



CITY CENTRE LIVING

Supplementary Planning Guidance

Updated 2015

Originally Approved by Cabinet 28 April 2004



CITY CENTRE LIVING – UPDATE 2015

INTRODUCTION

The City Centre Living SPG (Supplementary Planning Guidance) was approved by Cabinet in 2004. It sets out a strategy to guide further development interest and public intervention. The aims include –

- promoting investment in the City Centre*
- directing developers to appropriate sites and buildings*
- ensuring the widest mix of housing*
- establishing standards and quality*
- establishing a reasonable balance between vitality and living conditions*
- encouraging supporting infrastructure*

The City Centre Living SPG was not written as a free-standing document and has to be read alongside the [UDP](#) (Unitary Development Plan). It now also has to be read alongside the Sheffield Plan [Core Strategy](#) (2009). The Core Strategy has superseded several UDP policies and City Centre Living SPG guidelines.

This document consolidates guidance from the City Centre Living SPG which has not been made obsolete by more recent guidance, as well as including guidance from the Night-Time Use IPG (Interim Planning Guidance) which was adopted in 2005.

This document does not include either the original background text or the reasons for each guideline. This is still available from the original City Centre Living SPG and Night-Time Uses IPG at www.sheffield.gov.uk/spd. The [City Centre Masterplan](#) provides more recent background.

The City Centre Living SPG does not deal with issues of design quality. This is addressed via the [Sheffield Urban Design Compendium](#) (2004), which has guidance for massing and architectural treatment for developments in each of the Quarters.

LOCATION

Guideline 1 superseded by Core Strategy policies [CS27 Housing in the City Centre](#) and [CS17 City Centre Quarters](#).

MIX OF USES AND TENURES

Guideline 2 superseded by Core Strategy policies [CS27 Housing in the City Centre](#) and [CS18 Shopping in the City Centre](#).

Guideline 3 partially superseded by Core Strategy policies [CS4 Offices in the City Centre](#) and [CS17 City Centre Quarters](#).

In other parts of the Central Area, (within the Business Areas and the Fringe Industry and Business Areas), such as the Cultural Industries Quarter, workspace of the B1 Use Class (i.e. environmentally compatible with residential neighbours) will normally be expected to form part of any development – (UDP Policy IB6)

Guideline 4 superseded by Core Strategy policies [CS27 Housing in the City Centre](#) and [CS41 Creating mixed Communities](#).

AFFORDABLE HOUSING

Guideline 5 superseded by [CIL and Planning Obligations SPD](#) and Core Strategy policy [CS40 Affordable Housing](#).

MOBILITY HOUSING

Guideline 6 (reiterates saved [UDP policy](#) H7 Mobility Housing)

All new or refurbished accommodation should comply with the UDP Policy H7 which seeks to provide accommodation that is capable of adaptation to meet the needs of disabled people. Full details of the policy and the required design standards are contained in 'Mobility Housing Supplementary Planning Guidance'.

DENSITIES AND ESTIMATED POPULATION GROWTH

Guideline 7 superseded by Core Strategy policy [CS26 Efficient Use of Housing Land and Accessibility](#).

LIVING CONDITIONS FOR RESIDENTS

Guideline 8 (not superseded)

A scheme of works to address the problems of noise will normally be expected to form part of planning submissions that involve residential or potential noisy uses, such as night-time leisure development.

Planning consent will be refused for developments that are unable, through design, technical measures or separation, to prevent noise and disturbance from affecting residents.

Guideline 9 (not superseded)

Noise insulation schemes for residential development will normally be expected to incorporate an acoustically treated means of ventilation (as an alternative to opening windows), allowing sound and fume insulation to work at maximum efficiency. Low energy ventilation systems will be encouraged.

Guideline 10 superseded by guidelines 1 and 2 in the Night-Time Uses IPG:

Night-Time Uses Guideline 1: Controlled Areas

Within the areas shown on Plan 1 of the Guidelines, conditions will be applied to planning approvals which allow the times of opening of drinking establishments (A4) and nightclubs (no class) to no later than 12.30am. This will also apply to hot food takeaways (A5).

Food establishments - cafes/restaurants (A3) will not be time limited unless through applying Guideline 2, they would be considered to have an adverse impact on nearby residents, workers or users of the area.

