Worked</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt; 1 year</td>
<td>1</td>
</tr>
<tr>
<td>1 – 2 years</td>
<td>1</td>
</tr>
<tr>
<td>3 – 5 years</td>
<td>1</td>
</tr>
<tr>
<td>6 – 10 years</td>
<td>4</td>
</tr>
<tr>
<td>16 – 20 years</td>
<td>5</td>
</tr>
<tr>
<td>21 years +</td>
<td>10</td>
</tr>
</tbody>
</table>
City Road interim NDF consultation events

Consultation awareness
- Park centre Group
- Artbourthorne TARA
- Prince Edward School – leaflet drop
- Prince Edward School breakfast club
- Posters/flyers in shops
- Flyers hand delivered to City Road
- mantle article
- E-brief to Council Officers
- Newsletter to community organisations and schools
- Pharmacy bag flyers
- Website

Postcard from the Future
- Prince Edward Primary School
- Manor Lodge Primary School

Consultation Events

<table>
<thead>
<tr>
<th>Event</th>
<th>Date</th>
<th>Type</th>
<th>Attendance</th>
<th>Questionnaire</th>
<th>Ballot Box Statement (approx)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Manor Estate Social Club</td>
<td>04/10/06</td>
<td>Targeted</td>
<td>10</td>
<td>5</td>
<td>11</td>
</tr>
<tr>
<td>Park Hill Community Centre</td>
<td>07.10.06</td>
<td>Family</td>
<td>3</td>
<td>3</td>
<td>3</td>
</tr>
<tr>
<td>St. Aidan’s Church</td>
<td>12.10.06</td>
<td>All</td>
<td>40</td>
<td>18</td>
<td>31</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td></td>
<td>53</td>
<td>26</td>
<td>45</td>
</tr>
<tr>
<td><strong>Overall Total</strong></td>
<td></td>
<td></td>
<td><strong>112</strong></td>
<td><strong>52</strong></td>
<td><strong>89</strong></td>
</tr>
</tbody>
</table>

City Road

To make City Road a place where you can stop and enjoy residents thought improved car parking, street lighting, choice of shops, pedestrian crossing, cleanliness and safety were important.

When asked about changes that would improve movement along City Road residents response was improved car parking, reduce traffic flows, improve cycling and pedestrian provision and improved road junctions.

There was a mixed response to what residents thought the character of the corridor was. The image that residents would like to see for the area was fairly similar. Responses included, Brighter, cleaner, cared for, fresh and updated but retaining Victorian housing tradition, leafy and green, happy mixed community.

The vast majority of residents supported the concept of clustering facilities in one place. Residents also agreed that City Road has an important role in portraying the image of the surrounding areas, therefore a make-over would be beneficial. There was also support for improvement and expansion of Manor Top.

Key recurring themes for residents were: Parking, safety, street cleaning, traffic.
Final Consultation Analysis – August 2007

### Replies

<table>
<thead>
<tr>
<th>Ethnicity</th>
<th>Replies</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>White British</td>
<td>133</td>
<td>90%</td>
</tr>
<tr>
<td>Other White</td>
<td>3</td>
<td>2%</td>
</tr>
<tr>
<td>Pakistani</td>
<td>1</td>
<td>0.6%</td>
</tr>
<tr>
<td>Other mixed</td>
<td>1</td>
<td>0.6%</td>
</tr>
<tr>
<td>Indian</td>
<td>1</td>
<td>0.6%</td>
</tr>
<tr>
<td>Black Caribbean</td>
<td>1</td>
<td>0.6%</td>
</tr>
<tr>
<td>Chinese</td>
<td>1</td>
<td>0.6%</td>
</tr>
<tr>
<td>Not stated</td>
<td>4</td>
<td>3%</td>
</tr>
<tr>
<td>Mixed white &amp; Asian</td>
<td>1</td>
<td>0.6%</td>
</tr>
<tr>
<td>Other Asian</td>
<td>1</td>
<td>0.6%</td>
</tr>
</tbody>
</table>

