

PART I I

Sheffield

UNITARY DEVELOPMENT PLAN

Part I I sets out the Policies and proposals in more detail. It explains the background to the Plan and the reasons for the Policies.

HOW THE STRATEGY DEVELOPED

LOOKING FORWARD

Sheffield's Unitary Development Plan (UDP) has to look ahead ten years and more. It must try to manage changes taking place now and others we do not know about yet.

Over the past ten years:

- the number of people living in Sheffield, as in other cities, has gone down;
- many traditional industries have collapsed;
- parts of the Inner City have become run down;
- the gap between rich and poor has got bigger;
- traffic jams have increased;
- there has been pressure to build on green fields rather than vacant inner-city land;
- there has been a building boom in shopping, sport and leisure followed by recession;
- knowledge-based industries have developed, such as at Sheffield Science Park and the Universities.

In future we face some major challenges:

- more older industries will go;
- new industries, services and office-based work will take their place;
- the North-South gap will not go away and Yorkshire will find itself on the edge of Europe;
- local industries will not automatically gain from the single European market and could well lose;
- the City Centre will face continued competition from Meadowhall;
- the Universities will expand further;
- some schools will not be needed any more, while other, new facilities will need to be provided;
- many households will be smaller and special housing needs will increase;
- the gap between rich and poor in Sheffield will get harder to close;
- more people will own cars and, unless action is taken, congestion will get worse;
- people will want increasingly clean, healthy, safe, crime-free and attractive surroundings as a right; and
- concern over global pollution and the natural environment will grow.

But Sheffield, England's fourth largest City, has a lot to offer:

- its friendly people, a skilled workforce and 'village' communities;
- a unique countryside setting of hills and valleys with one of the greenest city environments in Europe;
- its position on the edge of the beautiful Peak District National Park;
- its rich industrial heritage;
- buildings and areas of historic and architectural interest;

HOW THE STRATEGY DEVELOPED

- a major City Centre with a wide range of shops and excellent entertainment facilities;
- Meadowhall - one of the largest out-of-town shopping centres in Europe;
- the excellence of its universities;
- its long sporting tradition;
- active partnership between the public, private and voluntary sectors;
- commitment to regeneration;
- a wide variety of opportunities for industrial and commercial development.

Against this background of trends, problems and opportunities the UDP concentrates on things that planning can control or influence.

GOVERNMENT GUIDANCE

The Government has issued guidance for the UDP and the City Council is required to have regard to this. It includes:

- the Town and Country Planning Act;
- national planning guidance (published in the Department of the Environment, Transport and the Regions' Planning Policy Guidance (PPG) Notes);
- strategic planning guidance for South Yorkshire (published as one of the Department's Regional Planning Guidance Notes, Strategic Guidance for South Yorkshire).

The national guidance says that "plans must make adequate provision for development and at the same time take account of the need to protect the natural and built environment". This approach is supported by the European Commission. The effect of planning policies on different groups of people also needs to be taken into account.

The Strategic Guidance for South Yorkshire has a similar balance. It sets four main objectives for the UDP:

- to foster economic growth;
- to revitalise the built-up areas;
- to conserve the countryside;
- to conserve the urban heritage.

The City Council has to show that it has taken this guidance into account.

The Government has since published its Regional Planning Guidance for Yorkshire and Humberside. This supersedes the Strategic Guidance for South Yorkshire insofar as it relates to periods beyond 2001 and to future reviews of UDPs. But the Strategic Guidance continues to provide the framework for the present plan.

THE COUNCIL'S VISION

The UDP is one of a series of strategies and action programmes being prepared for Sheffield by the City Council and other agencies. These share aspects of the aim of A City for People and actively promote the social, economic and environmental regeneration of Sheffield.

They include:

- Sheffield - Growing Together: an integrated economic and social regeneration strategy and plan for the City produced by the City Liaison Group;
- Sheffield Economic Development Plan: setting out the City Council's contribution to economic regeneration;
- Healthy Sheffield 2000: the public health strategy for the City;
- Sheffield Draft Charter for the Environment;
- Waste Management Plan for Sheffield;
- Sheffield Tourism Initiative;
- Parks Regeneration Strategy;
- Sheffield Nature Conservation Strategy;
- South Yorkshire Forest Plan;
- Sheffield's Children's Service Plan;
- Sheffield's Plan for Schools;
- Sheffield's Community Care Plan;
- Housing Strategy;
- Transport Policies and Programme;
- South Yorkshire Joint Transport Bid ;
- Improving Health in Sheffield and Rotherham: The Transport Challenge.

The UDP deals with developments and proposals contained in all these strategies when they involve the development or use of land. It has, therefore, been drafted in consultation with those responsible for preparing them.

SUPPORT FOR THE AIMS OF THE STRATEGY

The aims of the Plan, and the balance it strikes, reflect both the Government guidance and the other strategies for the City. The aims, outlined in Part I (see pages 9-12), are:

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

The rest of this section outlines some of the reasons for these aims.

A Better Environment

The Government's national planning guidance says that local planning authorities should take account of the environment in the widest sense in plan preparation. Development plans should help to achieve the vision in the White Paper, *This Common Inheritance*, and in the Government's UK Strategy for Sustainable Development (1994).

Environmental issues raised by the Government include Green Belt, landscape and environmental

quality, nature conservation, pollution-control planning, environmental improvements and the newer concerns such as global warming and using up non-renewable resources. These are also matters of urgency with the European Commission and are influencing Government policy.

The Government's Strategic Guidance for South Yorkshire states that UDP's should continue to conserve what is best in both urban and rural environments. This includes the architectural, archaeological and historic heritage and areas of ecological and wildlife value.

The Government's national planning guidance also discourages the release of playing fields and other open spaces - "There can be no question of sacrificing the green spaces which all towns and cities need for recreation and amenity."

Sheffield - Growing Together also aims to promote a quality environment in the City. The Council further affirms its commitment to a better environment in the Draft Charter for the Environment and the Nature Conservation Strategy.

One of the strategic objectives of the South Yorkshire Joint Transport Bid and the City Council's Transport Policies and Programme is to protect and enhance the quality of the environment.

A More Thriving City

The Government's national planning guidance requires local planning authorities to take account of economic considerations such as revitalising and broadening the local economy, stimulating employment opportunities, catering for changing technology and enabling national economic growth.