Night-Time Uses Guideline 2: City Centre and Neighbours

Leisure, and Food and Drink uses will be allowed if:

- (a) conditions for nearby residents and people working in the area will not be harmed by noise breakout, traffic, parking on nearby streets, odours, street noise, or general disturbance; and*
- (b) they are unlikely to lead to anti-social behaviour that would disturb residents, workers or users of the area; and*
- (c) neither the parking of cars nor the provision of signs, tables, chairs outside the premises would impair the safety or ease of movement of pedestrians and road users.*

In considering the criteria the Council will take into account the cumulative harmful effect of existing leisure and entertainment uses.

The Council may attach conditions to permissions to ensure that these criteria are met.

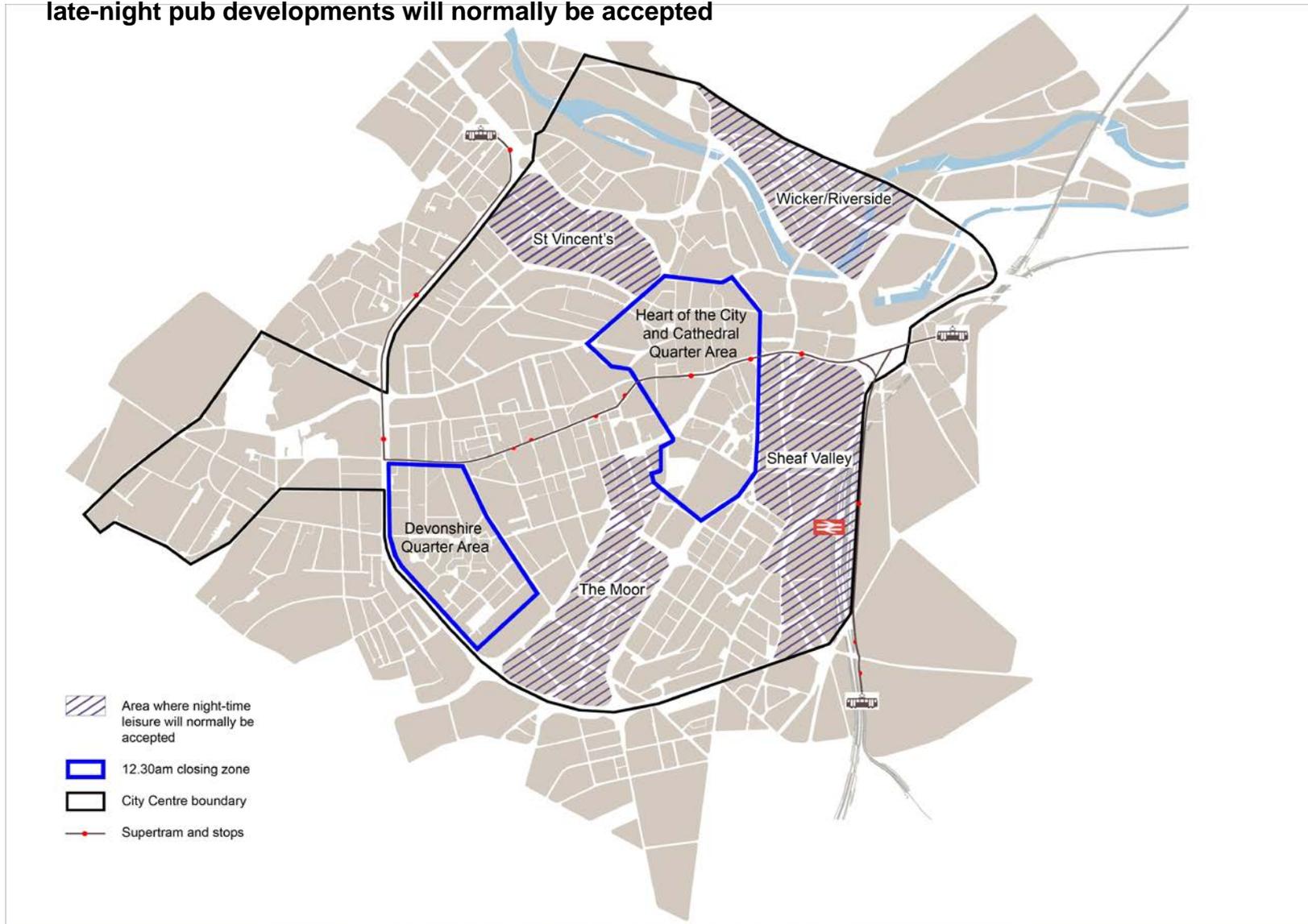
Guideline 11 still applies, and complements guideline 2 (see above) in the Night-Time Uses IPG.