### 3. Do you consider yourself to be disabled?*

<table>
<thead>
<tr>
<th>Replies</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>20</td>
</tr>
<tr>
<td>No</td>
<td>126</td>
</tr>
</tbody>
</table>

### 4. What is your age?*

<table>
<thead>
<tr>
<th>Age</th>
<th>Replies</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Under 16</td>
<td>1</td>
<td>0.6%</td>
</tr>
<tr>
<td>16 – 29</td>
<td>27</td>
<td>18%</td>
</tr>
<tr>
<td>30 – 44</td>
<td>30</td>
<td>20%</td>
</tr>
<tr>
<td>45 – 74</td>
<td>71</td>
<td>48%</td>
</tr>
<tr>
<td>75+</td>
<td>16</td>
<td>11%</td>
</tr>
<tr>
<td>None stated</td>
<td>2</td>
<td>1.4%</td>
</tr>
</tbody>
</table>

### 5. Are you?*

<table>
<thead>
<tr>
<th>Ownership</th>
<th>Replies</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Council tenant</td>
<td>31</td>
<td>21%</td>
</tr>
<tr>
<td>RSL tenant</td>
<td>2</td>
<td>1%</td>
</tr>
<tr>
<td>Private tenant</td>
<td>25</td>
<td>17%</td>
</tr>
<tr>
<td>Owner – occupier</td>
<td>83</td>
<td>56%</td>
</tr>
</tbody>
</table>

### Gender*

<table>
<thead>
<tr>
<th>Gender</th>
<th>Replies</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Male</td>
<td>69</td>
<td>475</td>
</tr>
<tr>
<td>Female</td>
<td>77</td>
<td>53%</td>
</tr>
</tbody>
</table>
6. How long have you been resident on City Road Corridor?

<table>
<thead>
<tr>
<th>Lived/Worked</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt; 1 year</td>
<td>12</td>
</tr>
<tr>
<td>1 – 2 years</td>
<td>8</td>
</tr>
<tr>
<td>3 – 5 years</td>
<td>23</td>
</tr>
<tr>
<td>6 – 10 years</td>
<td>12</td>
</tr>
<tr>
<td>11-15 years</td>
<td>13</td>
</tr>
<tr>
<td>16 years &gt;</td>
<td>73</td>
</tr>
<tr>
<td>Not stated</td>
<td>6</td>
</tr>
</tbody>
</table>

2. Do you think creating areas of character and activity, celebrating the parks and getting movement right (the three priority action themes in the booklet) will help improve the area?

<table>
<thead>
<tr>
<th>Replies</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>125</td>
</tr>
<tr>
<td>No</td>
<td>7</td>
</tr>
<tr>
<td>Don’t know</td>
<td>11</td>
</tr>
<tr>
<td>Not stated</td>
<td>4</td>
</tr>
</tbody>
</table>

3. Do you agree that clustering services and facilities together will benefit the area as a whole?

| Strongly agree | 37 | 25% |
| Agree          | 68 | 47% |
| Neither agree nor disagree | 34 | 23% |
| Disagree       | 3  | 2%  |
| Strongly disagree | 2  | 1%  |
| Not stated     | 3  | 2%  |

4. Do you think it’s a good idea to encourage shops and services along Duke St to complement the existing ones?

<table>
<thead>
<tr>
<th>Replies</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>124</td>
</tr>
<tr>
<td>No</td>
<td>6</td>
</tr>
<tr>
<td>Don’t know</td>
<td>17</td>
</tr>
</tbody>
</table>
5. Do you think that St Aidan’s hub would be a good place to concentrate community facilities?

<table>
<thead>
<tr>
<th>Replies</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>100</td>
</tr>
<tr>
<td>No</td>
<td>14</td>
</tr>
<tr>
<td>Don’t know</td>
<td>33</td>
</tr>
</tbody>
</table>

Celebrating the Parks

6. Do you agree that opening up Manor Fields Park and providing an impressive gateway with car parking facilities would improve the area?