The Government's Strategic Guidance for South Yorkshire sets the objectives of fostering economic growth and revitalising the built-up areas.

The European Commission's reports Europe 2000 and Europe 2000+ aim to redress economic imbalances in the European Community. Funds are therefore made available to assist long-term economic development in regions like Yorkshire and the Humber.

The City Council's Economic Development Plan aims to:

- increase Sheffield's ability to compete in the global economy in a way that enhances the quality of life for the people of the City;
- take action to overcome the multiple disadvantages which many people in the City experience.

The UDP aims to promote opportunities for development and provide land and an environment where these aims can be achieved.

A More Accessible Environment

The Government's national planning guidance requires the UDP to show the strategic transport network and deal with traffic management and related land use. The Plan must set out policies to reduce the need for motorised travel and to revitalise and improve accessibility to town centres.

The Government's Strategic Guidance for South Yorkshire underlines the importance of having road and public transport systems which are efficient and effective.

A key objective of Sheffield - Growing Together is an integrated transport strategy. Because car ownership in Sheffield is relatively low, affordable public transport is particularly important for the quality of life of people in the City.

Among the strategic objectives of the South Yorkshire Joint Transport Bid and the City Council's Transport Policies and Programme are:

- to meet the needs of people who are socially or physically disadvantaged;
- to reduce the demand for travel;

- to provide a genuine choice of methods of travel other than the private car;
- to improve transport in areas with poor accessibility or where jobs are being created.

The Draft Charter for the Environment encourages transport accessible for use by all people which is least likely to damage the environment or people's health. This aim is shared by Improving Health in Sheffield and Rotherham: The Transport Challenge.

A More Caring Environment

The Government's national planning guidance requires UDPs to take account of social considerations and acknowledges the relationship of planning policies and proposals to social needs and problems.

The guidance specifically refers to the needs of people in ethnic minorities, religious groups, elderly people and people with disabilities, single-parent families, students, gypsies and disadvantaged and deprived people in inner urban areas. The UDP takes special account of such groups.

Sheffield - Growing Together also aims at social as well as economic regeneration through initiatives targeted at women, black people and people with disabilities. The Sheffield Community Care Plan and Children's Service Plan provide for the full range of care services for children and adults who need them.

The strategy Healthy Sheffield 2000 aims to increase people's well-being as well as to reduce illness. It outlines some of the ways in which health is affected by the physical environment and in which it can be improved through land-use planning.

The City Council's Road Safety Plan (included in its Transport Policies and Programme) gives special emphasis to increasing safety for vulnerable road users (pedestrians, cyclists, children, the elderly and people with disabilities).

SUPPORT FOR THE BALANCE OF THE STRATEGY

The City Council aims to promote change and growth whilst balancing the needs of environment, development and transport. The Government's national planning guidance requires UDPs to show how the balance between development and conservation has been struck.

The themes of sustainability and regeneration are particularly important to the balance of the strategy for Sheffield and have much support in the Government's guidance and in other Council strategies.

Sustainable Development

The Government has stated its intention to work towards ensuring that development and growth do not deny future generations the best of today's environment. They see development plans as contributing to this.

The European Commission Green Paper on the Urban Environment concludes that the conflict between protecting the environment and promoting the economy is a false one - "In the long term the protection of environmental resources is a basic condition for sustained economic growth, which can itself contribute to environmental improvement."

Projected future patterns of growth point to severe environmental problems related to transport, energy and waste unless action is taken. So the Commission's Action Programme, Towards Sustainability, calls for measures to conserve the environment in the fields of energy, industry, transport, tourism and agriculture.

Sheffield - Growing Together pursues sustainability and environmental issues as integral parts of the regeneration of the City.

Concern about the sustainability of transport is expressed in the Government's White Paper, This Common Inheritance, and in the UK Sustainable Development Strategy - "it is simply not possible to cater for unrestricted growth of traffic in our city centres, nor would it be right to accept a situation in which traffic congestion found its own level, with inefficient use of road space and increased fuel consumption."

The Government's national planning guidance broadly supports the Plan's strategy on how the location of new development affects travel patterns with their effects on carbon dioxide emissions. It requires development plans to aim to reduce the need to travel, especially by car. This means:

- promoting development where it is highly accessible by means other than the private car;
- protecting the viability and vitality of existing centres which meet everyday needs;
- making it easier for people to live nearer their work;
- increasing opportunities for walking, cycling or using public transport;
- limiting parking provision to discourage reliance on the car when there are effective alternatives.

Regeneration and Land Use

The Government's strategic guidance for South Yorkshire emphasises the revitalising of the built-up area. The recycling of vacant and derelict land for industrial and other purposes should be given a high priority. Greenfield sites should be released for development only when enough recycled land cannot be made available in reasonable time.

The Government sees the Green Belt as helping the process of regeneration. Its Strategic Guidance envisages changes to Green Belt boundaries only in exceptional circumstances when economic regeneration may be constrained by the lack of suitable industrial sites. The Secretary of State regards Green Belt as an overriding factor in Sheffield and has said that any shortage of housing land should be met elsewhere in South Yorkshire.

The Government, in drawing attention to the role of the City Centre as the principal commercial centre of South Yorkshire, says it should be developed and expanded to assist in the regeneration of inner Sheffield.

The City Council is committed to rebuilding Sheffield's economy for the benefit of the community, especially those areas and groups of people who could be left behind in the development process.

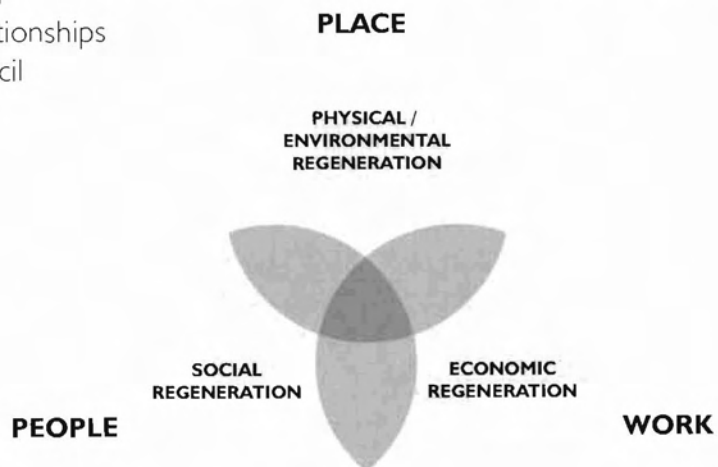
The Plan's strategy contributes to the initiatives taken by the Sheffield City Liaison Group to bring the City's organisations together to focus and accelerate the process of urban regeneration.