Nightclub or late-night pub developments will normally be accepted in those parts of Heart of the City (around Barkers Pool and the New Retail Quarter), St Vincent's (north of Scotland Street), Hallam Central, Castlegate (north of river and Wicker), The Moor and the CIQ (west of Leadmill Road/Paternoster Row), provided that they would have no serious effects on the amenity of existing residents (see Plan1 for a guide to these areas)

Note: Night-Time Uses IPG Guideline 1 removes the small area bounded by Pinstone Street, Cross Burgess Street and the rear of properties on Burgess Street from an "area where night-time leisure will be normally accepted" identified in City Centre Living SPG Guideline 11. This small area is included in the "12.30am closing zone" shown on Plan 1.

PLAN 1

Controlled opening areas and areas where nightclub or late-night pub developments will normally be accepted



OPEN SPACE

Guideline 12 and Appendix 2 of this document have been superseded by paragraphs 5.42 and 5.51 and Guidelines GOS1 and GOS2 of the Community Infrastructure Levy and Planning Obligations Supplementary Planning Document (December 2015).

Guideline 12

~~New city centre housing developments for developments of five or more dwellings, or more than twenty five bedspaces of student accommodation will be expected to provide:~~

- ~~a) courtyards, or green spaces or roof gardens, screened from street noise, where possible; and~~
- ~~b) high quality multi-purpose open space which the residents and the public can use.~~

~~In order to provide open space available to the public, developers will be expected to:~~

- ~~i) make a financial contribution to the City Council towards provision or enhancement of open space in line with the City Centre Breathing Spaces Strategy; or~~
- ~~ii) provide appropriate publicly accessible open space as part of their development which would complement the city centre open space strategy as set out at Appendix C of the City Centre Breathing Spaces Strategy.~~

~~The level of contributions towards open space provision from a developer will depend upon the number of bedrooms or student bedspaces within each dwelling, and will be calculated using the average number of residents expected in such developments.~~

~~Appendix 2 of the CCLS will be used to calculate the scale of any financial contribution in the City Centre. This appendix will be updated to take account of inflation.~~

~~Any financial contributions paid by a developer towards the provision or enhancement of open space will be the subject of a legal agreement specifying the amount of any contribution, when it should be paid and that it will be spent in accordance with the principles set out in the Council's supplementary planning guidance "Open Space provision in new Housing Development". This addendum to the SPG requires that this contribution be spent to complement the City Centre Breathing Spaces Strategy.~~

Model heads of terms for unilateral obligations

Unilateral obligations will include the following heads of terms relating to open space off-site financial contributions, where this is appropriate:

~~The Owners shall pay to the Council [on or before the commencement of any development within the meaning of Clause 2.2] the sum of £ _____ to be used by the Council towards the provision of recreation space in the locality of the site. This shall be provided in accordance with the principles set out in the~~

~~Council's Open Space Provision in New Housing Development SPG, the City Centre Living SPG and the City Centre Breathing Spaces Strategy.~~

MANAGEMENT, SECURITY AND PERMEABILITY

Guideline 13 (not superseded)

'Live frontages', incorporating retail, service uses etc. and regular pedestrian entries on streets will be expected in new residential developments. Wherever possible courtyards should be permeable at least during the day. In addition, developers will be expected to contribute to measures such as the upgrading of street lighting and links with the existing CCTV coverage.

PARKING AND CAR USE

Guideline 14 (not superseded)

Residential developments that do not have car parking facilities as part of the scheme will be acceptable in the City Centre. The development will, however, be expected to provide parking for disabled residents/visitors and cycle parking. Proposals for car pool arrangements will be supported although dedicated parking spaces for this may be required within the development.

However, it is recognised that it is unrealistic to expect all members of a genuinely mixed community to give up car use altogether. Therefore:

Guideline 15 (not superseded)

If there is sufficient space within the development, off-street parking at a rate of up to one space per unit will be permitted in schemes where it is demonstrated that it is necessary for viability and it would not overload the highway network or add to congestion.