<table>
<thead>
<tr>
<th>Replies</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Strongly agree</td>
<td>62</td>
</tr>
<tr>
<td>Agree</td>
<td>52</td>
</tr>
<tr>
<td>Neither agree nor disagree</td>
<td>19</td>
</tr>
<tr>
<td>Disagree</td>
<td>7</td>
</tr>
<tr>
<td>Strongly disagree</td>
<td>8</td>
</tr>
</tbody>
</table>

7. Do you think creating a clear and linked network of green spaces would help neighbourhoods to be better connected?

<table>
<thead>
<tr>
<th>Replies</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>103</td>
</tr>
<tr>
<td>No</td>
<td>15</td>
</tr>
<tr>
<td>Don’t know</td>
<td>29</td>
</tr>
</tbody>
</table>

8. Supporting existing improvements to parks and green spaces will help create places that are attractive to people in local neighbourhoods and from all over the city. In order of priority, please rank which improvements you think are most important to attracting visitors to the area’s parks and green spaces.

<table>
<thead>
<tr>
<th>Ranked by importance</th>
<th>Replies</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Better visibility and safety into &amp; out of parks/green spaces</td>
<td>70</td>
<td>48%</td>
</tr>
<tr>
<td>Better paving lighting and street furniture around parks/green spaces</td>
<td>49</td>
<td>33%</td>
</tr>
<tr>
<td>Better entrances to parks/green spaces</td>
<td>13</td>
<td>9%</td>
</tr>
<tr>
<td>Better signposting to parks/green spaces</td>
<td>5</td>
<td>3%</td>
</tr>
<tr>
<td>Improving links between parks/green spaces</td>
<td>1</td>
<td>0.6%</td>
</tr>
</tbody>
</table>

Getting Movement Right

9. Do you agree that Manor Top would benefit from some improvements in the “street scene” including such things as new lighting, pedestrian crossings and benches?

<table>
<thead>
<tr>
<th>Replies</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Strongly agree</td>
<td>70</td>
</tr>
<tr>
<td>Agree</td>
<td>49</td>
</tr>
<tr>
<td>Neither agree nor disagree</td>
<td>13</td>
</tr>
<tr>
<td>Disagree</td>
<td>5</td>
</tr>
<tr>
<td>Strongly disagree</td>
<td>1</td>
</tr>
<tr>
<td>Not stated</td>
<td>9</td>
</tr>
</tbody>
</table>
10a. In October 2006 you told us that car parking can be a problem along the City Rd corridor. Where do you think the main car parking problems are along City Rd and Manor Top?

A sample of answers:
- Outside the cash machine at TSB & shops at Manor Top.
- Around Manor Top
- At the cemetery and Spring Lane
- Near the Travellers Rest
- No parking on City Rd because of trams
- Near the Arundel Club
- Between Duke St & top of Granville Rd
- Outside all shops on City Rd and Manor top
- Much of the terraced housing has no parking and double yellow lines along most of the road

10b. Who do you think has problems with parking along City Rd and at Manor Top?

<table>
<thead>
<tr>
<th>People who live in the area</th>
<th>116</th>
</tr>
</thead>
<tbody>
<tr>
<td>People who work in the area</td>
<td>44</td>
</tr>
<tr>
<td>People who are visiting the area</td>
<td>68</td>
</tr>
</tbody>
</table>

11. The following were considered the top five options to improve car parking for people who live and work in the area:

1. New parking lay-bys along City Road corridor and Manor Top where width allows.
2. Where possible, new developments along City Road to incorporate lay-bys or service roads for parking.
3. “Tidal Flow” Clearway restrictions in City Road, allowing parking on the outbound side of the road in the morning and inbound side in the evening.
4. Purchase of small sites for car parking when opportunities arise along City Road.
5. Resident’s Permit Parking Scheme.

