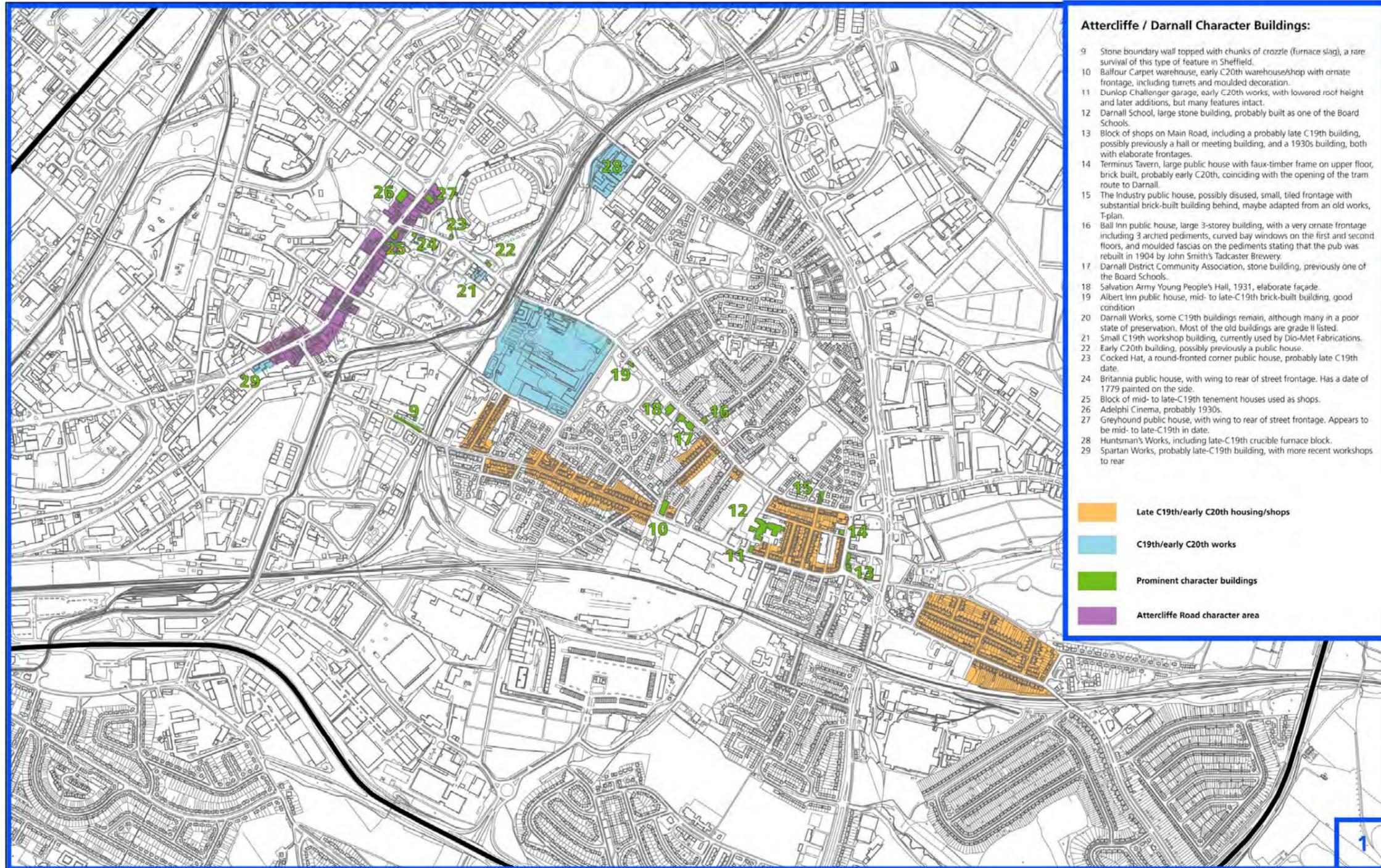


APPENDICES

Appendix A

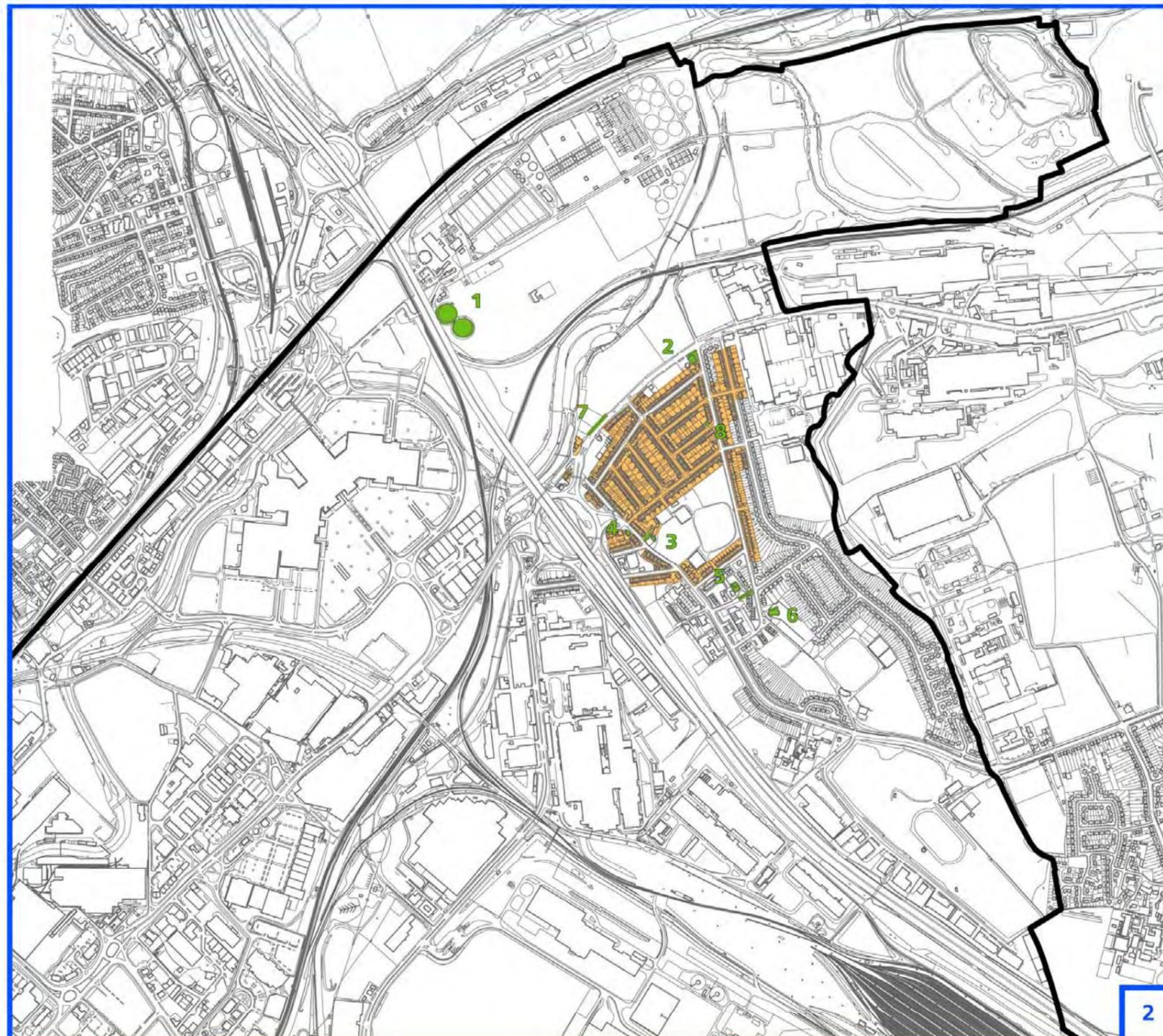
Buildings of Character (Historic Assessment)



Attercliffe / Darnall Character Buildings:

- 9 Stone boundary wall topped with chunks of crozzle (furnace slag), a rare survival of this type of feature in Sheffield.
- 10 Balfour Carpet warehouse, early C20th warehouse/shop with ornate frontage, including turrets and moulded decoration.
- 11 Dunlop Challenger garage, early C20th works, with lowered roof height and later additions, but many features intact.
- 12 Darnall School, large stone building, probably built as one of the Board Schools.
- 13 Block of shops on Main Road, including a probably late C19th building, possibly previously a hall or meeting building, and a 1930s building, both with elaborate frontages.
- 14 Terminus Tavern, large public house with faux-timber frame on upper floor, brick built, probably early C20th, coinciding with the opening of the tram route to Darnall.
- 15 The Industry public house, possibly disused, small, tiled frontage with substantial brick-built building behind, maybe adapted from an old works, T-plan.
- 16 Ball Inn public house, large 3-storey building, with a very ornate frontage including 3 arched pediments, curved bay windows on the first and second floors, and moulded fascias on the pediments stating that the pub was rebuilt in 1904 by John Smith's Tadcaster Brewery.
- 17 Darnall District Community Association, stone building, previously one of the Board Schools.
- 18 Salvation Army Young People's Hall, 1931, elaborate façade.
- 19 Albert Inn public house, mid- to late-C19th brick-built building, good condition.
- 20 Darnall Works, some C19th buildings remain, although many in a poor state of preservation. Most of the old buildings are grade II listed.
- 21 Small C19th workshop building, currently used by Dio-Met Fabrications.
- 22 Early C20th building, possibly previously a public house.
- 23 Cocked Hat, a round-fronted corner public house, probably late C19th date.
- 24 Britannia public house, with wing to rear of street frontage. Has a date of 1779 painted on the side.
- 25 Block of mid- to late-C19th tenement houses used as shops.
- 26 Adelphi Cinema, probably 1930s.
- 27 Greyhound public house, with wing to rear of street frontage. Appears to be mid- to late-C19th in date.
- 28 Huntsman's Works, including late-C19th crucible furnace block.
- 29 Spartan Works, probably late-C19th building, with more recent workshops to rear.

- Late C19th/early C20th housing/shops
- C19th/early C20th works
- Prominent character buildings
- Attercliffe Road character area



Tinsley Character Buildings:

- 1 Tinsley Towers, 1950s cooling towers, only remnant of former power station, very visible landmark
- 2 Fox and Duck public house, substantial late C19th/early C20th pub on main road to Rotherham, 3 storeys
- 3 Brick-built farmhouse, now derelict, and stone-built barn, possibly mid-late-C19th
- 4 Tinsley Round About Centre, Victorian building, possibly an old school
- 5 Stone-built house, now used by the NHS, and old stone boundary wall
- 6 St Lawrence's Church, C19th
- 7 Stone boundary wall and lower part of an ornamental building fascia, only standing to c.1.5m height, waste ground to northwest
- 8 Shop, with ornate curved corner frontage, possibly a former public house or workshop

Late C19th/early C20th housing/shops
 Prominent character buildings

DAT NDF
Tinsley Buildings of Character (Historic Assessment)



Appendix B Option Development

Option Development

Introduction

B1.1 This appendix to the report records the key stages of Option Development. In short it provides an overview of the key stages undertaken to arrive at the NDF strategy.

B1.2 The project has been managed by a Steering Group that have provided feedback and direction at key stages of the project. A key early deliverable on the project was the consideration of key priority projects for Housing Market Renewal Funding. The emerging strategy has also been the subject of public consultation including consideration of four options for the strategy. Options have been developed in the light of the baseline data and related appraisals.

B1.3 This section of the report therefore considers:

- The development of Accelerated Projects
- The outcome of Stage 1 community consultation
- An overview of the four Options for DAT
- The Options Appraisal
- A review of the Stage 2 public consultations
- A review of conclusions on the draft options.

Accelerated Projects

B1.4 As a first stage in the project a series of potential accelerated project were identified to form part of early programming for HMR funding. The projects were identified on the basis of initial sites visits, data review, Steering Group discussion and assessments against HMR objectives. The potential accelerated projects proposed with the Steering Group were:

- Facelift Improvements to residential properties on Staniforth Rd, Darnall
- Redevelopment of Craven Taskers, Darnall
- Town Street Home Zone, Tinsley

- Sheffield Rd Derelict Properties, Tinsley

B1.5 These projects were therefore put forward for consideration in developing the HMR programme.

Stage 1 Community Consultation

B1.6 Stage 1 Public Consultation was carried out utilising a range of methods, venues, times and formats, in order to reach as many of the people living in the area as representative as possible. Over 1,100 survey questionnaires were completed and returned.

B1.7 Some key conclusions from the Stage 1 consultation were:

- The significant ethnic minority community appears to be highly concentrated in a few areas, and have larger (and younger) families;
- The area's residents are broadly satisfied with their homes, but dissatisfied with the areas around the home – the street they live on and the wider area, especially in Tinsley.
- Residents have particular concerns about litter, fly tipping and graffiti at certain sites;
- Significant concerns over crime and anti-social behaviour in all neighbourhoods;
- A significant perception of a lack of choice in the local housing market, particularly within the larger ethnic minority households where there is dissatisfaction with size of homes;
- Residents have concerns over the quality of shopping provision in the area, particularly regarding Darnall District Centre.

Options for DAT

B1.8 In responding to the imperatives established by the baseline work, objectives for Sustainable Communities and Housing Market Renewal, a series of options were drawn up in conjunction with the Steering Group. These options were consulted upon with the community in a second stage of consultation.

B1.9 The study area was been broken down into two areas. Darnall and Attercliffe were considered together as the options related to both, and Tinsley where the options are tailored to meet local circumstances. Four options plans were been prepared for each area, as follows:

- Little Change;
- More Change;
- Substantial Change; and
- Radical Change.

