

PART I

Sheffield

UNITARY DEVELOPMENT PLAN

Part I contains the overall aims and strategy of the Plan and it lists the main Policies.

The background is explained in more detail in Part II.

THE STRATEGY

THE STRATEGY IN OUTLINE

Sheffield's vision is of A City for People. This means a thriving city on a human scale and a City where the differing demands of both urban and rural living are balanced to the best advantage of its people.

The UDP Strategy is to achieve this by promoting:

- a better environment;
- a more thriving City;
- a more accessible environment;
- a more caring environment.

Balancing these aims means a City which:

- looks after the needs of disadvantaged people;
- develops in a way that is environmentally sustainable;
- encourages regeneration before growth generation.

The rest of the chapter expands on these themes and then outlines what the strategy will mean on the ground.

A CITY FOR PEOPLE - WHAT DOES IT MEAN?

The underlying aim of the Plan is to help make Sheffield a better place for people to live, work, visit or spend their spare time.

A city for people means that:

- Everyone has an equal and basic right to:
 - opportunities for enjoying a good quality of life;
 - a safe, healthy, convenient and attractive environment;
 - the benefits which planning can bring.
- These rights are shared with future generations. Their needs are respected as much as our own.
- Planning balances the differing interests of individuals, communities and organisations in decisions affecting their surroundings.
- The environment is planned to meet the needs of everybody in the community - people without access to power as well as the privileged, people in poverty or on low incomes as well as the well off, people with disabilities as well as able-bodied, and whatever their gender, age, race or creed.

THE STRATEGY - WHAT ARE ITS AIMS?

To help achieve a city that will meet the needs of people into the next decade and in future generations, the Plan aims to promote:

A Better Environment ... built and natural surroundings that raise the quality of life for people, improving what has been neglected or misused.

THE STRATEGY

This means:

- run-down areas of the City improved;
- buildings and spaces well sited, well designed and well landscaped;
- Sheffield's heritage and character conserved;
- areas where people live protected or improved;
- green and open areas provided, safeguarded or improved;
- wildlife and water features conserved;
- countryside and attractive landscape protected;
- derelict land restored and re-used;
- pollution and the impact of traffic reduced;
- damage to the global environment minimised.

A More Thriving City providing for the economic regeneration of the City, and creating opportunities for everyone in Sheffield to lead a full life.

This means:

- innovation and economic development promoted;
- opportunities created for new jobs;
- older industrial and commercial areas given new life;
- sufficient new land released for homes, jobs, leisure and services;
- environment and infrastructure improved to attract investment;
- shops and cultural, educational and leisure facilities provided to bring people to Sheffield;
- tourism opportunities exploited;
- facilities provided for health, community and educational needs of the City;
- variety of development encouraged;
- mineral resources released;
- air, rail and road links to Sheffield improved.

A More Accessible Environment which makes it easier for people and freight to get to their destinations and does not increase the need to travel.

This means:

- new houses, workplaces, shops and other facilities located conveniently;
- the distances people need to travel reduced;
- major developments sited near major routes;
- efficient layout and use of roads encouraged;
- access provided for people needing to use a car, especially outside peak times;
- public transport improved and fuller use by all encouraged;

- appropriate parking provided;
- pedestrians' and cyclists' needs met;
- getting about made easier for people with pushchairs, for older people and for people with disabilities;
- access to the countryside improved.

A More Caring Environment which is healthy and safe, feels good and works well.

This means:

- buildings and their surroundings made healthier and cleaner;
- the environment made safer;
- noise and disturbance reduced or prevented;
- positive action taken to help less well-off people;
- links broken between being poor and suffering from a poor environment;
- provision made for people with special or minority needs;
- buildings located conveniently for people finding it difficult to travel;
- communities encouraged to develop;
- the City planned and designed to reflect how individual people experience it.

HOW WILL THE AIMS BE BALANCED?

The Plan brings the four major aims together wherever it can. For example:

- improving the environment will help attract the new business and investment needed to achieve a more thriving city;
- more use of public transport will help reduce pollution, conserve energy and contribute to a better environment; and
- a thriving economy will provide resources needed for improving the environment.

But, in practice, it is not always possible to have everything and choices sometimes have to be made between the different aims. For example:

- conserving the environment means that there will be some areas where development is discouraged; and
- reducing the impact of vehicles in some areas may mean that others suffer a worse environment due to the increased traffic.