12. The following are a sample of other suggestions for improving car parking:

- Use the old Charlie Brown site for parking.
- Provision of secured parking where land becomes available.
- Use old Norfolk School playing fields for car parking.
- Cheaper more reliable bus service.
- City Rd shouldn’t be a clearway – residents should be able to park in front of their houses.
- Use pavement between the cemetery and Spring Lane for parking bays.
- Financial help for residents to put drives outside their houses.

13. The following are a sample of other comments from the questionnaire:

- Worried that physical improvement will be damaged by ASB / vandalism.
- Stop people selling cars on the roadside.
- Tram stop between manor top and Spring Lane (near working mens club).
- Better facilities for older children.
- More street cleaning to clean up rubbish from take-aways especially at weekends.
- Shop owner would like removal of yellow line from outside shops to encourage customers to “pop in”.
- Stop children hanging around shops.
- More CCTV to stop vandalism.
- Renewable energy for street lighting and electronic notice boards for bus shelters.
<table>
<thead>
<tr>
<th>Site</th>
<th>Size</th>
<th>Planning Context</th>
<th>Land Issues</th>
<th>Option</th>
<th>Summary of Issues</th>
<th>Action Required</th>
<th>Values</th>
</tr>
</thead>
<tbody>
<tr>
<td>Travellers Rest Public House – <em>high priority site</em></td>
<td>0.14 Ha (0.34 acres) – the site is situated on City Road and forms part of the Manor Fields Gateway project</td>
<td>UDP: the site is identified within the existing planning framework an area suitable for mixed-use development</td>
<td>The Travellers Rest pub is currently in private ownership, although we understand that the premises may be part of a portfolio sale to Admiral Taverns.</td>
<td>• Emerging proposals from the existing owners of the Pub involved the wholesale refurbishment of the premises. Should these plans still be progressed, one option is to incorporate the Pub into the wider redevelopment of the entrance to Manor Fields Park; • Depending on the plans of the owners, another option is to look at public sector acquisition to facilitate wholesale redevelopment of the site to create a new gateway entrance to the Park, deliver new residential development and make a positive statement on the City Road corridor; • Intended use will include A3/ C3.</td>
<td>• The site is presently under private ownership with little information known about the aspirations and plans of the brewery; • It is not yet known whether the Travellers Rest pub is part of Punch Taverns portfolio sale of Public Houses sale to Admiral Taverns; • Acquisition of the Travellers Rest pub will be difficult and it may be more realistic to incorporate a refurbishment of the Pub into the wider Manor Fields Gateway project.</td>
<td>More detailed discussion is required with the Brewery owners of the Travellers Rest pub to ascertain their aspirations moving forward and to gauge their interest in participating in the Manor Fields Gateway redevelopment project; More detailed design and investigatory work to be undertaken to provide more assurances over the feasibility of bringing forward the wider Manor Fields Gateway project will be required.</td>
<td>Discussion will be required with Admiral Taverns to ascertain their aspirations moving forward. Specifically, whether the Brewery is interested in the sale of the site or participating in the wholesale redevelopment • Formal valuation advice will be required should the brewery be minded to sell.</td>
</tr>
<tr>
<td>Site</td>
<td>Size</td>
<td>Planning Context</td>
<td>Land Issues</td>
<td>Option</td>
<td>Summary of Issues</td>
<td>Action Required</td>
<td>Values</td>
</tr>
<tr>
<td>------</td>
<td>------</td>
<td>------------------</td>
<td>-------------</td>
<td>--------</td>
<td>-------------------</td>
<td>----------------</td>
<td>--------</td>
</tr>
<tr>
<td>SCC Social Services premises at 535 City Road – high priority site</td>
<td>The site is situated on City Road and forms part of the Manor Fields Gateway project</td>
<td>UDP: the site is identified within the existing planning framework an area suitable for mixed-use development</td>
<td>The site is presently under the control of SCC</td>
<td>• No discussions have been progressed with Social Services to ascertain the aspirations and requirements of the department for this site moving forwards; • Should the site be available for redevelopment, the proposal is for wholesale redevelopment to deliver new residential development and a new entrance to the Park.</td>
<td>• The future plans of SCC Social Services regarding this site remain unknown at this present time.</td>
<td>• Further discussion will be required within SCC as part of more detailed design and investigatory work into the feasibility of bringing forward the wider Manor Fields Gateway project.</td>
<td>• More detailed development appraisal work will be required to ascertain the potential costs and values of bringing forward redevelopment at the site.</td>
</tr>
</tbody>
</table>
## Manor Fields Gateway