B1.10 The options are illustrated in plans included in this appendix.

B1.11 The options are cumulative, whereby each option includes all of the regeneration activity included in the previous option.

B1.12 The Little Change option largely replicates existing UDP policy. This was not a 'Do Nothing' option, as Sheffield City Council are already promoting positive change through existing policies and initiatives and supporting documents such as SPG (to become SPD), the Community Strategy and Housing Strategy.

B1.13 The Radical Change option includes all the key projects included in Little, More and Substantial Change. It is a long-term (25-year plus) option illustrating in land-use terms how the communities of DAT could best harness the process of transformational change. In order to deliver such transformational change, significant commitment will be required from all parties, including the City Council, Transform South Yorkshire, the private sector and not least, the local community.

B1.14 Each option consists of a number of key projects, which are identified on the option plans. Each project has been developed with a number of factors in mind:

- 'Strategic fit' with existing planning policy;
- Relationship to existing regeneration strategies;
- Conformity with TSY aims through the HMR funding programme;

- Ability to achieve Sheffield City Council objectives;
- Likely level of support from the local community;
- Ability to promote successful, sustainable communities; and
- Relationship with current best practice, for example urban design guidance.

B1.15 The options present different levels of change, geared towards the improvement of these key characteristics of the area:

- Housing quality;
- Community service provision;
- Accessibility;
- Public realm , environment and open space;
- Sustainability.

Strategic Options Appraisal

B1.16 To inform the consideration of options they were considered against a series of objectives and/or contextual issues, namely:

- Regeneration and planning policy;
- Sustainable communities objectives
- TSY HMR objectives
- Community views (as expressed in Stage 1 Consultation)

B1.17 In summary the appraisal concluded that the majority of the projects had a positive impact (although not all could benefit from HMR funding). Accordingly substantial and radical change would have the most significant effects in moving DAT towards a more sustainable position.

Stage 2 Consultation

B1.18 Stage 2 Consultation was based around the four options set out above.

B1.19 Disappointingly the level of engagement at stage 2 was poor. Only 105 survey forms were completed and returned – 49 surveys regarding the proposals for Darnall and Attercliffe and 56 regarding the proposals for Tinsley.

B1.20 The Tinsley events were better attended than those in Darnall and Attercliffe. More than 80 people attended the Tinsley Area Panel Meeting, and the sessions at Norborough Road and outside the Pike and Heron were, if not very busy, at least reasonably well attended – with a steady stream of local residents stopping to ask questions and find out more.

B1.21 The Darnall and Attercliffe events were much quieter (though again the Darnall Area Panel meeting was reasonably well attended)

B1.22 With such a small level of response, we undue weight should not be attached the opinions gleamed to the views expressed. These are small samples that give a flavour of public opinion on the NDF proposals, nothing more.

Responses – Tinsley

B1.23 Overall however the results suggest that Tinsley residents are receptive to ideas that would involve major or radical change to Tinsley.

B1.24 From these consultation results the following proposals can be seen to have the strongest support:

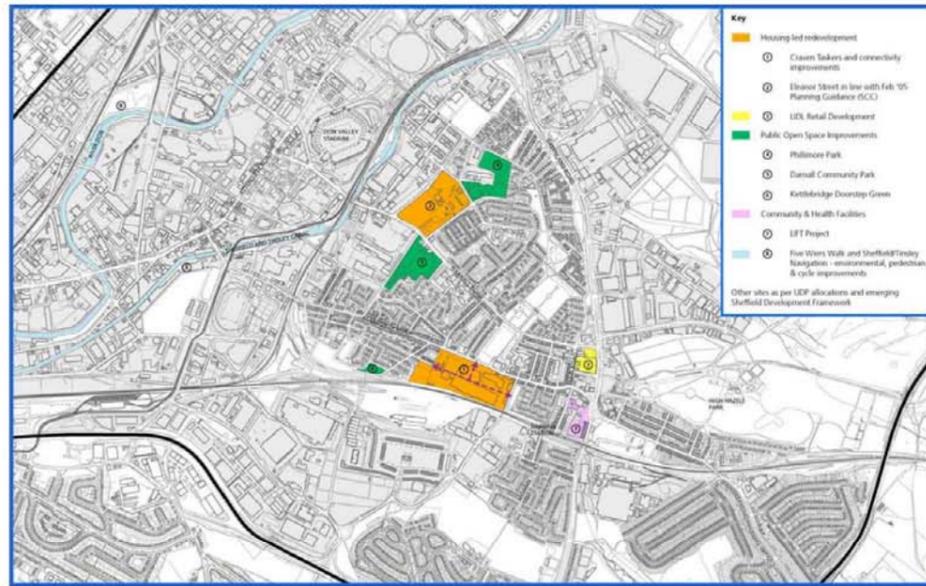
- Improved pedestrian links between Tinsley and Meadowhall / Supertram
- Improvements to public open space around the canal and River

- Five Weirs Walk and Tinsley Navigation – Improvements to paths, cycleway alongside the Canal and River Don
- Expanded Tinsley Local Centre to include local shops, a village green, new and existing housing and new community facilities
- Combined Tinsley Junior and Infant School and a new site
- Frontage / environmental improvements to the areas around Junction 34

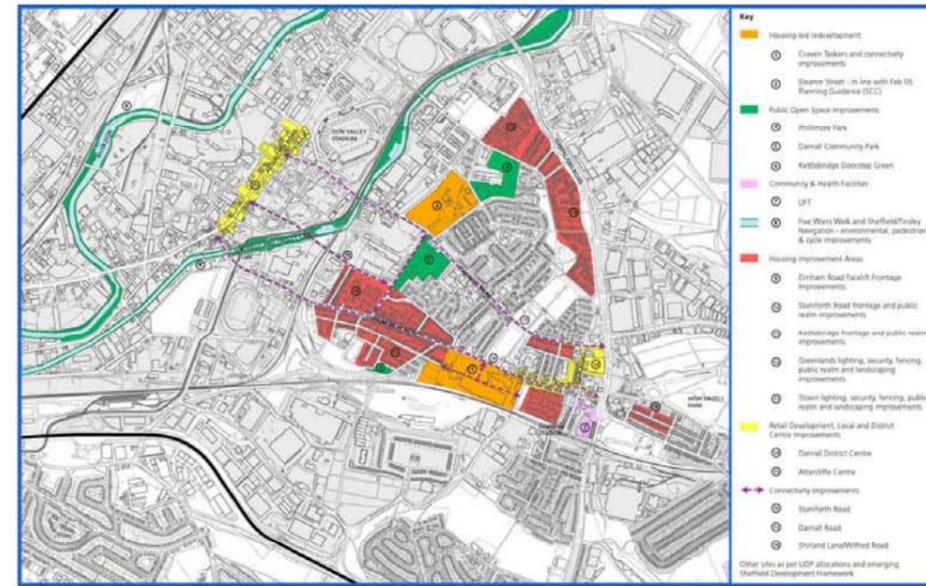
Tinsley - The Most important Proposals

B1.25 The most important projects identified by respondents are as follows:

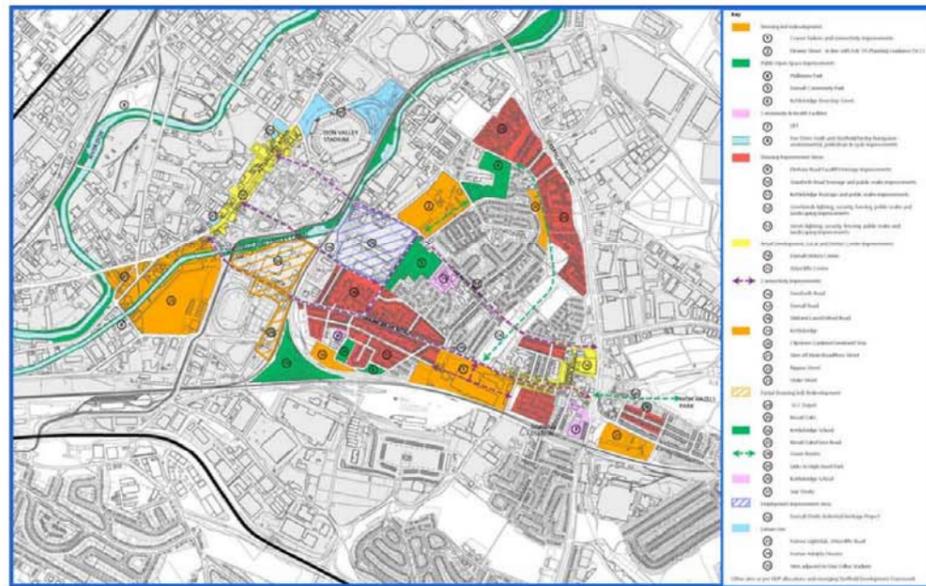
- Improved pedestrian links between Tinsley and Meadowhall / Supertram;
- A Green Buffer between Tinsley and M1 to improve air quality;
- Frontage / environmental improvements to Sheffield Road
- Five Weirs Walk and Tinsley Navigation – Improvements to paths, cycleway alongside the canal and River Don;
- New employment land / redevelopment on Sheffield Road – Vantage Riverside;
- Improvements to public open space around the canal and River;
- Bawtry Road designated an HGV free route
- Frontage / environmental improvements to the areas around Junction 34;
- Demolition and redevelopment of Tinsley Local Centre, Bawtry Road



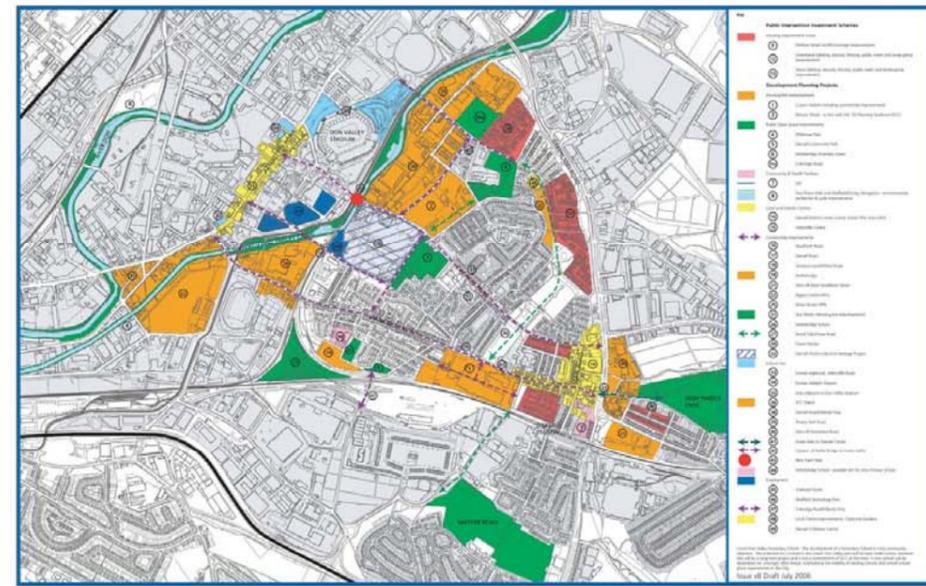
DAT NDF
Option 1: Little Change
Darnall and Attercliffe
BDP