For further information on City Centre planning policy, contact:

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Appendix 1

Relevant Unitary Development Plan Policies

Strategic Policies

~~*SP3 — A City Centre for People~~

Built Environment

~~*BE1 — Townscape Design~~

BE3 Views and Vistas in the City Centre

BE4 Environmental Improvements

BE5 Building Design and Siting

BE6 Landscape Design

BE7 Design of Buildings used by the Public

BE8 Access to Workplaces

BE9 Design for Vehicles

BE10 Design of Streets, Pedestrian Routes, Cycleways & Public Spaces

BE 11 Public Spaces

BE12 Public Art

BE15 Areas and Buildings of Special Architectural or Historic Interest

BE16 Development in Conservation Areas

BE17 Design and Materials in Areas of Special Architectural or Historic Interest

BE 18 Development in Areas of Special Character

BE19 Development Affecting Listed Buildings

BE20 Other Historic Buildings

BE22 Archaeological Sites and Monuments

Green Environment

GE10 Green Network

GE22 Pollution

GE23 Air Pollution

GE24 Noise Pollution

GE25 Contaminated Land

~~*GE27 — Alternative Energy Sources~~

~~*GE29 — Energy Conservation~~

Industry and Business

~~*IB1 — Employment and Economic Development~~

IB5 Development in General Industry Areas

IB6 Development in Fringe Industry and Business Areas

IB7 Development in Business Areas

IB8 Industrial and Business Sites

IB9 Conditions on Development in Industry and Business Areas

~~†IB10 — Visitor Accommodation in Industry and Business Areas~~

IB11 Housing and Residential Institutions in Industry and Business Areas

IB12 Training Centres & Community Facilities in Industry & Business Areas

IB13 Open Space and Leisure Uses in Industry and Business Areas

Housing

~~*H1 — Land Needed for New Housing~~

~~*H2 — Locations for Housing Development~~

* Superseded by SDF Core Strategy March 2009

† Not saved by Secretary of State September 2007

* Superseded by SDF Core Strategy March 2009

- ~~*H3 — Land for Housing~~
- ~~*H4 — Housing for People on Low Incomes~~
- H5 Flats, Bedsitters and Shared Housing
- H6 Short-term Accommodation for Homeless People
- H7 Mobility Housing
- H8 Housing for People in Need of Care
- H10 Development in Housing Areas
- ~~*H12 — Housing Development in the City Centre~~
- H14 Conditions on Development in Housing Areas
- H15 Design of New Housing Development
- H16 Open Space in New Housing Development
- ~~*H17 — Environmental Improvements in Housing Areas~~
- ~~*H18 — Traffic in Housing Areas~~

Community Facilities and Institutions

- CF1 Provision of Community Facilities
- CF2 Keeping Community Facilities
- CF3 Childcare Facilities in Buildings used by the Public
- CF4 Children's Nurseries
- ~~†CF5 — Community Benefits~~

Shopping

- ~~*S1 — The City Centre and the Location of Major Shop Developments~~
- S3 Development in the Central Shopping Area
- S5 Shop Development Outside the Central Shopping Area and District Centres
- S6 Conditions on Shop Developments
- S11 Design of Retail Development

Mixed Use Areas

- MU1 Mixed Use Areas
- MU9 Kelham Mixed Use Area
- MU10 Victoria Quays Mixed Use Area
- MU11 Conditions on Development in Mixed Use Areas

Leisure and Recreation

- ~~*LR1 — Tourism~~
- LR2 New Leisure Uses and Facilities
- ~~*LR4 — Open Space~~
- LR5 Development in Open Space Areas
- ~~*LR7 — Development of Recreation Space for Non-recreation Uses~~
- ~~*LR10 — Improving Open Spaces~~
- ~~*LR11 — New Open Spaces~~

Minerals Waste and Reclamation

- MW6 Recycling and Reclamation

Transport

- ~~*T1 — Promoting Public Transport~~
- ~~*T2 — Promoting Bus Use~~
- ~~*T7 — Promoting Walking and Cycling~~
- T8 Pedestrian Routes
- ~~*T9 — High Amenity Zones~~

† Not saved by Secretary of State September 2007

* Superseded by SDF Core Strategy March 2009

T10	Cycle Routes
*T12	Traffic Calming
*T13	Area-wide Traffic Calming
*T14	Environmental Traffic Management
*T15	Strategic Road Network
T16	Management of Traffic Demand
*T20	Car Travel to the City Centre
T21	Car Parking
T22	Private Car Parking in New Developments
T23	Public Long-stay Car Parking
T24	Public Short-stay Car Parking
T25	Car Parking in Residential Areas