<table>
<thead>
<tr>
<th>Site</th>
<th>Size</th>
<th>Planning Context</th>
<th>Land Issues</th>
<th>Option</th>
<th>Summary of Issues</th>
<th>Action Required</th>
<th>Values</th>
</tr>
</thead>
</table>
| Former Esso site – high priority site | The site forms part of the wider Manor Fields Gateway development opportunity | UDP: identified within the existing planning framework within an area suitable for mixed-use development  
SDF: Proposed as open space area | Former petrol station site – SCC are in discussions with a view to resolving the occupation lease interests | • The site forms part of the redevelopment opportunity for residential use and/or ancillary retail as part of the wider project. | • Contamination may be present at the site;  
• Leasehold covenant requires resolution. | • SCC will be required to obtain freehold vacant possession in order to facilitate redevelopment;  
• Site investigation works may be required to assess the extent of contamination and the costs of remediation;  
• More detailed design and investigatory work to be undertaken to provide more assurances over the feasibility of bringing forward the site as part of the Manor Fields Gateway project;  
• The revised planning framework should propose flexible use area designation | • More detailed development appraisal work will be required to ascertain the potential costs and values of bringing forward redevelopment at the site. |
| Scotia Drive T-type flats site – longer-term intervention | 0.42 Ha cleared site comprising 4 blocks of 9 flats and 1 block of 6 garage units | The site is currently identified as a residential area within the existing planning framework. | • The freehold interest in the small site is owned by SCC;  
• Places for People hold a number of properties in the adjacent areas. | • Redevelopment of the site is expected to form a later phase of new housing delivery within the Manor;  
• The site shares little resemblance or relation to the redevelopment opportunity presented by the Manor Fields Gateway project, and will be viewed as a significant risk by a developer;  
• Wholesale redevelopment of the site and surrounding area is unlikely nor desirable given the recent investment in existing social housing stock. | • An electricity sub-station is currently on the site;  
• Sheffield Homes recently invested in some of the surrounding housing stock but not those proposed for demolition.  
• Recent fire damage has meant that demolition of one of the blocks has been brought forward. | • The site is seen as a longer-term opportunity linked to a new housing development in the Manor and is not seen as part of the Manor Fields Gateway Project;  
• Action in the short-term is likely to involve interim management of the site – i.e. landscaping. |
<table>
<thead>
<tr>
<th>Site</th>
<th>Size</th>
<th>Planning Context</th>
<th>Land Issues</th>
<th>Option</th>
<th>Summary of Issues</th>
<th>Action Required</th>
<th>Values</th>
</tr>
</thead>
<tbody>
<tr>
<td>Duke Street/ Bard Street Industrial workshop sites – medium-term priority</td>
<td>1.11Ha (2.74 acres)</td>
<td>UDP: identified within the existing planning framework within a Housing Area. SDF Preferred Options: Propose to maintain a Housing Designation.</td>
<td>The area is currently comprised of various small sites, under the ownership of SCC and various private interests; The layout of sites is fragmented with small plot sizes</td>
<td>• High density residential and limited commercial development would be appropriate uses; in line with relevant Planning Policy at time of development. • Possible connection to new gateway entrance proposed at Park Square entrance to redevelopment of Park Hill Flats</td>
<td>• Land assembly – ownership issues require resolution; • Existing site is constrained by small plot areas and disparate ownership interests</td>
<td>• Land assembly – action is required to resolve disparate interests and to reconfigure development sites; • Public sector intervention likely to be minimal – planning assurances will be required to provide certainty to the market – flexible use area designation is required. The impact of Park Hill is likely to encourage the market’s redevelopment of the surrounding area with the public sector supporting through the revised planning framework.</td>
<td></td>
</tr>
<tr>
<td>Park Hill Complex – high priority site</td>
<td>Gross site area measures 13Ha (32 acres)</td>
<td>Classified as a residential area within the existing planning framework. A retail element of the original complex is recognised also. Redevelopment proposals are currently being refined by Urban Splash, which include a retail and leisure element.</td>
<td>• High density residential and mixed-use development is due to be delivered at the site through the redevelopment and refurbishment of the Park Hill complex; • Outline planning has been secured for the Urban Splash scheme, which includes an element of social rented and affordable shared ownership. A full planning application submitted in July 2007 is being considered.</td>
<td>• There is a requirement to incorporate the redevelopment proposals for Park Hill into the wider South Sheffield area, to ensure that the redevelopment does not just become an extension of the City Centre</td>
<td>• Revised planning framework to tie Park Hill proposals into a wider masterplan for the northern end of City Road, which looks to encourage complimentary activity at key sites listed; • SCC Planning Department to facilitate further discussions with Urban Splash to ensure public realm/physical connections are made between the scheme and the South Sheffield area.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
## St Aidan’s Hub