DAT NDF
Option 2: More Change
Darnall and Attercliffe
BDP



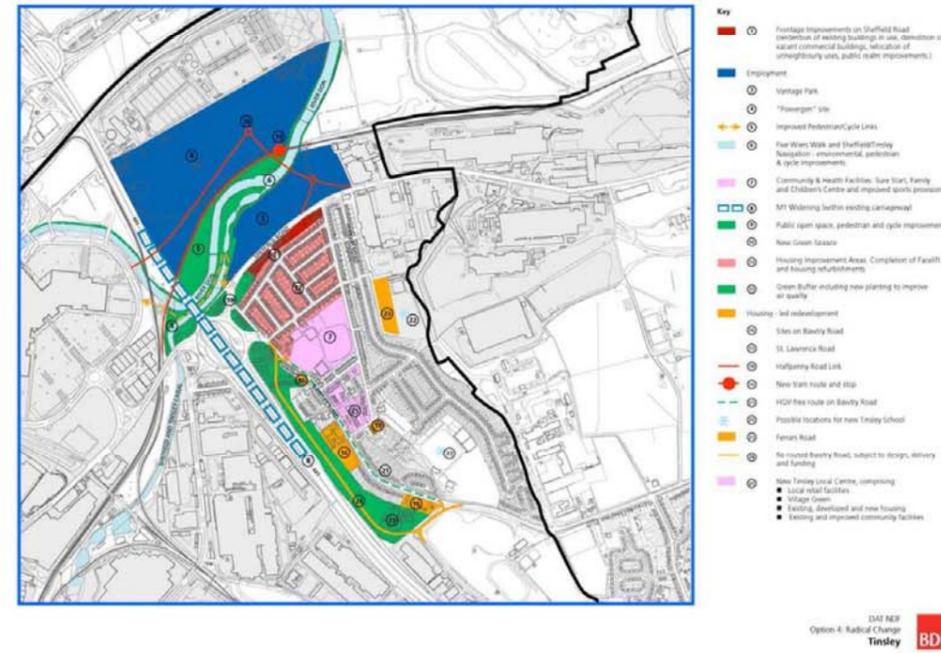
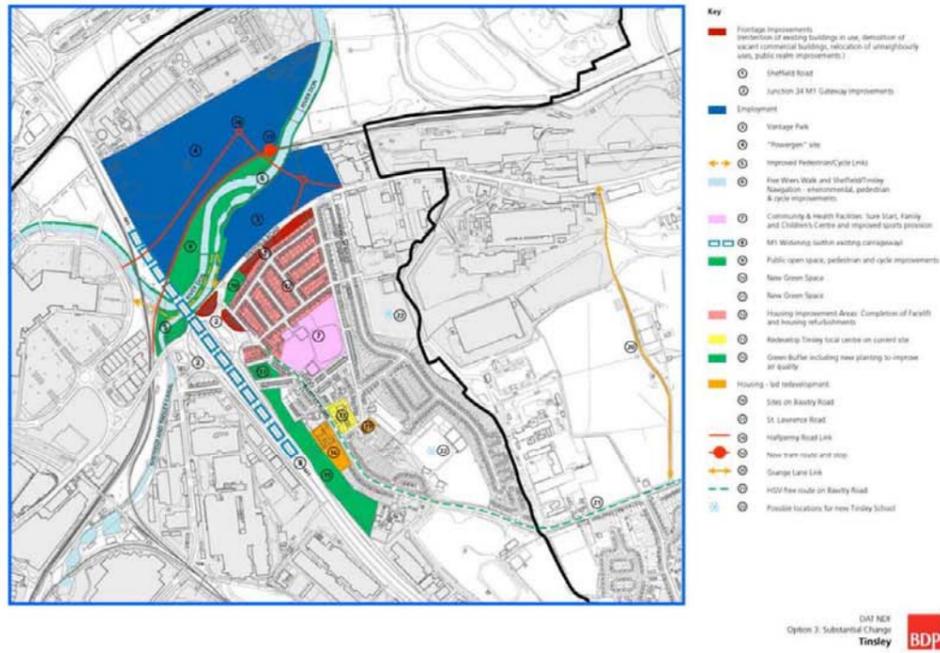
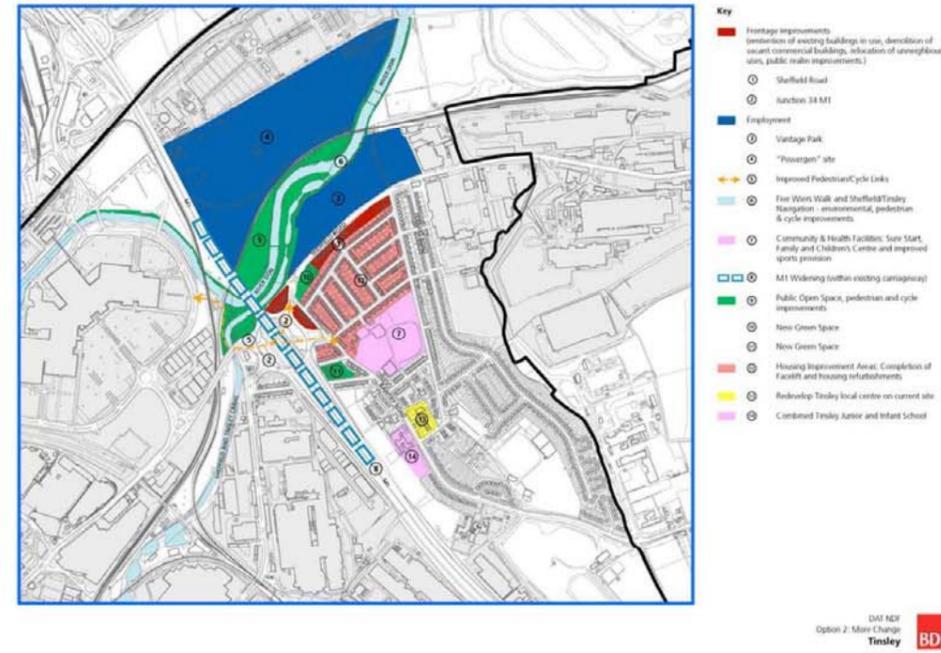
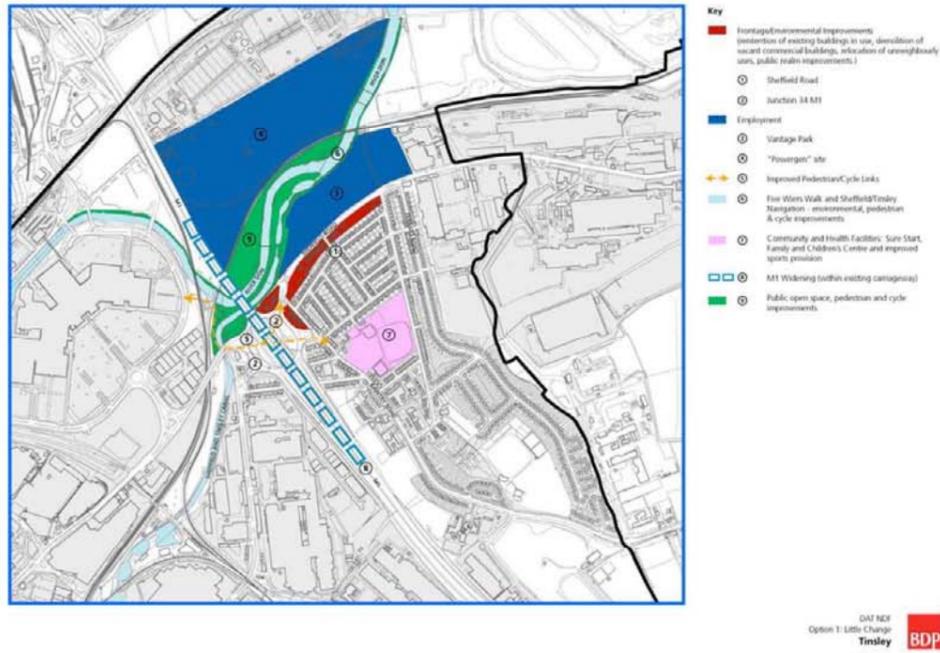
DAT NDF
Option 3: Substantial Change
Darnall and Attercliffe
BDP



DAT NDF
Option Development: Darnall & Attercliffe
Darnall and Attercliffe
BDP

DAT NDF
Option Development: Darnall & Attercliffe





DAT NDF
Option Development: Tinsley



- New link road – from Sheffield Road to Meadowhall – Halfpenny Road.

Darnall and Attercliffe

B1.26 Overall, the response across Darnall and Attercliffe was disappointing. Even the attendance at the special meeting of the Darnall Area Panel was relatively low (compared to Tinsley). The lack of obvious “natural” venues (places where large numbers of individuals are already going and can thus be consulted) and the relatively non-contentious nature of the proposals in Darnall and Attercliffe perhaps contributed to the muted response – just 49 Darnall and Attercliffe residents completed and returned the survey form.

B1.27 In Darnall and Attercliffe, amongst those who responded, there is a much stronger consensus that the area needs major or radical change. Unlike in Tinsley, there was little support for more limited change in Darnall and Attercliffe, suggesting that at least among the respondents in this survey there is a desire for major long-term change in Darnall. Again it should be stressed this is based on a limited sample.

B1.28 The important projects for Darnall and Attercliffe, identified by respondents were:

- Improvements to the shopping environment at Darnall District Centre
- A green link between Darnall District Centre and High Hazels Park
- New Leisure facilities on and around Attercliffe Road
- New “Lift” medical centre
- New tram stop for Darnall
- Improvements to Darnall Community Park
- New housing development off Main Road

B1.29 The least support, or the most lukewarm enthusiasm among our respondents went to those proposals that were most peripheral to our respondents – such as the closure of Kettlebridge to vehicles, or proposals to redevelop some of the more ‘distant’ pieces of land alongside the canal – its not that people oppose or disagree with such proposals, more that they have few opinions of them. Most of those who expressed an opinion were supportive.

Review of Steering Group Consideration of Options

B1.30 As noted previously the emerging strategy and options have been considered in conjunction with the project Steering Group. The Steering Group has therefore had input into all options have they have developed and confirmed them for public consultation.

B1.31 The key debate amongst the steering group following Stage 2 consultation has centres on the related issue of:

- Funding
- Deliverability
- The need for certainty
- The need to maintain a long term vision

B1.32 A core issue is the level of funding likely to be achieved from HMR. At this point there is no definitive statement about the next HMR budget allocation (2006-2008), and of thereafter.

B1.33 The East ADF Prospectus was agreed through Sheffield City Council’s Programme Management Board and submitted by TSY to ODPM. The ADF envisaged the bulk of funding in 2006-8 would be spent in Burngreave and Fir Vale where an Masterplan is already in place.

B1.34 Amendments to the strategy shape of the prospectus such as significantly increasing the level of funding allocated to DAT, would be at the expense of another NDF area.

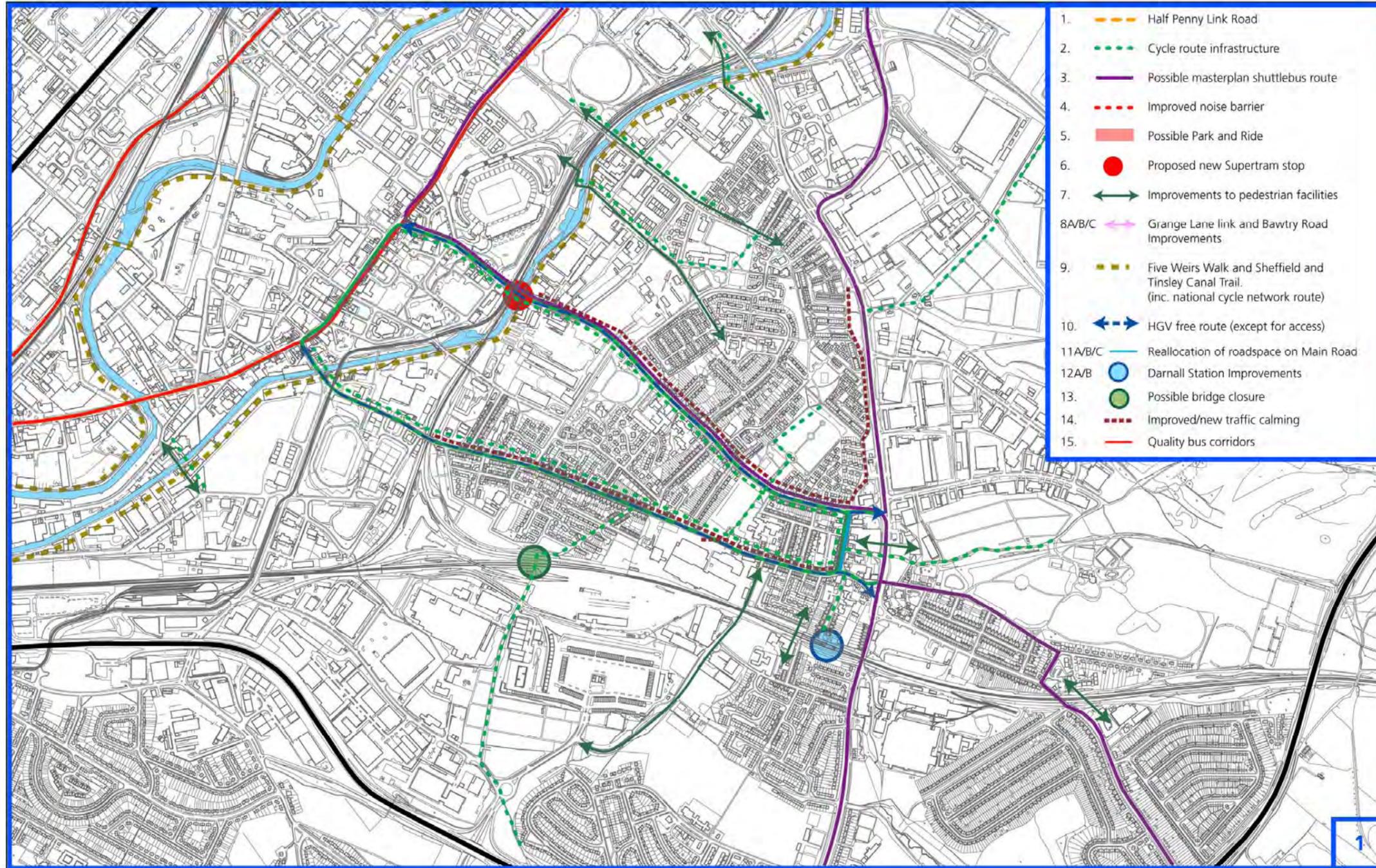
B1.35 In preparing the prospectus funding was allocated to DAT with a view to:

- Kick starting projects; and
- To deliver some, initial benefits to the community of HMR.
- It is therefore considered appropriate to be conservative about the total amount of funding to be available through HMR and amend the strategy accordingly.

B1.36 It has therefore been resolved:

- To broadly maintain the long term strategy set out in the options – radical change in Darnall and substantial change in Tinsley;
- To remove reference to the Tinsley by-pass and associated demolition;
- To remove reference to housing/neighbourhood improvements at Tinsley Bottom End and Staniforth Road/Kettlebridge, Darnall;
- To include to Town Street, Tinsley as an environmental Improvement Project.