It also provides the physical framework within which economic and social regeneration may occur and develops the complementary theme of environmental regeneration. The relationships between the different aspects of Council strategy are summarised in Fig. 1.

FIGURE 1. TOTAL REGENERATION STRATEGY

Other Information

For details of the reports quoted in the chapter, see Appendix 5.



THE STRATEGIC POLICIES

SPI A City for People

SP2 Sheffield as a Regional Centre

SP3 A City Centre for People

The three Strategic Policies outline the main balances between different aims of the Plan.

Policy SPI sets out the strategic issues for the City as a whole. Policy SP2 is about Sheffield's regional role and the contribution that different areas like the City Centre and Lower Don Valley can make to this. Policy SP3 focuses on what the strategy means in the City Centre with its key role in the life and regeneration of the City.

Other Information

For further information on the strategy and the reasons for it, see pages 9-14 and 29-34.

SPI A CITY FOR PEOPLE

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.**

Reasons for the Policy

The Policy draws on the main themes of the strategy and the ways in which the different aims may complement each other (see pages 9-14, 29-34).

How it will be put into practice

By:

Deciding planning applications.

Providing advice to developers, which could include supplementary planning guidance or planning briefs.

Identifying and promoting sites suitable for development.

Consulting with local residents, community groups and developers.

Evaluating all proposed developments in terms of their impact on the environment and on disadvantaged people and taking account of such impact in making planning decisions.

Putting into practice the more detailed Policies and proposals of the Plan.

SP2 SHEFFIELD AS A REGIONAL CENTRE

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.**

Reasons for the Policy

Sheffield is the largest centre in South Yorkshire and also attracts people from north Derbyshire and north Nottinghamshire. The Plan aims to promote the City's regional role in order to create a more thriving City, stimulate regeneration and provide a better service for the people who come to Sheffield.

The City Centre is the focal point of public transport routes in the City and the wider region. It also offers a wide range of shops, offices, public buildings, cultural facilities, entertainment and other attractions in a fairly compact area so that visits for several purposes can be combined.

The Lower Don Valley is very convenient for car users, especially those travelling on the motorway. The Meadowhall Interchange makes it the most accessible location outside the City Centre for users of public transport and the Meadowhall centre attracts shoppers from a wide area. But the future emphasis in the Valley should be on industrial and business development in order to take advantage of the extensive sites and proximity to existing firms.

Other Information

For the Government's Strategic Guidance, see Regional Planning Guidance Note RPG5, Strategic Guidance for South Yorkshire, Department of the Environment, 1989, Paragraph 9.

These and other areas of the City each have a distinctive part to play in Sheffield's developing regional role. This role can be strengthened if they complement each other rather than duplicate facilities.

Regeneration of the City Centre is necessary to stimulate the City's regional role and bring new life to the inner areas. The Government's strategic guidance states that the role of Sheffield City Centre as the principal commercial centre of South Yorkshire should be developed and expanded to assist in the regeneration of inner Sheffield.

Other areas, like the Lower Don Valley, will attract development which would not go to the City Centre and could help to relieve peak-hour traffic congestion there. But expansion should not be allowed to cause further congestion, for example on motorway approach roads at Meadowhall.

The aim of a more accessible City means that facilities should be located where a majority of potential users can get to them most easily. So, planning decisions must take account of how development of the City Centre and other areas would cater for different groups of people.

How it will be put into practice**By:**

Deciding planning applications.

Identifying and promoting sites suitable for development.

Improving access and parking through measures such as Supertram and park and ride (see Policies T3 and T6, pages 255 and 259).

SP3 A CITY CENTRE FOR PEOPLE**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.**

Reasons for the Policy

The needs and opportunities of the City Centre are often different from those in other parts of Sheffield. But its location and the importance of its facilities mean it has a vital role in achieving the aims of A City for People.

Other information

For the Government's Strategic Guidance, see Regional Planning Guidance Note RPG5, Strategic Guidance for South Yorkshire, Department of the Environment, 1989, Paragraph 9.

For further information on the strategy for the City Centre, see page 13.

The City Centre has considerable potential for commercial investment. The Government's strategic guidance affirms its role as the principal commercial centre of South Yorkshire. Its shopping turnover has decreased in recent years for a number of reasons including inherent weaknesses in the layout of the shopping area, limited investment in new shopping floorspace, the impact of Meadowhall and the effects of recession. Nevertheless, the potential for new investment in high quality shopping facilities remains. As well as providing services and jobs in its own right, a strong retail sector will help underpin the wide range of social, cultural and entertainment facilities which the City Centre should provide.

It is also the most accessible area for disadvantaged groups in the Inner City and for others depending on public transport whose needs are often not met by commercial forces. So promoting the more thriving City needs to be balanced with meeting the needs of the more caring City.

Because the City Centre is so accessible and the meeting point of many cross-town routes it could also get most congested. Traffic pollutes the environment, which becomes unattractive to visitors, residents and potential investors. To make the Centre more thriving, more attractive and more accessible, a balance must be struck which takes into account the benefits of public transport and the needs of pedestrians and cyclists.

The attraction of the City Centre is partly due to the wide range of land uses there. But some, like housing, have tended to get squeezed out and at some times of the day parts of the Centre are largely deserted. The aims of the Plan mean that the City Centre should be a place where more people not only work and visit but also live and feel they belong.

Regeneration of the City Centre is a vital part of regeneration of the City as a whole. It will provide jobs and services for people in the inner areas and enhance the image of the City for potential investors.

How it will be put into practice**By:**

Promoting a series of distinctive quarters including a retail core, commercial and office developments, the two universities, cultural and entertainment facilities and residential areas (see for example, Policies IB2, IB3, H12, CF7, S1, MUI0 and LR2).