<table>
<thead>
<tr>
<th>Site</th>
<th>Size</th>
<th>Planning Context</th>
<th>Land Issues</th>
<th>Option</th>
<th>Summary of Issues</th>
<th>Action Required</th>
<th>Values</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dovercourt Surgery – high priority site</td>
<td>0.07Ha (0.17 acres)</td>
<td></td>
<td>• The Freehold interest owned by the Surgery;</td>
<td>• High density residential and limited commercial development would be appropriate uses; in line with relevant Planning Policy at time of development.</td>
<td>• Land assembly – ownership issues require resolution;</td>
<td>• Should the construction of a new surgery at Skye Edge not be taken forward (Planning Permission granted 2006) the opportunity should be taken to re-open discussion regarding a more suitable location that better supports local service centres/ hubs.</td>
<td></td>
</tr>
</tbody>
</table>
Appendix C: Park Hill/Duke Street Hub – project detail

Park Hill / Duke Street Hub

Context

An Important Location

Duke Street currently performs a local retail and service function, but has the potential to be transformed into a more significant and diverse community hub. The area at the junction of Duke Street and Tallbot Street is located at an important point of connection between the city centre and quiet residential suburbs. The diagram above shows how the area can be considered part of a network of open spaces and places that link together. While the area around the Duke Street / Tallbot Street junction does support local community facilities and services, it is underserved by good quality open space and environment that is particularly unfavorable to pedestrians (see photos, right). It has become a hostile and uncomfortable place that is not well used, making it weak link in the chain.

“Meeting of the Mix”

In redeveloping the area’s future we aim to create a community hub that should be thought of as a place located at a “meeting of the mix”, that is:
1. Where key routes of movement converge
2. Where new development opportunities exist
3. Where key elements of the local green space network come together.

This emphasizes the significance of the hub and reinforces the ideas that regeneration and change should be focussed here.

An Area Already Undergoing Change

Park Hill

The potential for change at the Park Hill / Duke Street community hub is further emphasised by the ambitious plans to refurbish and reinvigorate the present Park Hill flats. These well-advanced plans for a widespread renewal of the area, with flats to be completed by 2009, will enable the future Pottery Flats to complement and the surrounding open spaces, giving a new lease of life to this former open landscape plan, including the total regenerating of the Sheaf Valley Park area to the west of the flats incorporating pedestrian linkages to the Supertram. Plans for Park Hill also include new retail and education facilities, including a performance and innovative new dance centre immediately adjacent to the junction of Duke Street and Tallbot Street.