Making choices like this means there will be winners and losers from many planning decisions.

Three guiding principles help in arriving at a balance between the Plan's different aims.

- **The outcome should satisfy as many of the aims as possible.**

This means that as many people as possible will benefit in as many ways as possible.

- **The outcome should result in a more caring environment.**

Particular attention should be paid to the needs of people who already have more than their

fair share of problems. In fact, decisions that work well for disadvantaged people often work well for everyone.

- **The outcome should meet the needs of future generations as well as our own.**

The people of tomorrow should not be denied the best of today's environment. This means not depriving them of necessary resources or leaving them a legacy of pollution or dereliction. In other words, planning decisions must be environmentally sustainable.

These guiding principles all point to a central theme of the Plan which is regeneration. This means bringing new life to the City, especially to the run-down areas. Regeneration gives the City a positive and progressive image and balances the aims of the Plan by:

- focusing investment into areas and communities which have lost out in the past, so contributing to a more caring environment;
- promoting equally the aims of a better environment, a more thriving City and a more accessible environment; and
- treating land as a resource that can be re-used, which is essential to a sustainable strategy.

The Plan emphasises regeneration before growth generation. This means:

- the aim of a more thriving City is achieved, where possible, by revitalising the existing fabric and activity of the City;
- growth is not acceptable where it would leave dereliction elsewhere in the City;
- a higher quality environment is used in a positive way to encourage higher quality, value-added economic activities; and
- Sheffield's long-term competitive position is improved by making it an attractive City which is sustainable in both economic and environmental terms.

The background to the strategy is explained in Part II, How the Strategy Developed, pages 29-34.

The rest of this chapter outlines how it will affect what happens on the ground.

WHAT WILL THE STRATEGY MEAN ON THE GROUND?

Changes large and small all contribute to the future shape of the City. The Plan provides the framework for Sheffield to change and develop over the next ten years or so.

The Shape of the City

The emphasis on regenerating the built-up areas means keeping a firm Green Belt and so the outer limits of the urban areas will not change much in most parts of the City. Development will be encouraged on unused and under-used sites within the main urban area and in the smaller towns and villages.

In all built-up areas of the City a range of land uses will be acceptable. This will add to the variety and vitality of each neighbourhood, increase the local opportunities for jobs and services and help reduce the need to travel.

The Mosborough townships will continue to be developed in the south-east of the City with land for homes, jobs and services. Most of Sheffield's growth on previously undeveloped land will be in this area.

The City Centre

The City Centre will continue to be promoted as the regional centre with shopping, offices, public services, education, leisure, culture, entertainment and tourism. It will be an important source of jobs for people in Sheffield and its region, and industrial development will be encouraged here too.

As the heart of the City, the Centre belongs to everyone living in Sheffield and symbolises the City for many visitors. As the heart of inner Sheffield it also plays an important part in the life of people in the Inner City. So the City Centre will continue to be a focus for regeneration, promotion of investment, and improvements to the environment.

The City Centre is the focus of Sheffield's public transport and road network and the place that can be reached most readily by people from throughout the City and region. Better public transport will be the key to bringing more people into the City Centre without adding to peak-hour congestion and pollution. Otherwise congestion will limit the amount of new development that could take place here.

A network of improved public transport into the City Centre will include bus priority routes, Supertram and better rail services. Park-and-ride schemes will encourage people to leave their cars outside the Centre.

The environment and image of the City Centre will be improved for the benefit of people visiting it and to encourage further investment. This will mean keeping through traffic out of the City Centre and directing it onto more suitable routes including the Inner Ring Road. The northern and eastern routes of the Inner Ring Road will be completed. Access loops will enable cars to get into the Centre and additional short-stay car parking will be provided.

The Centre itself will consist of a series of distinctive quarters. These will include a high quality shopping core, surrounded by modern commercial and office developments and the two universities and interlinked with cultural and entertainment facilities and housing areas.

Each quarter will have as a focus at least one of a network of public space which will be linked by pedestrian-dominated routes and the River Don.

Areas for Economic Expansion

Industrial and business development will continue in the Sheaf and Upper and Lower Don Valleys. Expanses of derelict land once occupied by steelworks and other factories will be re-used. Other industrial development will take place in the Mosborough and Chapeltown/Ecclesfield areas.