Improving and conserving the environment (see for example Policies BE3, BE4, BE16, BE18 and T13).

Creating a network of public spaces linked by pedestrian-dominated routes and the River Don (see, for example, Policies BE12, GE17 and T9).

Completing the Inner Ring Road and creating access loops into the Centre (see for example, Policies T17 and T20).

Improving access into the Centre by public transport (see for example, Policies T1 to T6).

Providing for additional operational and short-stay parking (see Policies

T21 to T24).

Carrying out other short and long-term actions proposed in the City Centre Business Plan.

Deciding planning applications.

Providing advice to developers, which could include supplementary planning guidance or planning briefs.

Identifying and promoting sites suitable for development.

Consulting with local residents, community groups and developers.

Co-ordinating management of the City Centre.

WHAT THE PLAN DOES FOR DISADVANTAGED PEOPLE

Planning deals with how land and buildings are used and as a result it affects the way people live their lives.

There are many people, who, because of poverty, racial or gender discrimination, the place where they live, disability, or caring responsibilities, or because they have special needs which may not be properly recognised, face particular disadvantages in getting good jobs and services or in enjoying facilities to which they should be entitled.

By addressing issues, such as housing layout, traffic congestion, lack of facilities and a run-down environment, with the needs of disadvantaged people in mind, the planning system can help tackle their particular problems.

One of the main aims of the Plan as set out in the Strategy on page 9 is to ensure that:

- proposals do not worsen the living conditions of disadvantaged people more than those of powerful, articulate or wealthy groups; and that
- wherever possible, positive action policies are used to assist particular groups of disadvantaged people.

Equal Opportunities legislation exists to ensure that services do not discriminate against any particular group of people.

The Race Relations Act 1976 states that it is the duty of every local authority to make appropriate arrangements to ensure that what it does is carried out in such a way as to eliminate unlawful discrimination and promote equality of opportunity and good relations between people of different racial groups.

No single Act of Parliament on disability exists. From the 1944 Employment Act to the 1980 Disabled Persons Act the patchwork of legislation places a duty on both individuals and businesses relating, for example, to access to buildings, rights to employment and for representation. The local authority fulfils the role of both regulator and provider.

Under the Sex Discrimination Act 1975 it is an offence for a local authority to discriminate against anyone because of gender, either by providing restricted access benefits, facilities or services or failing to facilitate unrestricted access to them.

Planning can:

- play an important part in achieving equal opportunities. The current legislation is the Disabled Persons Act 1986 and the National Health Service and Community Care Act 1990. The local authority fulfils the role of regulator, provider, assessor of the need for services, and purchaser.
- ensure that land for employment opportunities is made available in areas which are acceptable to disadvantaged groups of people.
- help ensure that new offices, factories and warehouses are built to the appropriate standards to enable people with disabilities to gain access to jobs.
- help ensure that major places of employment have facilities which enable people with children to have access to jobs.
- create an environment which helps to reduce crime.
- create an environment which helps to increase personal safety.

Many of the Plan's Policies and proposals will provide benefits for disadvantaged groups. For example:

- Providing and protecting green areas (e.g. public open space, recreation grounds, Local Nature Reserves and woodlands) improves life for everybody, but particularly when provided for people living in heavily built-up parts of the Inner City. Many of the Plan's proposed new or improved green areas will be close to where large numbers of disadvantaged people live. These improvements should help break links between being poor and suffering a poor run-down environment (see Policies GE1 to GE18, pages 89-109).
- Shopping Policies (see Policies S1 to S12, pages 183-202) aim to make the City Centre, District and Local Centres convenient and pleasant places for everyone to shop, including those without the use of a car and those who may depend on a car for access.
- Housing Policies (see Policies H1 to H18, pages 145-168), whilst catering for Sheffield's overall requirements, also specifically provide for affordable housing for people on low incomes, homeless people, people with disabilities, people in need of care, and travellers.
- Industry and Business Policies (see Policies IB1 to IB16, pages 123-141), help firms to set up, stay in operation or expand in Sheffield, secure existing jobs, and create some new jobs for those currently unemployed.
- Transport Policies (see Policies T1 to T28, pages 252-287) are designed to reduce the barriers to movement that often face disadvantaged people. These include the problem of access for people on low incomes. The Policies concentrate on improving public transport and other alternatives to the private car, including support for the access-friendly Supertram network. They will improve the pedestrian environment of the City Centre whilst maintaining access for car drivers and passengers with disabilities. And they also seek to reduce the amount of traffic within residential areas in order to give the streets "back to the people".

The remainder of this chapter sets out what the Plan does for particular groups of people. The chapter does not contain any Policy statement but it does include detailed cross references to help you find the relevant Policies.

CLIENT GROUP - PEOPLE WITH DISABILITIES

As many as 80,700 people in Sheffield in 1991 had some form of learning or physical disability (16.1%) and of these 13,000 are likely to be severely disabled. Nearly 30% of households contain at least one person with a disability. With more people living longer the percentage is likely to increase in the future. In the past, the environment has disabled people by creating barriers to access, making it difficult for people to move around, get in and out of shops, public buildings, leisure facilities or even live in ordinary housing like everybody else and visit friends and relatives. The Plan recognises that this needs to change.

POLICY**WHAT THE PLAN SAYS****Built Environment:**

Building Design

BE5 (i), (j) and (l), pages 64-65

The general needs of users of all new and refurbished buildings and extensions should include:

- promotion of all aspects of personal safety and security particularly at night-time;
- designs to meet the needs of users;
- covered walkways.

Design of Buildings Used by the Public

BE7, pages 66-68

The general access standards for buildings used by the public, including shops, public spaces, libraries, medical centres, theatres, cinemas and leisure centres, should ensure safe and easy access to the building.

Developers will be encouraged to provide:

- appropriate parking and toilets;
- childcare and baby changing facilities;
- access to public transport.

Access to Workplaces

BE8, page 68

To enable employers to comply with the 3% quota of people with disabilities, set out in 1944 and 1958 Employment Acts, all developments which will cater for 20 or more jobs are to be suitable for people with disabilities.

Design for Vehicles

BE9 (f) and (g), pages 69-70

New developments and refurbishments should provide parking, designed to minimise the risk of crime, suitably located for people with disabilities.