Appendix C Accessibility Strategy Specification

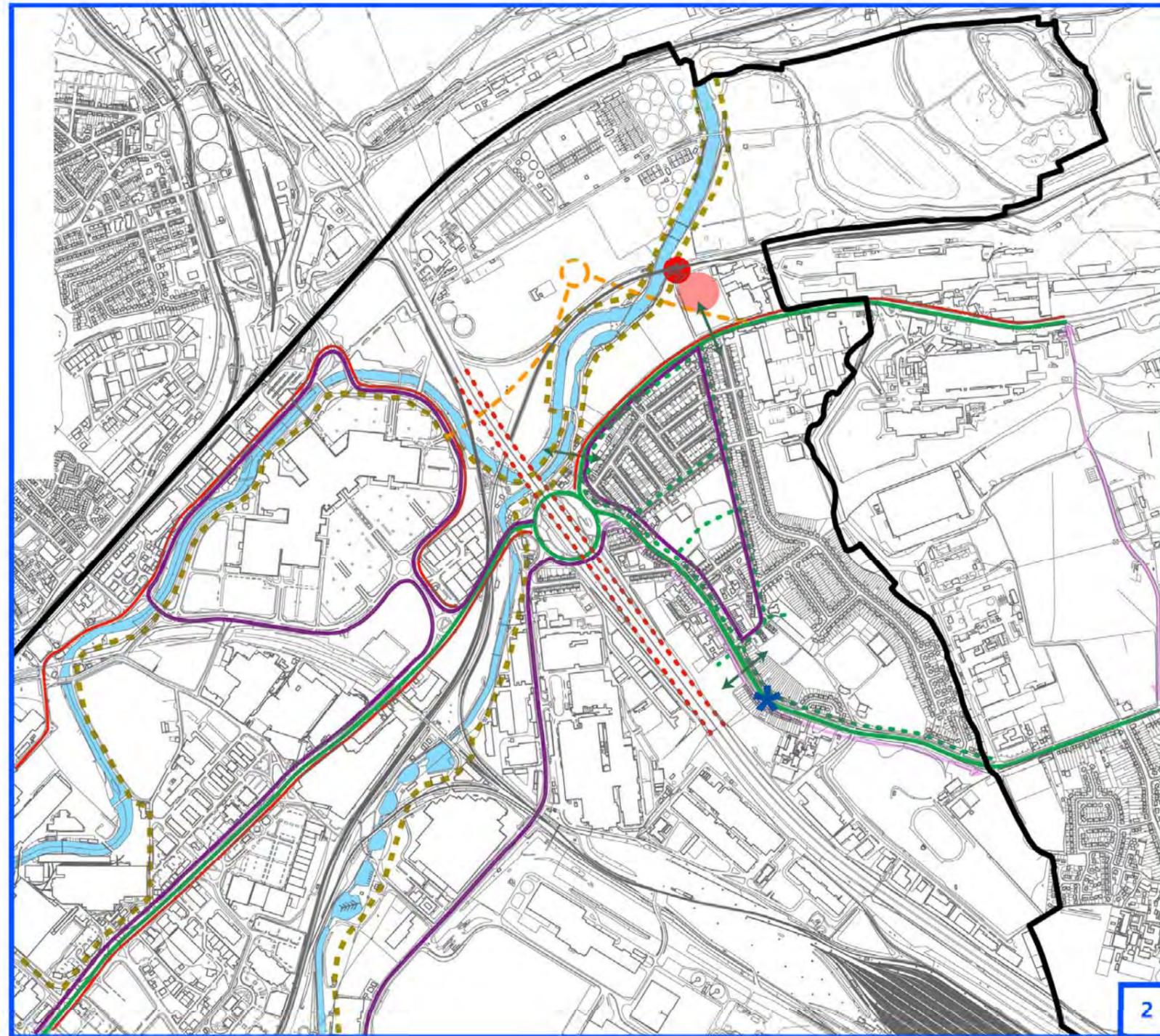


Areawide Strategy

- | | | | |
|---|---|---|--|
| A | Improved lighting & CCTV coverage | D | Inclusive mobility (including low floor buses, footways of sufficient width etc) |
| B | Cycle parking | E | Signage strategy (including HGV routings and variable message signing) |
| C | Public Transport Infrastructure & improved waiting facilities | | |

DAT NDF
Movement Framework
Sub Area 1 Darnall and Attercliffe





Area wide Strategy

- A Improved lighting & CCTV coverage
- B Cycle parking
- C Public Transport Information & improved waiting facilities
- D Inclusive mobility (including low floor buses, footways of sufficient width etc)
- E Signage strategy (including HGV routings and variable message signing)

- 1. --- Half Penny Link Road
- 2. --- Cycle route infrastructure
- 3. --- Possible masterplan shuttlebus route
- 4. --- Improved noise barrier
- 5. ■ Possible Park and Ride
- 6. ● Proposed Rapid Transit Stop
- 7. ↔ Improvements to pedestrian facilities
- 8A/B/C ↔ Grange Lane link and Bawtry Road Improvements
- 9. --- Weirs Walk and Sheffield and Tinsley Canal Trail. (inc. national cycle network route)
- 10. ↔ HGV free route (except for access)
- 11A/B/C --- Reallocation of Road Space on Main Road
- 12A/B ● Darnall Station Improvements
- 13. ● Possible bridge closure
- 14. --- Improved/new traffic calming
- 15. --- Quality bus corridors
- * Bawtry Road Pedestrian and Traffic Feasibility Study

DAT NDF
Movement Framework
Tinsley



Strategy Number	Proposal	Location	Benefits	Delivery Constraints
1	Half Penny Link Road	Between Meadowhall Lane and Sheffield Road	<p>13 If combined with significant traffic management measures on Bawtry Road would see a reduction in pollutant emissions on Bawtry Road</p> <p>ii) With traffic management measures on Bawtry Road would give local environmental improvements (including reduction in community severance, air quality and noise in Tinsley)</p> <p>iii) Would provide another link to Meadowhall easing some congestion at M1 junction 34</p>	<p>14 To effectively reduce pollutant emissions on Bawtry Road would require substantial traffic management measures (e.g. closing Bawtry Road to through traffic)</p> <p>ii) Would increase pollutant emissions on Sheffield Road</p> <p>15 It is unclear from the MOUTSI report whether the benefits of the scheme outweigh the significant cost of implementation</p> <p>iv) It may be possible to get similar emissions reductions from the closure of Bawtry Road and Blackburn Road without the introduction of the Half Penny Link Road</p>
2	Improved Cycle Infrastructure: i) advisory routes ii) marked routes iii) toucan crossings	Bawtry Road, Darnall Centre, and Canalside	<p>i) Link into proposed Greenway Route</p> <p>ii) Contribute towards reductions in accidents</p> <p>iii) Fill gaps in the existing cycle network</p> <p>iv) Improve access to employment and services</p> <p>v) Improve leisure routes</p>	i) Would require reallocation of roadspace
3	Local Shuttle Bus Service	Final route to be determined – would link Tinsley, Attercliffe and Darnall with Meadowhall, employment areas, Darnall Station and new Tinsley tram stop	<p>i) Provide links for local residents to key public transport nodes and employment / retail / leisure / community destinations.</p> <p>ii) Improve access for non-car owning households.</p> <p>iii) Contribute towards air quality targets.</p> <p>iv) Reduce feelings of social exclusion.</p> <p>v) Contribute towards increased economic activity.</p> <p>vi) Low floor buses would be required to allow improved access for mobility impaired</p>	<p>i) Would probably require subsidising.</p> <p>ii) To be successful would require a reasonably high frequency which has implications for funding.</p> <p>iii) Would require a direct route for success – however this may impact upon ability to penetrate individual residential areas.</p>
4	Improved Noise Barrier on Tinsley Viaduct and resurfacing of M1	M1 Tinsley Viaduct	i) Improve quality of life of local residents in Tinsley	<p>i) Would require agreement with HA</p> <p>ii) Not the most effective method of reducing impact of traffic noise</p>
5	Possible Park & Ride at new Tinsley Proposed rapid transport corridor stop	Sheffield Road, Tinsley	<p>i) Provide a means of accessing the tram network for residents of Tinsley too far to walk to local tram stops</p> <p>ii) Could be used by commuters from Rotherham to Sheffield thereby reducing the number of vehicles driving through the centre of the NDF area</p> <p>iii) Would contribute to improved quality of life and environment</p>	<p>i) Would be dependent upon land being available that could be readily accessed from Sheffield Road</p> <p>ii) Would required detailed study to ensure that benefits to local residents and commuters outweigh cost of introduction</p>

6	New SuperTram/Rapid Transport Corridor stops	Sheffield Road, Tinsley and Darnall Road, Darnall	<ul style="list-style-type: none"> i) Located to provide access to the tram network for key development sites ii) Improve access to the tram system for existing residents/employees iii) Contribute towards Air Quality improvement targets etc iv) Reduce social exclusion and promote inclusive mobility 	<ul style="list-style-type: none"> i) Infrastructure costs and feasibility ii) Impact upon existing operation of tram services and may cause an increase in journey times iii) Would need to establish that actual costs and journey time costs are outweighed by improvements that will serve a large enough residential / employment catchment
7	<p>Pedestrian Route Improvements:</p> <ul style="list-style-type: none"> i) including controlled crossings ii) resurfacing iii) footway widenings 	Canal crossings, Darnall Centre, Darnall Road, Staniforth Road, Bawtry Road, residential routes to Darnall and areas to the south of Darnall Station, links to green spaces, Canalside Greenway	<ul style="list-style-type: none"> i) Improve access to local facilities and public transport nodes ii) Reduce feelings of social exclusion iii) Reduce occurrence of pedestrian accidents on key routes iv) Encourage local economic activity v) Improve leisure routes vi) Encourage inclusive mobility 	<ul style="list-style-type: none"> i) Some improvements may be constrained by available land and road capacity requirements
8A	Improved Grange Lane with signalised junction with Sheffield Road and roundabout on Bawtry Road. Bus gate on Bawtry Road west of Park House Lane and bus priority, road widening and resurfacing on Sheffield Road	Link between Bawtry Road and Sheffield Road	<ul style="list-style-type: none"> i) Shown to improve quality of life for residents in Tinsley ii) Removes through-traffic on Bawtry Road iii) Improve road safety iv) Allow reallocation of roadspace v) If combined with Half Penny Link Road would reduce pollutant emissions on Bawtry Road 	<ul style="list-style-type: none"> i) No obvious funding mechanism ii) Shown to incur no significant capacity benefits or journey time benefits
8B	Moderate improvements to Grange Lane, HGV ban, traffic calming and 20mph zone on Bawtry Road, and bus priority, road widening and resurfacing on Sheffield Road	Link between Bawtry Road and Sheffield Road	<ul style="list-style-type: none"> i) Improved quality of life for residents in Tinsley ii) Removes HGVs from Bawtry Road iii) Reduces vehicle speeds and pedestrian/vehicle conflict in Tinsley iv) If combined with Half Penny Link Road would reduce pollutant emissions on Bawtry Road 	<ul style="list-style-type: none"> i) No obvious funding mechanism
8C	Traffic calming and 20mph zone on Bawtry Road. Resurfacing of Sheffield Road. No improvements to Grange Lane	Bawtry Road, Tinsley	<ul style="list-style-type: none"> ii) 16 Improved quality of life for residents in Tinsley iii) Reduces vehicle speeds and pedestrian/vehicle conflict in Tinsley iii) May encourage a re-assignment of trips away from Bawtry Road to Sheffield Road, which combined with Half Penny Link Road could offer air quality improvements 	<ul style="list-style-type: none"> i) Increased traffic flows on Sheffield Road and M1 between Junctions 34 and 33
8D	Bus gate on Bawtry Road west of Park House Lane and bus priority, road widening and resurfacing on Sheffield Road. No Grange Lane improvements. (BDP preferred option)	Bawtry Road, Tinsley	<ul style="list-style-type: none"> ii) 17 Improved quality of life for residents in Tinsley iii) Reduces vehicle speeds and pedestrian/vehicles conflict in Tinsley iii) Removes through traffic and HGVs from Bawtry Road iv) If combined with the Half Penny Link Road would reduce pollutant emissions on Bawtry Road v) Industrial areas to the east of Tinsley would be accessed from the strategic network only (i.e. Junction 34 and Sheffield Road or Junction 33) 	<ul style="list-style-type: none"> i) Increased traffic flows on Sheffield Road and M1 between Junctions 34 and 33. May force more HGV traffic through Brinsworth.