The economic life of the valleys will be promoted by good accessibility and a better environment. Landscaping and improvements to the water frontages will help to attract new growth industries. On the east side of the City, advantage will be taken of the nearness of the M1 motorway and new City Airport. The improvements to Penistone Road will help open up the Upper Don Valley.

Some commercial and leisure development may happen in areas such as the Lower Don Valley. This could help reduce congestion in the City Centre. But, wherever possible, further major shopping development should be in the Central Shopping Area and District Shopping Centres to promote their regeneration.

Housing Areas

Most of the housing areas of the City will remain as they are, though some development will occur, mainly of new houses. The emphasis will be on continuing to make them pleasant places to live and on carrying out improvements to the environment where they are most needed.

The main supply of new housing land will continue to be in the south-east of the City in the

Mosborough area. An increasing share of sites will be in the Inner City, including the East End, and in the City Centre. There will be little further expansion at Stocksbridge and Chapeltown/High Green.

Shops, community facilities and other local services will be encouraged throughout the City, wherever possible, to help reduce the need to travel. Playing fields and other areas of open space will be protected to prevent overcrowding in the built-up area and to provide for leisure and sport.

Through traffic will be discouraged from using housing areas. A network of strategic routes will take heavy through traffic. Traffic calming will be used to improve the environment both in housing areas where the problems are serious and in new housing areas.

In inner areas of south-west Sheffield where the residential character is threatened by the number of offices and institutions, further non-housing uses will be checked. But they will be allowed and encouraged in other nearby areas.

Parks and Countryside

The parks, woods, valleys and views that contribute to Sheffield's distinctive natural environment will be protected and enhanced. Areas of wildlife interest will be protected and new open space created where opportunities arise.

A network of green routes will be developed across the built-up area linking open spaces, woodland, water areas and the countryside. Rivers and streams will be improved and footpaths opened up along them. The landscape of the northern and eastern sides of the City will be transformed by establishing the South Yorkshire Forest. The aim is to allow people to enjoy something of the natural environment near to where they live and work.

In the surrounding rural areas land in the Green Belt will always be used in ways that are appropriate to the countryside. Special protection will continue to be given to areas which are particularly attractive, such as on the edge of the Peak National Park. So far as it can within its planning powers, the City Council will endeavour to support the protection and management of the special qualities of the National Park.

POLICIES AND PROPOSALS - A SUMMARY

The Policies and proposals of Part I provide the strategic overall framework for the Plan. They are listed here without explanation or commentary. For further details you should look up the relevant chapter of Part II where the Policies are repeated.

STRATEGIC POLICIES

SPI A CITY FOR PEOPLE (see pages 35-36)

A balance will be struck between competing land uses, and between new development, conservation and transport, which would:

- (a) best meet the needs of the people of the City for houses, jobs, leisure and services; and**
- (b) meet the needs of the present without compromising the ability of future generations to meet their own needs; and**
- (c) give priority, wherever possible, to run-down areas and to meeting the needs of disadvantaged people; and**
- (d) lead to a healthier, safer, more convenient and more attractive environment; and**
- (e) protect and enhance the natural and built heritage of the City; and**
- (f) promote the re-use of urban land for development wherever practicable while allowing greenfield developments on allocated sites; and**
- (g) lead to a high quality environment which would promote economic development; and**
- (h) integrate land use and transport to reduce the distances people need to travel wherever possible; and**
- (i) allow public transport to be operated efficiently; and**
- (j) contribute to the social, economic and environmental regeneration of the City.**

SP2 SHEFFIELD AS A REGIONAL CENTRE (see pages 36-37)

Sheffield will be promoted as a regional centre for jobs, shopping, commerce, public services, higher education, leisure, culture, entertainment and tourism by making the most of opportunities available in different parts of the City. The City Centre and Lower Don Valley will have important complementary roles and a balance will be maintained which would:

- (a) promote the regeneration of the City Centre as the major commercial and cultural centre of the City; and**

- (b) promote the regeneration of the Lower Don Valley, through the development of industry, business and large-scale uses which could not be accommodated in the City Centre; and
- (c) lead to a more efficient and effective use of roads and public transport; and
- (d) locate facilities where they would be most accessible for potential users.

SP3 A CITY CENTRE FOR PEOPLE (see pages 37-39)

The City Centre will be:

- (a) promoted as the principal commercial centre of South Yorkshire with a wide range of jobs and facilities serving the larger region; and
- (b) developed in a way that caters for disadvantaged people; and
- (c) made safer and more accessible for pedestrians and cyclists and people using public transport; and
- (d) made more attractive as a place to live in and visit; and
- (e) encouraged as a focus for the social, economic and environmental regeneration of the City.