Design of Streets, Pedestrian Routes, Cycleways and Public Spaces

BE10, pages 70-71

The design and environmental improvement of streets and pedestrian areas should be safe and convenient for people with disabilities to use.

Green Environment:

Sites of Special Scientific Interest and Local Nature Reserves

GE12, pages 101-102

Access for people with disabilities will be provided.

Industry and Business:

Training Centres and Community Facilities in Industry and Business Areas

IB12 (a), pages 137-138

The provision of training centres which will meet the needs of people with disabilities will be encouraged.

Housing

Short-term Accommodation for Homeless People
H6, pages 150-151

The development of short-term accommodation for homeless people with facilities for people with disabilities will be encouraged.

Mobility Housing
H7, pages 151-152

Housing for people with disabilities will be expected or encouraged in housing developments where there is a local need.

Housing for People in Need of Care
H8 (c), pages 152-153

All new and refurbished housing in the form of supportive accommodation, sheltered accommodation, care homes and nursing homes should be suitable for people with disabilities.

Design of New Housing Developments
H15 (a), pages 163-164

Easy access around sites will be expected.

Community Facilities

Provision of Community Facilities
CF1, pages 170-171

Suitable community facilities and meeting places will be promoted where there is a shortage.

Keeping Community Facilities
CF2, pages 171-172

Existing community facilities should be protected from redevelopment or, if necessary, replaced.

Children's Nurseries
CF4, pages 172-173

Purpose-built nursery facilities to be encouraged in all new major developments where people work or receive education or training.

Shopping:

Design of Retail Development
S11, pages 200-202

Retail development will be required to provide access for people with disabilities.

Leisure and Recreation:

New Leisure Facilities
LR2 (c) and (d), pages 221-223

New leisure uses and facilities as well as improvements to existing ones will be promoted where they would be easily available and accessible to disadvantaged people, with easy access by public transport, and accessible for people with disabilities.

Improving Open Spaces
LR10, pages 232-234

Proposals for improvements to open space, as opportunities arise, which would improve access.

Transport:

Promoting Public Transport
T1, T2, pages 252-255

Proposals to put the Policies into practice include:

- supporting policies on concessionary fares, tendered bus services, the integration of public transport services

	<ul style="list-style-type: none"> and improved vehicle design and facilities; • supporting community transport initiatives.
Supporting and Promoting Supertram T3, pages 255-256	Supertram will be a more accessible system than the bus for people with disabilities.
Promoting Rail Use T4, pages 256-257	Proposals include liaising with the Passenger Transport Executive to ensure the maximum possible accessibility of the local rail network.
Promoting Walking and Cycling T7 to T11, pages 259-265	Improvements will be made by: <ul style="list-style-type: none"> • creating safe routes; • providing surface-level crossings wherever possible; • taking into account the needs of people with various disabilities; • giving high priority to footway maintenance; • retaining access for vehicles of people with disabilities in High Amenity Zones
Traffic Calming Measures T12 to T14, pages 266-269	Traffic calming can reduce the risk and the severity of road accidents to vulnerable people and provide safe and convenient routes for pedestrians. Schemes will be introduced in the City Centre and in other specific areas of the City.
Car Travel to the City Centre T20, pages 275-276	Provision is made for travel and parking by people with disabilities needing to use the private car.
Car Parking Guidelines pages 288-297	Developers will be expected to provide adequate short-stay parking to meet the needs of people with disabilities.

CLIENT GROUP - OLDER PEOPLE

The needs of older people have been recognised by the Plan. Sheffield's population of 528,000 has 42,100 people over 75 and 10,500 people over 85. These people rely more on local facilities, travel by public transport and want facilities which are easy to get around and comfortable.

POLICY

Built Environment:

Building Design
BE5 (i), (j) and (l),
pages 64-65

WHAT THE PLAN SAYS

The general needs of users for all new and refurbished buildings and extensions should include:

- promotion of all aspects of personal safety and security particularly at night time;
- designs to meet the needs of users;

Design of Buildings
Used by Public
BE7, pages 66-68

- covered walkways.

The general access standards for buildings used by the public, including shops, public spaces, libraries, medical centres, theatres, cinemas and leisure centres, should ensure safe and easy access to the building.

Developers will be encouraged to provide:

- appropriate parking and toilets;
- childcare and baby changing facilities;
- access to public transport.

Design for Vehicles
BE9 (f) and (g),
pages 69-70

New developments and refurbishments should provide adequate parking for people with disabilities, designed to minimise the risk of crime.

Design of Streets, Pedestrian
Routes, Cycleways and Public
Spaces
BE10, pages 70-71

The design and environmental improvements of streets and pedestrian areas should be safe and convenient to use for people with disabilities.

Industry and Business:

Training Centres and Community
Facilities in Industry and Business
Areas
IB12 (a), pages 137-138

The provision of training centres which will meet the needs of people with disabilities will be encouraged.

Housing:

Housing for People on Low
Incomes
H4, pages 148-149

The development of affordable housing for sale or rent for low-income people will be promoted where it is needed.

Short-term Accommodation for
Homeless People
H6, pages 150-151

The development of short-term accommodation for homeless people, with facilities for people with disabilities, will be encouraged.

Mobility Housing
H7, pages 151-152

Housing for people with disabilities will be encouraged in housing developments where there is a local need.

Housing for People in Need of
Care
H8 (c), pages 152-153

All new and refurbished housing in the form of supportive accommodation, sheltered accommodation, care homes and nursing homes should be suitable for people with disabilities.

Design of New Housing
Developments
HI5 (a), pages 163-164

Easy access around sites will be expected.

Community Facilities:

Provision of Community Facilities
CF1, pages 170-171

Suitable community facilities and meeting places will be promoted where there is a shortage.

Keeping Community Facilities
CF2, pages 171-172

Existing community facilities should be protected from redevelopment, or, if necessary, replaced.

Community Benefits
CF5, pages 173-175

Provision of community benefits including meeting places, seating, landscaped areas and covered areas will be encouraged.

Shopping:

Development in Shopping Centres
S1, S5, pages 183-185, 191-193

Maintains existing City Centre and District and Local Shopping Centres.