Wider City Centre regeneration and realignment

Park Hill is one of many ambitious urban regeneration and development proposals happening across the city, and the Park Hill / Duke Street hub is ideally located to facilitate access to these other sites, including the revamped railway station, Pond Road, Place Garden, Central Library, Tower Square and Hallam University buildings.

Key Opportunities

A Strategic Nodal Space

The key role with this project is to create a place which becomes a strategically important nodal space in South Sheffield. This means a space which is:

1. A conduit through which people travel and that connects to the broader city network
2. A destination for the community, providing opportunities for social interaction and gathering

A new community hub in Park Hill / Duke Street will provide these functions for local people, becoming the place where routes between the city centre, the university and a huge South Sheffield population will converge, and also as an area for people to meet and connect.

A link to the city centre provides the opportunity to significantly improve pedestrian links and connectivity between these key community assets.

The Park Hill has the potential to be a very special place for residents of South Sheffield as a conduit through which people will pass on their daily journeys alike for work or pleasure and a destination where they can stop and make themselves at home. This unique opportunity is realised in the concept diagram (Figure 1) which identifies the space where key buildings are oriented to nodes of movement and community assets converge. This begins to show how such an opportunity is presented by the location of the Duke Street / Tallbot Street junction.

Physical Change and Environmental Improvement

Delivering the strategy will require change to the buildings and spaces that currently characterise the area. The model aims to help create a high-quality environment for the pedestrian and cyclist that makes their connections safe and easy, creating a sense of place and atmosphere that encourage walking.

The existing built environment does not help to support these strategic goals, and therefore physical and environmental improvement must be used to enhance and/or facilitate the delivery of this:

- Linkages and green space connections
- Public realm and public realm
- New and use and community facilities

Aiming at an appropriate design solution for these changes needs to occur in a timely, sensitive and comprehensive manner. The key steps we need to think strategically about the opportunity and site context the following steps in the wider context. This will help to pass through the area issues of importance issues that are raised.

To help answer these and other questions we need to utilise an appropriate design solution for these changes needs to occur in a timely, sensitive and comprehensive manner. The key steps we need to think strategically about the opportunity and site context the following steps in the wider context. This will help to pass through the area issues of importance issues that are raised.
Park Hill / Duke Street Hub

The Strategic Development Framework: A Sound Basis for Physical Change

The Strategic Development Framework shown here establishes a number of key intervention opportunities that can be developed to deliver a real improvement to the South Holiday description. These opportunities can be delivered by the existing organisations and development partner. The plan is to work with local stakeholders to further develop and implement these opportunities.

The strategic development framework is based on the notion that the area could benefit from a series of improvements that would enhance the overall quality of life for the residents. These improvements would include increased green spaces, better public spaces, and improved infrastructure.

The framework also includes a number of key interventions that could be implemented to improve the area. These interventions include

- Improved public space design
- Enhanced green spaces
- Improved infrastructure
- Increased community engagement

The key interventions are designed to create a sense of place and identity for the area, while also improving the overall quality of life for residents.

A New Neighbourhood Centre?

The proposed development is to be a new neighbourhood centre. The development would be located on the junction of Duke Street and South Holiday. It would provide a range of facilities for the community, including

- A community centre
- A cafe
- A play area
- A gym

The new centre would be an important part of the area's development, providing residents with a central location to come together and enjoy a range of activities.

Priorities

In order to achieve the development framework, there are a number of key priorities that need to be addressed. These include

- Improved public realm
- Enhanced green spaces
- Improved infrastructure
- Increased community engagement

The priorities are designed to ensure that the development framework is delivered in a way that benefits all members of the community.

The development should be delivered with a phased approach that focuses first on public realm and the effect of the Park Hill interventions, with more significant changes to the Boulevard scheme to follow over the medium to long term.
Appendix D: Manor Fields Gateway – project detail

Manor Fields Gateway

Existing Environmental Features and Constraints

Key

- Existing green spaces
- Open space areas
- Open space areas
- Architecture
- Archeology
- Landscapes
- Topography
- Views
- Urban spaces
- Water bodies

Movement and Environment

The Manor Fields Gateway area is a key node in the existing green infrastructure network that connects to a number of other green spaces, providing access to the College area and the surrounding urban fabric. The gateway is primarily used for pedestrian movement and provides a transition from the urban to the rural environment.