BUILT ENVIRONMENT

BE1 TOWNSCAPE DESIGN (see pages 60-61)

A high quality townscape will be promoted with a positive approach to conservation and a high standard of new design. The best of Sheffield's buildings will be kept and refurbished, and their settings improved.

BE4 ENVIRONMENTAL IMPROVEMENTS (see pages 62-64)

Priority for environmental improvements will be given to areas where the environment is unsatisfactory in:

- (a) areas of known poverty;
- (b) areas for housing renewal;
- (c) the City Centre;
- (d) District and Local Shopping Centres;
- (e) run-down industrial and commercial areas;
- (f) the M1 Corridor, and along the Strategic Road Network, passenger railway lines, Supertram routes, rivers and the Canal;
- (g) areas which have existing or potential value for nature conservation or informal recreation.

BE15 AREAS AND BUILDINGS OF SPECIAL ARCHITECTURAL OR HISTORIC INTEREST (see pages 76-78)

Buildings and areas of special architectural or historic interest which are an important part of Sheffield's heritage will be preserved or enhanced. Development which would harm the character or appearance of Listed Buildings, Conservation Areas or Areas of Special Character will not be permitted.

GREEN ENVIRONMENT

GE1 DEVELOPMENT IN THE GREEN BELT (see pages 89-90)

In the Green Belt, development will not be permitted, except in very special circumstances, where it would:

- (a) lead to unrestricted growth of the built-up area; or
- (b) contribute towards merging of existing settlements; or
- (c) lead to encroachment of urban development into the countryside; or
- (d) compromise urban regeneration.

GE2 PROTECTION AND IMPROVEMENT OF THE GREEN BELT LANDSCAPE (see pages 90-91)

In the Green Belt, measures will be taken to:

- (a) maintain and enhance those areas with a generally high landscape value; and
- (b) improve poor landscapes in priority areas.

GE10 GREEN NETWORK (see pages 98-99)

A Network of Green Corridors and Green Links will be:

- (a) protected from development which would detract from their mainly green and open character or which would cause serious ecological damage; and
- (b) enhanced by encouraging development which increases their value for wildlife and recreation; and
- (c) extended by creating new open space in areas of Desired Green Links.

GE11 NATURE CONSERVATION AND DEVELOPMENT (see pages 99-100)

The natural environment will be protected and enhanced. The design, siting and landscaping of development should respect and promote nature conservation and include measures to reduce any potentially harmful effects of development on natural features of value.

GE14 SOUTH YORKSHIRE FOREST (see pages 103-104)

Support will be given for the creation of part of the South Yorkshire Forest on the northern and eastern sides of the City.

GE22 POLLUTION (see page 112)

Development should be sited so as to prevent or minimise the effect of any pollution on neighbouring land uses or the quality of the environment and people's appreciation of it.

GE29 ENERGY CONSERVATION (see page 117)

Measures to conserve energy will be expected in:

- (a) the design, orientation and layout of buildings; and
- (b) the location of development; and
- (c) improvements to the transport network and in the management of traffic.

INDUSTRY AND BUSINESS

IB1 EMPLOYMENT AND ECONOMIC DEVELOPMENT (see pages 123-124)

Employment and economic development will be promoted by:

- (a) providing for land for industrial and business development in suitable areas of the City; and
- (b) the establishment and growth of innovative industry; and
- (c) improving older industrial and business premises and areas; and
- (d) creating a better environment for industry and business and providing for its infrastructure needs.

IB2 LOCATIONS FOR INDUSTRIAL DEVELOPMENT (see pages 124-125)

New industrial development will be promoted in suitable locations, particularly near to the M1 motorway, Strategic Roads, bus and Supertram routes, railways and the City Airport.

The main locations will be:

- (a) the City Centre;
- (b) the Lower Don Valley;
- (c) the Upper Don Valley;
- (d) the Sheaf Valley;
- (e) Stocksbridge;
- (f) Smithywood and Ecclesfield; and
- (g) Oxclose.

IB3 LOCATIONS FOR BUSINESS DEVELOPMENT (see pages 125-126)

The City's role as a regional office centre will be enhanced by promoting major development in:

- (a) The City Centre;
- (b) The Savile Street and Nunnery Sidings areas;
- (c) Meadowhall and Carbrook; and
- (d) other defined Business Areas.