Design of Retail Development
S11 (a), (b), (e), (f), (g),
pages 200-202

Retail development should provide:

- access for people with disabilities;
- for safe and easy pedestrian movement at ground level;

Facilities for the comfort and convenience of shoppers will be encouraged.

Leisure and Recreation:

New Leisure Facilities
LR2 (c) and (d), pages 221-223

New leisure uses and facilities, as well as improvements to existing ones, will be promoted where they would be easily available and accessible to disadvantaged people and easily accessible by public transport and accessible for people with disabilities.

Improving Open Spaces
LR10, pages 232-234

Proposes improvements to open space, as opportunities arise, which would enhance access.

Transport:

Promoting Public Transport
T1, T2, pages 252-255

Proposals to put the Policies into practice include:

- supporting policies on concessionary fares, tendered bus services, the integration of public transport services, and improved vehicle design and facilities;
- supporting community transport initiatives;
- measures to promote bus use.

Supporting and Promoting Supertram
T3, pages 255-256

Supertram will be more accessible than buses.

Promoting Rail Use
T4, pages 256-257

Proposals include liaising with the Passenger Transport Executive to ensure the maximum possible accessibility of the local rail network.

Promoting Walking and Cycling
T7 to T11, pages 259-265

Improvements will be made by:

- creating safe routes;
- providing surface level crossings;
- taking into account the needs of elderly people;
- giving high priority to footway maintenance.

Traffic Calming
T12 to T14, pages 266-269

Traffic calming schemes will be introduced in the City Centre and in other specific areas in the City to reduce the risk and severity of road accidents involving vulnerable people and provide safe and convenient routes for pedestrians.

Car Parking
T21, T24, pages 276-277, 280-281

Short-stay public car parking will be encouraged in shopping centres and at other appropriate locations.

CLIENT GROUP - ETHNIC MINORITIES

Sheffield has a rich diversity of peoples of different cultural and ethnic backgrounds. This is one feature that gives the City its unique character. In 1991 there was a total 25,500 (5.1%) people from ethnic minorities in Sheffield. The Pakistani community is the largest with 9,000 (1.8%) people. There are 8,000 Black/Afro-Caribbean people. There are also Indian, Bangladeshi and Chinese. People from ethnic minorities are more likely than white people to live in areas of poverty and deprivation and are more likely to be unemployed and have below-average incomes. Different ethnic and cultural groups have particular needs. These include the design of buildings and religious meeting places, the location of shops and open spaces and more local employment opportunities.

POLICY

WHAT THE PLAN SAYS

Built Environment:

Building Design
BE5 (k), pages 64-65

Designs which reflect the varied ethnic and cultural traditions of the City will be accepted but they will also need to be in keeping with other parts of the Plan.

Community Facilities and Institutions:

Provision of Community Facilities
CF1 (a), pages 170-171
Community Benefits
CF5 (c), pages 170-171

Community facilities and meeting places will be promoted where there is a shortage. The provision of workplace facilities and benefits such as training facilities and childcare nurseries will be encouraged.

Community Benefits
CF5 (j), pages 170-171

The provision of workplace facilities and benefits such as training facilities and childcare nurseries will be encouraged.

Leisure and Recreation:

New Leisure Facilities
LR2 (a), (d), pages 221-223

New leisure uses and facilities, as well as improvements to existing ones, will be encouraged particularly in areas with few facilities where they would be easily accessible and available to disadvantaged people.

Open Space
LR4, pages 224-225

Open space will be provided where there is a shortage and improved where it is of poor quality, as opportunities arise.

Transport:

Promoting Public Transport
T1 to T4, pages 252-257

Proposals to support public transport include:

- giving priority to buses;
- supporting policies on tendered bus services;
- supporting Supertram proposals;
- supporting community transport initiatives;
- improving the local rail network.

Promoting Walking and Cycling
T7 to T10, pages 259-264

Better facilities will be provided for walking and cycling by measure such as:

- providing surface-level crossings;
- providing routes and facilities for cyclists.

Traffic Calming
T12 to T14, pages 266-269

Traffic calming which can improve the environment and reduce the risk and severity of road accidents will be introduced in specific areas.

CLIENT GROUP - WOMEN

Women make up 50.4% of Sheffield's population. The Plan recognises that women want a choice; women want to be able to have the same opportunities in the regular workplace as men, they want the facilities to enable childcare to be shared with a partner and they want plans to recognise that the majority of women and men live their lives in different ways, sometimes by choice but in many cases because of lack of choice.

POLICY**WHAT THE PLAN SAYS****Built Environment:**

Building Design
BE5 (i), pages 64-65

The design of buildings, landscaping and lighting should promote all aspects of personal safety and security particularly at night-time.

BE5 (j), pages 64-65

Design should meet the needs of users.

BE5 (l), pages 64-65

Meeting the needs of users of shopping streets will be

encouraged, including the provision of canopies, colonnades and covered walkways, provided they do not lead to a loss of safety or cause an obstruction.

Design of Buildings used by the Public
BE7, pages 64-68

Developers will be encouraged to provide buildings used by the public with appropriate toilet facilities and safe and easy access to and around the building.

Design for Vehicles
BE9, pages 69-70

New development and refurbishments should provide a safe and efficient layout for all vehicles including parking areas designed to minimise the risk of crime against people and vehicles by making all parts of each area visible by users.

Design of Streets, Pedestrian Routes, Cycleways and Public Spaces
BE10 (a), (b), pages 70-71

The design and environmental improvement of streets should make them convenient and safe to use and maximise personal safety, particularly at night.

Green Environment:

Green Belt
GE1, pages 89-90

Areas of open land extending into the urban area which have existing or potential recreational value enabling inner-city residents to walk to natural areas or open countryside should be preserved.

Green Network
GE10, pages 98-99

The extension of the Green Network will be encouraged to give more local open space.

Industry and Business

Training Centres and Community Facilities in Industry and Business Areas
IB12, pages 137-138

The provision of suitable training premises for women will be encouraged.

Housing:

Open Space in New Housing Development
H16, pages 164-165

Developers will be required to provide:

- open space which is well designed and;
- children's play areas visible from nearby houses.

Community Facilities and Institutions:

Provision of Community Facilities
CF1, pages 170-171

The provision of community facilities which are readily available to all Sheffield people will be promoted and, in particular, facilities which would be easily accessible by foot or by public transport, located within the community they are intended to serve, and located where there is a shortage.