9	Canalside Greenway Route		<ul style="list-style-type: none"> i) Provide improved leisure route ii) Provide access to employment / retail / community facilities iii) Link to existing pedestrian and cyclist routes iv) Provide improved canal crossings v) Remove need to obtain British Waterways permit to cycle on existing towpath 	<ul style="list-style-type: none"> i) Available land would be required to be of a suitable width for use by pedestrians and cyclists ii) Ideally should be accompanied by development along the canalside to promote feelings of safety iii) Widening existing bridges would be costly
10	HGV bans (except for access)	Darnall Road, and Staniforth Road	<ul style="list-style-type: none"> i) Improve the residential environment ii) Lead to the development of a clear HGV routing strategy to benefit local industry iii) Reduce conflicts with vulnerable road users 	<ul style="list-style-type: none"> i) May cause HGVs to re-route to other residential areas ii) May lead to increases in journey times for HGVs iii) Would require reinforcement through signage and physical infrastructure measures
11A	Traffic calming, footway widening, formalised parking and crossing facilities on Main Road and improvements to pedestrian facilities at Staniforth Road / Main Road junction (BDP preferred option)	Main Road, Darnall	<ul style="list-style-type: none"> i) Reduce vehicular conflicts with vulnerable road users ii) Retain parking outside shops iii) Improve pedestrian links to High Hazels Park and Darnall Station 	<ul style="list-style-type: none"> i) Traffic calming measures would need to be approved by bus operators
11B	Bus gate and footpath widening on Main Road, signalisation of Greenland Road / Britannia Road junction and improvements to pedestrian facilities at Staniforth Road / Main Road junction	Main Road, Darnall	<ul style="list-style-type: none"> i) Improve the environment for shoppers in Darnall town centre ii) Retain access for buses and delivery vehicles to Darnall Main Road and shops iii) Improve pedestrian links to High Hazels Park and Darnall Station 	<ul style="list-style-type: none"> i) Consideration may need to be given to restricting delivery hours ii) May cause increase in traffic on other local roads iii) May be seen to affect 'passing trade' for some businesses iv) Would require signalisation of Greenland Road / Britannia Road junction to ease access to new Lidl supermarket on Britannia Road v) May require provision of off-street parking elsewhere
11C	Pedestrianisation of Main Road, signalisation of Greenland Road / Britannia Road junction and improvements to pedestrian facilities at Staniforth Road / Main Road junction	Main Road, Darnall	<ul style="list-style-type: none"> i) Improve the environment for shoppers in Darnall town centre ii) Reduce conflicts with vulnerable road users iii) Improve pedestrian links to High Hazels Park and Darnall Station 	<ul style="list-style-type: none"> i) Consideration would need to be given to parking and loading requirements ii) Would impact upon existing bus service routeings iii) May cause increase in traffic on other local roads iv) May be seen to affect 'passing trade' for some businesses v) Would require signalisation of Greenland Road / Britannia Road junction to ease access to new Lidl supermarket on Britannia Road vi) May require provision of off-street parking elsewhere
12A	Improved access to Darnall Station including signing and pedestrian approaches and provision of small amount of station parking (BDP preferred option)	Darnall Station	<ul style="list-style-type: none"> i) Would improve safety and security (perceived) ii) May reduce perceived distance to train station iii) Improve awareness of station location from Staniforth Road and Main Road 	<ul style="list-style-type: none"> i) May be difficult to achieve improved access without considerable costs

12B	Remodelling of Darnall Station including provision of footbridges, signing, ticket office and small amount of station parking	Darnall Station	<ul style="list-style-type: none"> i) Remodelling would create a more pleasant environment with improved safety and security (perceived) ii) Improved access to station platform iii) Improve awareness of station location from Staniforth Road and Main Road 	<ul style="list-style-type: none"> i) Provision of footbridges will be subject to approval by Network Rail and may prove to be costly. ii) Costs of station remodelling may outweigh benefits to new and existing users
13	Kettlebridge Road restricted to cycles and pedestrians only	Kettlebridge Bridge	<ul style="list-style-type: none"> i) Would reduce number of vehicles rat running through Kettlebridge residential area (particularly industrial vehicles) ii) Would retain access for cyclist and pedestrians and link to Kettlebridge Village Green iii) With redevelopment of land around bridge may reduce fly-tipping 	<ul style="list-style-type: none"> i) May cause vehicles to re-route onto other residential routes ii) May cause problems of access for Network Rail track maintenance
14	Improved/New traffic calming measures	Darnall Road, Staniforth Road and Greenland Way	<ul style="list-style-type: none"> i) Improve residential environment ii) Limit impact of potential redrestrianisation of Main Road on Staniforth Road/Darnall Road iii) Contribute towards traffic accident reductions iv) Discourage inappropriate traffic from using residential routes v) Provide formalised on-street parking areas, crossing points and reduce vehicle speeds 	<ul style="list-style-type: none"> i) Cause vehicles to use other vulnerable/residential routes that currently have no problems ii) Land available may limit effectiveness of scheme that can be implemented
15	Quality Bus Corridors	A6178 Sheffield Road and the A6178 and A6109 west of the M1	<ul style="list-style-type: none"> ii) Improve waiting facilities iii) Improve service frequency iv) Improve journey times with bus priority 	<ul style="list-style-type: none"> i) Bus priority may require reallocation of road space and lead to longer journey times for other road users

AREA-WIDE STRATEGIES

A	Improved lighting and CCTVs on key pedestrian routes
B	Cycle parking at popular destinations
C	Public transport information, improved waiting facilities and facilities
D	Inclusive Mobility Measure i) see Accessibility Report
E	Signage Strategy: <ul style="list-style-type: none"> i) HGV routing ii) Variable message signing iii) Cycle routes iv) Pedestrian routes v) Public transport routes vi) Public transport stations vii) Parking

DAT NDF TRANSPORT OBJECTIVES

1	Promote economic activity
2	Reduce congestion
3	Improve environmental quality and quality of life for residents (including reductions in air and noise pollution)
4	Improve road safety and personal security
5	Improve access to employment and local facilities for all. Reduce social exclusion.

F	<p>Air Quality & Noise Pollution Strategy:</p> <p>13 Adoption of sustainable transport strategy and improvements outlined above to reduce reliance on the private car for local trips</p> <p>ii) Support for the Half Penny Link Road and traffic management on Bawtry Road</p> <p>iii) Adoption of a robust NDF Access Strategy to ensure all facilities can be reached by sustainable modes of travel</p> <p>iv) Use of route management methods and traffic calming to reduce impact on residential areas</p> <p>14 Encourage the Highways Agency to use variable traffic management measures, reductions in speed, improvements to the M1 noise barrier and resurfacing of the M1 in accordance with their 2005 Route Management Strategy and as part of the M1 widening proposals</p> <p>vi) Adoption of land use planning principals in accordance with Government guidelines to encourage sustainable access</p>
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Appendix D Key Development Project Profiles

Project Profile - Darnall, Attercliffe and Tinsley NDF

Site 1 - Tinsley Centre

Site Details

Site Area	Not applicable
Use	Mixed use
Land Ownership	Multiple
Access	Bawtry Road, Highgate, St Lawrence Road

Development Status

UDP Policy

- District Shopping Centre

Draft SDF (City Sites February 2006)

- Neighbourhood Centre

Other Planning issues

- None

Planning Status

- Not applicable

Proposals

- Not applicable

SCOT Analysis

Strengths

- Well located at the heart of the Tinsley community
- Well served by public transport.
- On a major transport route.

Challenges

- Relocation of car dealership
- Responding to local landmark of St Lawrence Church

Opportunities

- Linkages to existing neighbourhoods.
- Provision of local retail that meets the needs of the community
- Enhance housing mix

Threats

- Competition from Meadowhall
- Promoting developer interest
- Ongoing viability of local retail

Urban Design Analysis

Urban Morphology

Redeveloped in 1970s as the local retail centre for Tinsley. Prior to this the area was predominantly open space fronting St Lawrence Church. From 1900 Don Valley metalworks extended up to Tinsley; by 1938 grid-iron patterns of red brick terraced housing were in place.

Local Character Analysis

Routes: Bawtry Road is the key thoroughfare, linking the M1/Don Valley with Brindsworth in Rotherham

Uses: The area is predominantly residential, with schools and community facilities on Bawtry Road

Street Pattern: There is a strong network of streets to the north of Bawtry Road

Development Form: Development is predominantly two, terraced, residential Development Character: Predominantly brick with slate roofs although some 1970s flatted developments

Linkages / Nodes: Potential for strong links to Meadowhall, canal, M1 and Brindsworth

Access: Bawtry Road is well served by public transport.

Landscape: The Tinsley Recreation Ground provides open space and play facilities, whilst the open space to the south of Bawtry Road provides a green buffer to the motorway.

Amenity: Traffic noise etc impacts on Bawtry Road frontage

Views/Vistas/Landmarks: Tinsley Cooling Towers are clearly visible to the northwest; the M1 is a physical, visual and perceived barrier to the south; St Lawrence Church and Tinsley Methodist Church are important local landmarks

Key NDF Vision Themes

Housing Quality: improve quality and diversity

Distinctive: reinforce and develop the character of Bawtry Road, provide a heart for the community of Tinsley, opportunity for a landmark development on Bawtry Road

Environmental Quality: in combination with a reinvigorated local centre, efforts should be made to improve air quality

Community Services: Scope for creation of further community facilities

Community Cohesion: Foster pride and ownership of the centre across the community

Resources Efficiency: Reinvigorated offer reduces need to travel

Accessibility: Good public transport, but walking environment extremely poor

Sustainable Economic Development: Facilitate retention and growth of local businesses

Life Long Learning: Scope for improved community services related to Tinsley One Stop Shop, Tinsley Methodist Church and local schools

Development Principles

Proposed Use

Mixed use including retail, residential and public realm

Density

Should residential be proposed, at least 40 dwellings/ha would be appropriate

Relationships

Potential for safer and more direct pedestrian linkages to the canal and Meadowhall retail/rail station and tram stops

Legibility and Distinctiveness

Tinsley is in need of a more visible, attractive local centre that meets the needs of local people to raise its profile, local pride and accessibility of local services.

Public Realm

Opportunity for a new public square fronting St Lawrence Church

Movement

Traffic calm Bawtry Road to reduce accidents and encourage pedestrian movement

Diversity

New mixed tenure residential in attractive setting to provide for local people

Design Standards

Building for Life: Eco Homes; Secured by Design

Delivery

Phasing

Medium Term

2008-10 dependant on land assembly

Funding

Public and private sector

Requirements

An early priority for detailed feasibility work to unlock potential development opportunity

Actions

Development Brief

Partners

SCC, landowners

The Site

Tinsley local centre shops



Tinsley local centre housing



Local Character

St Lawrence's Church



existing houses



Key	
Public Intervention Investment Schemes	
	Potential Public Realm and other improvements to Highgate Local Centre, Future Action Plan Area, subject to funding, etc.
	Decent Homes Improvements
	Tinsley Green: Community & Health facilities; Sure Start, Family and Children's Centre
	M1 Widening (within existing carriageway)
	Tinsley Recreation Ground
	Green Buffer including new planting to improve air quality
	Potential Mixed Use / Commercial Development
	Bawtry Road Environmental improvements
	Potential alternative industrial area access
	St Lawrence Church Hall - Housing Development Opportunity

Project Profile - Darnall, Attercliffe and Tinsley NDF

Site 2 - Darnall Centre

Site Details

Site Area	Not applicable
Use	Mixed use
Land Ownership	Multiple
Access	Greenland Road, Main Road, Staniforth Road

Development Status

UDP Policy

District Shopping Centre

Draft SDF (City Sites February 2006)
District Centre

Other Planning issues

- Compliance with educational financial contribution
- Compliance with open space standards and financial contribution

Planning Status

Not applicable

Proposals

Not applicable

SCOT Analysis

Strengths

- Principal service / retail centre in Darnall
- Highly accessible by public transport
- Well related to surrounding neighbourhoods
- Diversity of local retailing
- Strong local pride and loyalty

Challenges

- High traffic flows and high accident rates
- Poor public realm
- Lack of higher order retailing
- Lack of strong sense of place / focus

Opportunities

- Improved management of traffic flows
- Improved retail environment and offer
- Further diversify independent retail
- Development of a local community hub

Threats

- Competition - City Centre, out of centre retailing and superstores
- Perceived/real problems of crime, anti-social behaviour, poor environment
- Closure of key retailers, further reducing the offer
- Severance from High Hazels Park caused by Greenland Road

Urban Design Analysis

Urban Morphology

Centre developed around a number of roads which meet at the junction of what is now Staniforth Road and Main Road.

By 1900's significant residential development had taken place to the west. To the east High Hazel Park was the dominant feature and had a very close relationship with the centre.

Local Character Analysis

Routes: Main Road is the key retail street, with Staniforth Road providing further retail. Greenland Road is the dominant traffic route

Uses: Retail, commercial, community facilities, residential

Street Pattern: Based on the traditional street pattern, however traffic management and Greenland Road have impacted on clarity

Development Form: Largely two storey residential terraced, however urban grain breaks down to the east around the dual carriageway of Greenland Road

Development Character: Red brick residential properties and retail conversions, modern developments of varying materials with larger plot sizes

Linkages / Nodes: Main Road / Staniforth Road is a key node.