Small-scale business development will be permitted in most parts of the City to support local employment and the setting up of small firms.

IB4 LAND FOR INDUSTRY AND BUSINESS (see pages 126-127)

Action will be taken to ensure that there will be enough readily available land for industry and business for the next five years. Land will be made available by:

- (a) releasing sites in suitable areas where industrial and commercial buildings have been demolished; and
- (b) releasing allocated sites which have not previously been developed; and
- (c) reclaiming derelict, despoiled and contaminated land; and
- (d) providing access and utility services.

HOUSING

H1 LAND NEEDED FOR NEW HOUSING (see page 145)

Land will be provided to allow 10,700 dwellings to be completed in the period 1991-2001 (10 years).

H2 LOCATIONS FOR HOUSING DEVELOPMENT (see pages 145-146)

The main locations for housing development will be:

- (a) Inner Sheffield and the City Centre;
- (b) Mosborough.

Opportunities will be taken to provide more land for housing in other parts of the City where this would not significantly harm the built or natural environment.

H3 LAND FOR HOUSING (see pages 146-148)

Action will be taken to ensure that there will be enough readily available land for housebuilding for the next five years. Land will be made available by:

- (a) releasing sites in suitable areas where housing or other buildings have been demolished; and
- (b) releasing allocated sites which have not previously been developed; and

- (c) in exceptional cases, releasing recreation space, but only if an equivalent replacement is provided in an appropriate location; and
- (d) providing access and utility services.

H4 HOUSING FOR PEOPLE ON LOW INCOMES (see pages 148-149)

The development of affordable housing for people on relatively low incomes will be promoted. When a need is identified, the provision of affordable housing will be encouraged as a proportion of large housing schemes, the scale and means of provision to be negotiated with the developer.

H7 MOBILITY HOUSING (see pages 151-152)

In all new or refurbished housing the provision of a proportion of mobility housing to meet local need will be encouraged except where the physical characteristics of a site or existing buildings make it impracticable.

COMMUNITY FACILITIES

CF1 PROVISION OF COMMUNITY FACILITIES (see pages 170-171)

The provision of community facilities which are readily available to all Sheffield people will be promoted, particularly where they would:

- (a) be for disadvantaged people; or
- (b) be located where there is a shortage;

and would:

- (c) be easily accessible by public transport; and
- (d) be located within the community they are intended to serve; and
- (e) comply with Policy BE7.

SHOPPING

S1 THE CITY CENTRE AND THE LOCATION OF MAJOR SHOP DEVELOPMENTS (see pages 183-185)

Major retail development will be promoted in Sheffield's Central Shopping Area where it would encourage regeneration of the City Centre and help to develop and consolidate its role as the principal commercial centre of South Yorkshire.

Major non-food retail development will be concentrated within the Central Shopping Area and the District Shopping Centres and, if the development is for the sale of mainly bulky goods, in Retail Parks.

Major food retail development will be concentrated within and at the edge of the Central Shopping Area and District Shopping Centres.

S4 (part) DISTRICT CENTRE SHOPPING (see pages 188-190)

Retail development will be promoted in the District Shopping Centres. Food retail development will be promoted within District Shopping Centres and, where there are no suitable sites within such Centres, at their edges.

S5 SHOP DEVELOPMENT OUTSIDE THE CENTRAL SHOPPING AREA AND DISTRICT CENTRES (see pages 191-193)**Edge-of-Centre Development**

Retail development for food will be permitted at the edge of the Central Shopping Area or District Shopping Centres only where there is no suitable site within them.

Major retail development for non-food will be permitted at the edge of the Central Shopping Area or District Shopping Centres where for the sale of mainly bulky goods in Retail Parks.

Other development for non-food will be permitted at the edge of the Central Shopping Area or District Shopping Centres only where there is no suitable site within them.

In all edge-of-centre development the criteria set out below must be satisfied.

Other Development

Retail development other than within or at the edge of the Central Shopping Area or District Shopping Centres will be permitted where the criteria set out below are satisfied and the development is:

- (a) of a small shop; or
- (b) in, or at the edge of, a local centre, for appropriately sized food stores and other facilities to serve the day-to-day needs of the local population; or
- (c) in a Retail Park, subject to Policy S9; or
- (d) in Meadowhall, subject to Policy S8.