Strategic Urban Design Framework

Key Principles

1. Improving the safety, vitality, and visibility of the park through the treatment of pedestrian links, entrances, and lighting to enhance the public realm.
2. Introducing shared surfacerec as part of a coordinated landscape scheme, creating new open spaces that blend with the formal and ornamental landscape.
3. Focussing on providing positive frontage to the open space and in doing so creating an environment that encourages public activity and interaction.
4. Maximising the potential for a distinctive place by ensuring a palette of elements and structures that are visually appealing and engaging.
5. Creating a strong connection with the vibrant and strategically important City Centre, ensuring that the gateway enhances the public realm and provides access to the surrounding urban fabric.
Appendix D

Manor Fields Gateway

The whole ethos of the Manor Fields project is to enhance the prominence of the park, both in terms of physical connections to the City Road and the network of streets and open spaces in the wider area. Achieving these key objectives will depend heavily on the relationship between the park and City Road, which is a very important and influential radial route to and from the city centre. Therefore, the links between Manor Fields Park and the City Road are highly visible in the context of the proposals, and require a very specific and well co-ordinated approach to their development. The site plan of the potential locations of the Manor Fields Park: the shop window for Manor Fields Park.

Potential Sketch Proposal

The Strategic Development Framework for the wider Manor Fields Park project establishes a broad structure upon which physical development and other interventions in Manor Fields as a whole could be based. The sketch proposal shown here is an early suggestion for how the part of the strategic development framework around the area of the Manor Fields Gateway could potentially be developed in detail.

Aerial Perspective Views

South Sheffield HMR

Manor Fields Gateway

Development at the Manor Fields Gateway site will focus on the creation of a landmark on City Road that shapes the front of Manor Fields Park. This means both improving pedestrian links between City Road and the park, but also ensuring that these are most effective and efficient. The proposals therefore require a very specific and well co-ordinated approach to their development. The site plan of the potential locations of the Manor Fields Park: the shop window for Manor Fields Park.

Connections and key views

Principal key view

Secondary key view

Proposed key connections

Existing key connections

Key view points and convergence of connections

The Manor Fields Gateway project is about enhancing the prominence of the park making physical connections and enhancing visibility. In this respect, the relationship between the park and City Road is key City Road plays a very important role in and from the City Centre. Our sketch proposals for development are based around the need to make effective, safe and prominent connections that facilitate pedestrian/cyclist access and therefore drawing in activity and helping to make a vibrant place.

Planning and delivery

Whilst delivering positive change at Manor Fields Gateway will need stakeholders and developers to work closely together in order to deliver a successful development. A robust planning process and sustainable investment needs to be at the heart of the project.

Planning: Land Use

The development control process will help influence the principle and amount of development at the site, however, on top of these are safeguarded areas that are considered inappropriate/desirable in order to help achieve both wider regeneration and site-specific development goals. These will be consistent with the City Centre’s functions and importance because this is where we hope to see maximum pedestrian activity and attract the place during the day. For example, by creating connections or shape and continuous paths that attract people and complement the park.

Delivery: Sustainable Investment

Development opportunities at Manor Fields Gateway will help secure sustainable investment across Manor Fields Park as a whole. A planning agreement may be used to fund management of open spaces. This may be a viable option in terms of other witnesses, such as securing revenue from commercial licences and sponsorship.

Building interface and public activity

Whilst it is crucial to create connections and adaptable spaces, these will be ineffective unless routes between City Road and the park are safe and attractive. Design will play a crucial role in making routes safe, delivering the seamless of public areas and making different types of activity in different locations (as depending upon what activities are appropriate where). The diagram above shows our aspirations for creating defined and active public areas with carefully designed, attractive buildings.

South Sheffield HMR