Access: Staniforth Road/ Main Road

Landscape: None

Amenity: High traffic levels and instances of poor environment

Views/Vistas/Landmarks: Long views along Staniforth Road and Greenland Road, vistas to High Hazels Park, varied quality of landmarks including local churches but also Lidl on Greenland Road

Key NDF Vision / Sustainable Community Themes

Housing Quality: scope for housing as part of mixed use

Distinctiveness: taller developments to front the main routes of Staniforth Road / Greenland Road and at key gateways; preservation of historic assets;

Walkable Darnall: improvements to pedestrian environment

Environmental Quality: improvements to District Centre environment

Community Services: Scope for creation of community hub

Community Cohesion: Foster pride and ownership of the centre across the community

Resources Efficiency: Added offer reduces need to travel

Accessibility: Good public transport, but walking environment poor

Sustainable Economic Development: Facilitate retention and growth of local businesses

Life Long Learning: Scope for improved library services as part of community hub

Development Principles

Proposed Use

Primarily retail, with community uses and upper floor residential

Density

Should residential be proposed, at least 60 to 80 dwellings/ha would be appropriate

Relationships

Potential for much stronger link to High Hazels Park, possibly a 'green link' to reduce the barrier effect of Greenlands Road

Legibility and Distinctiveness

Potential for a 3+ storey landmark development at the junction of Main Road and Greenland Road/Prince of Wales Road to clearly identify the District Centre
Potential for outdoor street market and other events on a pedestrian-prioritised Main Road

Public Realm

Potential to resurface Main Road as pedestrian priority zone during the day with soft landscaping, street furniture, lighting and public art.
Add trees and soft landscaping wherever possible to 'green' major routes and spaces

Movement

Refurbish Darnall Rail Station and improve pedestrian access with signage from Prince of Wales Road and Greenlands Road
To reduce high accident levels on Staniforth Road, reduce carriageway widths and introduce further traffic calming to reduce vehicle speeds

Diversity

Promote the provision of a unified facility for all sections of the local community. Potential to co-locate facilities such as a library, local police, health centre, crèche, training, meeting rooms and other services
Develop vacant sites/units for mixed uses including retail, residential and live/work: Main Road, Liberal Club (Irving Street)

Design Standards

Building for Life; Eco Homes very good; Secured by Design; BREEAM

Delivery Phasing

The centre is subject to a private sector led development project which, if successful, will result in delivery from 2010

Funding

Public and private sector

Requirements

An early priority for detailed feasibility work to unlock potential development opportunities

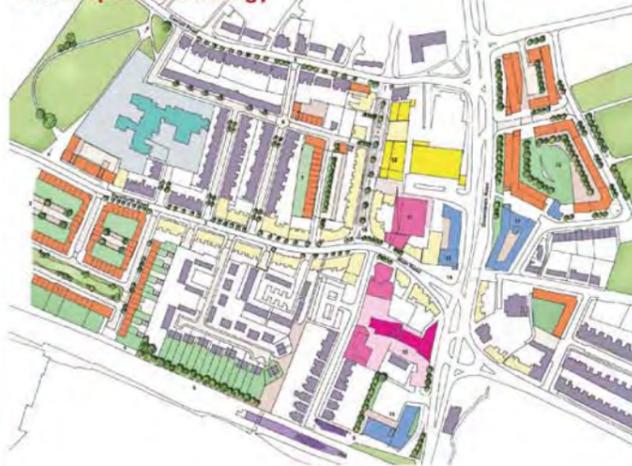
Actions

Area Action Plan/SPD and Development Briefs required

Partners

SCC, landowners

Development Strategy



The Site

Darnall local centre shops



Darnall local centre



Local Character

Darnall Centre



Project Profile - Darnall, Attercliffe and Tinsley NDF

Site 3 - Attercliffe Centre

Site Details

Site Area	Not applicable
Use	Various
Land Ownership	Various
Access	Various

Development Status

UDP Policy
Local shopping centre; Flexible Use Area; Business and Industrial Area

Draft SDF (City Sites February 2006)
District Centre

Other Planning issues

Proximity to Supertram, canal and 'Boulevard of Sport'

Planning Status

Not applicable

Proposals

Not applicable

SCOT Analysis

Strengths

- Principal retail centre in Attercliffe
- Highly accessible by public transport (Supertram and bus)
- Characterful historic buildings and streetscape

Challenges

- High traffic flows and high accident rates
- Poor public realm
- Very low (but increasing) local catchment population
- A number of uses that are inappropriate in a neighbourhood centre

Opportunities

- Improved retail environment
- Improved links to canal, Supertram, Boulevard of Sport and city centre
- Diversify and expand retail offer
- Provision of community facilities

Threats

- Competition from City Centre, out of centre retailing and superstores
- Perceived and real problems of crime, anti-social behaviour, poor environment
- Continuing negative impact of sex industry uses

Urban Design Analysis

Urban Morphology

The original village of Attercliffe developed between the River Don and Sheffield and Tinsley Canal. By the turn of the 19th century, Attercliffe Centre developed to serve the burgeoning steel industry in Don Valley. Large residential population until the post-war period when wholesale clearance made way for further industrial expansion. Surrounding uses a mix of heavy and light industrial uses, with some characterful buildings remaining on the high street.

Local Character Analysis

Routes: Attercliffe Road/Attercliffe Common is a main route between the city centre and Meadowhall, with Staniforth Road and Worksop Road providing links to Darnall

Uses: Retail, leisure, food and drink, business, industrial, commercial

Development Form: Varied: 2 to 4 storey retail/business, various height and floorplate industrial premises

Development Character: Varied; brick and stone to Attercliffe Road, traditional and modern industrial construction to the west and north

Linkages / Nodes: Attercliffe Road and Staniforth Road/Worksop Road are key junctions

Access: Attercliffe Road, Staniforth Road, Worksop Road, Supertram (Woodburn Road, Attercliffe, Arena/Don Valley Stadium) and Sheffield and Tinsley canal

Landscape: Boulevard of Sport, green space alongside canal, Ripon Street recreation ground

Amenity: High traffic levels and instances of poor environment and dereliction

Views/Vistas/Landmarks: Long views along Attercliffe Road, views along canal at bridges (particularly Worksop Road as it travels under the canal), Don Valley Stadium, old department store and former Adelphi Theatre, Attercliffe Road

Key NDF Vision / Sustainable Community Themes

Housing Quality: scope for provision of housing as part of mixed use developments along the canal

Distinctiveness: taller developments to mark the main nodes at Attercliffe Road and Staniforth Road / Worksop Road; preservation of historic assets

Environmental Quality: improvements to local centre environment

Community Services: As community grows around the centre, scope for increased service provision

Community Cohesion: Foster pride and ownership of the centre across the growing community

Resources Efficiency: Residential development close to the centre will reduce the need to travel, and encourage use of sustainable transport (Supertram and bus)

Accessibility: Good public transport, but walking environment poor

Sustainable Economic Development
Facilitate retention and growth of local businesses

Development Principles

Proposed Use

- Primarily retail, wider area, mixed use

Density

- Should residential be proposed, at least 60-80 dwellings/ha would be appropriate

Relationships

- Potential for much stronger links to the canal and Darnall beyond

Legibility and Distinctiveness

- Potential for a 4+ storey landmark development at the junctions of Attercliffe Road and Staniforth Road/ Worksop Road
- Improve profile of the canal through opening up the existing screen of development

Public Realm

- Add trees and soft landscaping wherever possible to 'green' major routes and spaces

Movement

- Improve routes to Supertram stops, and along Worksop/Staniforth Roads to improve pedestrian connectivity

Diversity

- Opportunity for a mixed-use retail and leisure centre providing services for a growing canalside community to diversify the housing offer in Darnall and the wider East End of Sheffield

Design Standards

- Building for Life; Eco Homes; Secured by Design, BREEAM

Delivery

Phasing

Short - Long: potential early deliverables include redeveloping vacant sites/units. Longer term aspirations include reinvigorating the public realm.

Funding

Public and private sector

Requirements

An early priority for detailed feasibility work to unlock potential development opportunities

Actions

Area Action Plan/SPD and/or Development Briefs required

Partners

SCC, landowners

Development Strategy



The Site

Attercliffe local centre shops



Attercliffe local centre



Local Character

Adelphi Building



existing shop



Attercliffe Road shop



Project Profile - Darnall, Attercliffe and Tinsley NDF

Site 9 - Sites off Main Road/Ross Street

Site Details

Site Area	2 hectares
Use	Vacant site
Land Ownership	Sheffield City Council
Access	Main Road

Development Status

UDP Policy
Housing Area

Draft SDF (City Sites February 2006)
Flexible Use Area

Other Planning issues

- None in particular

Planning Status

- Not applicable

Proposals

- None

SCOT Analysis

Strengths

- Brownfield site
- Close to District Centre.
- In single ownership.
- On a major transport route.

Challenges

- Integration with Darnall Centre

Opportunities

- Improve housing mix in Darnall
- Provide housing close to Darnall Centre to reinforce customer base and demand for services
- Improve links to High Hazels Park

Threats

- Noise from railway

Urban Design Analysis

Urban Morphology

Developed as a residential area around 1900 on the edge of Darnall Centre along Main Road. Linkage to Darnall Centre weakened by construction of Greenland Road

Key NDF Vision Themes

Housing Quality: quality and diversity

Distinctive: reinforce and develop the character of Darnall Centre

Walkable Darnall: improve linages along Main Road to Darnall Centre and to High Hazels Park

Environmental Quality: reuse of vacant site

Local Character Analysis

Routes: Main Road

Uses: The immediate area is predominantly residential, although close to Darnall Centre

Street Pattern: Site backs onto Sheffield – Lincoln line. Main Road a key east-west route

Development Form: Development is predominantly two storey, terraced, residential

Development Character: Predominantly brick with slate roofs

Linkages / Nodes: Potential for strong links to Darnall Centre and High Hazels Park

Access: Main Road links through to Greenlands and Darnall centre

Landscape: Potential for linkages through to High Hazels Park

Amenity: Close proximity to High Hazels Park, although railway immediately to the south

Views/Vistas/Landmarks: Local Church, High Hazels Park, long views to north along Greenland Road

Development Principles

Proposed Use

- Residential and intermediate care facility

Density

- 40 units / ha; 80 units

Relationships

- A positive relationship to Main Road to balance the existing housing opposite.
- Potential gateway at western end of site visible from the junction with Prince of Wales Road (However not to compete with adjacent church).
- A buffer along southern edge of site to reduce impact of railway line.

Legibility & Distinctiveness

- Open space at north east corner to signify link to High Hazels Park along Bannham Road.
- Reflect local pattern of strong terraces arranged in linear blocks.
- Strong frontage to Main Road

Public Realm

- Improve pedestrian environment along Main Road.

Movement

- Improve pedestrian environment along Main Road to enhance link between Darnall and Handsworth.

Diversity

- Provide diversity of housing sizes including larger 4 and 5 bed homes for local families.

Design Standards

- Ecohomes very good; Lifetime Homes; Secured by design.

Delivery

Phasing Medium Term

Funding

Not applicable

Actions Development Brief, Developer Competition

Partners SCC/Private Sector

Local Character

existing church, Prince of Wales Road



Development Strategy



Project Profile - Darnall, Attercliffe and Tinsley NDF

Site 10 & 11 - Ripon Street, Stoke Street

Site Details

Site Area	10 hectares
Use	Industrial/underused/Open Space/Vacant
Land Ownership	SCC/Private/British Waterways
Access	Various, canal side

Development Status

UDP Policy

- General Industrial Area
- Mixed Use Area

Draft SDF (City Sites February 2006)

- Flexible Use Area

Other Planning issues

- Former recreational use
- Canal side corridor
- Compliance with educational financial contribution
- Compliance with open space standards and financial contribution

Planning Status

- British Waterways in discussion with SCC

Proposals

- Current proposals for 200 residential units

SCOT Analysis

Strengths

- Part brownfield site
- Close to Attercliffe / Attercliffe Road Corridor
- Proximity to City Centre
- Canal side location
- Scale of opportunity

Challenges

- Integration with wider urban form
- Site assembly
- Effective service provision to new residents

Opportunities

- Gateway development to Attercliffe / Darnall.
- Canal side location

Threats

- Development being isolated from Attercliffe/Darnall communities.
- Lack of quality public environment to canal side
- Lack of a genuine mix of housing, including family housing
- Lack of design quality

Urban Design Analysis

Urban Morphology

Site strongly influenced by the development of Attercliffe Centre, the development of industry and the provision of recreational facilities for workers. Canalside location creates a further focus for development

Amenity: Ripon Street Recreation Ground occupies much of the site, although it is under-utilised at present

Views/Vistas/Landmarks: Views along canal, key landmarks are industrial premises and the Don Valley Stadium

Key NDF Vision / Sustainable Community Themes

Housing Quality: quality and diversity

Distinctive: reinforce and develop the relationship with the canal, reinforce the western gateway to Attercliffe

Walkable Darnall: quality routes along the canal, plus potential additional pedestrian canal crossing

Environmental Quality: improvements to canalside and Attercliffe Road

Community Cohesion: A mixture of housing types and tenures

Local Character Analysis

Routes: Attercliffe Road and Sheffield and Tinsley Canal

Uses: Mixed

Street Pattern: Attercliffe Road and Ripon Street form strong boundaries to the north and south respectively.

Development Form: Mixed; 2-3 storey industrial uses with varying floorplates adjacent to and to the north and west of the canal, open space and sports facilities to the south and east

Development Character: Some brick workshops remain adjacent to the canal, with more modern industrial units to the north along with a vacant nightclub

Linkages / Nodes: Need for strong relationship with Attercliffe and Staniforth Road frontages and canalside.

Access: Attercliffe Road/Ripon Street/Stoke Street to the north and west; Bacon Lane/Worthing Road/Woodburn Road to the south and east

Landscape: Key features are the canal, the River Don and the Supertram line

Development Principles

Use

Residential, ancillary public open space with potential mixed use on corner at Staniforth Road

Density

50 units per hectare would provide approx 500 units

Relationships

- The relationship with the Canal is critical.
- A positive frontage to the tram route along Woodburn Road.
- Potential gateway to Darnall at Attercliffe Road / Staniforth Road junction

Legibility & Distinctiveness

- Reuse the existing buildings on Attercliffe Road and provide a landmark at the junction of Attercliffe Road and Effingham Road to indicate the gateway into Attercliffe centre.
- A landmark to signify the Woodburn Road tramstop and arrival into the Boulevard of Sport
- Gateway into Darnall at the Attercliffe Road / Staniforth Road junction.
- Connecting Attercliffe through the site to the canal would enhance the distinctness of the location.
- Promote views of the River Don near Washford Bridge
- Use unique triangular plot at Effingham Road / Attercliffe Road junction to create a landmark at bend in Attercliffe Road.