The Criteria

In addition, all retail development outside the Central Shopping Area and District Shopping Centres must satisfy the following criteria:

- (a) it would not undermine the vitality and viability of the City Centre or any District Shopping Centre as a whole, either taken alone or cumulatively with other recent or proposed development; and
- (b) it would not jeopardise private-sector investment needed to safeguard the vitality and viability of the Central Shopping Area or District Shopping Centres or put at risk the strategy or proposals for promotion and regeneration of those areas; and
- (c) it would be easily accessible by public and private transport and provide satisfactory access for people with disabilities and people arriving by foot, cycle or public transport; and
- (d) it would not have a significant harmful effect on public transport services or priority measures or on other movement on the surrounding road network as existing or, where appropriate, as proposed to be improved; and
- (e) the traffic generated would not result in a significant increase in the number and length of customer trips; and

- (f) it would not take up land where other uses are required nor give rise to shortages of land for those uses which are preferred; and
- (g) it would comply with Policies IB9, HI4, CF8, S10 or MUI 1 as appropriate.

MIXED USE AREAS

MUI MIXED USE AREAS (see pages 204-205)

In defined Mixed Use Areas, a variety of land uses will be preserved and created. A mixture of developments will be encouraged by not allowing any single land use to dominate.

LEISURE AND RECREATION

LRI TOURISM (see pages 220-221)

Sheffield's growing tourism industry will be encouraged by:

- (a) generally supporting developments which promote tourism where they would be in keeping with the environment and character of an area; and
- (b) improving the environment in areas where it is unsatisfactory; and
- (c) conserving areas and buildings of architectural, historic, nature conservation or landscape interest

LR2 NEW LEISURE USES AND FACILITIES (see pages 221-223)

New leisure uses and facilities, and improvements to existing ones, will be promoted, particularly where they would:

- (a) be in areas with few facilities or in areas of known poverty; and
- (b) be small-scale local facilities; and
- (c) be easily accessible by public transport;

or where they would:

- (d) encourage tourism in the City Centre; or
- (e) facilitate appropriate farm diversification.

All new leisure developments or improvements to existing facilities will be expected to be accessible for people with disabilities or with young children and must therefore comply with Policy BE7.

For entertainment and leisure developments which affect a lot of people, the development must:

- (f) not undermine the vitality and viability of the evening economy of the City

Centre; and

- (g) comply with the conditions of Policy S5.

LR4 OPEN SPACE (see pages 224-225)

Open space will be protected from built development where it is needed for outdoor recreation, or where it makes a valuable contribution to the natural environment, urban heritage or quality of life.

As opportunities arise, open space will be:

- (a) improved, where it is of poor quality; and
- (b) created, where there is a shortage.

MINERALS, WASTE AND RECLAMATION

MW1 MINERAL WORKING (see pages 239-240)

Mineral working will be permitted where:

- (a) it would help meet local, regional or national need for the mineral and:
 - (i) alternative supplies (including synthetic and waste materials) could not reasonably be obtained from other sources; or
 - (ii) it would help to ensure adequate and secure energy supplies; and
- (b) the mineral deposits would be worked in an efficient and comprehensive way; and
- (c) it would not cause irreparable or unacceptable damage to the environment; and
- (d) the operator accepts an agreed scheme of working which would minimise local disturbance as the deposit is being worked, and makes provision for adequate restoration and aftercare of the land.

Proposals which would lead to unprogrammed and piecemeal working of mineral deposits will not be permitted.

Where appropriate, mineral working will be encouraged where it would also help to meet the need for waste disposal facilities once mineral extraction has ceased.

MW3 WASTE MANAGEMENT (see pages 241-242)

When catering for waste materials, all recycling and disposal options will be examined so that:

- (a) the amount of tipping space would be kept to a minimum; and
- (b) sufficient waste, recycling and disposal sites and facilities would be available; and
- (c) the best techniques and highest possible standards could be achieved at all times.

MW8 (part) LAND RECLAMATION (see pages 246-248)

Derelict and despoiled land within the City will be reclaimed.