Relevant SDF Core Strategy Policies

Promoting Economic Prosperity and Providing Sustainable Employment

- [CS3 Locations for Office Development](#)
- [CS4 Offices in the City Centre](#)
- [CS5 Locations for Manufacturing, Distribution/Warehousing and other Non-office Businesses](#)
- [CS6 Manufacturing and the City Centre - Transition Areas](#)

Enriching the Sheffield City Region as the most Sustainable Location for Regional Services, Jobs and Facilities

- [CS14 City-wide Distribution of Shopping and Leisure Development](#)
- [CS15 Locations for Large Leisure and Cultural Development](#)
- [CS17 City Centre Quarters](#)
- [CS18 Shopping in the City Centre](#)
- [CS19 Cultural Facilities in the City Centre](#)
- [CS20 The Universities](#)

Creating Attractive, Sustainable and Distinctive Neighbourhoods

- [CS22 Scale of Requirement for New Housing](#)
- [CS23 Locations for New Housing](#)
- [CS24 Maximising the Use of Previously Developed Land for New Housing](#)
- [CS25 Priorities for Releasing Land for New Housing](#)
- [CS26 Efficient Use of Housing Land and Accessibility](#)
- [CS27 Housing in the City Centre](#)

Providing for Opportunities, Well-Being and Quality of Life for All

- [CS40 Affordable Housing](#)
- [CS41 Creating Mixed Communities](#)
- [CS43 Schools](#)
- [CS44 Health Centres](#)
- [CS45 Quality and Accessibility of Open Space](#)
- [CS46 Quantity of Open Space](#)
- [CS47 Safeguarding of Open Space](#)
- [CS48 Open Space and Riversides in the City Centre](#)

Enabling People and Good to Move Conveniently and by Sustainable Forms of Transport

[CS51 Transport Priorities](#)

[CS52 Key Route Network](#)

[CS53 Management of Demand for Travel](#)

[CS54 Pedestrian Routes](#)

[CS55 Cycling Routes](#)

[CS56 Priority Routes for Bus and Bus Rapid Transit](#)

[CS57 Park-and-Ride and Car Parking in the City Centre](#)

[CS60 Transport in the City Centre](#)

[CS61 Pedestrian Environment in the City Centre](#)

Global Environment and Natural Resources

[CS63 Responses to Climate Change](#)

[CS64 Climate Change, Resources and Sustainable Design of Developments](#)

[CS65 Renewable Energy and Carbon Reduction](#)

[CS66 Air Quality](#)

[CS67 Flood Risk Management](#)

[CS70 Provision for Recycling and Composting](#)

Prizing, Protecting and Enhancing Sheffield's Natural Environment and Distinctive Urban Heritage

[CS73 The Strategic Green Network](#)

[CS74 Design Principles](#)

[CS76 Tall Buildings in the City Centre](#)

Guideline 12 and Appendix 2 of this document have been superseded by paragraphs 5.42 and 5.51 and Guidelines GOS1 and GOS2 of the Community Infrastructure Levy and Planning Obligations Supplementary Planning Document (December 2015).

~~APPENDIX 2~~

~~FINANCIAL CALCULATIONS IN LIEU OF DIRECT OPEN SPACE PROVISION IN THE CITY CENTRE FROM HOUSING DEVELOPMENT~~

~~This Appendix will be updated in line with the Retail Price Index (Updated August 2014 with respect to RPIX as of April 2014)~~

~~Within the City Centre (as defined on plan 1) a financial contribution will be sought in the case of all new housing of five or more dwellings, or more than twenty five bedspaces of shared accommodation.~~

~~The total amount will be calculated as follows:-~~

~~Houses and Flats~~

One bedroom dwellings	£1155
Two bedroom dwellings	£1510
Three bedroom or more dwellings	£1955

~~Shared Housing~~

Per bedspace	£805
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~~This provides *guidance* for the calculation of commuted payments by developers for the provision or enhancement of open space. They provide a starting point for negotiations between the City Council and developers.~~

~~Please note:~~

- ~~Open space financial contributions which amount to less than £2,000 will no longer be collected from developers.~~
- ~~A 3% [administration charge](#) will be levied on open space financial contributions, up to a value of £4,000. This will apply in a similar way to the current legal charges.~~