Public Realm

- Provide safe overlooked route along the towpath.

- Improve pedestrian environment on Woodburn Road and Attercliffe Road through signage, lighting and public realm
- Provide public open space with play facilities at a range of scales suitable for a range of ages.

Movement

- Promote permeability to allow access to the tramline; promote pedestrian movement along Lovetot Road and Stoke Street
- Provide new linkages through site and over the canal via a new footbridge, to connect Attercliffe Road and Woodburn Road tramstop.
- Re-establish the Lovetot Road route through the site linking Effingham Road and Worthing Road.
- Access from existing Ripon Street off Woodburn Road and from Worthing Road.

Diversity

- Include a variety of housing types, ie. apartments as well as larger houses.

Design Standards

- Ecohomes very good; Lifetime Homes; Secured by design.

Delivery

Phasing 2010

Funding Requirements: None, subject to development mix

Actions: Development Brief

Partners: British Waterways / Private Sector

The Site

Attercliffe Road towards city centre



Attercliffe Road



Local Character

existing buildings, Attercliffe Road



Development Strategy



Project Profile - Darnall, Attercliffe and Tinsley NDF

Site 13 - SCC Transportation Depot, Darnall

Site Details

Site Area	3.7 hectares / 2.9 ha in Council ownership
Use	Transportation Depot
Land Ownership	Sheffield City Council
Access	Staniforth Road / Shirland Lane

Development Status

UDP Policy

- Mixed Use Area

Draft SDF (City Sites February 2006)
Flexible Use Area

Other Planning issues

- Canalside corridor
- Constrained access
- Re-provision of facility in local area
- Compliance with educational financial contribution
- Compliance with open space standards and financial contribution

Planning Status

- Not applicable

Proposals

- None

SCOT Analysis

Strengths

- Brownfield site
- Proximity to other canalside development opportunities
- Scale of opportunity

Challenges

- Access
- Re-provision of Depot facility

Opportunities

- Gateway development to Attercliffe / Darnall.
- Canal side location

Threats

- Development being isolated from Attercliffe/Darnall communities.
- Lack of quality public environment to canal side
- Lack of a genuine mix of housing, including family housing
- Lack of design quality

Urban Design Analysis

Urban Morphology

Site of a former 'Coal Pit' Canal, railway and residential development had taken place around the site by 1940.

Natural Neighbourhood

Development history and barriers (canal, rail etc) have largely placed it outside of neighbourhoods

Local Character Analysis

Routes: Staniforth Road and canal are key routes

Uses: The area is predominantly Industrial. Canal corridor.

Street Pattern: None within the site. Staniforth Road and Shirland Road are key boundary routes which would benefit from connection through the site

Development Form: Industrial, low density. No immediate reference points

Development Character: Industrial, low density. No immediate reference points

Linkages / Nodes: Potential for strong links to Staniforth Road and canal corridor

Access: Staniforth Road is well served by public transport.

Landscape: Scope for linking canalside corridor through 'Kettlebridge Triangle' to the south

Amenity: No particular concerns

Views/Vistas/Landmarks: Canalside

Key NDF Vision / Sustainable Community Themes

Housing Quality: quality and diversity

Distinctive: reinforce and develop the relationship with the canal

Walkable Darnall: quality routes along the canal

Environmental Quality: improvements to canalside

Community Cohesion: A mixed of housing types and tenures

Development Principles

Proposed Use

- Residential and ancillary uses

Density

- 60 units / ha; 222 units

Relationships

- Canalside, Staniforth Road, Ripon Street Site
- A positive relationship with tramline at western corner.

Legibility and Distinctiveness

- A positive Gateway at junction of Staniforth Rd and tramline
- Scope for contemporary design
- Frontage to Staniforth Rd
- Canalside environment

Public Realm

- Improve pedestrian environment along Staniforth Road.
- Provide open safe environment along canal.
- New open space within site

Movement

- Promote pedestrian movement along the canal

Diversity

- Include housing types to compliment the surrounding area, potentially apartments / large family houses.

Design

- Potential for strong contemporary design
- Landmark at western corner with good views into city centre
- Opportunity for a layout that provides the best orientation for housing with regard to ecological performance.

Standards

- Ecohomes very good; Lifetime Homes; Secured by design.

Delivery

- Long term

Funding Requirements

- tbc

Actions

- Site Search for Depot relocation (Lumley Street - preferred site);
- Development Brief;
- Developer Competition

Partners

- SCC and private

The Site

view towards city centre



existing buildings on site



Local Character

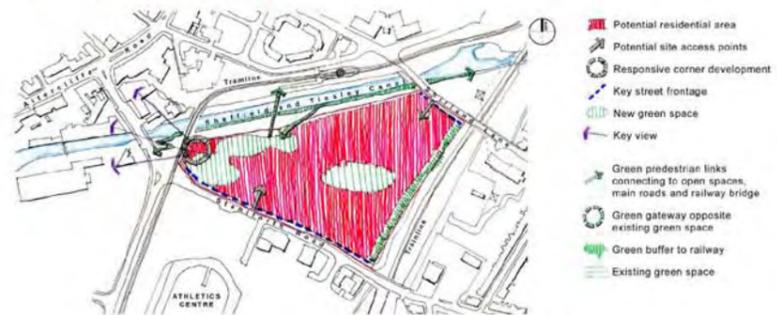
Existing buildings on site



View towards city centre



Development Strategy



Project Profile - Darnall, Attercliffe and Tinsley NDF

Site 14 - Site at Darnall Rd/Doctor Lane/Allende Way, Darnall

Site Details

Site Area	10 hectares
Use	Industrial
Land Ownership	Various
Access	Various, Darnall Road, Allende Way Coleridge Road

Development Status

UDP Policy

- Mixed Use, Fringe Industrial

Draft SDF (City Sites February 2006)

- Flexible Use Area

Other Planning issues

- Canalside corridor
- Existing Industry on site
- Compliance with educational financial contribution
- Compliance with open space standards and financial contribution

Planning Status

- Not applicable

Proposals

- None current

SCOT Analysis

Strengths

- Brownfield site
- Proximity to other canalside development opportunities
- Scale of opportunity

Challenges

- Access
- Re-location of existing businesses
- Potential ground condition problems
- Site assembly, phasing
- Overhead power lines

Opportunities

- Complementary development to Darnall Works and Eleanor Street Canal side location

Threats

- Development being isolated from Attercliffe/Darnall communities.
- Lack of quality public environment to canal side
- Lack of a genuine mix of housing, including family housing
- Lack of design quality

Urban Design Analysis

Urban Morphology

Part of the industrial development area alongside the Sheffield – Tinsley Canal

Local Character Analysis

Routes: Allende Way, Canalside

Uses: Industrial

Street Pattern: Staniforth Road, Coleridge Road and Allende Way define the site. Weak internal routes

Development Form: Industrial. No immediate reference points

Development Character: Industrial. No immediate reference points

Linkages / Nodes: Potential for strong links to Darnall Road, Canal side, Eleanor Street and thereby 'Green Darnall'

Access: Routes should link Darnall Road. Scope for new tram stop at Darnall Road Allende Way and Coleridge Road

Landscape: Canalside corridor, Darnall Community Park, Coleridge Road Playing Fields and Philimore Park can be linked through development of the site

Amenity: Existing Industrial

Views/Vistas/Landmarks: Canalside

Key NDF Vision / Sustainable Community Themes

Housing Quality: quality and diversity

Distinctive: reinforce and develop the relationship with the canal

Walkable Darnall: quality routes along the canal and to other open spaces

Environmental Quality: improvements to canalside

Community Cohesion: A mixed of housing types and tenures

Development Principles

Proposed Use

Residential and ancillary uses

Density

60 units / ha; 600units

Relationships

- Canalside, Allende Way, Coleridge Road
- Darnall Works opposite site on Darnall Road
- Eleanor Street development

Legibility & Distinctiveness

- Canalside environment
- Frontages to Allende Way, Coleridge Road
- Scope for contemporary design

Public Realm

- Provide open safe environment along canal.
- New open space within site

Movement

- Promote pedestrian movement along Canal
- Provide pedestrian routes through site to canal – connecting Darnall with Attercliffe, the Boulevard of Sport and the Lower Don Valley

Diversity

- Include housing types to compliment the surrounding area potentially apartments / large family houses.

Design

Site size and strategic location provides several unique opportunities:

- To link Darnall into rest of Lower Don Valley.
- To maximise links to canal an attractive leisure resource
- To maximise south facing aspect of the site for environmental benefit
- To develop a strong contemporary distinctive design

Standards

Ecohomes very good; Lifetime Homes; Secured by design.

Delivery

Phasing: Long Term;

Funding Requirements: tbc

Actions: Site Feasibility Study; Key site assembly/ CPO; Development Brief; Developer Competition

Partners: SCC, Private sector

The Site

View within site towards city centre



View within site towards Don Valley stadium



Local Character

Darnall works



canal



existing buildings on Darnall Road



Development Strategy



Project Profile - Darnall, Attercliffe and Tinsley NDF

Site 15 - Tinsley Park Road, Darnall

Site Details

Site Area 9 hectares
Use Industrial, open space
Land Ownership Various
Access from Tinsley Park Road

Development Status

UDP Policy

- Fringe Industrial
- Open Space

Draft SDF (City Sites February 2006)

- Flexible Use Area
- Open Space

Other Planning issues

- Compliance with educational financial contribution
- Compliance with open space standards and financial contribution

Planning Status

- Not applicable

Proposals

- None current

SCOT Analysis

Strengths

- Brownfield site
- Proximity to other canalside development opportunities
- Scale of opportunity

Challenges

- Access
- Re-location of existing businesses
- Potential ground condition problems
- Site assembly, phasing

Opportunities

- Complementary development to Allende Way
- Canal side location
- Links to Boulevard of Sport

Threats

- Development being isolated from Attercliffe/Darnall communities.
- Lack of quality public environment to canal side
- Lack of a genuine mix of housing, including family housing
- Lack of design quality

Urban Design Analysis

Urban Morphology

Part of the industrial development area alongside the Sheffield – Tinsley Canal

Local Character Analysis

Routes: Tinsley Park Road, Coleridge Road and Canalside are key routes

Uses: Industrial, open space; residential to the south –west

Street Pattern: Tinsley Park Road is a key north –south route through the site. Poor linkages to adjacent residential

Development Form: Industrial. No immediate reference points

Development Character: Industrial. No immediate reference points

Linkages / Nodes: Potential for strong links to Canalside and Darnall green corridor

Access: Coleridge Road, Tinsley Park Road

Landscape: Canalside corridor, Darnall Community Park, Coleridge Road Playing Fields and Philimore Park can be linked through development of the site

Amenity: Existing industry

Views/Vistas/Landmarks: Canalside Key NDF Vision Themes

Housing Quality: quality and diversity

Distinctive: reinforce and develop the relationship with the canal

Walkable Darnall: quality routes along the canal and to other open spaces

Environmental Quality: improvements to canalside

Community Cohesion: A mixed of housing types and tenures, open space

Development Principles

Proposed Use

Residential, open space and ancillary uses

Density

- 60 units / ha; 450 units

Relationships

- Canalside, Philmore Park Stovin Estate Playing field with site
- Existing Building on Tinsley Park Rd

Legibility & Distinctiveness

- Pothouse Bridge adjacent to site
- Existing building on Tinsley Park Rd Canal

Public Realm

- Provide open safe environment along canal.
- Improve overlooking to existing open space within site

Movement

- Promote pedestrian movement along Canal
- Provide pedestrian routes through site to canal
- Provide linkages north south from Greenland Road to Coleridge Road

Diversity

- Include housing types to compliment the surrounding area houses and larger family houses.

Design

- Maximise views to canal an attractive leisure resource
- Provide strong permeable layout to improve legibility
- Make best use of the existing building on Tinsley Park Road
- Improve existing open space

Standards

- Ecohomes very good; Lifetime Homes; Secured by design.

Delivery

Phasing Longer Term

Funding Requirements tbc

Actions Site Feasibility Study; Key site assembly/ CPO; Development Brief; Developer Competition

Partners SCC, Private sector

The Site

Bridge, Coleridge Road



View along Tinsley Park Road within site



Local Character

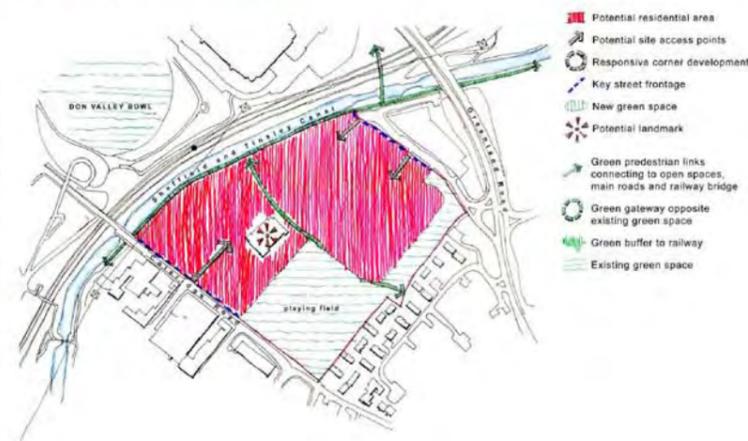
Don Valley Bowl tram stop



existing building, Tinsley Park Road



Development Strategy



Project Profile - Darnall, Attercliffe and Tinsley NDF

Site 16 - Sites off Greenland Road

Site Details

Site Area	3.5 hectares
Use	Cleared Site
Land Ownership	Mixed
Access	Greenland Road, Main Road, Senior Road

Development Status

UDP Policy

- District Shopping Centre,
- Housing Area, General Industry Area
- Draft LDF (City Sites February 2006)
- Flexible Use area

Other Planning issues

- Site phasing / existing uses
- Compliance with educational financial contribution
- Compliance with open space standards and financial contribution

Planning Status

- Not applicable

Proposals

- None

SCOT Analysis

Strengths

- Brownfield site
- Close to District Centre.
- On a major transport route.