Keeping Community Facilities
CF2, pages 170-172

Existing community facilities should be protected from redevelopment, or, if necessary, replaced.

Community Benefits
CF5, pages 173-175

The provision of a wide range of community benefits including toilets, street furniture, community facilities and workplace facilities will be encouraged.

Shopping:

Design of Retail Development
S11 (a), (b), (f), (g) and (j),
pages 200-202

Retail development should provide access for pushchairs, safe and easy pedestrian movement at ground level, and short-stay shoppers' car parking. Developers will be encouraged to provide facilities for the comfort and convenience of shoppers and nursery facilities for staff members.

Leisure and Recreation:

New Leisure Facilities
LR2, pages 221-223

Small-scale local facilities and leisure facilities which are accessible by public transport will be promoted.

New Open Space
LRI1, pages 234-235

New open space will be created in areas where people do not have easy access to a community park.

Transport:

Promoting Public Transport
T1 to T4, pages 252-257

Proposals to support public transport include:

- giving priority to buses;
- promoting Supertram, which will be accessible to people with disabilities;
- improving the local rail network;
- liaising with the Passenger Transport Executive to achieve maximum accessibility of the local rail network.

Promoting Walking and Cycling
T7 to T11, pages 259-265

Pedestrian and cycle routes will be created which will:

- be safe to use at night as well as during the day;
- have surface-level crossings;
- take into account the needs of women;
- provide cycle routes which are completely or partially segregated from motorised traffic.

Traffic Calming
T12 to T14, pages 266-269

Traffic calming will be carried out to reduce accidents and improve the environment for local people. Measures will also improve access between the main shopping and office areas and the rail station/bus interchange.

CLIENT GROUP - PEOPLE WITH CHILDREN

Sheffield has 33,300 children under 5 and 61,400 aged 5 to 14 years. People looking after young children want to be able to take them shopping and know that they will be safe and that there will be toilets and play areas. They want to know that new housing schemes take into account the needs of people with children.

POLICY

WHAT THE PLAN SAYS

Built Environment:

Building Design
BE5, pages 64-65

Sets out the user standards for good design which include people with children.

Design of Buildings used by the Public
BE7, pages 66-68

Developers will be encouraged to provide all buildings which are to be used by the public with facilities for people with young children, such as childcare and baby changing facilities.

Green Environment:

Green Network
GE10, pages 98-99

Extends Green Network to give more local open space.

Housing:

Design of New Housing Development
H15, pages 163-164

Design of new housing developments to provide easy circulation for people with pushchairs.

Open Space in New Housing Developments
H16, pages 164-165

Developers to ensure that there would be sufficient open space to meet local needs including provision for children's play which is within the site and visible from nearby houses.

Community Facilities and Institutions:

Community Benefits
CF5, pages 173-175

Planning powers will be used to encourage the provision of a wide range of community benefits including recreation and play facilities and childcare facilities.

Shopping:

Design of Retail Development
S11, pages 200-202

Retail development should provide access for pushchairs and safe and easy pedestrian movement. Developers will be encouraged to provide facilities for the comfort and convenience of shoppers.

Leisure and Recreation:

Improving Open Space
LR10, pages 232-234

As opportunities arise, appropriate improvements will be made to public open spaces which would enhance access especially for disadvantaged people.

Transport:

Promoting Public Transport
T1 to T4, pages 252-257

Proposals to support public transport include:

- giving priority to buses;
- promoting Supertram, which will be accessible to people with disabilities;
- improving the local rail network;
- liaising with the Passenger Transport Executive to achieve maximum accessibility of the local rail network.

Promoting Walking and Cycling
T7 to T11, pages 259-265

Pedestrian and cycle routes will be created which will:

- be safe to use at night as well as during the day;
- have surface-level crossings;
- take into account the needs of women;
- provide cycle routes which are completely or partially segregated from motorised traffic.

Traffic Calming
T12 to T14, pages 266-269

Traffic calming will be carried out to reduce accidents and improve the environment for local people. Measures will also improve access between the main shopping and office areas and the rail station/bus interchange.

Car Travel to the City Centre
T20, pages 275-276

Provision is made for access and parking by shoppers in the City Centre.

CLIENT GROUP - UNEMPLOYED PEOPLE, HOMELESS PEOPLE AND OTHER PEOPLE ON LOW INCOMES

According to the Department of Employment figures in December 1996, 9.1% of men and 3.6% of women were unemployed. The Sheffield Unemployment Unit estimates unemployment amongst men as 11.9% and women 4.4%.

Homelessness has been on the increase. In 1995/96 the Council dealt with 3,300 initial enquiries and 1,100 of these were about households in priority need. Planning itself can't solve people's homelessness but it can ensure that short-term accommodation is permitted and where appropriate it can enable temporary change of use from Industry, Business or Office to Housing to provide living space.

The European Commission's definition of low income is 68% of gross average earnings. People below this level are most dependent on public transport and local facilities and they want to be near to good quality open space and employment opportunities.

POLICY

WHAT THE PLAN SAYS

Built Environment:

Environmental Improvements
BE4 (a), (b), (c), pages 62-64

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

- areas of known poverty;
- areas of housing renewal;
- the City Centre.

Green Environment:

Green Belt
GE1, pages 89-90

Maintains a strong Green Belt which preserves areas of open land extending into the urban area which have existing or potential recreational value and enabling people living in the inner city to walk to the open countryside.

Green Network
GE10, pages 98-99

Green Network to be extended and enhanced to improve access to the natural environment.

South Yorkshire Forest
GE14, pages 103-104

The establishment of the South Yorkshire Forest to be encouraged, providing employment and new recreational space in the north and east of the City.

Industry and Business:

Training Centres and Community
Facilities in Industry and Business
Areas
IB12 (a), (b), pages 137-138

The provision of training centres and appropriate facilities will be encouraged especially where these would meet the needs of unemployed people and be safely and easily reached by foot and public transport.

Housing:

Housing for People on Low
Incomes
H4, pages 148-149

The development of affordable housing for people on relatively low incomes will be promoted where it is needed.

Short-term Accommodation for
Homeless People
H6, pages 150-151

Appropriate development of short-term accommodation for people without a permanent home to be promoted.