TRANSPORT

T1 PROMOTING PUBLIC TRANSPORT (see pages 252-254)

Greater use of public transport will be encouraged and promoted, especially for journeys to work, by:

- (a) developing a network of bus priority routes; and**
- (b) supporting Supertram proposals and improvements to local rail services; and**
- (c) promoting park-and-ride facilities; and**
- (d) improving public transport access into and within the Central Shopping Area; and**
- (e) ensuring that road layouts facilitate the efficient provision of public transport services; and**
- (f) encouraging development to locate where it can be served adequately by the existing public transport network; and**
- (g) promoting and supporting improvements to the quality of public transport services including improvements to access for people with disabilities.**

T7 PROMOTING WALKING AND CYCLING (see pages 259-260)

Walking and cycling will be promoted as alternatives to car travel by providing better facilities to make them safer and more attractive activities. In assessing transport and development proposals, particular attention will be given to the needs of pedestrians and cyclists.

T12 TRAFFIC CALMING (see pages 266-267)

Traffic calming measures will be introduced to reduce the impact of traffic. Priority will be given to new developments and to existing parts of Housing Areas, Shopping Centres and other locations where pedestrians come or would come into significant conflict with motor transport. This may include parts of the Strategic Road Network.

T15 STRATEGIC ROAD NETWORK (see pages 269-271)

Traffic will be concentrated onto a limited number of roads whose main purpose will be to carry large volumes of both public and private traffic. These roads form the Strategic Road Network.

The Strategic Road Network will be designed to balance the need to:

- (a) create priority routes for through traffic; and**
- (b) remove through traffic from the City Centre; and**
- (c) accommodate large volumes of local traffic; and**

- (d) encourage greater use of public transport; and
- (e) protect and enhance the environment.

T16 MANAGEMENT OF TRAFFIC DEMAND (see page 271)

When and where the demand for trips by car exceeds the capacity of the Strategic Road Network, controls on car parking and access to roads will be used to regulate private traffic and reduce congestion.

T17 ROAD SCHEMES (see pages 271-274)

Road schemes may be proposed where they would:

- (a) enable more existing traffic to concentrate on the Strategic Road Network, reducing the impact on housing, shopping or other environmentally sensitive areas; or
- (b) improve the movement of public transport, cyclists or pedestrians; or
- (c) increase road safety; or
- (d) reduce the impact of heavy goods vehicles; or
- (e) open up land for development.

Any road scheme proposed will:

- (f) be designed not to increase peak-hour traffic; and
- (g) comply with Policies for the Built and Green Environment as appropriate; and
- (h) be the most appropriate way to achieve the Plan's transport objectives.

The following road schemes are proposed (in priority order):

- (1) Inner Ring Road, north and east of the City Centre;
- (2) Broadfield Road;
- (3) A6102 Outer Ring Road, Stage 4 (Prince of Wales Road);
- (4) Moss Way Extension;
- (5) Oakham Drive, Parkwood Springs.

T21 CAR PARKING (see pages 276-277)

Provision will be made for car parking where it would:

- (a) meet the operational needs of businesses; or
- (b) be essential for the viability of a new development; or
- (c) enable ready access to the City outside peak hours; or
- (d) improve the environment or safety of streets; or
- (e) meet the needs of people with disabilities; or
- (f) be needed by visitors to the countryside;

and provided that it would comply with Policies T22 to T25 and the Parking Guidelines.

Levels of parking will be regulated to prevent excessive peak-hour congestion.

T26 NATIONAL AND INTERNATIONAL TRANSPORT (see pages 282-284)

Improved links by rail, road and air to international, national and regional transport networks will be sought where this would help the economic regeneration of Sheffield and where it would comply with Policies for the Built and Green Environment, as appropriate.

T27 FREIGHT (see pages 284-285)

The environmental impact of moving freight by road will be reduced by:

- (a) concentrating lorries onto the Strategic Road Network; and
- (b) banning heavy goods vehicles from sensitive areas; and
- (c) encouraging the use of smaller freight vehicles, particularly within the High Amenity Zone; and
- (d) encouraging the development of rail-freight facilities; and
- (e) using the Canal, if this proves feasible.

T28 TRANSPORT INFRASTRUCTURE AND DEVELOPMENT (see pages 285-287)

New development which would generate high levels of travel will be permitted only where it could be served adequately by:

- (a) existing public transport services and infrastructure; or
- (b) additions or extensions to such services linked directly to the development; or
- (c) proposed extensions to the Supertram network;

and

- (d) the existing highway network;

and will be promoted where it would be best served by public transport, and where its location would reduce the need to travel, especially by car.

Where transport improvements will be needed to enable the proposal to go ahead, these should normally be provided, or commitment entered into to secure their provision, before any part of the development comes into use.