Challenges

- Integration with Darnall Centre
- Site assembly

Opportunities

- Improve housing mix in Darnall
- Provide housing close to Darnall Centre to reinforce customer base and demand for services
- Improve links to High Hazels Park

Threats

- Noise and air pollution from busy Greenlands Road
- Poor urban character to western side of Greenlands Road

Urban Design Analysis

Urban Morphology

Line of Car Brook, also at one time a local council boundary has influenced the form of development on the site.

Local Character Analysis

Routes: Greenland Road which defines one edge of the site is a major road.

Uses: The site is a transition area and has a mix of some cleared land as well as some existing industrial and some residential buildings. The majority of the existing buildings are at the south of the site.

Street Pattern: The site is split by Senior Road which runs east west connecting Darnall local centre with High Hazels Park. This is typical of the adjacent sites along Greenland Road where plots are defined by roads running perpendicular to Greenland Road. Other smaller roads within the site include Infield Lane which accesses the allotments to the east.

Development Form: The site is largely cleared although some existing buildings remain opposite Darnall local centre including some 2 storey housing and pubs. The general character of adjacent development on this side of Greenland Road is dominated by large plots which include a petrol station, large retail shed, office building and a church.

Development Character: The local character of Darnall local centre is predominantly 2 storey brick buildings with slate roofs.

Linkages / Nodes: Potential for a strong green link connecting Darnall local centre and High Hazels Park through the site.

The site fronts a major node where Darnall local centre meets Greenland Road.

Access: Greenland and Staniforth Road are well served by public transport. Darnall station provides a quick service to the city centre.

Landscape: The general topography of the site falls away from Greenland Road. The site is adjacent to the large open space of High hazels Park.

Amenity: Greenland Road creates both noise and air pollution.

Views / Vistas / Landmarks: The site has a prominent position, and therefore potential to provide a landmark, on Greenland Road and opposite Staniforth Road. There are also strong views along Greenland Road.

Key NDF Vision Themes

Housing Quality: quality and diversity

Distinctive: Opportunity for a landmark development at entrance to Darnall local centre.

Walkable Darnall:

- Opportunity for a green link east west through the site accessing High Hazels Park.
- Improve pedestrian environment along Greenland Road at edge of site.

Environmental Quality:

- Green link to High Hazels Park
- Improved pedestrian environment along Greenland Road

Development Principles

Proposed Use:

- Residential and some mixed use where appropriate

Density:

- 175 units at 50 per hectare.

Relationships

- A positive relationship to Greenland Road.
- Improve connection between Darnall local centre and High Hazels Park / allotments

Legibility and Distinctiveness

- Make use existing buildings within the site eg "Halfway House" and buildings at corner of Main road and Greenland Road
- Potential green gateway at Senior Road entrance to signpost High Hazels Park.

Public Realm

- Improve pedestrian environment along Greenland Road.
- Provide communal open space for residents within site
- Improve public realm

Movement

- Improve pedestrian environment Senior Road to enhance link to High Hazels Park

Diversity

- Provide diversity of housing sizes including apartments and larger 4 and 5 bed homes for local families.

Design

- Potential for taller apartment buildings facing Greenland Road and lower housing facing onto allotments.
- Highest design quality required for prominent frontage along Greenland Road

Standards

- Building for Life; Eco Homes; Secured by Design, BREEAM

Delivery

Phasing 2010

Funding Requirements

None, subject to development mix

Actions

Development Brief

Partners

Private Sector

The Site

Site of Greenland Road



View along Senior Road



Local Character

connection to High Hazels Park



Greenland Road



Development Strategy



- Potential residential area
- Potential site access points
- Responsive corner development
- Key street frontage
- New green space
- Green pedestrian links connecting to open spaces, main roads and railway bridge
- Green gateway opposite existing green space
- Green buffer to railway
- Existing green space

Appendix E Action Plan

DARNALL & ATTERCLIFFE

Project Name and Site Number	Site Name	Phase	Approx Site Area (Ha)	Ownership	Current Use(s)	Proposed Use(s)	Outputs	Funding	Approx. Cost £m	Approx Land Receipt £m	Development Appraisal	Delivery Partners	Actions
		1 = 2006-8 2 = 2008-10 3 = 2010+											
2	A New Heart for Darnall	-2	N/A	Various	Various, including retail, community facilities and leisure	New shopping centre and enhanced public realm	Private sector led development scheme for Darnall Centre. New shopping centre.	Case made to TSY, plus SCC and YF	--	---	--	SCC and local businesses	Future Action Plan Area to be identified in SDF
3	Attercliffe Centre	3	N/A	Various	Various, including retail, leisure, highway and public realm	To develop a regenerated centre which responds to the sub-regional nature of the location – linking businesses and offer to the regional facilities	Improved retail and leisure offer to provide for employment and facilities for the local community – both resident and working. And improved public realm	Private / public sector	--	---	--	Private / public sector	To develop a comprehensive strategy for the future of Attercliffe centre. This we consider will require a proactive promotion and marketing role to attract new businesses to this location.
5 (part of)	East of Nidd Road	1-2		RSL	Open Space	Residential	50 dwellings/ha	RSL	--	---	--	RSL	
6	Acres Hill Road	1-2		SCC	Landscape Buffer	Residential	50 dwellings/ha	RSL	--	---	--	SCC and RSL	Subject to resolutions of open space policy
7	Eleanor Street	1-2	4.2	SCC / Other	Vacant and Industrial	Residential and ancillary uses	Predominantly Family Housing @ 40 dwellings/ha = 165 new units.	Private sector	--	£4.0	--	Private sector / SCC	This site forms part of a larger residential opportunity. These sites need to be brought forward in a co-ordinated manner to reduce risk and maximise the benefits from the scheme.
9	Sites off Main Road / Ross Street	2	2	SCC	Mixed – roadside and industrial	Potential for mixed use development comprising community, residential and/or employment	70 residential units. Residential care home	Public/private sector	--	£1.48	--	Public / private sector	Requires a comprehensive approach – led by the preparation of a detailed development brief. Development will be private sector led.
10, 11	Canalside / Ripon Street / Stoke Street	2-3	10	SCC / Private / British Waterways	Industrial uses – under utilised sites	Residential plus ancillary uses such as retail, leisure and employment	Mixed Housing @ 50 dwellings/ha (gross) = 500 units. Local Retail: 500m2 on Attercliffe Road Improved canal frontage including access	Private sector / British Waterways	--	---	--	Private sector / British Waterways	Progress negotiations between British Waterways, landowners and developers
12	Star Works	1-2		SCC	Educational/community facilities	Residential	Refurbishment of existing Listed building	Private and public	--	---	--	SCC and private	Subject to relocation of existing uses

Project Name and Site Number	Site Name	Phase 1 = 2006-8 2 = 2008-10 3 = 2010+	Approx Site Area (Ha)	Ownership	Current Use(s)	Proposed Use(s)	Outputs	Funding	Approx. Cost £m	Approx Land Receipt £m	Development Appraisal	Delivery Partners	Actions
13	SCC Transportation Depot	2	3.7	SCC / Private	Transportation Depot	Residential and mixed uses. Subject to relocation of existing depot	Relocation of existing depot to site of approximately 2.5 Ha including warehousing of approximately 2000sqm Mixed Housing (including family housing) @ 70 dwellings/ha (gross) = 95 units. Plus ancillary community facilities, including retention of existing mosque. Improved canal frontage including access	Private sector / SCC	--	£4.5	--	Private sector / SCC	Subject to relocation of depot to Lumley Street
14	Sites at Doctor Lane	3	10	Mixed – multi ownership	Industrial (various)	Residential and ancillary uses	Mixed Housing @ 60 dwellings/ha – therefore the potential for up to 600 new units.	Private sector	--	£18.5	--	Private sector	Land assembly, address possible contamination, improve environment Identify for mixed use in SDF
15	Tinsley Park Road	3	9 (of which approx 1.5 open space)	Various	Industrial uses	Residential and ancillary uses or B1.	Mixed Housing @ 60 dwellings/ha = 450 units: 90 x 2 bed apartments 90 x 2 bed houses 180 x 3 bed houses 90 x 4 bed houses Improvement of existing open space	Private sector	--	---	--	Private sector	Land assembly, address possible contamination, improve environment, identify for mixed use in SDF
16	Sites off Greenland Road / Catley Road	2	3.5	Mixed	Car park/Vacant	Mixed use	(NB number references in brackets relate to attached Darnall Centre Concept Masterplan)	Private sector	--	£1.85	--	SCC/Private sector	In the first instance planning designation needs to be changed. Also site will require land assembly, this will need a development brief and developer competition – see delivery section.
24	Ouse Road	1		SCC	Open Space	Residential	20 units, residential Interim Accommodation scheme	RSL	--	---	--	SCC and Places for People	

Project Name and Site Number	Site Name	Phase 1 = 2006-8 2 = 2008-10 3 = 2010+	Approx Site Area (Ha)	Ownership	Current Use(s)	Proposed Use(s)	Outputs	Funding	Approx. Cost £m	Approx Land Receipt £m	Development Appraisal	Delivery Partners	Actions
27	Darnall Works	1 / 2	7.3	Private	Mixed industrial uses	B1 and B2	Heritage-led industrial regeneration project	Private / public sector including possible English Heritage grants and Objective 1 funding	--	---	--	Private sector / SCC / EH	Progress negotiations with landowner/developer and English Heritage
28	Site of former Goodfellas nightclub	1-2		Private	Vacant	Leisure/retail	New leisure/retail use; key gateway site with potential to change perceptions of Attercliffe Centre	Private sector	--	---	--	Private sector	Promote appropriate re-use
29	Former Adelphi Theatre	1-2		Private	Nightclub	Leisure – to see if enveloping works can be undertaken to improve the physical appearance and act as a catalyst for change.	Sensitive re-use of landmark listed building; key gateway site	Private sector / possible public sector	--	---	--	SCC, landowners and Private sector	Promote appropriate re-use. Also given significance of building to see if enveloping works can be brought forward.
30	Sites adjacent Don Valley Stadium	2-3	N/A	Private	Open space	Leisure	Key site with potential to reinforce Boulevard of Sport concept	Private sector	--	---	--	Private sector	Promote appropriate re-use
31	LIFT, Greenland Road	1-2		SCC	Car park and offices	Health facility	Centralised medical services	PCT	--	---	--	SCC, PCT	Relocation of existing offices
33	Darnall Children's Centre	1		SCC	Open space	Children's Centre	Improved facilities for pre-school aged children. Landmark building	SCC, HMR	--	---	--	SCC	
41	Sheffield Technology Park	1		SCC	Car parking and un-used land	Office for technology centre	Technology workspace	SCC, HMR	--	---	--	SCC and Sheffield Technology Park	
42	Lumley Street	1-2		SCC and private	Un-used land	Transportation depot and associated offices	Modernised facility	SCC, HMR	--	---	--	SCC	Necessary for development of the Depot site

TINSLEY

Project Name Site Number	Site Name	Phase 1 = 2006-8 2 = 2008-10 3 = 2010+	Approx Site Area (Ha)	Ownership	Current Use(s)	Proposed Use(s)	Outputs	Funding	Approx. Cost £m	Approx Land Receipt £m	Development Appraisal	Delivery Partners	Actions
1	Tinsley Local Centre								--	---	--		Plan to be prepared
2	Sheffield Road	2	N/A		Mixed and residential	Primarily residential and mosque	Improved key route environment		--	---	--		
3	Vantage Riverside	1 / 2		Ordic Investments	Cleared site	Industrial / commercial	Industrial redevelopment; improvement of significant gateway route	Private sector, Objective 1 funding	--	---	--	SCC, public sector, private sector	Progress Objective 1 application to successful project conclusion
4	Powergen	2 / 3	12	EON/Powergen	Former power station site	Industrial and associated employment uses	New employment use floorspace.	Private sector	--	---	--	Private sector	Ensure development is consistent with DAT NDF and SDF
8	M1 Gateway	2	N/A		Mixed and residential	Mixed and residential with additional open space	Improved gateway treatment including public realm and open space		--	---	--		
12	Green Buffer	3	N/A	SCC	Playing fields	Green Buffer	Planting to reduce air pollution, possible noise barriers and/or landscaping	To be identified	--	---	--	To be identified	SCC to identify funding and delivery partners
16	Ferrars Road	2 / 3	N/A	Private	Recreation grounds	Primary School	Combined Junior and Infant School int Primary school	To be identified	--	---	--	SCC and Sheffield Technology Park	-
	Meadowhall Way As above	2	4	British Land		Business and Leisure	New employment use floorspace.	Private sector	--	---	--	Private sector	Ensure development is consistent with DAT NDF and SDF