Community Facilities:

Provision of Community Facilities
CF1, pages 170-171

The provision of community facilities which are readily available to all Sheffield people will be encouraged and, in particular, facilities which would be easily accessible by foot or by public transport, located within the community they are intended to serve, and located where there is a shortage.

Keeping Community Facilities
CF2, pages 171-172

Existing community facilities should be protected from redevelopment, or, if necessary, replaced.

Community Benefits
CF5, pages 173-175

The provision of a wide range of community benefits including meeting places, street furniture and facilities for pedestrians, cyclists and public transport users will be encouraged.

Leisure and Recreation:

New Leisure Facilities
LR2, pages 221-223

New leisure uses and facilities as well as improvements to existing ones will be encouraged where they would be easily accessible by public transport and easily available and accessible to disadvantaged people.

Transport:

Promoting Public Transport
T1 to T4, pages 252 to 257

Proposals to support public transport include:

- giving priority to buses;
- supporting policies on tendered bus services;
- supporting Supertram proposals;
- supporting community transport initiatives;
- improving the local rail network.

Promoting Walking and Cycling
T7 to T11, pages 259 to 265

Better facilities will be provided for walking and cycling by measures such as:

- providing surface-level crossings;
- providing routes and facilities for cyclists.

Traffic Calming
T12 to T14, pages 266-267

Traffic calming which can improve the environment and reduce the risk and severity of road accidents, will be introduced in specific areas.

CLIENT GROUP - PEOPLE IN AREAS OF POVERTY

141,000 people in Sheffield live in households receiving Council benefits. This represents 26% of adults and 31% of children.

There are many people on low incomes in Sheffield who live in a relatively good quality environment. But a lot of people on low incomes live in areas where the environment needs improving. When implementing the Plan, emphasis will be given to these areas.

POLICY

WHAT THE PLAN SAYS

Built Environment:

Environmental Improvements
BE4, pages 62-64

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

known poverty, areas for housing renewal and the City Centre.

Green Environment:

Green Network
GE10, pages 98-99

The Green Network will be extended to improve access to the natural environment.

Housing:

Environmental Improvements in
Housing Areas
H17, pages 165-166

Environmental improvements will be concentrated in housing areas in areas of known poverty, areas for housing renewal and the City Centre.

Transport:

Promoting Public Transport
T1 to T4, pages 252-257

Proposals to support public transport include:

- giving priority to buses;
- supporting policies on tendered bus services;
- supporting Supertram proposals;
- supporting community transport initiatives;
- improving the local rail network.

Promoting Walking and Cycling
T7 to T11, pages 259-265

Better facilities will be provided for walking and cycling by measure such as:

- providing surface level crossings;
- providing routes and facilities for cyclists.

Traffic Calming
T12 to T14, pages 266-269

Traffic calming which can improve the environment and reduce the risk and severity of road accidents will be introduced in specific areas.

CLIENT GROUP - YOUNG PEOPLE

Sheffield has 10,800 16 and 17 years olds and 67,300 children between 5 and 15. They represent the future of the City. Young people have their own specific needs whether it is for play space, sports facilities, leisure facilities or places to meet.

POLICY

WHAT THE PLAN SAYS

Built Environment:

Design of Streets, Pedestrian
Routes, Cycleways and Public
Spaces
BE10 (a), pages 70-71

The design of streets should make them convenient and safe to use for young people.

Green Environment:

Green Belt
GE1, pages 89-90

A strong Green Belt will be promoted which preserves areas of open land extending into the urban area which have existing or potential recreational value and enabling people living in the inner City to walk to the open countryside.

Green Network
GE10, pages 98-99

The extension of the Green Network to improve access to the natural environment will be encouraged.

Industry and Business:

Training Centres and Community
Facilities in Industry and Business
Areas
IB12, pages 137-138

The provision of suitable training premises for young people will be encouraged.

Housing:

Flats, Bed-sitters and Shared
Housing
H5, pages 149-150

Planning permission will be granted for the creation of this type of housing where living conditions will be satisfactory for the occupants and neighbours.

Short-term Accommodation for
Homeless People
H6, pages 150-151

Appropriate development of good quality short-term accommodation for people without a permanent home will be encouraged.

Community Facilities:

Provision of Community Facilities
CF1, pages 170-171

The provision of community facilities which are readily available to all Sheffield people will be encouraged and, in particular, facilities which would be easily accessible by foot or by public transport, located within the community they are intended to serve, and located where there is a shortage.

Keeping Community Facilities
CF2, pages 171-172

Existing community facilities will be protected from redevelopment or, if necessary, replaced.

Community Benefits
CF5, pages 173-175

Where appropriate, planning powers will be used to encourage the provision of a wide range of community benefits including meeting places, street furniture and facilities for pedestrians, cyclists and public transport users.

Leisure and Recreation:

Leisure Facilities
LR2, pages 221-223

New leisure uses and facilities as well as improvements to existing ones will be encouraged where they would be easily accessible by public transport and easily available and accessible to disadvantaged people.

Open Space
LR4, pages 224-225

Open space will be provided where there is a shortage and improved where it is of poor quality, as opportunities arise.

Transport:

Promoting Public Transport
T1 to T4, pages 252-257

Proposals to put the Policies into practice include:

- giving priority to buses;
- supporting policies on tendered bus services;
- supporting Supertram proposals;
- supporting community transport initiatives;
- improving the local rail network.

Promoting Walking and Cycling
T7 to T11, pages 259-260

Better facilities will be provided for walking and cycling by measures such as:

- providing surface-level crossings;
- providing routes and facilities for cyclists.

Traffic Calming
T12 to T14, pages 266-269

Traffic calming which can improve the environment and reduce the risk and severity of road accidents, will be introduced in specific areas.

CLIENT GROUP - TRAVELLERS

There are up to 60 traveller families who live in or regularly come to Sheffield.

POLICY

WHAT THE PLAN SAYS

Housing:

Sites for Travellers
H9, pages 153-154

Provides for high standard permanent sites with an acceptable environment

Other information

For population figures, see Mid -1995 Population Estimate; Office of Population Censuses and Surveys, HMSO, 1996.

Photograph opposite courtesy of English Heritage